

# TRIPLE-M REGISTER BULLETIN



**FEBRUARY 2003**





*Peter Prosser's current project - a blown KN saloon*

Photo: P. Prosser



*Period photo of a R.E.A.L. bodied J2*

Photo : from David Dawson collection

# **TRIPLE-M REGISTER BULLETIN**

**February 2003**

**EDITORIAL – Phil Bayne-Powell**

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Welcome to 2001!! We can look back on a very successful year, the highlight of which must be our very popular Prescott weekend. This year Alan Grassam is organising a very tempting weekend around Sherbourne in Dorset on 4<sup>th</sup>- 6<sup>th</sup> of July, which will be the Register's major event for the year. Alan has arranged an interesting programme with great tours, a bit of competition to exercise the little grey cells, and memorable meals – not forgetting the cream teas! See later on for further details of the event. There is a separate flyer and entry form in the middle of this Bulletin, which you should fill in as soon as possible. I know July is five months away, but if you get your entry off now, you have booked your place and accommodation. The accommodation is likely to be the limiting factor for this weekend, and is included in the very good value for money of £125 per head; this includes all the meals and entry charges (except for the Haynes Motor Museum, as some people may not choose to do this visit).

We aim to beat last year's turn out at Prescott of 49 entrants, and hope that we can temp out some cars that are rarely seen.

Before this however Alan is organising the Classic Kimber Trial on 26<sup>th</sup>-27<sup>th</sup> April. To encourage the ordinary touring car, as opposed to the full bloodied trials machine, the event is being made totally non-damaging, and we hope that we can encourage many novices to try out a different form of motoring.

Our Raid to Normandy has been brought forward to the first May Bank Holiday, i.e. 3<sup>rd</sup>-5<sup>th</sup> May. As usual we will be based at John and Lavinia Bevington's farmhouse in Hambye. We had a good number of new entrants last year, who thoroughly enjoyed the mix of good food, good tours and company; so make a note to join us this time. See the Dieppe Raiders news for further details.

**Front cover:-** Geelong Sprint, with Doug Keith's NE replica on the start line alongside Bill Andrew's J3. (photo –Ed Taylor)



I did not make much progress on the cars over the 12 days of the Christmas break. I was building a new lean-to roof over the leaky flat roof of the main garage, as I had got fed up with the constant leaks. I also needed to stop the leaks in the other 3-car garage/shed down the garden, but found that, on taking off the felt, the boards underneath were severely rotten. I therefore had to replace those in between the heavy rain that seemed to appear every day!

The ND's petrol tank has been soldered up and refitted, but on connecting up the main feed, I found that it had split, allowing petrol to spurt out. I have now blanked off that feed, and will need to cut back the pipe and make up a short replacement section, but it was nice to hear the car roar back into action again.

The Allingham has had a brake overhaul, with new linings on all spacer sheet at the rear, which was all given a good test by Rosemary at the VSCC Brooklands Driving Tests. Its new interior trim is nearly finished, to complement last year's respray.

I have now fitted battery isolation switches to the M-type and the two N-types, and apart from the piece of mind it gives in case of an electrical fire, it enables one to isolate the batteries from any slow leakage, thus keeping the batteries in tip-top condition (the ND always seemed to have a flat battery, but now there is no such problem). It is also a pretty effective anti-theft device, although I doubt if anyone would steal one of our cars, as they are so distinctive; however, I suppose joy riders might try it on, but they usually go for hot hatches, not slow old bangers!

I am sorry to report that Lionel Phillips has died rather suddenly, just before Christmas. He was 77, and regularly turned up in his very original NA 4-seater to many of the SE Centre's meetings. His car is being retained in the family with Sarah and Rob Fortune, from Alton, hoping to use it as Lionel had.

We are pleased to report that Colin Biles, who had a nasty attack just before Prescott last year, is back on the mend.

Colin Tieche of C/J4 renown has remarried for the fourth time, to the lovely Sally; we wish them all happiness for the future.

Alan McNab has at last sold his C-type at auction just before Christmas. But if you want a C-type, Colin Tieche's car is back on the market.

## Committee Meeting - 1<sup>st</sup> December

Peter Green advised that the main club would be carrying out repairs to the Gold Cup. No response as yet to the request for a successor to the Yearbook Editor, Nick Wright.

The T-type Register had sent out a form for members to update their details; should we do the same? George Eagle to check the costs of doing this with head office.

The John Kidder Trophy has now been engraved and it was suggested that the Greens be presented with it at the March AGM.

Cost of the Triple-M badges would need to be increased to £23 for UK members, and £25 for overseas members.

Registrar reported that we now have 3175 current valid cars registered. Rules for registration of cars were discussed and various decisions made, which would be incorporated into the document for final approval by the committee.

Details received of the Vintage Minor Register's celebrations for the car's 75<sup>th</sup> birthday, to which the Triple-M Register has been invited (*see details in last Bulletin – Ed.*).

The Register would be reprinted including the right hand column giving details of the cars (but not the history), such as body variations, or special body, etc.

It was agreed that we would give a register number to all cars complete except for a non-Triple-M engine, with the hope that people would eventually obtain a correct engine.

Mike Linward confirmed that the Hagley Light Car Club's Loton Park sprint would be on 12<sup>th</sup> July, also the Cornbury Sprint will be taking place this year.

It was resolved to raise the question of the Centre Co-ordinator and Area Representatives at the AGM on 2<sup>nd</sup> March. What is their role? Is it now required, with a regular Bulletin service, keeping members abreast of events? Should they be organising local events or liaising with main events to provide a run in, or a display, as Roger Thomas had done at Brooklands recently? Could members voice their opinion with their Reps, or any committee member.

The 2003 programme was discussed, and the Proposed Shuttleworth visit was agreed to be held over to 2004. Alan Grassam is organising the West Country Rally on 4<sup>th</sup>-6<sup>th</sup> July, based around Sherbourne.

The 75<sup>th</sup> birthday of the M-type would be celebrated at Silverstone with a display in a Marquee, with 4 or 5 cars on display (hopefully a Le Mans car, a 12/12, a Sportsmans Coupe, and a Jarvis bodied car). A separate car park would be cordoned off around the marquee for M-types only, and all cars pre-entered would have their details on a placard. A photographic display would be set up in the Marquee, and also 3 parade laps are hopefully being fitted into the weekend's programme.

Bulletin well in hand, but more tips and hints required; Bob Jones would audit any technical items, as well as providing occasional items himself, as Technical Advisor.

Change of Yearbook printer was discussed; Nick Wright had obtained cheaper commercial quotations, which will give better quality as well as more colour. We would need to check that the VAT could be recovered. It was agreed to change, once the VAT issue had been resolved. The Yearbook price has been held since 1997, and an increased figure of £9 was approved, with £2 post and packing in UK, and £4 post and packing overseas. Possible 6 new advertisers were identified; also if any members know of a potential advertiser, to contact Nick or Elizabeth Taylor.

The Register's web site is ready for launching, but a web master is urgently needed.

Next committee meeting would be on 2<sup>nd</sup> March in the morning prior to the AGM in the afternoon.

## **CRG Engineering**

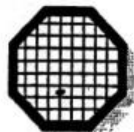
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**In Berkshire CRG spells "Triple-M M.G."**

# VSCC Driving Tests, Brooklands

## 11<sup>th</sup> January

The annual Driving Tests at Brooklands looked at one stage to be in jeopardy, due to the charges that the Museum were trying to impose. Fortunately sense prevailed, probably after some arm-twisting, and the event was back on.

78 people entered and of those, there were 9 Triple-M entries, with 4 in the standard class, and the rest in the modified class. After weeks of wet weather, followed by snow, we were very lucky to have a clear, but crisp day, with the snow mostly melted. The surface of the track was however still frosty and slippery in places, with mushy leaves catching out those who were trying to stop astride the line.

One of the previous test locations had been converted into a car park, so the number of tests were reduced to 10, with 5 in the morning and 5 after the lunch break. Odd-numbered cars started at the test hill, while even numbered cars started at test 4, on the banking.

Our Jarvis M-type was up against Tim Beckh in Patrick Gardner's PA. Patrick was off in the Caribbean sailing in lovely warm weather, so wasn't competing this year. Jonathan Williamson was driving his dad's Cream Cracker. Ian had only recently completed LeJog (Lands End to John of Groats Rally) with various problems, finishing without second gear, but winning the Spirit of the Rally Award, with the capable navigation skills of John Bailey.

Peter Fenichel was entered in his pointed tail K3 replica, which didn't like the slow running necessary for some of these tests, although the pre-selector gearbox does have its advantages, when needing to stop in a box, and reverse back out again. Number 1 plug oiled up in the afternoon, but once changed, the car was sounding as throaty as before. This car has full road gear, and Peter drove it down from London that morning.

Some of the tests had to be carefully remembered, as failure to carry out the correct route collected 60 points, while hitting a bollard, or not stopping astride the line, collected only 10 points. So a wrong test virtually sealed your fate. In addition because 8 out of 10 of the tests were on the banking, the width of the tests was tight, with

some very tight turns. For the larger cars this meant carrying out a three-point turn. The M-type was ideal for these turns, and a bit of power sliding got the tail round! Also, because the garages were often half way up the banking, when stopping or starting off, the car tended to slide down the slope, which was more noticeable for the heavier cars.

John Bevington is a regular entrant at this event, coming over from Normandy, France, in his special M-type. But he had to set off early Friday to catch the ferry, and the French roads at that time of the morning were really dangerous, with the melted snow freezing into ice, and then another snow fall on top, creating a lethal cocktail, that even John was not prepared to risk; so he returned home.

The tests finished about mid-afternoon, before the cold really started to get to us, because although sunny, there was very little heat with it, so many people warmed up in the Museum, or in the café, boosting the Museum's takings.

There were many interesting cars spectating, which created a typical Brooklands atmosphere.

The results showed that MGs gained one 1<sup>st</sup> class award and two 2<sup>nd</sup> class awards. The full results were:-

#### **Touring car class**

5 <sup>th</sup>	James Mumford	M-type	519.9 pts	2 <sup>nd</sup> class award
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#### **Standard sports car class**

3 <sup>rd</sup>	Nick Benger	J2	532.7 pts	2 <sup>nd</sup> class award
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6 <sup>th</sup>	Richard Lee	PA	591.4 pts	
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7 <sup>th</sup>	Rosemary B-Powell	NA	597.7 pts	
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#### **Modified sports car class**

1 <sup>st</sup>	Ian Williamson	Cracker PB	435.2 pts	1 <sup>st</sup> class award
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9 <sup>th</sup>	Tim Beckh	PA	586.8 pts	
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10 <sup>th</sup>	Philip B-Powell	Jarvis M	597.3 pts	
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18 <sup>th</sup>	Peter Fenichel	K3 Rep.	675.0 pts	
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Once again the VSCC had organised a great event, and not only arranged a nice bright day, but also arranged for a fly-past of Concorde! Also later in the day, the Flying Scotsman came steaming down the mainline (which runs alongside the track), complete with a full complement of Pullman coaches. What good connections these guys have!!



