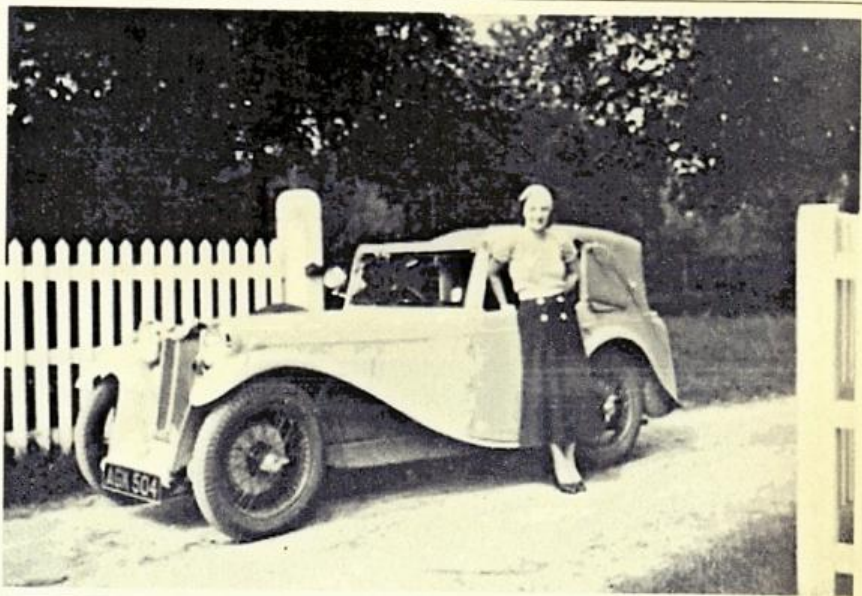


TRIPLE-M REGISTER BULLETIN



FEBRUARY 2004





*The original owner's brand new Abbey-bodied L-type (L 0257) in 1933
photo David Michael*



Gerhard Maier in his R-type on the start line at the 2003 Goodwood Revival meeting

TRIPLE-M REGISTER BULLETIN

February 2004

EDITORIAL – Phil Bayne-Powell

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Or philipbp@mqcottage.freemove.co.uk

Welcome to 2004, Bien venue a 2004, Willkommen nacht 2004.

I hope that covers most of our readers receiving this Bulletin world wide! I trust you all had a good Christmas, and that you got lots done in the garage! I failed miserably, and only sorted out one car, which wasn't a Triple-M car either!

However Rosemary and I were out at the VSCC New Year's Driving tests at Brooklands on January 11th, and I had the usual problems of brain fade and bollard bashing. It was a good day, with a great turnout of spectators, whether this was because of it taking place on a Sunday, or the fact that it had been advertised on the internet. It was great to meet old friends again, and to discuss the coming events of this year. Only 5 Triple-M cars were entered, 3 of which were M-types. I bought a wonderful Brian de Grineau print from the bookshop there of the 1932, 500 mile race, with Horton's winning off-set single seater C-type on the banking, leading George Eyston in EX127, (the Magic Midget), followed by Eddie Hall in his blown C-type; all for £5.

A programme on Dick Seaman was on Channel 4 recently, and there were shots of his K3011. Peter Green who you all know owns this car now, was involved with the programme, spending 4-5 hours at Brooklands; but he did get his name in the credits. It was an insight into a very determined man, who wanted to be the best, very much like Stirling Moss, 20 years later.

I hope you liked Peter Down's lovely sketches last time; we have some more for you this time too. Many thanks Peter.

Front Cover:- Alan Grassam and his Cream Cracker on trial, somewhere in Normandy!

Our big event for this year is our Prescott weekend over the August Bank Holiday weekend, of 27-29th, with signing on starting on the Friday 27th, a run to Sudeley Castle on the Saturday with a bit of a competition, and the Sunday for the untimed runs up the hill. See later on for fuller details. Entry forms will be sent out with the April Bulletin, or downloadable from the website.

There is a lot of activity with the Triple-M Luxembourg rally 1-4th July, with many more people vowing to come along, and I hope all you people who want to join my feeder rally, stopping off at Cambrai on the way out and back, have by now let me know.

The rally takes place in the City of Clervaux, in the north of the Grand Duchy. This is the only European Triple-M event, and as such is a great rally. If you have not been before, you should bust a gut to get there! Fuller details are given later on in this Bulletin.

The entry fee is 190 Euros for a car and two people. Some banks are charging £20 or more to transfer the money to the organisers' bank, so try and get together with other entrants to help split the cost.

Also the hotel is charging 233 Euros for the three nights – this is not given in the instructions.

Winter is the time that we tend to spend getting the cars ready for the coming season, and for making progress with that restoration. When carrying out a restoration, I feel that one should try and do so keeping the car as close to original as possible, it doesn't take that much of an effort, and probably not that much more money. It upsets me to see a car that has had its rebuild/restoration spoilt by cutting corners. In the same vein, if one wants a Triple-M car, you should accept it as the car that Kimber built, and not try to modify it out of all recognition to its original form. As someone once said, we are only custodians of these cars, and should respect their pedigree. One doesn't modify a Chippendale chair because the legs are too weak, you accept it as it was originally made. So it is good to see that Dave Cooksey and Barry Foster has reverted the trend of splitting up cars, by getting an original Stiles body back onto an F-type chassis that was originally sent to Stiles and fitted with the three-seater body.

We hear that Peter Green has sold his K3, JB 4181, and as a result will be keeping the NE, which he was originally selling. The K3 will be staying in the UK, and we hope to see this car out and about still at meetings. It is one of the most unspoilt K3s around, with most of its original parts as assembled by Abingdon in 1933.

As a T-type owner, I was sent the first copy of the T Register's new bi-monthly Bulletin, **Totally T-type**, which John James is producing. This has been produced as a result of our own Bulletin setting the precedent, and showing how it should be done! They are not going the SAE route, but asking for £6 to cover six issues; the cover does not have any colour photographs, and the first issue only ran to 30 pages of A5 (similar to our format). You lucky Triple-M guys are getting 40 odd pages, with colour photographs, all for the cost of an envelope and a 34 pence stamp, which must be the bargain of the century!!

My family decided to take pity on me and bought me an engine hoist for Christmas. This should save my back, and make removing engines so much easier. Of course one doesn't plan to remove engines on a regular basis, but when it has to be done, it will make life so much easier. If anyone local to me needs to take an engine out, I shall be glad to let them borrow it.

One unsung hero of the Bulletin's production is Martyn Phillis, who kindly scans the photographs, and sets up the cover for each Bulletin, which he then puts onto a disc for me to print from. This is much appreciated, and I think you will agree that it gives the Bulletin a professional look. In exchange, Martyn gets to drive my ND or 14/40. So many official thanks from us all, Martyn.

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NEW! Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4.50 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 £52.50 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, heavy duty bearing c/w 2 dust shields for rear bearing carrier £30 each.

*****NEW! Front and rear trunnions for road springs only £2.75 each!*****

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

PLEASE NOTE: THERE IS NO VAT TO BE ADDED TO THE ABOVE PRICES

VSCC Driving Tests Brooklands 11th January

This year the driving Tests were moved to the Sunday to try and get more people along. A good turnout of competitors and spectators was the result.

Overnight the rain had cleared eastwards and we were promised a dry but overcast day. The sudden rain shower in mid morning caught out a lot of people, while the rest just sprouted umbrellas. Otherwise the day was dry and often sunny. However the heavy overnight rain put paid to one test that had been optimistically set out on grass. It featured a cloverleaf route round a central bollard, and very soon got so cut up and boggy that the marshals decided it had to be abandoned. Also they were getting worn out having to push competitors out of the mud!

This year ten tests had all been laid out for the whole day, instead of 6 in the morning, and then these being revised and used for the 6 in the afternoon. Thus with test Five being abandoned, we only had to do nine tests.

This year the emphasis was more on getting the best time, rather than having to remember a difficult order of gates and garages.

We only had five Triple-M cars entered, three of these were the M-types of Tom Dark/Gillian Carr, James Mumford and your editor, in the Jarvis version. Nick Bengler (J2) and Mrs Editor, Rosemary (NA Allingham) completed the line up.