# TRIPLE-M REGISTER'S WEEKEND

## 4,5,6 July 2003

Following the success of the 40<sup>th</sup> 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 £125. If you do not wish to stay at The Sherborne Hotel, there are ample B&B facilities in Sherborne.

Fuller details 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](mailto:agsquarecrackers@ukf.net)

## Dieppe Raiders News

The Vintage Montlhery meeting is now cancelled, due to lack of people willing to help in the organisation. What a way to remember the efforts of Jacques Potherat, who almost single handed got this event off the ground. It is likely that it will be run next year, and this could be the very last year, as the £100,000 that was coughed up for improvements was just to take it to 2004.

Our Normandy Raid is now confirmed as taking place over the First May Bank holiday weekend of 3-5<sup>th</sup> May. We shall be going out from Portsmouth this time, as we do not have time to drive across from Dieppe as usual, due to the schools only getting one extra day off. We shall be going out on the 7.15am Sea Cat to Cherbourg. We shall then drive down to Blainville, where we meet the Bevingtons and have lunch. In the afternoon, we shall visit the oyster beds nearby.

We will then go on to Hambye for tea, and allocation of accommodation, as well as paying 190 Euros per person to the Bevingtons for the total cost of the weekends events, meals accommodation, and drinks. The evening meal will be in Hambye.

### **John James**

#### **MMM & 'T' Spares**

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**NEW!** Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4 each. *Compare prices* of Top Quality Camshafts: J2 @ £169, P @ £200, N @ £299 each. Vertical Drive pinion and camshaft gear sets (spiral bevel) for most MMM £150 (dynamo/crankshaft gear sets also available). Front hubs for most MMM £52 each, Rear hubs for most MMM £54 each. Spinners, engraved Rudge Whitworth £32 each. Half shafts for most MMM £32.50 each, PA/PB leaf springs front £60 each, rear £60 each. Brake shoe pull-off springs 8" brakes £2 each, 12" £2.45 each., oilite bushes for 12" backplates £1.50 each. Hub retaining ring (all models) £9 each, tab washer for same £1 each, tab washer for differential £1 each, Clutch springs, set of 12 for P/N £24 set, set of 6 for D/J/F £18 set. "Mouse trap" springs for P/N clutch £2.40 each. Bearings at low prices e.g. Front hub inner and outer (ball races) for most MMM £13 per hub.

**NOW READY:** *Rocker shaft rear support casting for J types - only £37.50.*

**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 £55..

On the Sunday, after breakfast at the Pomme D'Or in Hambye, we will have the rally. After lunch a visit to the gardens at Argence is arranged. Tea back at La Rairie, before we prepare for the aperitifs, and gala evening meal at the farmhouse.

The Monday's events are yet to be decided, but we need to be back at Cherbourg at 6pm to catch the 1945 Sea Cat back to Portsmouth. This is a bit late, but the one before that is in the morning, and we would then lose the whole day, which would give us only 1½ days for the event itself.

The ferry cost for a car and two people is £158 return. I have provisionally booked 15 places, so please let me know if you are coming and need a place. I must have your details before **March 7<sup>th</sup>**; I need the name of the driver, passenger, vehicle and registration, together with a £50 deposit, (the remainder to be paid by April 20<sup>th</sup>)

We also shall need participants to fill out a form for the Bevingtons; this is enclosed with this Bulletin for those that I have on my list as being interested in these trips; This needs to be returned to me ASAP, (with your above request for one of the ferry bookings-if required), together with a non-returnable deposit of £20, which is required at this stage. I then send these forms (and deposits) to John and Lavinia Bevington for them to plan the accommodation.

In July 2003 there is the European Event of The Year, which takes place in Viborg, in Denmark, from 25<sup>th</sup>-27<sup>th</sup> July. Rosemary and I shall be going out on the 24<sup>th</sup> via Ostend, with Alan and Marjorie Hogg; if anyone else wishes to join us, please get in touch. We shall travel up through Holland, hopefully teaming up with other European Triple-Mers, to arrive on Friday afternoon. There is a barbeque that evening. On Saturday there is a rally around the countryside, on different routes, together with some tests, with lunch provided. The cost is £139 per head for the event, and two nights in a 4-star hotel. If using a Motel, the cost come down to £130 per person.

The former headquarters of the Princes Life Guard will be used in the centre of Vibourg. On Sunday a treasure hunt on foot has been arranged around the historic town centre, or else a driving tests at the driving Test Centre. For further details and entry forms, log on to [www.mgcc.dk](http://www.mgcc.dk)

We have received an invitation from Etaples to join them for their fourth Weekend de l'Automobile et de L'Elegence, which is taking place on 9<sup>th</sup> and 10<sup>th</sup> August. This is just south of Bologne, opposite

the river to Le Touquet. (Fax No. 33 321 09 76 96 or e-mail [office.tourisme.etaples@wanadoo.fr](mailto:office.tourisme.etaples@wanadoo.fr))

Some of us went to this event the second time, but those that went last year were a bit disappointed with the arrangements, which was a pity. However it is good value for money.

On 6<sup>th</sup> and 7<sup>th</sup> of September, we have the Annual Dieppe Retro, which this year is a two-day event. If there is enough interest, I shall get a package together again, and turn it into a long weekend with an extra day either side of the Retro itself. I have just heard that we need to move fast on this one, as there is a clashing event in Dieppe the same weekend. If we can get in to the Presidence quickly (where we were last year), I would hope we could get a discount, otherwise we shall have to rely on the hotels provided in the entry forms. The hotel is on the sea-front which allows us to walk to the restaurants in the evenings.

We will get our French contact to come up with some good restaurants and visits again.

The last trip overseas is the triallers' visit to Hambye for Le Kimber over a weekend at the end of October (date to be confirmed).

## IMPORTANT MMM NEWS

It has come to our notice that many of you, and certainly many new MMM owners, are not aware that we once again have a NEW spares service. Already our inventory is over 1600 new MMM parts with more being added every month. This is of course coupled to our long established service of original and rare items both s/hand and restored. So between all the services you could probably obtain most, or all, of your needs.

Please fax us a list of your requirements, without obligation, to obtain an up-to-the-minute quote. With our new low pricing policy, where possible, we're doing our best to offer a valuable service.

### LATEST ADDITIONS TO OUR NEW SPARES

J/F/L W/screen stanchions/B nuts/washers.....£280 car  
MMM gear lever sticks - always breaking.....£69.60 ea  
Nickel plated 'Nesthill' pig-tail hose clips.....£10.80 ea  
Pre-war flywheel ring-gears.....£289.50 ea  
Perfect diagonal brass weave chrome radiator meshes...£155  
New brass/chrome MG radiator shells.....£On quote  
8:43/8:41/8:39 c/wheel & pinion sets. 8 bolt/8 bolt.....£385 set

M type door locks/strikers.....£88 pr.  
J/F/K aerofoil wing stays.....£160 pr.  
Orig. patt. 'Cowey' tax disc holders.....£65 ea  
All models. Wiper motors. At least.....£185 ea  
Orig. size correct TA Air Cleaners.....£95 ea  
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# How To Get Started In Speed Events

by Mike Linward

This article is aimed at those people, who enjoy driving their car, and would like to take part in some mild competition, but are unsure how to go about it. By mild competition, I mean Sprints and Hillclimbs. The first point that needs to be made is, that competition cars do not have to be specials, or have highly tuned engines. Our cars were designed to be used as Club competition cars, as witness the large number of awards they have achieved over the years, and are perfectly adequate in standard form.

A selection of events are chosen each year to form the Triple-M Speed Championship, and these were chosen because they already attract a number of Triple-M drivers, so you will not be alone! To attend to the formalities, you will need to apply to the MSA (formally the RACMSA) for a competition licence. Excluding racing, all speed events will be covered by a Speed National B licence, which can be got by filling in the application form, and writing out a cheque. No medical is required, but if you have any doubts about your medical condition, then you should visit your GP and have a check-up. You will also require a protective helmet, and fire resistant overalls. These need to be of an approved standard, and the MSA handbook, that comes with the licence, will have the details. Of course, you can spend a lot on these items, or you can opt for the bargain basement approach. It's down to personal choice, value for money etc. Our Register member and regular competitor, Len Bull (tel: 01277 822504) can supply good quality approved overalls for a reasonable price. I would avoid second hand items, unless you know their provenance well. Event Regulations and entry forms can be obtained from the organising Club or MGCC Centre. The Triple-M Register do not organise their own speed events.

Your car will need to be mechanically sound, and in a good 'MOT valid' condition, although the car does not have to be taxed for the road, unless the event regulations specify that it must (but in these circumstances the car will need to be trailered to the event). The car will be scrutinised at every event, and the main items checked are wheels, tyres, steering and brakes. Cars leaking oil will not be allowed to compete, so if you have driven to the event it is worth wiping oil drips off the sump gearbox, and back axle before

scrutineering. An engine oil catch tank is required, connected to the engine breather. This of course is a non-standard item for Triple-M cars, but you will find that someone somewhere has produced a simply designed catch tank for your model, so ask around. It's not rocket science – something that is simple, robust and effective is all that is required. The only other car modifications required are throttle return springs on each carburettor (if your car has only one carburettor then it will need two separate springs), an indication of how the ignition switch and/or petrol supply is to be turned off quickly in an emergency (this is for marshals' benefit as it is assumed you know how to switch off your own car!) and a 'timing strut' which is used by the timekeepers. This is a black marker that sticks out in front of the car, and is the first thing to 'break' the timing beams, which are universally used in speed events. Again, no rocket science just something simple and effective attached to the front apron, or number-plate is all that is required. Dimensions for the strut are given in the MSA Handbook.

The most important thing is to enjoy yourself. Speed events are held in some of the most beautiful parts of the country, so take the opportunity to drive yourself, and partner to an event, enjoy a convivial meal (or two), put up in a local B&B, and in all other ways turn it into a social weekend. I look forward to meeting you out and about during the year.