Your Editor was trying hard, but hit bollards and mucked up the test hill test, by not crossing the correct line – this immediately puts one out of the running, as you get the slowest score of the test, which in this case was twice as long as the average.

Two tests were laid out on new car park areas that had the stones laid, but not rolled in. This produced a very rough and loose surface, making it difficult to stop or turn, as the wheels just ploughed straight on!

Tom Dark was going great guns in the M-type, and won the Modified Sports Car Class, getting a First Class Award, while Nick Bengler, always reliable and sure, came third in the Standard Sports Car Class, netting a Third Class Award. James Mumford also muffed up test One, which dropped him down the list to 8th.

Rosemary just beat the Editor by 9 points, but the other MG lady, Gillian Carr, got three tests wrong. This was her first time, so we hope she will be back next year.

Results:-

Class 3 – Standard Sports Cars

3 rd	Nick Bengler	J2	345.3 points	3 rd Class award
8 th	James Mumford	M-type	426.6 points	
9 th	Rosemary B-Powell	NA	455.5 points	

Class 4 – Modified Sports Cars

1 st	Tom Dark	M-type	294.0 points	1 st Class Award
18 th	Philip B-Powell	M-type	464.1 points	
21 st	Gillian Carr	M-type	537.1 points	

MMM NEWS FOR 2004

We have been in the MG business for almost 35yrs. We are pleased to offer you accurate advice, a friendly service, a super 70 page catalogue FOC and a wonderful range of new MMM spares,

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J series rear camshaft stands and caps	(taps available separately - rods/knobs separate)
Marles Weller st. box sector shafts (never before made)	BONORA q/release filler caps - chrome plated
Marles Weller hemisphere carriers (never before made)	MMM gear change levers
New production of 4 & 6 cyl. spare plug holders	P/N cutout/fusebox assys. (originals restored)
Nickel plated pigtail hose-clips	MMM differential dip sticks
Any part of the 12" cable brake set now available	P/N/K/TA fog/spot lamps type FT 27

Coming very shortly - 4 Spoke 16" steering wheels

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Future Events

15th Feb	MG Spares Day – Stoneleigh	01568 797881
20-22 nd Feb	Historic Motor Sports Show	01367 250001 (tickets 0870 906 2002)
4 th April	MG Brooklands	01737 762283
4 th April	Curborough Sprint	01299 401177
6 th April	Silverstone Track Day	01235 555552
18 th April	Inter Centre Autotests, Bordon	01428 652078
24 th April	MGCC Kimber Classic Trial	01935 863673
3 rd May	Colerne Sprint	01275 790855
9 th May	Regency Run	01235 555552
22/23 May	MGCC Rockingham Race Meeting	01235 555552
1-4 th July	Luxembourg Triple-M Rally	352 50 00 96



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International Kimber Classic Trial, 24th April, 2004

This year's event will run on very similar lines to last year's very successful event viz. a road trial of approximately 80 miles, with 12 off road "sections", specifically chosen to be NON-DAMAGING, while offering a challenge to the sporting MMM driver. It gives you the flavour of a pre-war club trial, without putting either you car's paintwork or mechanics at risk. The route takes you through spectacular scenery along the country lanes of Dorset and Somerset. We start at 9 a.m.

There is a two-hour lunch break at the old country Inn at Sparkford, which was used before the war by the MCC for the Land's End Trial. We still use one section, Honeycliffe, that was part of the route on the first ever Kimber in 1937.

There is one major change. Due to the unavailability of The Swan at Wells, we are using as our headquarters the same hotel as used for the MMM Register Summer Weekend i.e. the Sherborne Hotel. The event will both start, and finish there with our usual informal dinner in the evening.

Full details of how to book at the hotel (at specially negotiated low terms) will be included in the regs. which will be available early in the New Year. Previous competitors will be sent them automatically. New competitors will be able to find them on the club website, in the South West Centre section. Alternatively copies may be obtained from the secretary of the meeting: Andrew Owst, The Gables, Rectory Lane, Compton Martin, BS 18 6JP, Tel.: 01761 221893.

As usual on the Sunday morning, there will be some gentle driving tests at the field adjoining the Montlhery Garage, courtesy of Barry Foster. And if that's not enough for you well known racing driver and raconteur Hamish McNinch, MBE will be serving up his usual splendid barbecue.

You are advised to get your entries in early, as we anticipate that the entry list will fill up this year. If you would like to discuss any aspect of the event please get in touch with me, Alan Grassam. (Address at back, tel.: 01935 863673)

PRESCOTT 2004

The Total Triple-M Experience

27th -29th August

We have now got the weekend provisionally organised, and as promised it will be even better than last time, with runs up the hill on the Sunday, and a tour on the Saturday, and trade stands and a bring and buy. And all this for the same price as last time.

We shall be using the Hotel de la Bere, at Southam, as the base for the Friday afternoon/ evening, where people can sign on and collect their rally package and their rally plaques for the cars. This is only about 5 miles from Prescott, and we hope that those that can, will meet up at the hotel on Friday night for a meal/drink, even if you are arranging accommodation elsewhere.

We have pre-booked 28 rooms at the hotel, on a first come first served basis. Ring Deborah Singer on 01242 545406 to book your place.

Prescott opens for us at 10 am on the Saturday. Those that do not sign on and collect their rally package and plaques on Friday, can do so on Saturday morning, at Prescott. There will be a self-judging Pride of Ownership competition in the morning, divided into small cam, large cam, 4-cylinder and 6-cylinder classes. Prescott Lodge will be open for lunchtime snacks.

After the Pride of Ownership is finished, (at about 12.00), there will be an hour's tour, with a mild competition, which will take you to the Gloucester and Warwick Railway, or Sudeley Castle. At the latter they are having a mediaeval weekend, with jousting etc. We are hoping to have a dedicated car park, to add to the event's interest; also an entry discount is being arranged. If people want to go to the railway instead, we are also hoping to have a dedicated car park and an entry discount. If you don't fancy either of these events, people can do their own tours, and we shall be giving a list of the various alternative attractions in the area in the rally package.

On the Saturday evening we will be having the Gala dinner at Prescott Lodge. This will cost £18 per head, and be enlivened with a raffle (with quality items), the prize-giving for the two competitions,

and an after dinner speaker. If anyone knows of a good speaker, please let us know, as they do help to make a good evening.

On the Sunday, we return to Prescott. The hill will be open for runs up the hill in the morning and then again after lunch. Every rally entrant will be given a free ticket for a run up the hill, with subsequent runs at £2.50 a run, (this unfortunately is more than last time, as Prescott have put up their price for each run). As well as the runs up the hill, we are hoping to have a few trade stands for those items you need for the car, to help you part with your money.

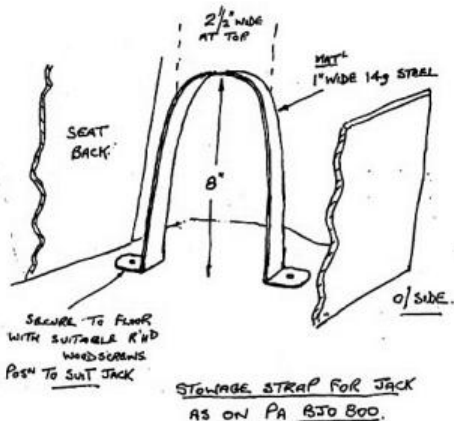
We have also arranged for the recently expanded Bugatti museum to be open for the whole day, and this is well worth a visit, to see the wonderful engineering that went into these cars.

In addition, we will be holding a bring-and-buy stall, for you to sell on those smaller parts that you no longer need, but would prefer them to go to a proper home.

For those that do not want to spend all day at Prescott, they can visit Sudeley Castle or the steam railway, whichever one they didn't visit on the Saturday, or one of the other listed attractions in the area. The Prescott Lodge will be open for snacks.

The cost of hiring the hill has gone up, but we have managed to keep the price at £45 for the weekend, which is the same as two years ago, with a special discounted price of £40 for entrants booking before 1st June. For those paying by credit card, we have to charge you an extra £1.50, which is what we are charged to carry out the transaction.

Entry forms and further details will go out in the April Bulletin, and forms and details will also be available on our website (triple-register.org). Also in that Bulletin will be a list of available accommodation in the area, if you do not want to use the base Hotel de la Bere.