The MSA details are: The Motor Sports Association, Motor Sports House, Riverside Park, Colnbrook. SL3 0H6. Tel: 01753 765000  
Web site: [www.msauk.org](http://www.msauk.org)

## **FUTURE EVENTS**

<b>16<sup>th</sup> Feb</b>	<b>MG Show &amp; Spares Day</b>	<b>01568 797881</b>
<b>2<sup>nd</sup> March</b>	<b>Triple-M Register AGM</b>	<b>01280 860428</b>
<b>16<sup>th</sup> March</b>	<b>SE Centre Naviscat</b>	<b>01342 870069</b>
<b>6<sup>th</sup> April</b>	<b>Curborough Sprint</b>	<b>01299 401177</b>

5 <sup>th</sup> April	<b>MG Brooklands</b> (sprint/ autotests)	<b>0208-657 2714</b>
6 <sup>th</sup> April	<b>MG Brooklands</b> (POO /driving tests)	<b>01932 857381</b>
26 <sup>th</sup> -27 <sup>th</sup> April	<b>Classic Kimber Trial</b>	<b>01935 863673</b>
3 <sup>rd</sup> -5 <sup>th</sup> May	<b>Triple-M Normandy Rally</b>	<b>01483 811428</b>
11 <sup>th</sup> May	<b>Regency Run</b>	<b>01235 555552</b>
20 <sup>th</sup> -22 <sup>nd</sup> June	<b>M.G. Silverstone</b>	<b>01235 555552</b>
4 <sup>th</sup> -6 <sup>th</sup> July	<b>Sherborne Weekend</b>	<b>01935 863673</b>

## C.O.T.Y. 2003 - Final Scores

<u>Place</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	2175	PB	JB 7524	Peter Green Elizabeth Taylor Pat Boghossian Andrew Taylor	137
2 <sup>nd</sup>	2769	12/12 Rep	GG 3340	Colin Lambert	119
3 <sup>rd</sup>	3	J2	DG 5404	Mike Hawke John Handcock	98
4 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor Philip Walker	97
5 <sup>th</sup>	909	J2-PA/s	FW 3909	Bill Bennett	89
6 <sup>th</sup>	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	73
7 <sup>th</sup> =	2028	NB/s	MG 3694	Mike Allison Jane Metcalfe	60
7 <sup>th</sup> =	605	L1/s	MG 2802	Bob/Charles Jones	60
9 <sup>th</sup> =	2733	J2	MG 251	Tom Lock	58
9 <sup>th</sup> =	168	F1	MGF 32	Pat O'Connel	58
11 <sup>th</sup> =	1460	J2	AGY 339	Keith Hall	57

9 <sup>th</sup> =	168	F1	MGF 32	Pat O'Connel	58
11 <sup>th</sup> =	1460	J2	AGY 339	Keith Hall	57
11 <sup>th</sup> =	1334	NA	AVG 865	John Neighbour	57
13 <sup>th</sup>	2126	J2	MG 2970	Ken Hand	56
14 <sup>th</sup>	1140	J2	JL 753	Mike Linward	54
15 <sup>th</sup>	1045	J2/s	MMMMG	Elizabeth Thorpe	53
16 <sup>th</sup>	1463	NA/s	BUU 964	David Downes	51
17 <sup>th</sup>	2694	J2-PA/s	Kayne Spl.	Mike Painter	50
18 <sup>th</sup>	724	J2	HS 7065	Rodney Lambert	49
19 <sup>th</sup> =	691	NA	BYU 271	Rosemary & Philip Bayne-Powell	48
19 <sup>th</sup> =		PA/s	-	Alan Painter	48
19 <sup>th</sup> =	1164	PA		Hamish McNinch Jenny Clarke Fred Boothby	48
22 <sup>nd</sup>	1595	M	PG 1045	Frank Ashley	47
28 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel	44
29 <sup>th</sup>	1200	PA/s	JB 3854	Alan Grassam	40
30 <sup>th</sup> =	209	J4/s	AGP 291	John Adams	38
30 <sup>th</sup> =	920	PA/s	TG 8337	George Ward	38
32 <sup>nd</sup> =	3070	K3/s T/C	MG 2525	Richard Last	36
32 <sup>nd</sup> =	907	K1	ADH 360	Ian MacKay Mike Linward	36
34 <sup>th</sup>	105	KN/s	BFY 658	Michael Coles	35
35 <sup>th</sup> =	27	J2-PA/s	DVR 740	Carol Cooper George Cooper	33
35 <sup>th</sup> =	3145	Turner L/s	-	George Rozwadowski	33
37 <sup>th</sup>	158	PA	BJO 800	Peter Down	32
38 <sup>th</sup> =	1699	J2/s	MG 2783	Colin Biles	29
38 <sup>th</sup> =	664	PA	BLB 209	Paul Duncombe	29
40 <sup>th</sup> =	1931	C/s	VD 30	Barry Foster Mike Dowley	28
40 <sup>th</sup> =	1428	J2	DG 6142	Nick Bengier	28
42 <sup>nd</sup> =	2949	L1	MG 2442	Arthur Ainsworth	27
42 <sup>nd</sup> =	1501	J2/s	HY 8219	Geraint Lewis	27
44 <sup>th</sup> =	1997	NA	-	John Dutton	26
44 <sup>th</sup> =	397	M	SC 9559	James Peacop Alex Peacop	26
44 <sup>th</sup> =	1	NA/s	JB 3852	Mike Allison	26
47 <sup>th</sup> =	1171	NA All'ham	MG 3538	Keith Portsmore	24
47 <sup>th</sup> =	1533	PA	WV 5012	Dick Morbey	24
47 <sup>th</sup> =	1521	C/s	RX 8591	Dave Cooksey Oliver Richardson	24
50 <sup>th</sup> =	2761	K1/s	MG 2794	Paul Mullins	23
50 <sup>th</sup> =	1537	PA/s	LV 8989	Patrick Gardner Tim Beckh	23



52 <sup>nd</sup> =	1270	NB Cresta	MG 4750	Bòb Clare	21
52 <sup>nd</sup> =	1277	J2/s	MG 2772	Ian Davison	21
54 <sup>th</sup> =	1591	J2	YJ 892	David Stansbie	20
54 <sup>th</sup> =	968	PA	BU 8079	Roger Davies	20
54 <sup>th</sup> =	2430	PA	-	Geoffrey O'Connell	20
54 <sup>th</sup> =	1723	NA 4str	BNF 4	Lionel Phillips	20
54 <sup>th</sup> =	656	PB/s	JC 3269	James Gunn	20
54 <sup>th</sup> =	1367	PA	MG 3921	John Wells	20
60 <sup>th</sup>	538	NA	NV 4207	David Sharp	19
61 <sup>st</sup> =	2077	K1-KN/s ss	-	Annie Templeton	18
61 <sup>st</sup> =	1600	D	PO 5751	Ted Hack	18
61 <sup>st</sup> =	1049	PB/s	VH 8637	Gerald Burridge	18
64 <sup>th</sup> =	2349	PA	BLF 460	Edward Goble	17
64 <sup>th</sup> =	2501	NB/s	AAM 372	George Eagle	17
66 <sup>th</sup> =	1266	NB	JB 7261	Christopher Hurrion	16
66 <sup>th</sup> =	3130	PB/s	JB 7136	Jeanne Temple	16
66 <sup>th</sup> =	1531	J2	PJ 8586	Chris Smith	16
66 <sup>th</sup> =	2751	L1	MG 2557	Roger Thomas	16
66 <sup>th</sup> =	1081	J2	AMB 787	Graham Ash	16
71 <sup>st</sup> =	2227	KN	MG 4282	Peter Hemmings	15
71 <sup>st</sup> =	1146	K3/s	JB 3182	Gunther Stamm	15
				Peter Green	
73 <sup>rd</sup> =	808	NA/s	MGNBSC	Geoff Owen	14
73 <sup>rd</sup> =	1784	NA/s	FS 4849	Ted Loversidge	14
73 <sup>rd</sup> =	162	ND	BKL 265	Philip Bayne-Powell	14
				Ed Taylor	
73 <sup>rd</sup> =	3173	PB	APW 774	David Sherman	14
73 <sup>rd</sup> =	749	PA/s	MG 3394	Peter Warne	14
73 <sup>rd</sup> =	3173	PB	APW 774	David Sherman	14
79 <sup>th</sup>	81	C/s	JK 1932	Bob Hudson	13
80 <sup>th</sup> =	1894	M	GC 7705	John/Mark Bevington	12
80 <sup>th</sup> =	3072	PB	WSJ 159	Neil Skerratt	12
80 <sup>th</sup> =	2686	NB	MG 4844	Alan Hogg	12
80 <sup>th</sup> =	1137	F2	OJ 4081	Brian Wigg	12
84 <sup>th</sup> =	1516	K3/s ss	-	Jeremy Hawke	11
84 <sup>th</sup> =	1985	K3/s	CS 3009	Philippe Douchet	11
				Bob Jones	
86 <sup>th</sup>	108	M	MG 2412	John Start	9
87 <sup>th</sup> =		J2/s		Colin Bird	8
87 <sup>th</sup> =	1525	KN/s	DSV 201	Patrick Gardner	8
87 <sup>th</sup> =	283	M	MG 23	Buddy Shapiro	8
90 <sup>th</sup> =	1235	L1/s	VD 3010	Bryan Ditchman	7
90 <sup>th</sup> =	2913	PA/s	MG 3855	Oliver Richardson	7

90 <sup>th</sup> =	2200	C/s	RX 8306	Philip Bayne-Powell	7
90 <sup>th</sup> =	123	PA	MG 3322	Nick Bengier	7
94 <sup>th</sup> =	2695	J1/s ss	-	Anthony Howat	6
94 <sup>th</sup> =	182	K3/s	JB 4184	Dean Butler	6
				Charles Jones	
94 <sup>th</sup> =	348	M	VU 4037	James Mumford	6
94 <sup>th</sup> =	1278	F2	MG 1313	Ian Goddard	6
98 <sup>th</sup> =	919	PA/s	DPB 140	Graham Arrondelle	5
98 <sup>th</sup> =	1976	J2/s	JF 5278	Gilbert Collins	5
98 <sup>th</sup> =	1917	J1	VSV 521	Stuart Evans	5
98 <sup>th</sup> =	2492	PA	WP 6540	Richard Lee	5
102 <sup>nd</sup> =	1168	PB	MG 4283	Chris Lewis	4
102 <sup>nd</sup> =	3009	J2	AGO 497	Peter Hemmings	4
102 <sup>nd</sup> =	1607	F1	HZR 714	Stefaan Vernyns	4
102 <sup>nd</sup> =	670	PA	BFY 711	Richard Holl	4
102 <sup>nd</sup> =	1036	PB	CXV 671	John James	4
102 <sup>nd</sup> =	2856	J2	HY 6817	Steve Hemingway	4
102 <sup>nd</sup> =	338	NB	ADG 886	Alan Grassam	4
109 <sup>th</sup> =	2721	PA	BMF 540	John Saward	3
109 <sup>th</sup> =	1174	M	MJ 1911	Jay Hall	3
109 <sup>th</sup> =	676	PA/s	WP 5939	Russell Thomas	3
112 <sup>th</sup> =	1291	J2	J2MG	Chris Rood	2
112 <sup>th</sup> =	3057	PB	YS 5489	Geoff Smith	2
112 <sup>th</sup> =	1982	PA	TJ 6108	Stuart Moore	2
112 <sup>th</sup> =	317	Jarvis M	GP 1856	Philip Bayne-Powell	2
112 <sup>th</sup> =	941	M	UU 3634	Duncan Lang	2
112 <sup>th</sup> =	2312	D	GG 6097	Michael Cowe	2
112 <sup>th</sup> =	3235	F1	PJ 4659	Tony Wild	2
112 <sup>th</sup> =	1065	PA/s	MG 4440	Peter Thelander	2
112 <sup>th</sup> =	2123	PA	MG 3441	Ron Spinks	2
112 <sup>th</sup> =	2591	PA	MG 3242	Colin McLachlan	2
112 <sup>th</sup> =	1870	PA	AYY 38	Malcolm Kirby	2
112 <sup>th</sup> =	2789	PA	VYC 529	Keith Jackson	2
112 <sup>th</sup> =	2229	PA	JK 4823	David Stewart	2
112 <sup>th</sup> =	1067	L1	EA 5704	Chris Cook	2
112 <sup>th</sup> =	949	L1	OD 6008	Andrew Morland	2
112 <sup>th</sup> =	1925	PA	BPG 994	Stephen Clare	2
112 <sup>th</sup> =	741	PA	ATO 387	Bill Cullen	2
112 <sup>th</sup> =	1982	PA	TJ 6108	Stuart Moore	2
112 <sup>th</sup> =	384	K1	JB 550	John Andrews	2
112 <sup>th</sup> =	2698	NA	EPA 591	E. Cornut	2
132 <sup>nd</sup>	341	M	PJ 7970	Mike Rushton	1