Luxembourg Triple-M Rally 1st-4th July 2004

This popular rally is back for a fifth time next year, organised by the Cercle Triple-M of Luxembourg, and will take place in the northern town of Clervaux.

The general programme is as follows:-

Thursday 1st July – signing on from 4pm onwards, handing out of rally documents; general natter evening.

Friday 2nd July – first scenic tour, stopping off for lunch; second natter evening.

Saturday 3rd July – second scenic tour, with lunch en route; dinner/banquet in the evening.

Sunday 4th July – final day with drinks in the morning, rally closes at midday.

Instruction and entry forms are obtainable by down loading 5 pages from the Cercle Triple-M website on www.mmm.lu. If you do not have this facility, please contact the Editor, and I will send you the forms, and instructions. Note that the regulations omit to give the swift code for the money transfer for the payment of the entry fees. This is:- CCPLLULL. (I understand the bank will charge about £20 for a money transfer). The cost of the hotel for the 3 nights dinner, bed and breakfast is 233 Euros/person. Entries close on 31st March.

I have arranged a feeder run to the rally as last time, stopping off overnight at the Chateau de la Mote Fenelon in Cambrai. We will take the 0800hrs Seacat from Dover to Calais on the morning of Wednesday 30th June, and returning on the 1630hrs Seacat on Tuesday 6th July. This means staying an extra night at the hotel at Clervaux, so that we have a relaxed run back to Cambrai on the Monday. I have obtained a discounted return fare of £120 for the car and two people, which is a good rate considering we are over the 5-day return rate. However this has to be paid for in full up front, and no cancellations or alterations are allowed.

Will all those who wish to join our group, please contact me immediately, and I will try to get you in on the special rate of £120. If others wish to link up with us at Cambrai, let me know, so that I can book the accommodation at the Chateau; We have four couples already coming from the West Country, and crossing into France at

Cherbourg, and joining up with us at Cambrai on the first evening. Also half a dozen Vintage MGs will be joining us at Cambrai.

I shall be trying to plot a run, to and from Clerveax through some nice countryside, as I managed last time out.

Car Of The Year 2003 Final Scores

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2175	PB	JB 7524	Elizabeth Taylor Andrew Taylor Pat Boghossian	133
2 nd	909	J2-PA/s	FW 3909	Bill Bennett	111
3 rd	2000	K3/s	MG 3570	Peter Green Andrew Taylor	106
4 th	2769	12/12 Rep	GG 3340	Colin Lambert	101
5 th	3	J2	DG 5404	Mike Hawke	97
6 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Jeremy Bayne-Powell	86
7 th	317	Jarvis M	GP 1856	Annette Bayne-Powell	85
8 th	1595	M	PG 1045	Frank Ashley	82
9 th	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	79
=10 th	162	ND/s	BKL 265	John Bayliss Philip Bayne-Powell Peter Tabb Jeremy Bayne-Powell	73
"	212	NE	JB 4750	Peter Green Oliver Richardson Andrew Taylor	73
=12 th	724	J2	HS 7065	Rodney Lambert	64
"	2134	K1/s	MG 3094	Peter Fenichel	64
14 th	1140	J2	JL 753	Mike Linward Ian MacKay	62
15 th	209	J4/s	AGP 291	John Adams	55
16 th	1642	K3/s	JB 7531	Colin Alderman	52
17 th	1171	NA All'ham	MG 3538	Keith Portsmore	50
18 th	1537	PA/s	LV 8989	Tim Beckh Tom Mason	48
19 th	600	J2/s	WJ 7070	Ken Robinson	46

20 th	2028	NB/s	MG 3694	Mike Allison Jane Metcalfe Tim Metcalfe John Dutton	45
21 st	2011	K2/s	-	John Dutton	44
22 nd	208	J2/s	CH 0875	Ed Taylor	43
=23 rd	2195	F1	MG 5054	Harry Hinkling	42
"		PA/s		Alan Painter	42
"	1049	PB/s	VH 8637	Gerald Burridge	42
=26 th	2459	PB	-	Terry Egan	40
"	2694	J2-PA/s	Kayne Spl.	Mike Painter	40
=28 th	2472	L1	MG 162	John Gillett	39
"	2482	NA	-	Andrew Fock	39
"	920	PA/s	TG 8337	George Ward Jo Ward	39
31 st	1079	J2	MG 2041	Mike Hewson	38
=32 nd	1460	J2	AGY 339	Keith Hall	37
"	538	NA	NV 4207	David Sharp	37
=34 th	2794	J2/s	YY 1362	Alastair Clarke	35
"	2481	NA	-	Doug Keith	35
36 th	2381	PB/s	CHO 349	Bill Bennett	34
=37 th	258	NA	-	Walter Magilton	33
"	2188	M	GH 4434	Colin Reynolds	33
"	1428	J2	DG 6142	Nick Bengier	33
"	1501	J2/s	HY 8219	Geraint Lewis	33
=41 st	148	M	OY 1548	John Haine	32
"	158	PA	BJO 800	Peter Down	32
43 rd	1521	C/s	RX 8591	Dave Cooksey Oliver Richardson	31
44 th	2782	L1	-	Dino Mattea	30
45 th	949	L1	OD 6008	Katharine Morland Andrew Morland	29
=46 th	1699	J2/s	MG 2783	Colin Biles	28
"	1804	PA	MG 3848	John Reid Alexander Reid	28
"	1647	NB	JB 6864	Bill Abbott	28
49 th	2388	M	-	Ian Mawson	27
50 th	664	PA	BLB 209	Paul Duncombe	27
=51 st	1463	NA/s	BUU 964	David Downes	26
"	1533	PA-PB	WV 5012	Dick Morbey	26
=53 rd	27	J2-PA/s	DVR 740	Carol Cooper George Cooper	25
"	609	PB/s	ARY 614	Mike Dowley	25
"	670	PA	BFY 711	Richard Holl	25
"	917	M	UB 1856	Brian Bowles	25
=57 th	1081	J2	AMB 787	Graham Ash	24

"	1208	PB	BOK 244	Keith Leaver	24
=59 th	397	M	SC 9559	Alex Peacop	23
"	1976	J2/s	JF 5278	James Peacop	
=61 st	81	C/s	JK 1932	Gilbert Collins	23
"	1600	D	PO 5751	Bob Hudson	22
=63 rd	338	NB	ADG 886	Ted Hack	22
"	3294	J2	AUC 218	Alan Grassam	21
"	2227	KN	MG 4282	Christian Höptner	21
"	1367	PA	MG 3921	Peter Hemmings	21
=67 th	1168	PB 4str	MG 4283	John Wells	21
"	2231	J3/s	YG 4293	Chris Lewis	20
=69 th	3072	PB	WSJ 159	Elizabeth Lewis	
"	1270	NB Cresta	MG 4750	David Kempton	20
=71 st	907	K1	ADH 360	Neil Skerratt	19
"	968	PA	BU 8079	Bob Clare	19
"	2821	F1	MG 1375	Ian MacKay	17
=74 th	749	PA/s	MG 3394	Mike Linward	
"	1659	PA	VL 5643	Roger Davies	17
=76 th	2141	PA/s	RC 3349	Norman Williams	17
"	105	KN/s	BFY 658	Peter Warne	15
=78 th	3272	J2/s	APG 718	Terry Davies	15
"	541	PA Airline	TH 6498	Derek Richards	14
"	1475	NA	BPG 7	Michael Coles	14
"	534	NA	HH 8103	Colin Bird	13
=82 nd	1888	NA	CGJ 295	Gert Jensen	13
"	3145	L1 Turner ss	-	Nick Dean	13
"	439	PA	CPK 309	Bill Bennett	13
"	1235	L1/s	VD 3010	Richard Last	11
"	2361	NA/s	EP 5892	George Rozwadowski	11
=87 th	2291	C/s	JK 2340	Barrie Glasspool	11
"	3173	PB	APW 774	Bryan Ditchman	11
"	1974	F1	PJ 1713	Robin Butler	11
"	2692	J2	SW 4156	William Ainscough	10
"	65	PA/s	DPH 228	David Sherman	10
=92 nd	1925	PA	BPG 994	Averille Lyne	10
"	1	NA/s	JB 3852	Brian Galbraith	10
"	1036	PB	CXV 671	Nigel Gibbons	10
"	625	F1	OV 9757	Bob Clare	9
"	1591	J2	YJ 892	Mike Allison	9
"	957	L2	MG 2799	John James	9
				Ewan Harris	9
				David Stansbie	9
				Derek Smith	9

"	1917	J1/s	VSV 521	Stuart Evans	9
=99 th	348	M	VU 4037	James Mumford	8
"	3070	K3/s tc	MG 2525	Richard Last	8
"	879	K3/s	GPJ 820	Jim Nilsson	8
"	180	L2/s	MG 2603	John Clark	8
=103 rd	181	C/s	GT 6828	Robin Gordon	7
"	391	J4/s	KY 4963	Peter Altenbach	7
"	1200	PA/s	JB 3854	Alan Grassam	7
"	1931	C/s	VD 30	Barry Foster	7
"	1985	K3/s	CS 3009	Mark Green	7
"	1896	M	VSJ 285	Phillippe Douchet	7
"	1896	M	VSJ 285	Miss G. M. Carr	7
=109 th	2492	PA	WP 6540	Richard Lee	6
"	1571	NB/s	JAS 922	Reed Yates	6
"	1278	F1	MG 1313	Ian Goddard	6
"	399	J2	APG 144	R. C. Martin	6
"	182	K3/s	JB 4184	Michael Windsor-Price	6
"	1532	M	WD 4147	Steve Hyett	6
"	2891	M	SV 8647	David Boyd	6
"	2891	M	SV 8647	Peter Relph	6
116 th	123	PA	MG 3322	Austen Benger	5
=117 th	2430	PA	-	Geoffrey O'Connell	4
"	330	M	VK5424	Tom Dark	4
=119 th	3009	J2	AGO 497	Peter Hemmings	3
"	2074	PA	ZA 2026	Jack Gardner	3
=121 st	941	M	UU 3634	Duncan Lang	2
"	2123	PA	MG 3441	Ron Spinks	2
"	2591	PA	MG 3242	Colin McLachlan	2
"	1870	PA	AYY 38	Malcolm Kirby	2
"	2789	PA	VYC 529	Keith Jackson	2
"	2229	PA	JK 4823	David Stewart	2
"	2703	PA 4str	MG 3452	Tony Wild	2
"	1065	PA	MG 4440	Ernie Page	2
"	1525	KN/s	DSV 201	Patrick Gardner	2
"	1164	PA	YSV 703	Hamish McNinch	2
"	2695	J1-J2/s ss		Fred Boothby	2
"	2695	J1-J2/s ss		Anthony Howat	2
"	1982	PA	TJ 6108	Stuart Moore	2
"	1691	NB	BBJ 960	Richard Collingwood	2
=134 th	782	PA	ABP 497	Ian Coxen	1
"	676	PA/s	WP 5939	Roger Thomas	1

Please note that the rules for the car of the year are posted on the website (triple-mregister.org) for those who wish to know how it is scored.

SLADE TROPHY 2003 Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	45
2 nd	J2/s	Colin Biles	23
3 rd	PA	John Wells	22
4 th	PB/s	Ian Williamson	21
5 th	PB/s	Gerald Burridge	19
6 th	J2	Mike Linward	14
7 th	J2	Nick Bengier	13
=8 th	J2/s	Colin Bird	11
"	PA/s	George Ward	11
=10 th	PA/s	Tim Beckh	10
"	L1/s	Bryan Ditchman	10
12 th	PB/s	John Bayliss	9
=13 th	PA/s	Peter Warne	8
"	PA/s	Nigel Gibbons	8
"	PA/s	Patrick Gardner	8
16 th	J2	Graham Ash	3
17 th	J2	Peter Hemmings	2
=18 th	J2/s	Ken Robinson	1
"	PA	Derek Richards	1
"	PA	John Reid	1
"	PB	Neil Skerratt	1

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Memories of Abingdon and the MG Works

By Valerie Duncombe

Little did I realise when my husband, Paul, and I bought our 1934 MG PA four years ago, that it would bring us both so much enjoyment, new friends and also, for myself, many nostalgic memories.

I was born in Abingdon, and as we belong to the Abingdon Works Centre, have of course now made many trips back to my home town. It seemed as a child, that a large percentage of the town's people worked at MG, including my own father, William (Bill) Smith, who worked there from the 1920's until his death in 1958, and also my mother prior to her marriage.

It seems in those days married women were not allowed to continue working at the factory. I have many memories of accompanying my father, who was manager of the Spares Department, to the factory on a Saturday morning, and any other occasion when I could inveigle my way there, as I was fascinated by all the cars, and production lines, and of course was thoroughly spoilt by all the men in the Spares Department.

We used to walk into the factory, me clutching my father's hand, past the guards who were stationed at every entrance in their smart uniforms and peaked caps, I was very impressed by them, if not a little in awe. Whist there, my favourite occupation was to help the men who packed up the spare parts for despatch. They used to sit me on a high stool at a long bench, and I remember enormous rolls of brown paper and large balls of string. I was taught to wrap the parcels securely with nice neat corners. I'm sure this is where my love of packing parcels, especially at Christmas, comes from.

On many occasions, as we walked past the production lines. I used to assure my father that one day I was going to own one of these cars. I was probably aged around eight or nine at this time. Little did I realise that many years later Paul and I would own an MG that had been built at the factory some considerable time before my visits.

Many of my parent's friends were also employees at the factory, and of course their children became my friends, meeting up for birthday parties, and the Christmas Party for all the children of employees at the factory each year. Peter Thornley, son of John,

and I started nursery school together at the age of four, at Miss Tatham's in Northcourt. When I went on to senior school, I joined Jane, daughter of Syd Enever, who designed the MGA.

We lived in Thesiger Road in Abingdon during this time, and our neighbours were Cecil Cousins, Gordon Phillips, Mr Slingsby and Len Carter, all of whom are featured and pictured in the MG books which now line our bookshelves.

One of the books we purchased, on our first visit to the club house in Cemetery Road, was *The Story Behind the Octagon* by Brian J. Moylan, and imagine my delight when I realised one of the stories (see page 25) in the book was an account of a number of employees who had won The Cesarewitch Sweepstake in 1937. Bryan Moylan hadn't put any names to this story, but I recognised it instantly as concerning my father, and to this day I have all the paper work, including the winning ticket, covering this event. It seems that somehow my father purchased a ticket, which was apparently illegal in England at that time, for the race for 10/-, a lot of money in those days, and offered nine of the men in his department a 1/- share, but no one was interested. That was until he drew a horse in the race, and the nine shares were then quickly taken up. My father and his nine colleagues became relatively rich men when their horse, Solar Bear, came in third winning them £10,000, which represented a small fortune in those days (the winner was worth £30,000!). I have recently come across the paper work, and amongst it is a piece of paper with the names of the men who bought a share, the winning ticket, and the cheque book my father used to pay the men their money, each stub being signed by the recipient. It is my intention to see if the museum would be interested in having this to put alongside the story.

Not only did the factory produce cars, but also on one occasion, kittens, the mother having found her way into the works and taken up residence in the Spares Department. The men of course made her comfortable, and started bringing in food and milk. After much pleading, I managed to convince my parents that one of these kittens was destined for our home, and she spent the next fourteen years with me. I don't know whether it was the location of her birth, but she lived to become a very travelled cat. She came with me when I married and moved away from Abingdon, and was quite happy to return on visits, and seemed to remember her former

surroundings, as she was quite happy to be let out to wander round, always returning safely.

One of my father's greatest friends during this time was Harry Lester, who ran a garage in Thatcham, and raced an MG. We made many visits to Harry, and I was allowed to sit in the racing car, which I remember being silver, as it sat in his workshop. May be this is where I formed my love of cars and speed. Sadly we lost touch with Harry after my father died, and I have been unable to find any references to him in the books I have read.

Whilst attending the Abingdon Works Centre Summer Picnic this year, we visited the Town Hall to look at the exhibition of MG memorabilia, and to my delight there was a picture of my father together with other senior managers. This picture also features in the book Great Marques M.G. by Chris Harvey (Page 36).