## SLADE TROPHY 2002

### Final scores

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	40
2 <sup>nd</sup>	PB/s	Ian Williamson	24
3 <sup>rd</sup>	PA/s	George Ward	23
4 <sup>th</sup>	J2	Nick Bengier	19
5 <sup>th</sup> =	PA/s	Peter Warne	15
5 <sup>th</sup> =	PA/s	John Wells	15
7 <sup>th</sup> =	PA/s	Patrick Gardner	13
7 <sup>th</sup> =	PB/s	Gerald Burridge	13
9 <sup>th</sup> =	J2/s	Colin Biles	12
9 <sup>th</sup> =	J2/s	Colin Bird	12
11 <sup>th</sup>	PA/s	Alan Grassam	11
12 <sup>th</sup>	J2	Mike Linward	10
13 <sup>th</sup>	J2	Andrew McNeill	8
14 <sup>th</sup>	L1/s	Bryan Ditchman	6
15 <sup>th</sup> =	J2	Keith Hall	5
15 <sup>th</sup> =	J2	Tom Mason	5
17 <sup>th</sup> =	PA/s	Graham Arrondelle	4
17 <sup>th</sup> =	PA/s	Tim Beckh	4
19 <sup>th</sup> =	J2	Peter Hemmings	3
19 <sup>th</sup> =	PA/s	Jo Ward	3

The final positions in the C.O.T.Y. and Slade Trophy competitions have now been calculated, and many congratulations to Peter Green and the Cracker PB, and Bill Bennett in the J2, for their respective wins. The number of drivers recorded for Peter's PB does not unfairly assist the car in winning, as only ten scoring entries can count, no matter how many events the car has entered. Bill has done outstandingly well in the ACTC series of trials, and has been awarded the prestigious Crackington Cup, for the best performance in a Class over the whole 2002 season, the first time ever this has been awarded to an MG (old or new!)

COTY and Slade start again in January 2003 and the VSCC Driving tests at Brooklands are usually the first event to be recorded, with a number of Triple-M cars entered. The results for the MCC Exeter show that Colin Bird's J2 won Class 2, beating Ian Williamson's PB by only 1.5 seconds on the special tests. Colin and Ian were the only Gold Medal winners among the pre-war cars on this trial.

# History of R.E.A.L. bodied J2083

By David Dawson

Dawson Shanahan, my father's company, carried out significant engineering work, and one of the important customers, Mr Purdie of Eastwood Brick Company, asked if he could use our machines to make a crankshaft for his J2. As a 16-year old youngster, I helped him with the crankshaft, and also visited his home, to see the car, or what was left of it, as there was no body. Sadly, Mr Purdie died suddenly, and to my utmost amazement, left me the J2 in his will, which I then stored in a small mews garage near to our factory in Chalk Farm.

Dawson Shanahan was one of the leading engine restorers in London in the Fifties and Sixties, with factories at Chalk Farm and Wimbledon. They specialised in all types of engine reconditioning, including white-metalling, line boring etc. in particular of older valuable pre-war vehicles. My earliest recollection was of engines such as Rolls Royce, Alfa Romeo, and in particular ERAs and MGs, and I remember a K3 being overhauled, I believe for a Mr Smith at our Wimbledon factory (*this would be for J.H.T. Smith and his single seater K3 - Ed*). Customers brought pre-war engines to us in particular, as we employed a very experienced, and well known engine fitter, Alex Wilkinson, brother of the Wilkie Wilkinson of BRM and Jaguar Fame (*as well as Bellevue/Evans fame-Ed.*)

Some years later, my foreman, listening to my story about the need for a J2 body, told me of an engineering company in Wembley, whose owner was an MG enthusiast (*who used Dawson Shanahan for the overhaul of engines that they used to do for club members - Ed.*). I duly contacted Colin Tieche who sold me a R.E.A.L. body. At the time, I had no idea how significant and rare this body was, only that I needed it badly, as I had a car but no body. When we moved the factory to Barnet, I purposely kept the mews garage on, to store the MG; and so the years passed. One day, requiring a spare electric motor for a breakdown, my maintenance engineer remarked that we had some old motors stored in the mews garage, so I duly sent him down there. On his return, to my horror, he informed me that it had been developed into luxury apartments, and where my MG had been stored was somebody's front lounge. Rushing down there, distressed and heartbroken, I stood forlornly wondering what had happened to



the garage. On enquiring of the Company book keeper, it transpired that cash was tight, rent wasn't paid, and therefore the developers moved in without notifying us.

It was like a bereavement, and I eventually got over the shock; until about 18 months later that is, when I received a phone call from a Mr Bucknell, son of the DIY Barry Bucknell of TV fame, who ran his father's garage in Chalk Farm. Driving through Chalk Farm one day, he noticed a scrap lorry leaving the Mews, with car parts sticking out from the truck, and on stopping the driver, he spotted immediately that there were valuable car pieces, which he then bought for £80, intending to sell them on at a profit.. Fortunately, he mentioned it to Barry, his father (who had retired to Devon), who told him he thought Dawson Shanahan had moved their factory to North London. Thus, he rang me, a phone call I won't forget enquiring whether I owned the J2 MG; for me it was like being reunited with someone returned from the dead. He would not take any more than the £80 he had paid, and suffice it to say, the cash was accompanied by a case of the best champagne I could buy.

Now that the car was back in my possession, I stored it for another 29 Years, until beginning restoration three years ago, at which time I contacted Colin Tieche for advice. He immediately remembered the R.E.A.L. body he sold me, suggesting before we went too far, we should unite the body to the original chassis, of which he knew the whereabouts. After some negotiation, I purchased the chassis, and now we have the original car complete (*but see notes below – Ed*), which was delivered to the R.E.A.L. coachworks in Pope's Lane Ealing. If I am correct, this car was purchased by a Lady Darby.

Having had no previous experience in restoration work, I have taken considerable advice and help from Len Bull, Keith Portsmore, and particularly Colin Tieche for his support.

When will we be finished? Hopefully within the next couple of years!

*This is a fascinating story, but wait there's more! Back in November 1968, a young Mike Hawke attended a meeting at Hereford, where he was told that there was a J-type going begging, at the Kings Arms, Kings Stanley, south of Gloucester, which was on his way home. So Mike dropped in, and was shown the remains of a car in the stinging nettles at the back of the pub. There was the body,*

chassis, axles, but no engine or gearbox. He arranged to come back next weekend and collect it, which he did, with the help of Peter Davis. When they were collecting all the bits, the lady said there were more bits in the shed, where they found the radiator and some PA bits.

Having got it home a week later, a letter came through the post from the owner, accusing Mike of "stealing his car". Mike wrote back explaining the circumstances, and then a reply came from the owner saying that he probably wouldn't want it anyway, and enclosed the log book!!

Later, Nigel Musselwhite and I decided to take the bits off Mike, and collected it from Bradford. I kept the body, and Nigel had the chassis, **which was a J1 chassis number J0515**. I subsequently sold the body to Colin Tieche, who was more into J2s than I was, which was where David got it from. We don't know where Nigel's chassis has ended up, but it would now appear that the earlier body is now fitted on the later car. There were only two J-type chassis supplied to R.E.A.L., as confirmed by Mike Hawke, one of which was exhibited on the R.E.A.L. stand at the 1933 London Motor Show, along with an L-type, where Morgan Marshall remembers seeing it. As you can see from the original photo on the cover, it is a lovely little car, and it will be great to see it on the road once more. - Ed.

## **R.E.A.L Bodies and other notes**

By Keith Portsmore

Over the years I have had the pleasure of working on many "special" bodied MMM cars, some for new bodies, and some for extensive repairs to the existing. I was delighted to be given the opportunity to restore the original REAL body belonging to J2083 for David Dawson.

When asked to restore original bodies, I am used to receiving them in a variety of conditions, from a few pieces of timber, and original panelwork to complete bodies, just requiring a little love and TLC. The original body for J2083 was delivered to me in at least two pieces, but much of it was in remarkably good condition. This was mounted onto my J2 rig, or at least placed in the right position thereon, and the extent of work required accurately assessed. As

one would expect, the timberwork and metalwork at the bottom was very much the worse for wear; timber bottom rails on both sides, had long since given up the battle, timbers in the tail, bottom of the scuttle and doors also. Because rear of the body is all enveloping, this made access to insert the new timberwork required extremely difficult.

Work proceeded well to start with, but I soon began to realise that I had a problem, this being that this body just did not line up. However hard I tried, the offside seemed to be 2" (50mm) longer than the near side. Now, I know that these bodies weren't built to fine tolerances (I aim for +/- 4mm), but 50mm..... just too much! I just could not understand how this could be. And then one day – eureka – the answer. The near side rear door pillar was sloping at 10 degrees, whilst the off side was sloping at 15 degrees – and then close examination of the reference photo confirmed it has always been like this. In addition the space between the underside of the doors and my rig was about 25mm on one side and about 65mm on the other. It is indeed fortunate that you can't see both sides of the car at once!

Having established that this body was never going to comply with my normal tolerances, and being forced to work within the original panel work, work proceeded much quicker. It seemed very strange to have such varying timber sizes – each had to be cut separately rather than in handed pairs.

Reference to the R.E.A.L Carriage Works Limited advertisements in "Motorsport" and elsewhere, and also the picture of what we have assumed to be J2083, (untaxed prior to delivery), clearly show the "humps". Close examination of our body showed no clues as to how these were made and fixed, whether they were optional, according to mood or permanently in position. One of our problems was that if fixed in position, access into the boot void was only possible via the seat back.