During our initiation into the MG fraternity, Paul was pleased to meet up again with Mike Allison, whom he had met when they had both worked for the same company, 35 years or so ago.

As well as all the nostalgia, our MG has provided us with hours of pleasure, not only out and about, but also for Paul, who has spent many happy hours in the garage rebuilding and maintaining it. He is under the impression that I consider it to be my car when it is all gleaming and running nicely, and his when it needs maintaining!!

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

M•C•D•J1•J2•J4•F1•F2 F3•PA•PB•Q•R•L1•L2•NA•NB•ND•NE•K1•K2 K3•KN•KD

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A Voice From the Past

Your editor found these two forgotten letters from the original owner of the Abbey bodied L-type he used to own, (AGK 504), and thought that they deserved a wider readership.

1st Letter (16th November 1989)

Dear Mr Bayne-Powell

I have just heard from Mr Philip Jennings that you are the owner of my first car, AGK 504, and I am extremely thrilled to know that she is still alive, and obviously very well cared for to have lasted this long. The enclosed photo, when she was new, might interest you (*see cover for this - Ed.*)

After a shared £5 Bullnosed Morris when I was at Oxford, this present from my father in 1933, was a dream come true, and no car since has given me the same joy of possession.

Not being bought off the production line, she was as you can imagine rather special, in that like Rolls and Bentleys of that era, one bought the chassis, and then took it to the coachbuilder for the drop-head body. In this case Abbey Coachworks in Acton somewhere. Very few of this model were produced, and the cost, I believe, was in the region of £300-£350.

In retrospect, she had her problems, and lacked the rigidity to support a body of that design. Consequently she was a bit of a rattler, and on occasions over a really bumpy road, a door would fly open! rain might at times drip inside, and a towel was usually carried for protection! Still at that time, these were regarded as rather endearing idiosyncracies! I well remember the engine note, which when opening the throttle reacted with an exciting and impressive crackle, like the tearing of canvas! Servicing was done at Abingdon during the reign of Cecil Kimber, or at University Motors in Piccadilly.

She was taken to France on a couple of occasions, being hoisted by crane onto the ferry, thence to Paris, and always behaved impeccably. In 1938 she was changed for a 2 Litre MG saloon.

I am so glad she has fallen onto such good hands. Forgive the nostalgia please, and do continue to cosset her well. She was dearly loved.

Yours sincerely

David Michael

2nd letter (19th March 1990) – after I had obviously replied

Dear Philip

I was delighted to get your letter, and most interested to know the past history of AGK. And, of course, all the trouble you must have taken in getting together those photographs, which are fascinating. My sincere thanks, and these will certainly go into the family memorabilia!

It looks in spanking condition, but memory is a strange thing. I remember almost everything about her in detail, but didn't realise she had such a small, stubby and rather ugly backside! Where on earth did one put the luggage?

I'm awfully sorry I cannot tell you any more about Abbey Coachworks. No – AGK was not the only one built, I remember seeing several there, though total production was probably only in single figures – must be some rarity value there. The factory in Acton was small, no bigger than an average size garage, and the special bodies were built to your individual requirements.

I was interested to hear you raced an MG Magnette. I drove one from time to time, and well remember the pre-selector gearbox, which was presumably the precursor of the automatic box.

It was great to see she won a Concours Pride of Ownership at Brooklands. Not the first time she's been there by the way. I took her round the track once at maximum – rather bumpy but she steered herself perfectly easily on the banking. Quite a thrill really.

Once again my most sincere thanks for all your trouble and research – it has given enormous pleasure.

Kind regards to you.

Postscript – I bought this car from Mike Ellman-Browne, who told me that the previous owner had been a member of the BBC Car Club, and he had used the car for rallies with the club. It had come to grief in its last event, hitting something hard which badly damaged the off side running board and rear wing. At the time I could not store it under cover, so it lived in some farm buildings at Roger Elvey's place near Sittingbourne. He was a MG Car Club member and helped me with the restoration of ND 0509. Many years later, Anthony Littlejohn said he was looking for a 4-seater 6-cylinder car and I offered him the L-type, and started the restoration of the chassis for him. Anthony finished off the car, and it looked really smart. However he found the high doors gave a very

cramped driving position, so I bought it off him and used it for a bit, but, despite being smaller than Anthony, found the same problem.

The car was advertised and I had two people come to see it. It was eventually sold to Uli Gassman, who lives in various parts of Europe, and I believe still has the car. He came to the Triple-M Luxembourg rally in 2001, but unfortunately not in the car. Maybe it will be there this time.

A Sharp-bodied J2

By Peter Harper

(Reprinted from the Australian MG Car Club's 1990 publication)

I suppose one could think of Clem Dwyer as being a fairly lucky fellow. His racing career in Western Australia is very well documented, and is a testimony to his efforts.

Even now Clem is still pedalling vintage and classic sports cars round the historic events at the golden age of!

But I wonder how many people know that back in 1934, when Clem Dwyer Esquire came of driving age, that his first car was an MG. And not just any MG.

Clem's 'old man' was manager of a Nuffield agency, Comet Motors in Hay Street Perth.

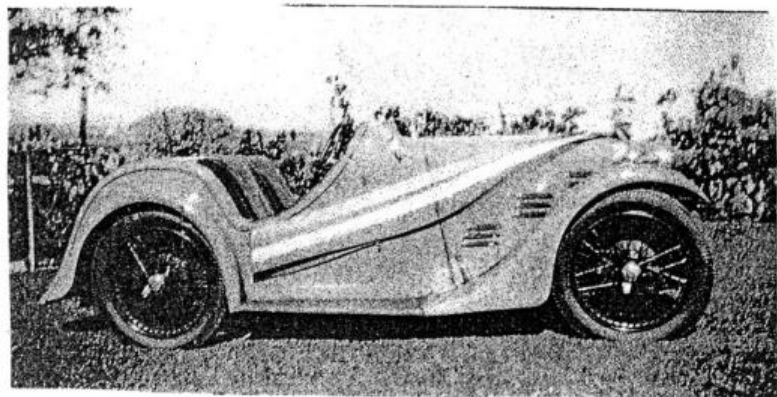
Like most young blokes, Clem had to start his driving career in a cheap car, and the cheapest way was to import a J2 rolling chassis, knocked down and in a crate.

In this form it was only possible for the factory at Abingdon to pack them in pairs, so two K.D. chassis arrived at Comet Motors.

The first (No 3611) was assembled and trundled round the block to Arthur Sharp and Sons, coach and body builders, located at 106 Roe Street where Arthur set about building a wooden frame, typical of the day, with a steel louvred bonnet, and beautifully rolled clamshell front guards. The tub was skinned in aluminium.

Clem collected his car on August 10th, 1934, and handed over the princely sum of £65 50pence, and then took the car to a paint shop to receive a coat of grey with black wheels.

Next stop was the trim shop and a black leather interior fitout.



The winner's laurels at the 1934 Cottesloe Concours.

A few days later, Clem was out and about on his first 'lady catching' mission.

The car was entered in the Cottesloe Civic Center Concours in November, and was awarded first prize in the sports car class.

Not long after this Clem and his life-long friend, Alan Tomlinson, entered the RAC rallies which went from Perth to Melbourne.

It was in this event that the car showed some of its clever little detail design points. For instance, the hinged rear body cover that gave access to a reasonably secure storage area for luggage (and a few bottles, so I was told) behind the seats, and twin filler caps for the petrol tank, so he could pull up on either side of the bowser.

After a successful trip to Melbourne and back, the car was entered in several WA Car Club events such as hill climbs, motorkhanas and observed section trials. On one occasion the standing quarter mile sprint at Cannington saw Clem, and the car, have a lucky escape when the steering arm broke, fortunately at low speed.

Late in 1935 the car was repainted dark green, and sold to Eddy Nevard to make way for Clem's new MG.

Eddy proceeded to enter the car in round the houses racing, and met with mixed success.

After Eddy's ownership and up to 1961, including the war years, little is known of the Sharp-bodied J2. However its sister chassis (9No 3612) had seen some miles and during the 50s, Norm Kestel was punting around the various race circuits with a smart monoposto body, and doing very well.