The access opening to the boot is tapered, and the lid we had, which showed some sign of modification, was constructed in two pieces with a reverse hinge detail in the middle, to allow for a budget lock fixing in the centre. I am of the view that this lid could be replaced by a lid including the "humps", and this is how we have dealt with the problem.

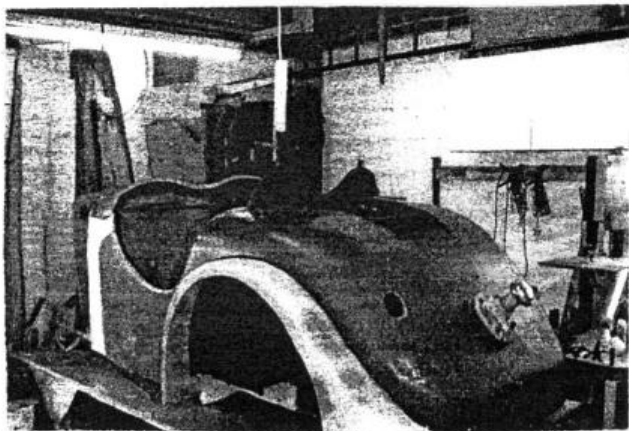
The arrangement for the hood was very clever. Fold the seat back forward, and the hood frame double hinged could be eased out

of the boot void. This effectively meant that with the roof down, and "humps on", access to the boot was not possible (hood and frame in the way), and with the hood up, the humps would have been in the way.

Humps or no humps; that was the question! After much brainstorming, it was decided that the humps would be recreated on our restored body, as they are very much a feature of this unusual body, and that it would be best to fabricate these from metal, without the benefit of wooden formers or templates. We have, however, also retained and restored the original two-piece lid, which can easily be substituted if required. I am sure that this is all as clear as mud to you, but you will undoubtedly understand things better when the completed car emerges.

As ever, it always surprises me how structurally sound these bodies can become, when all the wood has pliable strength and "body" and supporting metalwork and fixings are up to the mark. From the arrival of J2083 in my workshop in a very sad and dilapidated state, to its emergence some months later, the challenge to restore structural integrity to this body was interesting, and very much a challenge.

The photograph attached to this article was taken in my workshop, when my work was complete. You can see how different this body is from a standard J2. The design of this body in 1932 must have seemed stunning and very futuristic. I am sure it caused much excitement, much like a new TVR or Porche today, but presumably the cost limited the demand, such that I believe only two examples were ever produced, the one here owned by David Dawson and the 1932 Motor Show car.



My first car was a Singer Le Mans with an International seven day body. What I did not realise until I came to do this REAL body, is that the REAL Carriage Works Limited also constructed this special body.

In the meantime, those of you following the steady, but not lightening progress of NA0801, the saloon bodied NA that *our Editor* and I are restoring, we are making progress. The chassis and mechanical work is largely complete, the body is restored and fixed. The wings, running boards etc; are progressing well, and it would be nice to think we could get it painted soon.

## Reminiscing and Rebuilds

By John Dent

Having recently joined the Triple-M Register, perhaps I had better introduce myself. My interest in MGs was ignited at the age of 14. throughout 1951 and 1952, I helped (or hindered) a near neighbour in Nailsea, Somerset.

This gentleman, Howard (known as Les) Wilkins, first rebuilt a J2 and then built a P-type with a Ford 10 engine and MG gearbox from scratch, in his spare time. I wonder if these cars have survived? He bought the 'bits' from Bendle's of Clifton, Bristol. I remember the premises, full of triple-M cars in all states, and of course the racer complete, but without a body. My help was rewarded with rides. Other MGs were worked on – I was hooked.

When old enough to take to the road myself, unable to afford an Mg, for my first car I built an Austin 7 special. Marriage, family and farming took over, but in 1965 things looked up. A Cooper MKIV was purchased, and hillclimbs and sprints followed. Later I competed with a big Anglia, and an R26 lightweight Elan. Then retirement from motor sport, still no MG either J or P. Oh I nearly forgot – in 1965 I bought a crashed MGA, and rebuilt it. You can get two bales of hay in the boot, and a wife and two children inside. I sold it after 14 months of fun; the third child would not fit in.

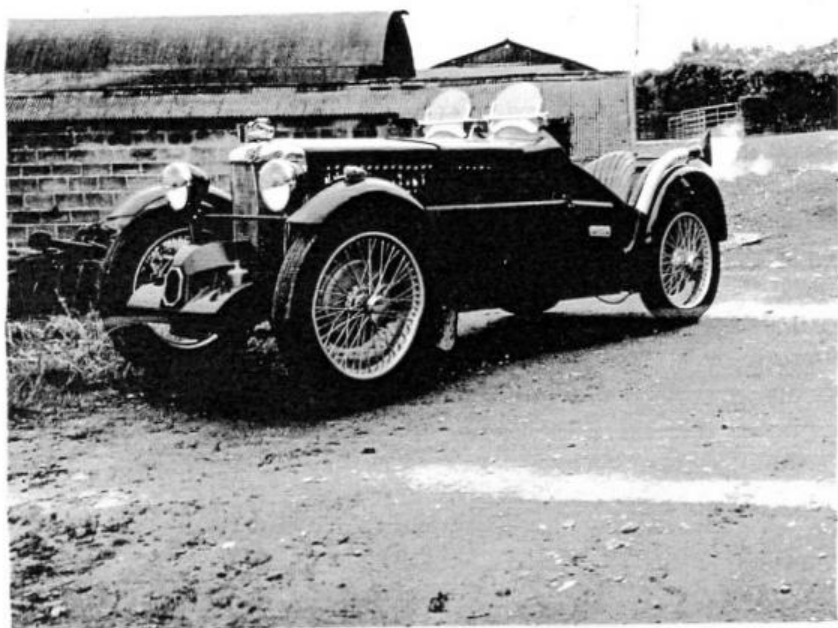
Now living in West Wales, vintage cars and an Historic Cooper Formula 3 have occupied recent years, one with supercharged JAP



V-twin engine. However, eighteen months ago, a local car auction advertised a car called the "Hillwood Special". Close inspection revealed a J4 MG with wrong body, and no blower. It had been converted in 1949 from a J1. This car was raced for five years, and then retired. I bought it. The only one at the auction who knew what it was!

The car, MMM No 120, now has a correct J4 body, Marshall blower etc. (I still have the Hillwood body, should anyone like it – they need to be very short and slight). Being a glutton for punishment, this summer saw the purchase of a PA in need of a complete rebuild.

So there you have it. A fifty-year gap in my involvement with J and P-type MGs. There must be a moral there. Everything comes to he who waits?



# YOUR LETTERS

## From Ed Taylor

Dear Phil

The J3 is finally back on the road again with stub axles that are not cracked, and a new CWP courtesy of John James, delivered to me personally at Prescott. My first event was the Geelong Speed Trials last month. You may wish to include the following in the Bulletin.

MMM's at 2002 Geelong Speed Trials

Geelong is a coastal satellite city, approximately an hour's drive from Melbourne, on the western side of Port Philip Bay. The esplanade along Richie Boulevard, Eastern Beach has long been the scene of a ¼ mile sprint. It was first run in 1956, and has seen many of Australia's motor sport legends compete at the event. Today it is recognised as a sister event to the Brighton Speed Trials, and can attract crowds in excess of 25,000.

Due to local government re-development of Eastern Beach, this historical event has not been held for the past 3 years. The return this November was a tribute to the organising committee for much hard work in resurrecting this exciting motor racing spectacle.

Although now staged as a two day event, the Sunday is the day where a field of just under 200 entries, from Vintage through Historic to Exotic, cars and bikes, are all given at least 3 timed runs. With 60 classes there is plenty of competition. With the exception of the most potent machinery, cars, although timed separately, are run in pairs. This provides the large spectator crowd, sitting on the steep trackside terraced lawns, with a fabulous spectacle of sight and sound.

These days, the MG's have a class of their own. Class 9 is for Pre War MG's to 1100 cc. This year there were 2 J3's and 3 PA's and 2 PB's. The best time by far was Ian McLennan in the ex Murphy AGP P type at 14.9 secs. Bill Bennett in Ian Mawson's PB was next at 18.3, and the remainder were just over 20 secs, with the exception of yours truly at 22 seconds. It must be that lovely but heavy original English body!

Class 10 is for Pre War MG's over 1100 cc and this year could only field two entries, Tony Molina's TB special and Doug Keith's lovely NA, with NE style body (15.5 and 19.5 respectively). The only incident of note to our cars was Andrew Cameron's gear lever parting company with the ball joint. I am assuming he was able to travel home using the trusty screwdriver. (see cover for a start line photo - Ed.)

Cheers,

## From Mike Coles

Dear Phil,

I was reading, with the usual interest, the latest MMM bulletin. There were two articles, which prompted me to write.

Firstly, I too was at the fabulous Klausen hill climb. The sight of Gerhard Maier's R type was wonderful, and I have no wish to take anything from his accomplishment of not only restoring this beautiful little car, but driving it up the hill in such a competitive manner. However I believe the mathematics were slightly awry, or perhaps the occasionally annoying typographical error crept in somewhere, as I calculate his cumulative time over the two runs was 40 seconds longer than you reported.

My second reason, which relates to the first, was Pip Bucknell's piece, 'Fact or Fiction'. I think it is important, as he does, to accurately, and completely, report events to the best of one's ability. To this end there follows a list of ALL 18 MG cars, which took part at Klausen with their cumulative times to which I have added what I hope is the MMM register number where appropriate.

No.	Name		Cou ntry	Car	MMM No.	Time for two runs
A395	Eisenhut	Ueli	CH	K1 Special		32:25.39
A339	Jones	Bob	GB	L1 Magna	605	33:46.17
B218	Maier	Gerhard	D	R Type	203	35:42.55
B116	Coles	Mike	GB	KN Magnette	105	36:52.46
A333	Douchet	Philippe	CH	K3 Magnette	1985	37:00.82
A336	Coester	Claus	CH	TA Special	N/A	37:24.80
A328	Foster	Barry	GB	C Montlhery	1931	38:09.61

A334	Wettstein	Roland	CH	L1 Special	870	38:22.07
A329	McNinch	Hamish	GB	PA Midget	1164	39:05.59
A335	Downes	David	GB	NA Magnette 1930	1463	40:55.53
B205	Holzapfel	Klaus	DE	Monoposto		41:50.71
A332	Schenk	Beat	CH	PB Special	2840	41:57.18
B109	Knebel	Edgar	DE	L Magna		47:25.59
B220	Claraz	Claude	CH	L Magna		48:50.04

**Class B Target Time 49:41.20**

B104	Lenaerts	Gaston	BE	L2 Magna	857	49:15.53
B111	Schroder	Kurt	DE	PB Special		49:19.04
B103	Rusing	Peter	DE	PA Midget	3012	49:48.06
B101	Gauffres	Ulrich	DE	C Monthery		49:51.80

All the class B runners were actually competing in the 'reliability' section. The winners of these classes were the ones who were closest to the 'target' time set by the organisers. Class A runners were in the 'racing' classes. Both these classes were further subdivided by engine size and car classification; sports or racing.