Clem's old J2 arrived back in Perth after spending some time out Norseman way. It was purchased in Nedlands for \$90 with its DS (Shire of Dundas-Norsman) number plates.

the rear of the body had been modified to a more standard setup, a la open slab tank and externally mounted spare wheel.

Ironically this was again a young man's first car. hat man was Bob Dethridge, who is still an MG owner to this day, but he certainly regrets the J2's fate.

During 1962, Bob was looking to update to a MG TC, and a prospective purchaser had taken the J2 for a test drive.

Money had not changed hands at this stage, and the worst possible thing that could happen did - a collision.

The wreck was returned to Bob, who put it into storage until the early 80s.

The remains of this and its sister car are now in the hands of an MG collector, and thankfully still in Western Australia. Who knows, one day we may see at least some of Clem" first MG back on the road!

The remains of the original aluminium tub is now decorating the roof of a Northbridge dunny.

Clem Dwyer went onto record many motoring achievements, but one of the most intriguing was the trans-continental trip in the J2 in 1934. (*Watch out for this in a future Bulletin - Ed.*)



Clem and the J2 — in the young man about town mode.

Some Notes on Styles F-type (F1283) Registration WM 7730

The photograph of this car is one of the colour photographs on this month's outside cover.

It used to belong to Ron Yates in Scotland, and has been dismantled since the 1950s. It was bought by George Cooper, and in 1999 it was with Barry Foster. But it had a standard body, although the records show it was a Stiles car.

Dave Cooksey meanwhile had bought a Stiles F-type (F0576) from Nick Wilder, who had lived around Woking, but later moved down to the West Country. I remember seeing it when it lived in Woking, and was hoping to buy it off Nick. However the chassis was not Stiles, being originally a standard 4-seater.

So Barry and Dave did a swap, with Dave getting the original Stiles chassis to go with his Stiles body.

Dave has now completed the restoration of the Stiles car, and as you can see in the photograph, it looks very smart. It was bought by Patrick Gardner in December, and we look forward to seeing it out and about this year.

The standard body is now being restored on the standard chassis (F0576) by Oliver Richardson.

It is good to see cars reunited with their correct bodywork after all these years.

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YOUR LETTERS

From Don Stewart

Dear Mr Bayne-Powell

Many thanks for the December Bulletin.

You will see from the returned questionnaire, that I run a PA, which currently runs on thermo-syphon. With last summer's temperatures and traffic problems, I suffered severe overheating problems. I would be obliged if you could advise me, or point me. In the right direction, as to the most efficient way of water cooling. *(Mike Allison touched on this subject last time, but the first thing to do is to make sure the radiator is working efficiently, and just taking it off and back flushing, by putting a garden hose in the bottom outlet pipe will clear a good deal of muck out – you may be surprised at what comes out of the filler neck! If this doesn't improve things you may need to take it to your local radiator specialist to check that it is passing at least 85% of its design flow rate. You should also check that you have the ignition setting right – the advance and retard control rod on our M-type is a bit slack, and the distributor gets retarded, and then the engine overheats. - Ed.)*

The Bulletin is very appreciated. Keep up the sterling work.

Yours sincerely

From Ralph Clarke

Dear Phil

I thank you for the receipt of the October 2003 Bulletin. Again, congratulations on the high standard and interesting reading and format. I particularly enjoyed reading the "Grand Vitesse" article on the N-type.

The highlight for me in 2003 was the completion of my NA restoration in October. Although I purchased it in 1989, it had been off the road since 1949.

As you are aware, the car has been extensively modified cosmetically and mechanically. It now has IFS at the front, based on the 1950s Morris Oxford torsion bar suspension.

The front end ride is good, but not as compliant as the TD suspension. I need to fine tune the front and rear shock absorbers.

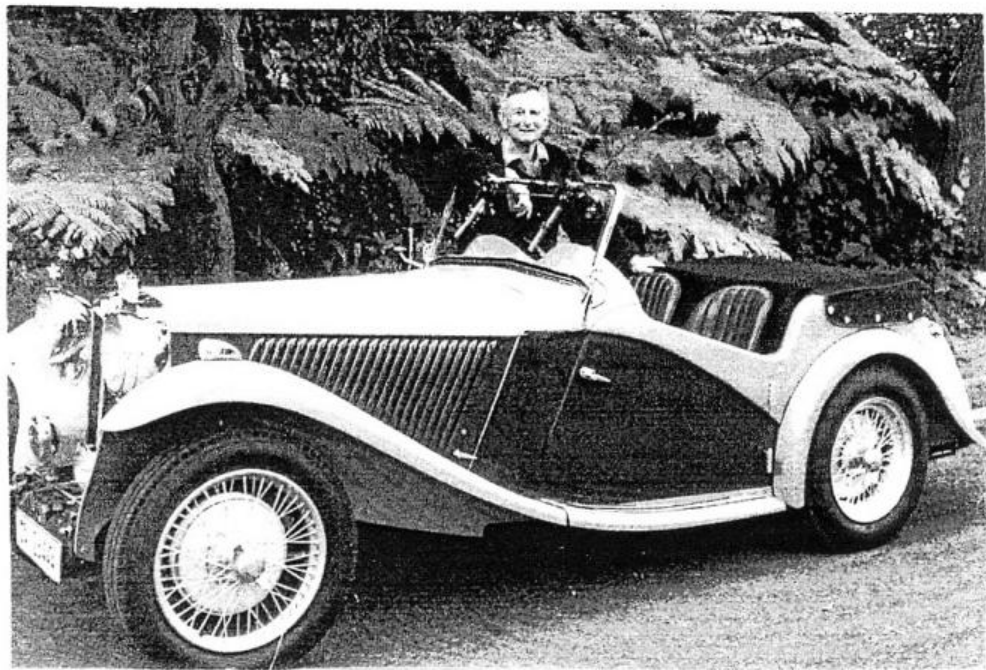
The 6-cylinder engine is quite smooth, and has lots of sustained torque at lower rpm, when compared with my PB.

On the Triple-M front, I am busy redoing a K1 tourer engine for a friend. Viv James is currently rebuilding his PA, which was/is an interesting pre-war car having been supercharged with a Zoller bolt on blower.

My own PB, after storage for 15 months, due to my hip replacement, is back on the road. It is still my favourite car, so well balanced in size and performance. However after 30 years since restoration, the steering box now requires some attention.

Keep up the good work, and I wish you and the Register everything of the best for 2004.

Yours sincerely



From Brian Rhead

Dear Phil

I am writing this because of John James, but more particularly the F-type Snippets in the Triple-M Newsletter in October's Safety Fast.

John has now had the same bracket fracture I had many years ago, when speed testing my F1back in 1988, or thereabouts. "What's that noise" said my passenger. It turned out to be the fan blades starting to eat into the honeycomb matrix, fortunately without major damage.

Some years earlier, the 1978 Yearbook had carried an excellent article by Nick sands "The 12/70 F-type Magna". In this he relates works problems experienced with the early F-type Magnas, and 'weedy' fan brackets were one of these. I remade mine with a slightly beaver piece of flat bar, but ran the car without a fan for some time. Overheating, I found, took place only when neglecting to keep the radiator topped up.

A factory modification was to fit an extra water flow pipe to the offside of the head, in two places, and from there to the header tank. This modification was carried out on the D'Oyly Carte F1, with little or now cooling reduction, according to the copies of the files. This particular car was a frequent visitor to the Continent. How nice it must have been to be able to drive without a flipping great Merc on your tail.

In any event, in 1946, we have the car passing into the hands of Flight Lieutenant A.S.Aldridge D.F.C. at RAF Exeter. He asks MGs for an instruction manual, but none were available. I wonder if it was he doing a spot of 'low flying', only to crunch the front nearside of the car. I gather it was later purchased from the scrap yard, and the chassis hacked about with the purpose building a three-wheeler. So the unseemly demise of F 0622 was not my fault, but has anyone come across the log book (Registration Number MG 1488)?

The F-type also introduced me to the puncture plague.

Best regards

From Gill Collins

Dear Philip

The whole idea of the COTY is a total mystery to me. Please explain how it works. In your current list we languish at the bottom with one point, yet we were present at Brooklands in April, a rally with Hants Autoclub in May, the only Triple-M car at the French MG clubs French Connection weekend at Magny-Cours in June, and Vichy, where we were presented with a Trophy for being the oldest, prettiest and one of the fastest round the track at Magny-Cours; we raced at Silverstone in July, but had to pull out of the race due to a petrol filter problem, and finally we ran at the VSCC Goodwood Sprint in October, where we were by no means the slowest. Is all this worth only one point? *(No! - it is certainly worth more than that, but Mike Linward needs to know about these events and results so that he can award the due COTY points. But you do need to let him know - Ed.)*

I thought I had read that you had to claim the points, but last time I did, after travelling to Montlhery and running well there – no points were added to my total, hence I need to be enlightened how to gain points, and how many are awarded for what. *(You have a valid point here, as the last time the rules were printed was in the 2000 Yearbook, and since then Mike has been interpreting the rules, so that people get points for entering non-competitive events. However as you will have seen earlier in the Bulletin we have printed the rules for all to understand how the COTY operates. - Ed.)*

I have no aspirations to win the COTY – I have too many other hobbies to feed.

Yours sincerely

Mike Linward replies - I'm sorry to read that Gill finds the COTY competition a mystery. When I was appointed to the role of Competition Secretary, in 1984, my brief was simple; to maintain a list of COTY claims from Register members, and provide an updated summary for regular inclusion in Safety Fast and the Infoletter, the forerunner of the current Bulletin. As

all events run under the rules of the MSA should have a full set of results available to competitors as soon as is practical after the event, the easiest option is to send a copy of these to me as part of the COTY points claim. This helps in three ways 1) It allows me to calculate accurately the number of points gained. 2) It frequently gives me results from other Triple-M entrants that I might otherwise miss. 3) For speed events, it gives me accurate competition times that are included in the end of year Speed Tables that appear in the Triple-M Yearbook.

Contrary to popular belief, I do not automatically get sent results from event organisers, even MGCC ones. I do, however, have an arrangement with the VSCC that they forward me a copy of their very comprehensive results as soon as practical, but sometimes this arrangement goes wrong, which has been the case this year with several speed events, including the Goodwood Sprint. It finally arrived on 30th January 2004. I'm afraid that I have no way of knowing about Continental events, unless I am told specifically about them, but again, a copy of the full results should overcome this difficulty.

I have tried to improve the interest in COTY by including entry to Road Runs, which are not necessarily competitive, and hence do not have results published. Road Runs appear to be very popular and encourage people to get out and use their cars, which COTY is also trying to encourage, but in this case you will have to send me the details of the event. i.e. the date it was run, the organising club, what sort of run it was and if possible, the identity of other Triple-M cars taking part. I do not award points for visiting your local Natter in a Triple-M car, unless it is in connection with a Concours, Driving Test or Rally event.

I make Gill's tally in his J2 equal to 23 points. This is made up with 1 point for starting, but not finishing, the MGCC Silverstone Race, 4 points for 8th on handicap in combined Class 1/2/3 of the VSCC Autumn Sprint, and 2 points each for the

four Rallies mentioned in Gill's letter (assuming they were all rallies), plus 10 bonus points for three types of event entered in the year - Race, Sprint and Rally.

In future I will publish a list of events for which I have received some or all of the results, so you can tell if 'your' event has been included in your COTY score. So far in 2004, I have got the full results from the VSCC Driving Tests in January.

From Mike Hawke

Dear Phil

I refer to Barry Foster's remark in the last Bulletin, about Phillipe Hahn's J2 at the Ollon-Villars hill climb as being "very modified" this is the Fowler MG (J4414), and coincidentally there is a picture it across the page (p6), so readers can get an idea of the extent of the modification.

This car has every right to look modified. It has extensive Australian racing history. New it was exported to Australia, probably in chassis form. The first I know about it is when Ray Fowler raced it at Bathurst in 1949, probably in near standard form, with a J-type engine. In 1950 it had a P-type engine, and raced in the Bathurst 100, and other lesser Bathurst races. In the Redex handicap it came second.

In 1954 it was being raced by Clive Adams with a single seater body, again in the Bathurst 100, when it came 6th. It won two races at Parramatta Park, and it came 4th in an 11-lapper at Mount Druitt, driven this time by Ray Fowler.

In 1955 it was fitted with a TC engine and raced again at Bathurst.

By the eighties it had retired to historic races, and competed in such at Amaroo, Lakeside and Winton. Owner by now was M. Robinson. In 1998 it was restored as a road car, and came to Europe (much to the distress of the Australian Triple-M cognoscenti), and as they say the rest is known.

Yours sincerely

From Hiro Nishio

Dear Phil,

I am always enjoying the bulletin and thank you for your great effort to make such nice ones

It is not often held the pre-war car races in Japan, only 2 or 3 times per year at Tsukuba Circuit, 200miles north from Tokyo. It is too far from our region, Kobe/Osaka/Kyoto (called Kansai as a whole), approximate 1000miles return trip, so that we have been waiting for such occasion near Kansai.

At last we got an opportunity to have competition at Suzuka Circuit, famous for F1 GP, on 18th January this year. Just 100miles from my home, good for warming up for my J2, but so cold for the driver in the freezing weather (-5C) on the icy road in the morning.

Due to the distance from Tokyo/Yokohama area (called Kanto), only local pre-war cars gathered and raced. Not many, only 17 cars but among them we had 4 MMMs (out of 55 known to exist in Japan, ask Bob Clare for the detail) and one TA(racer). Rests were Austin7s, Salmson, Morgan, Ford, Jaguar, Alvis, etc.

The race was won by K3 Magnette Rep, K0294, and followed by TA Racer. The engine of the K3 Rep was recently rebuilt by me and still running in, so I asked the owner to keep rev limit at 3500rpm. He couldn't resist the attraction of higher rev, so in fact he made up to 4000rpm - fortunately no damage at all.

My J2 racer (J2771) is still under construction, so I was participating by my J2 daily driver (J4302, I use it 3000miles per year). Just I put new wheels and tyres, so it was very comfortable to ride at high speed - I could manage on the clock at 78mph, with slightly tuned engine (higher compression ratio and twin 1 1/8 SUs), and was stable at 3rd position on the course. I thought MGs would get 1-2-3 finish with big honour, but alas I took stupid mistake! I miscounted the lap, and wrongly returned to the pit and regarded as DNF!

Another J2, J3593 and M type, 2M886 was not fast enough unfortunately - so the 3rd position was got by an Austin 7 Racer. It was so enjoyable to have such opportunity, race at Suzuka. If we have next one, I would bring my J2 Racer and try to beat K3!

See you in Silverstone again this year. Best regards

From Mervyn Hunter

Dear Editor

My current project is still on-going, but sadly mainly on the back burner. I don't really have anything to offer, other than something that has been on my mind for a number of years, and is purely of curiosity value. I enclose some photographs of some 40 years ago.



PHOTO 1 – This is my current (since 1958) J2 –Registration Number FS 5849 on a “hill run” to Stratton with a friend in his Austin 7 Chummy, in 1960.



PHOTO 2 – This is a J2 spare wheel carrier off MG 2600 (Eng. No.787 J72). This was a stable mate of my own J2 (above), when with its previous owner, George Taylor. However, other than a spare wheel, this was all that was left after the rest of the car was stolen over a weekend (in 1957), when his lock up was left unattended. Where is it now?

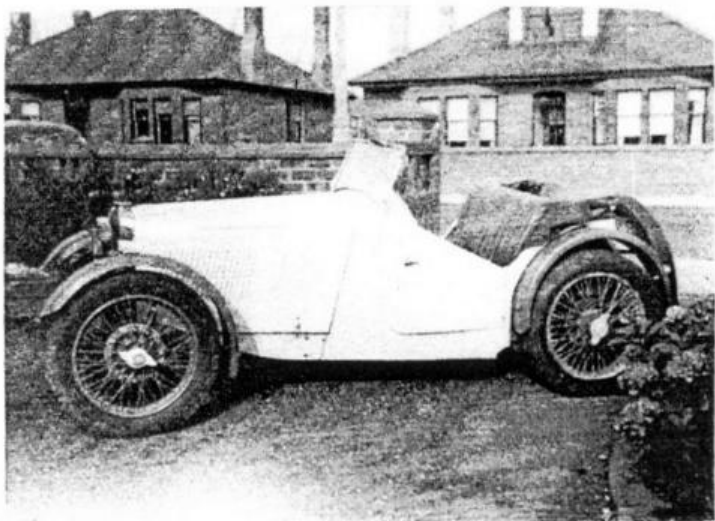


PHOTO 3 – This is another J2, which I bought in 1959. Its registration number was AG 8825, and had a Morris Minor overhead valve engine – similar to the J2 (*probably more like the M-type, I suspect – Ed.*) I exchanged this MG for a BSA Scout. The MG's new owner fitted a Ford 100E engine, for a shot at trials work.