You can see from the results, that certain B class runners were pretty close to the target time. But others totally disregarded this concept, and decided to go as rapidly as they could to the top, throwing away all possibility of winning a prize, in favour of a great challenge and an unforgettable adrenaline rush.

However, times do not tell the whole story of a fascinating, soaking wet four days. David Downes was not permitted to run in class A, due to a scrutineer's ruling. Bob Jones broke a half shaft on one of his practice runs. Barry Foster finished the last few miles of his first timed run on three tyres, and a rear rim due to a puncture, which added the best part of two and a half minutes to his time, and undoubtedly cost him the class win.

Class wins finally went to spirited drives from Philippe Douchet and Bob Jones.

Congratulations to the organisers and marshals who staged another unforgettable event, roll on 2007. Why not come and join us?

Yours sincerely

## From Brian Bassett

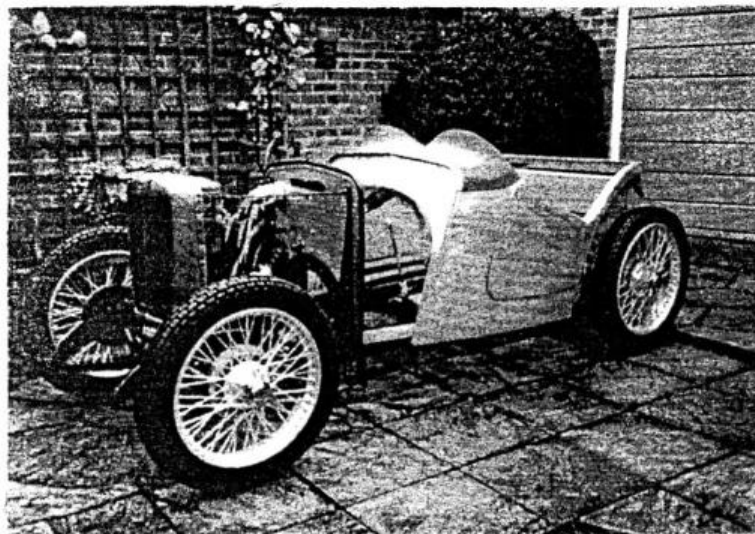
Dear Phil,

Congratulations and many thanks for the new format Bulletin, which I have found very interesting.

I was very interested to see the photos of John Passmore's J2 chassis coming along nicely. John was very helpful with advice, and letting me look at his progress approximately three years ago, when I First started my J2. I had even hoped to beat him by getting my on the road first, but having seen his progress, I'm sure that won't be the case.

I understand from Bob Clare, that my J2 (J2 4331, Reg.No. JC 1421) is new to the club; it has been off the road since the 1970s, and was fitted with a F\*\*d side valve engine, hydraulic brakes, and 18" centre laced wheels; the rear wheels were fitted with Town and Country tyres, and looked as though it had been used for trials. If anyone knows of any history of this car, I would be pleased to hear from them.

I have enclosed some photos. The photo of the original car shows the 19" wheels on the rear replacing the Town and Country tyres.(see cover for this – Ed.) Also enclosed (see below) is a photo of the partly rebuilt car, now sporting the correct outside laced 19" wheels.



The previous owner had taken some steps towards restoration, insofar as he had obtained a J2 engine; he had also obtained all the brake parts to convert back to the cable system.

The history that I know is that the first owner, in December 1933, was Alan Robinson of Old Colwyn, North Wales. In November 1958 it belonged to George English of Selsey, Sussex. Then in December 1959 it was in the hands of John Gardiner of London, W1. From July 1960, it was owned by Michael Pretty of Sittingbourne, Kent, who moved to Wokingham, Berks in July 1970. He died in the 70s, presumably not long after obtaining parts for the restoration. The car then stood idle until 1999, when I bought it and started restoring.

Kindest regards.

## From Keith Jackson

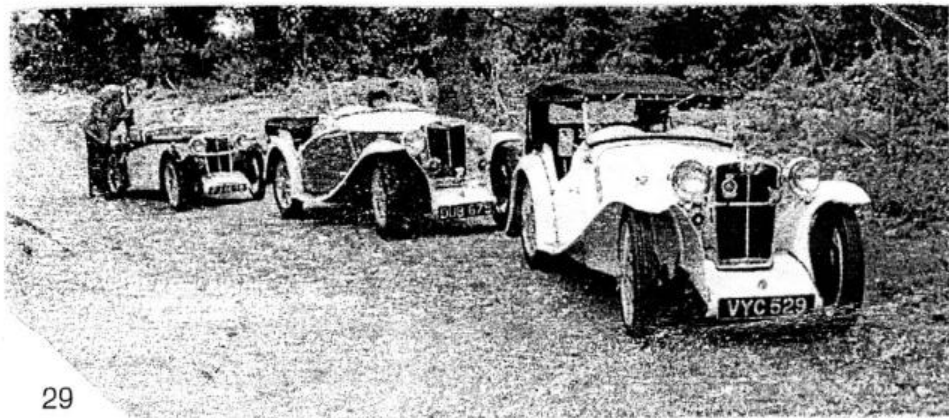
Dear Philip

Thanks for an inspirational Bulletin. Much appreciated.

I enclose a picture that I took on the Scarborough to Morecombe run, organised by the Austin 7 Club. They make everyone welcome, and a trio of Triple-M cars attended; we travelled loosely together, and enjoyed the sport and the company. A most hospitable event; 9am to 6pm (165miles).

The picture shows the trio at a natural break stopping point. Tony Wild in the Styles F-type replica from Lancashire, Bob Brassington's NA Mquette from Leeds, and my PA from Nottinghamshire.

Best wishes





## From John Haine

Dear Philip,

I wonder if through the Bulletin, I could seek suggestions on how to increase the luggage capacity of my M-type, which at last has recovered from its various engine rattles, and running in is about one third complete. The idea is to find a way of carrying a spare wheel outside the boot, so that adequate camping gear can be carried to Silverstone, or two people's luggage can be carried for the Dieppe Raid etc. Last year, I decided to travel to France without a spare wheel, but to carry a spare tube and tyre, with the tyre strapped to the top of the boot lid. This was not the most elegant of solutions, but was all I could manage in the time available. In the event the aforesaid apparently incurable engine rattles, meant we travelled in a modern car. Now that my wife has seen the amount of gear the others carried, I shall have to do better, if we are to go in the M-type this year.

All suggestions gratefully received.

Yours sincerely,

## From Phil Anderson

Dear Phil,

As a member of the North American MMM Register, thanks for the fine work you do as editor of the Bulletin, and the helpful, informative material in it. I am wondering if any of your readers might recognize the PA that I have owned for thirty years, or know of its previous owners. Dismantled shortly after I acquired the car in Minnesota in the fall of 1972, its restoration was finally completed just this past October, and I am hoping to fill some of the gaps in its history. PA1212, a red two-seater, left the works for University Motors in September 1934, but was not sold until the following July to A. Clinch of Tunbridge Wells, and was registered as BYF 537. There is correspondence with Clinch in the factory file that extends only to September 1936. When I bought the car, it was quite original and complete, and included a photocopy of the Registration Book going back only to 1961. The earliest owner listed there is Jacqueline Rice of Tolworth, Surrey. In September of

that year, the car was purchased by Richard J. Mostyn of Tamworth, Staffs. He owned it for ten years and registered it with the Triple-M Register. It has the relatively early number 285. Then in 1971 it passed quickly through the ownership of two Americans living in London, before being brought to the USA in 1972 by the latter. Who owned the car between Clinch and Rice, therefore, remains a mystery. It has a central London registration, and I understand that those records were destroyed. I would be grateful to hear from anyone who remembers the car, or knows of its owners, (5846 N. Kenton Avenue, Chicago, Illinois 60646, USA or e-mail [panderson@northpark.edu](mailto:panderson@northpark.edu)). I regret that I have not looked more diligently over the past three decades. An early photo would be wonderful, and I keep scouring old printed photos in hopes of seeing BYF 537!

Thanks much. I am enclosing a photo of the completed car in case you wish to include it.

Best regards,



## From Peter Prosser

Dear Sir

Thanks again for a very interesting Triple-M Bulletin, which I have always found very interesting and entertaining.

I enclose for your information photos of my two KNs (*see cover for the current project, and below for the cars together – Ed.*)

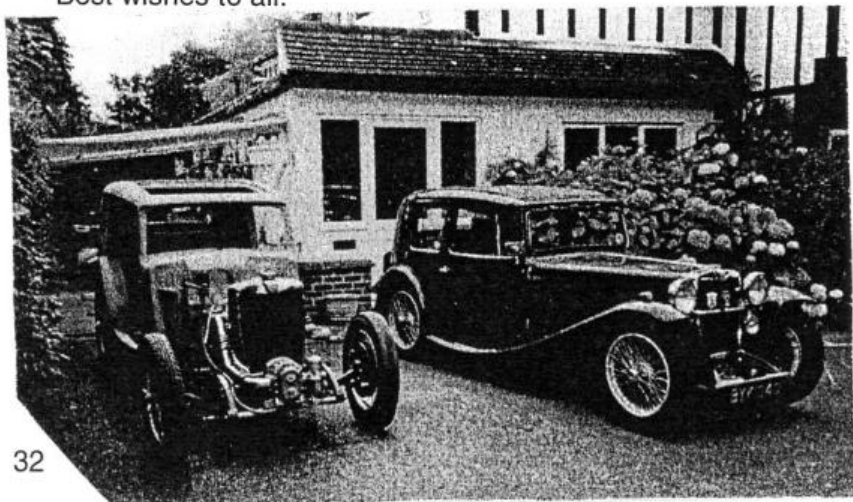
I have owned BYK 340 (KN 0393) since 1988; it is a well known MG, that an extensive and well documented history. It was owned by Peter Mace in the 70s, and was the subject of several articles at the time.

The other car is ELF 409 (KN 0322), which I have owned since 1998. Mike Allison did some research on this car, and found that its original registration was EW 1 (Eustace Watkins). We believe this was prior to Eustace Watkins Limited purchasing some KN rolling chassis from MG.

This car will retain its Oxford/Cambridge Blue pillarless body, but I am adding some of the pre-war tuning mods, such as an ENV pre-selector gearbox, and a Roots front-mounted blower, although I do understand there is no record of a saloon ever having a blower fitted.

The gearbox, engine and blower have recently been installed under the watchful eye of Peter Green, and ELF is currently awaiting an appointment at Steven Gilbert's, for a front blower cover. It will then return to Adrian Priestly at Chisborn for the refitting of wing and doors.

Best wishes to all.



# From Ewan Harris

Dear Phil

I have just been reading the October Bulletin and am moved to venture to write on some points.

I think blower recommends greasing Triple-M UJs at 10,000 mile intervals; but this is probably too long. It is better to reduce this to 2000 miles, say when the clutch release bearing is greased (F-type)

Probably the most common cause of petrol pumps overheating, is a blocked suction line from the tank, especially if two fail in a row, the coils being energised for suction.

In an earlier Bulletin, some comments were made regarding the effects of adding antifreeze. Whilst it is probably true that the boiling point is raised, the heat carrying capacity is reduced, as Glycol has a specific heat of just over half that of water. Because of this I prefer to drain the radiator at springtime, and refill with pure water for the summer.

Now for something completely different. On the F-type, it is possible to fit 3/8" diameter cylinder head studs to replace the 5/16" standard studs; this nearly doubles the torque that can be safely applied. Two points need to be considered; firstly only drill out the holes in the block and the head using a pillar drill or milling machine; secondly some stud holes in the head may need sleeving, as not all the casting is accurate. Stainless steel is the best material for this.

Thanks for an excellent Bulletin.

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## From Bill Abbott

Dear Philip

I trust you had a very good Christmas, and wish you all the best for the New Year. With all this dreary wet weather, I haven't been out much in the N-type, so I look forward to brighter spring days to blow the cobwebs away. You mentioned looking at Donald Cowbourne's book on 30s trials drivers in the last Bulletin. Where would I be able to have a look myself – is it held in the club offices (*Yes- it is part of the library collection there – Ed.*). I know the first owners of my car, Cecil and Joan Evans, were very active in pre-war trials, using a J2 (HY 6934) and my NB (JB 6864). They apparently competed successfully in many of the well-known trials, including the 1933/4 Colmore trial, and the 1937 Kimber. I do have some pictures of the cars being trailed, so if I can find out some specific information about their activities, I can do a piece for the Bulletin, if you need to fill a few column inches (*Good Man! Get it to me. – Ed.*).

Look forward to seeing you soon, and many thanks for all your hard work.

Best Regards.

## From Mick Parker

To the Editor,

Hi, I am a member of the pre-war register of Australia. I previously owned a 1937 TA. Unfortunately due to financial reasons, I had to sell the car. Anyway the reason I am writing is to ask for any information on the Q-type.

I have been chasing up on a few leads given to me by other members in Australia, as I am hoping to build a replica of this fantastic car. The kind of information I am after, is any specifications, drawings, showing measurements such as chassis, body blower cover etc.

A little while ago, I wrote to Colvin Gunn, who had built a 'Q-type replica', and he sent me back some photos of his car, and some drawings that he made up. This basically gave me the measurements of the tail from the seats to the back (*His car is based on a P-type chassis, whereas the Q-type was built onto a K3 chassis, which is*

*much longer, and is very noticeable when you see a real Q-type such as Anthony Littlejohn's car, which is more a K3 sized car than a P-type. Many people make this mistake, and build a replica on a P-type chassis – Ed.*) Colvin has unfortunately died, so I am looking for other sources of information.

Other types of information I am after is information on the blower system and measurements of the linkage system, also anything on the brakes (*these were of course special to the Q-type – Ed*). Also details of the preselector gearbox. Any help that could assist me in this project would be gratefully received. (31 Endeavour Close, Woodrising, New South Wales 2284, Australia)

Yours thankfully

## **From P.D.Allen**

Dear Sir,

I have two very weak and near useless legs, and so there is a big question in my mind as to whether I'll be able to drive my J2, if I ever finish the rebuild. It was last on the road in the mid-fifties. I would be most interested to hear of any mods., which owners had made over the years to overcome the difficulties of working the clutch pedal in particular, and to a lesser extent the footbrake. Could you put something in the coming Bulletin. (*His address is 3 Lower Sands, Dymchurch, Kent, TN29 ONE - Ed.*)

Thanks

## **From Vic Dean**

Dear Philip,

Thank you for sending me the Triple-M Bulletin and the important reminder to send more SAEs (*which everyone gets with their last SAE – Ed.*).

You did remind me last year, but sad to say, I have not been very active working on the car – just here and there. I don't suppose you could say restoring it – more like mucking about with it (*what we used*



*to call trickle rebuilding, perhaps something that we should do more of, as it keeps the car on the road more – Ed.)*

I was interested in your comments about your D-type. From what I remember in the past, not very much was said or written about the poor old D=type, except that they were designed and built at Abingdon, were ohc, and were real MGs. You would know more about this than I. Didn't Mrs Kimber run a D-type or was it another model?

Keeping my membership going has kept me in touch with things that interest me (mostly Triple-M of course!). What would we do without Safety Fast – and not forgetting the Triple-M Bulletin.

Well Philip, I'm sorry I've rambled on too much I'm afraid, I'm getting all enthusiastic again. *(That is what we are here for! – Ed.)*

Thank you once more for your trouble, extra work that you could well do without, I'll warrant. *(But it is worth the effort when we get such responses from members like this – Ed.)*

Yours faithfully

## **From Derek Baty**

Dear Phil,

I have a number of problems that you may consider including in future issues for comment by the appropriate experts:-

Problem #1:

I have a (newly restored) J2 complete with a new engine block, head, Phoenix crank/rods & new Burlen carbs. When it was initially returned from the Restorers, they commented "it was a bit flat". This was a huge understatement, as it only went about 2 miles before finally dying on me, and having to get it home via AA Relay.

Ignition seemed to be spot on, so suspicion fell on the fuel side. It was impossible to achieve a regular idle, even with rich needles, and the jets screwed right up to the bridges. In conversations with the local guru, he suggested dropping the needles in the pistons. This I did (by some 3/32"), and have now got a consistent idle & both carbs working as described in "The Autocar" tuning guide - when the piston in each carb is lifted separately revs increase a bit, and settle down again.

However the max performance I can achieve (probably fortunately given problem #2) is about an indicated 48mph on

standard tyres/axle/gearbox. Performance through the gears is equally miserable, given the huge difference in ratios between 2nd & 3rd. (This sounds like a classic case of the head gear not being set up in the correct way; are the restorers used to Triple-M engines? The rockers must be set in one particular position, and the valves ground in to give the correct clearance. The rocker adjustment is not meant to be used for setting up the initial clearances – see extract from service Information Sheet 13 below – Ed.)

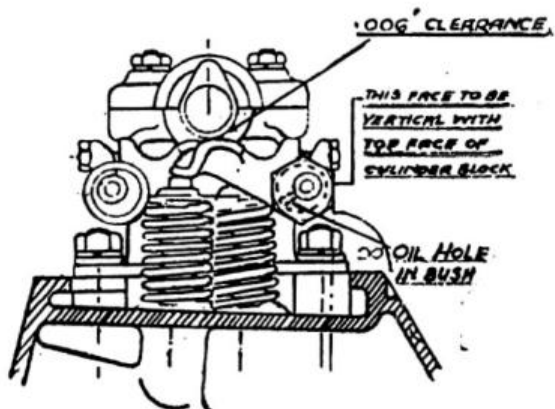


FIG. 1  
SHOWING POSITION OF  
ECCENTRIC BUSHES FOR  
J. MODELS

Problem #2 centres around retardation.

I don't seem to be able to stop (reasonable quickly). As a part of the restoration new, thicker, bonded linings were fitted and the cam ends of the shoes were given an extra 1/16" packing shim. Providing I have the gap, I can stop - eventually, but in traffic it gets to be pretty heart-stopping stuff! Needless to say all cables were new, but the 8" drums are original. They have not been miked up, so I don't know how oversize they might be. (By putting a packing shim under the cam ends, you have ensured that only the lining towards the cam end is touching the drum; it will take some time for the rest of the brake lining to wear down, until the whole length of the lining is touching, unless you file down the lining to the profile of the drum to ensure full contact. I use chalk to show the high spots and then file

*these down until the lining is touching for its full area. Also if you used thicker linings, you should not need to pack the cams – Ed.)*

How should the car stop or have I just got used to modern disc brakes?

#### Problem #3 Gearbox

It jumps out of 3rd gear - both on overrun & drive. Would this be down to the remote gearlever, selectors in the gearbox or simply worn 3rd gear? (I thought I could discount the latter as it was a part of the helical gear set?)

It has not been restored so could/should I do it myself or get it restored professionally? Can you recommend anyone who could do this?

#### Problem #4.

Not a problem really, but again should I leave it to an expert to set up or is it possible for me to "have a go"? I've a spare diff assembly with new CWP & bearings, but no distance gauge or measuring tools. *(If you have never set up a dif before, it is probably best to get and expert to do this. I feel the cost is worth it as crown wheel and pinion sets are expensive – Ed.)*

Sorry to burden you with all this, but might it make some newsletter content sometime?!

I would be grateful for any replies as soon as possible, as I am trying to get the car on the road in a safe form for later this year!



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## SPARES FOR SALE

**Peter Hemmings, Lime Tree Cottage, Rectory Road, Oakley, near Basingstoke, Hants. Tel 01256 780217J1/F/D** has for sale:-J/F/D Windscreen £100; J2 Differential assembly (but no CWP)£125; J2 Cycle wings £25; P type doors £25; Various other cycle wings, rear wings and bonnet, all unidentified to clear ( make me an offer).

**Colin Tieche (1 Downton Field Cottages, Christchurch Road, Downton, Lymington, Hants. SO41 0LA. Tel. No. 01590 645465)** has a few brand new sets of brake cross shaft roller sets, consisting of hardened steel bush, 33 needle rollers and tube pad (to stop rollers being lost down the tube) at £30 a set.

**David Downes (Tel No. 01202 826122,** between 6:00pm and 9:00pm or anytime weekends) or e-mail >[dh@daviddownes.freeseve.co.uk](mailto:dh@daviddownes.freeseve.co.uk) has for sale:-

New rear axle casing from his N type special, with K type ends and a 5.1 FORD diff. with 3 hardened halfshafts. Diff has recently been set up, with new bearings and a new 5.1 crown wheel and pinion. In first class condition. E-mail photo's available, if required. To be sold as one lot.

I also have an N type block in excellent condition if anyone is really stuck.

Reasonable offers only as they were not cheap to buy.

**Alan Whitham (Lea Bank, Demage Lane, Lea by Backford, Chester, CH1 6NU. Tel No. 01244 851605)** has for sale an N-type Brake pedal/gearbox mounting, £50; L/K oil pump, £125; CJ2 12volt junction box/cut out, 3125; CJF3 12volt cut out/fuse box (unused in original Box), £225; adamant steering drop arm, £20; F/D/C Adamant steering drop arm, £40; Morris Minor Adamant steering drop arm, £20; M-type cylinder head complete with cam pedestals, and special (new) C-type rocker shafts, £120.

**Bill Cullen (Charteris, 30 Daltons Fen, Pitsea, Essex, SS13 1JF Tel. No. 01268 727765, between 6.30-9.30pm, and at weekends; e-mail jo.cullen@virgin.net)** has for sale:-  
NA 2 seater body complete, incl. spare wheel carrier skinned in ali, could be restored, or used as patterns, all frame brackets etc in place.

"N" bonnet tops and modified sides (supercharger fitment bulges!) easily re-storable.

"NA" 2 seater front swept wings, easily re-storable.

"N" type complete w/screen, needs rechrome and glass.

"NB" hinges, all 4 need chrome and re-bush.

MMM I think is off a "F" type column dip/horn stalk.

Column change quadrant, and lever/rod for preselector box

K/L distributor drive complete with oil pump.

Selection of 6 cyl oil pipes.

"N" type inlet manifold.

Pair of front swept wing stays, channel type think K/L/F.

Pair of "J" or possibly "M" type front wings with valances, these need your panel beating skills, as dents etc + weld.

Possible "J" or "M" front panel.

Some other "P", and other misc. engine parts, incl. 6 cyl

"N" sump, not in a good condition but could be repaired.

N-type two-seater hood frame with fixings, also two sets of side window frames.

All can be view @ my workshop in Essex

**Tony Jenkins (Bridge Farm, 80 West St, Comberton, CAMBRIDGE, CB3 7DS. Tel 01223 263751)** has for sale:-

A Set new brake bands with top gear cone for ENV 75 preselector gearbox. Set of 3 new N type ali side plates for block + water inlet tube. 1 new P/N original type filter element. 25 new 57 mm piston rings (8 are oil control, rest plain). For K1 -one pair octagonal headlight supports, which bolt to chassis and are threaded for headlight attachment.

## CARS FOR SALE

**Alan Whitham (Lea Bank, Demage Lane, Lea by Backford, Chester, CH1 6NU. Tel No. 012444 851605)** has for sale a replica Q-type kit; excellent PA chassis with firewall stays, T-type front axle with stubs and steering arms, N-type rear axle with cover, splined hubs and half shafts; 16" wheels and other bits as a basis for P/Q-type replica or 6-cylinder special. £2500 the lot.

**John Day ( Kimber House, 148 Putnoe Road, Bedford, MK41 8LT. Tel No. 01234 295592)** has reluctantly decided to sell his F1/2, as with his Chairmanship of the Vintage Register, as well as a twin cam to look after, the car gets very little use. He has had the car for 14 years, and spent £15,000 on parts, to rebuild it in the early 90's. It is in concours condition, and is a very well sorted Triple-M, car with no known faults. He has 5 packed files of history, and photographs, which will be sold with the car. He would like to get at least £25,000 and would not accept less. If anyone is looking for such a car, he would be pleased to e-mail them pictures of the car, or contact him on the above number.

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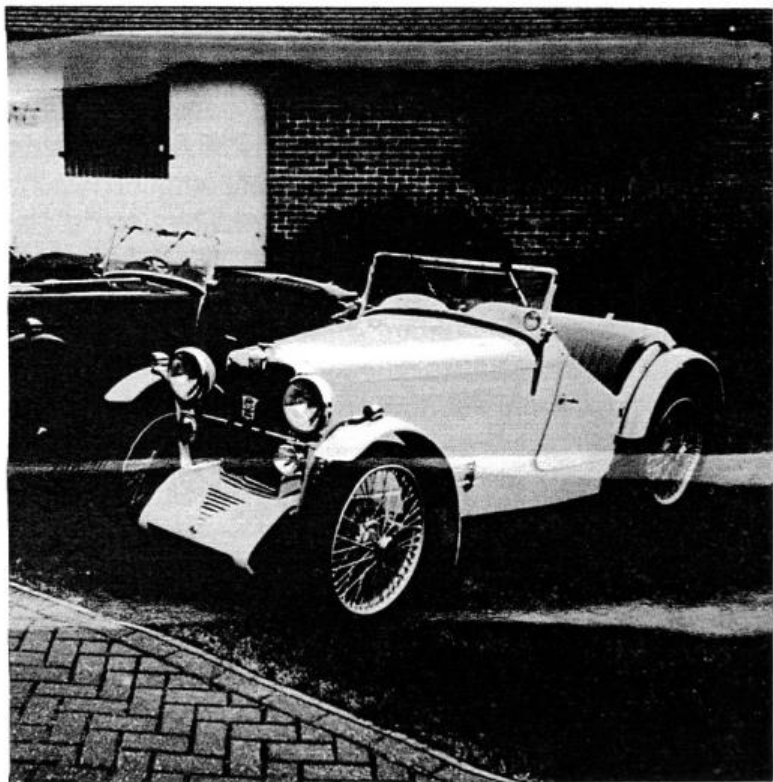
Please contact us on  
Tel: 020 7262 7744  
Fax: 020 7724 0917  
email:



[paul.bowkett@camerontaylor.co.uk](mailto:paul.bowkett@camerontaylor.co.uk)



**Fran Ernst (Bowshots, High Birch Road, Weeley Heath, Clacton-on-Sea, Essex, CO16 9BU. Tel/Fax No. 01255 831537)** is reluctantly putting his 1933 J2 up for sale, as he is now getting to ancient to use it at 74! The car was built from a basket case from 1989-1991; it is fitted with an M-type block, as the original needs extensive/expensive repairs. There are many spares to go with it, and an original owner's manual. There are also some pictures of it just post war. Price £16,500, which includes the spares.



# WANTED

**Stefaan Vernyns** (Tel. 0032 16 890531 e-mail Stefaan.Vernyns@pandora.be) is wanting a spare wheel carrier for a L1.

**Alan Whitham** (Lea Bank, Demage Lane, Lea by Backford, Chester, CH1, 6NU Tel No. 01244 851605) is looking for an L/K flywheel housing (could exchange N-type version); L/K sump; K-type diff unit;; P/N/L/K camshaft pedestals and caps.

**Terry Saunders** (e-mail:- [TATerry@aol.com](mailto:TATerry@aol.com)) is looking for a distributor rotor for the N type. It goes into a Rotax distributor DQH/6A and the rotor part no. was Lucas M2799/4.

**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.

**Your Editor and Keith Portmore** are needing some P/N oil drain pipes for their N-type saloon; please contact me on 01483 811428

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*A near miss at the Blue Flag - Ian Mackay's KN and Rosemary's Allingham the morning after the dinner and high winds!*

Photo: Dick Morbey



*Mervyn Hunter's J2 between a PA and an Austin 7 outside his home in 1961/2*

Photo: M. Hunter





*Brian Bassett's J2 as acquired in 1999*

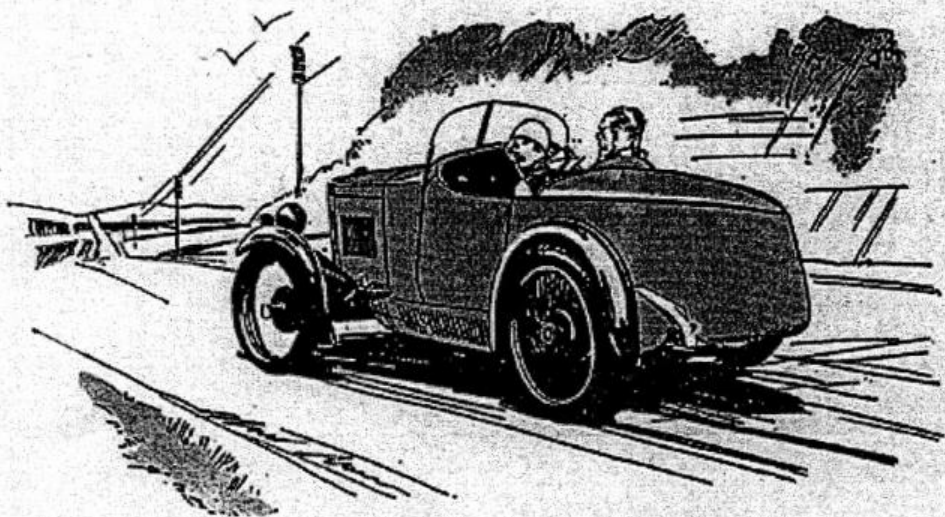
Photo: B. Bassett



*Gerhard Maier's R-type at Klausen Hillclimb*

# The Triple M West Country

## Summer Weekend



July 4 - 6th 2003

Based at the Sherborne Hotel, in the historic Abbey  
Town of Sherborne Dorset



**MMM Register South West Weekend**  
**July 5-7<sup>th</sup> July 2003**

Do come and join us for a weekend of fun, camaraderie, good food and, above all, the sheer pleasure of driving your MMM MG along traffic free scenic routes.

Sign on at the Sherborne Hotel on the Friday afternoon when you will receive your book of the weekend. Enjoy a stroll in the historic abbey town before dinner. This may be taken either at the hotel or in one of the numerous attractive local restaurants or inns.

On Saturday morning you will drive along rural roads with splendid views through picturesque Somerset and Dorset villages as you try to solve the clues of the photographic rally. Lunch will be taken in the grand surroundings of Stourhead, a veritable jewel in the National Trust's crown.

In the afternoon after visiting the 18<sup>th</sup> century house you may stroll round the lake and enjoy the many amazing vistas in

its justly famous grounds. Return by scenic route to the hotel for the evening's gala dinner with guest speaker.

On Sunday morning a visit is planned to the Haynes Motor Museum. However if that's not your cup of tea you are free instead to explore other local attractions such as Sherborne Castle, the Fleet Air Arm Museum at Yeovilton, Montacute House, the Tank Museum at Bovington. Or perhaps a gentle drive down to Cerne Abbas where you may gaze in awe at the giant!

Sunday lunch is taken at the hotel, after which prizes will be presented. You are then free to drive home unless you wish to stay on to further enjoying this delightful area of rural England.

We look forward to sharing your company on what we hope will be the first of many annual MMM register weekends.

Alan Grassam and Derek Richards

**MMM Register Southwest Weekend 4-  
6<sup>th</sup> July, 2003-Entry Form**

**Driver:** \_\_\_\_\_

**Address, phone & e-mail:**

**Passenger/s:** \_\_\_\_\_

**Car Model and Registration No.:** \_\_\_\_\_

**Number of places required at £125:** \_\_\_\_\_

**Number of children under 14 @ £75:** \_\_\_\_\_

**(This includes two nights' bed and breakfast plus Saturday lunch and entry charges at Stourhead, gala dinner and Sunday lunch at the hotel. It does not include entry fee of £5 (£4 retired/over 60) to the Hayne's Motor Museum. (Details of local inns and restaurants for Friday evening enclosed with confirmation for those who choose not to dine at the hotel)**

**Deposit @ £25 per head enclosed: £** \_\_\_\_\_

**Balance of £100 per head by 7<sup>th</sup> June, please. Please send entry form and cheques made payable to "MG CAR Club MMM Register" to:**

**Alan Grassam, The Old Post Office Cottage,  
7, High Street, Hardington Mandeville,  
YEOVIL, Somerset, BA22 9PJ, England**

**(Tel: 01935 863673,**

**E-mail: [agsquarecrackers@ukf.net](mailto:agsquarecrackers@ukf.net))**