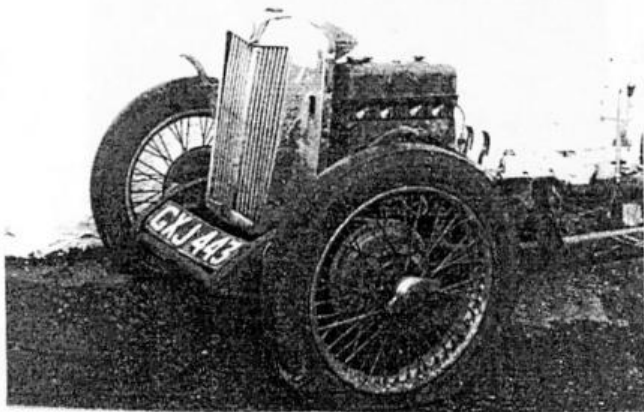


PHOTO 4 – This is of a PA or PB – not sure which now, Registration number GXJ 443, which I bought and sold for £15 two months later, in 1968, due to parental pressure!! I understand it made its way to somewhere in the Midlands.



PHOTO 5 – This is a PA, registration Number UJ 3024, which belonged to a friend around 1961/62. I have lost track of both of them.

Are any of the above registration numbers still on MGs and known to members, or have the vehicles been scrapped, and the registrations re-allocated?

My apologies for the quality of the photographs, as they were all taken on an old Brownie 127, and have had copied recently. I don't have any recent photos of my own J2, just lots of pictures of bits and engine parts, for use when I am re-assembling.

Kindest regards

Registrar Bob Clare brings the information on these cars up to date;-

Photo 1 - That's the Registration currently on Mervyn's J 3178 of course,

Photo 2 - MG 2600 - this was the original registration for J 2372 MMM1349. It was last heard of with Mike Scheibel in Germany and was listed on Klaus Falldorf's last list. It doesn't have engine 787AJ, which wasn't the original for this chassis anyway, but 855AJ (ex J 2297).

Nor is George Taylor listed as a previous owner. Indeed the only previous J2 owner called G. Taylor (G.W. Taylor in fact) had J 3120 many moons ago.

Photo 3 - We don't have AG 8825 listed as a survivor. We have AG 8826, that was on J 2287 but we have no Hunter as a previous owner.

Photo 4 - GXJ 443 - same applies to this.

Photo 5 - UJ 3024 is currently on PA 0303, which has a missing chassis file regrettably. It is with John Dyke but there is some doubt about the real chassis number, indeed Mervyn was involved in an exchange of correspondence on the issue in March this year as you may remember.

I've nothing new since from John Dyke or from the other car with a very similar chassis stamp, which belongs to Andy Roberts, though that just could be PB 0303.

From Ted Hack

Hi Phil,

Many thanks for the full page coverage in the December Bulletin!

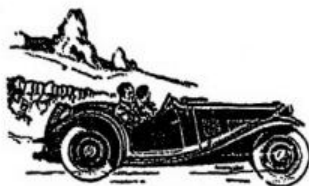
Just to update you of our progress so far;

We have been in contact with 26 owners, of which no less than 12 are abroad, and we've had about half of our vehicle record forms returned already. Our second 'Dispatch' is in the course of preparation and we have some ambitious plans for the coming year! If there are any D owners out there still hovering or who missed the earlier announcements we would love to hear from them.

Kind regards,

== ROGER F THOMAS ==

CLASSIC RESTORATION & ENGINEERING



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E-Mail: MMMfixit@hotmail.com

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.

TIPS & HINTS

Brian Rhead suggests that to help in fitting and removing tyres from Triple-M wheels you try a scrounge a jam jar full of the soft soap used by your local tyre fitters, such as Kwik-fit or similar. I also lever off at the wheel inside edge, to minimise exposed paint damage. Never use levers for fitting a tyre onto the wheel (*I have never been able to get a tyre on without levers – especially new tyres. Has anyone else been able to?* Ed) Use plenty of the aforementioned soap, which is water soluble, and the Indian War dance method – or speak to Barry Foster!

Brian also says that solid copper gaskets can be laser cut by Capitol Lasers (Tel. 0207 928 6235) in London, but only in 1mm thick material. Cost was £32, with material supplied.

Magnor those wonderful people, who can supply all your nuts and bolt needs, including BSF, have moved. Their new address is **36 Stringers Avenue, Jacobs Well, Guildford, Surrey, GU4 7NW. Tel No. 01483 536800.** They can also supply taps and dies, as well as "Easiouts" and "Recoil" Inserts for renewing stripped threads in castings. Please use them whenever possible, so that we can ensure they stay in business, and provide us with these hard to get items.

I have found that a fibreglass pencil is very useful for cleaning up inaccessible electrical contacts, such as the brass contacts in the top of the distributor cap, where the plug leads go in; these often get mucky, especially when leaking vertical drives are making things worse. These pencils are available from art or hobbies shops, and you need to buy some refills at the same time.

CARS WANTED

Thomas Heikens, (Pieter Wantelaan 28, 2015 EB Haarlem, The Netherlands. Tel / Fax : 00 31 23 5245703 or E-Mail thomas.heikens@stork.com)

Wanted genuine L2.

SPARES WANTED

Brian Rhead (25 Leylands Park, Burgess Hill, West Sussex, RH15 8AQ) is needing the following parts:-

Early Flat backed J2 petrol Tank in good condition;

J2 steel scuttle top;

Steering column support bracket for a J2; (which fits under the scuttle);

J2 drip duct and wiring channel;

Propshaft tunnel for J2 or F2;

PA floorboard rests (2No.) – the fittings to the inner wheel arch panel;

J2 windscreen parts, B nuts etc;

Door catches;

F-type Adamant steering drop arm

Frank Ashley (tel 01630-647311 or 07946-484159)

Urgently wanted, 17tooth driven speedo gear for 3-speed M-type gearbox. So that I can have a reasonable idea of how fast I'm going in the M-type, and avoid £xxx and penalty points!"

Bill Cullen (Charteris, 30 Daltons Fen, Pitsea, Essex, SS13 1JF Tel. 01268 727765) needs a 6-cylinder, anti clockwise magneto for his N-type engine.

FOR SALE

Peter Green (Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: p.green@mgk3.co.uk) has for sale:-

PB chassis, axles with 12" brakes, steering, PB engine and gearbox – no body.

P type chassis, axles with 12" brakes, steering, engine with Phoenix crank and rods, ENV 75 pre select gearbox, supercharger, and new Q replica body.

Kit of parts to make Q replica on correct length (7' 10" wheelbase) chassis, 3'9" front and rear axles with 12" brakes, steering, P engine, ENV 75 pre select gearbox, supercharger, and new Q replica body.

L type rolling chassis with engine and gearbox – no body.
For more details and price please contact, Peter.

STOP PRESS – We are sorry to hear from Ray Masters that John Goodacre, our former Midland Area rep has been badly hurt by a hit-and-run driver. John was out walking his dog when the incident happened, and he is now in Wiston Hospital, Liverpool with face and leg injuries; his leg has had to be pinned.

We are deeply sorry to hear of this dreadful incident, and hope John will back fully restored to original condition very soon, and our sympathies go to his wife and children.

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Anglia: Mike Linward, address above.

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

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

North West: vacant

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

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

Lincs: vacant

Scotland: Ronald Spinks, Caladh, ! Braefoot Lane, Uplawmoor, E. Renfrew. G78 4Dj.

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



Dave Cooksey's completed Stiles F-type restoration

Photo: B. Foster



Dennis Evans in his team J2 on Mill Lane in the 1934 Abingdon - Abingdon Tri

Photo: K. Evans Collection in the Brooklands Society Archives



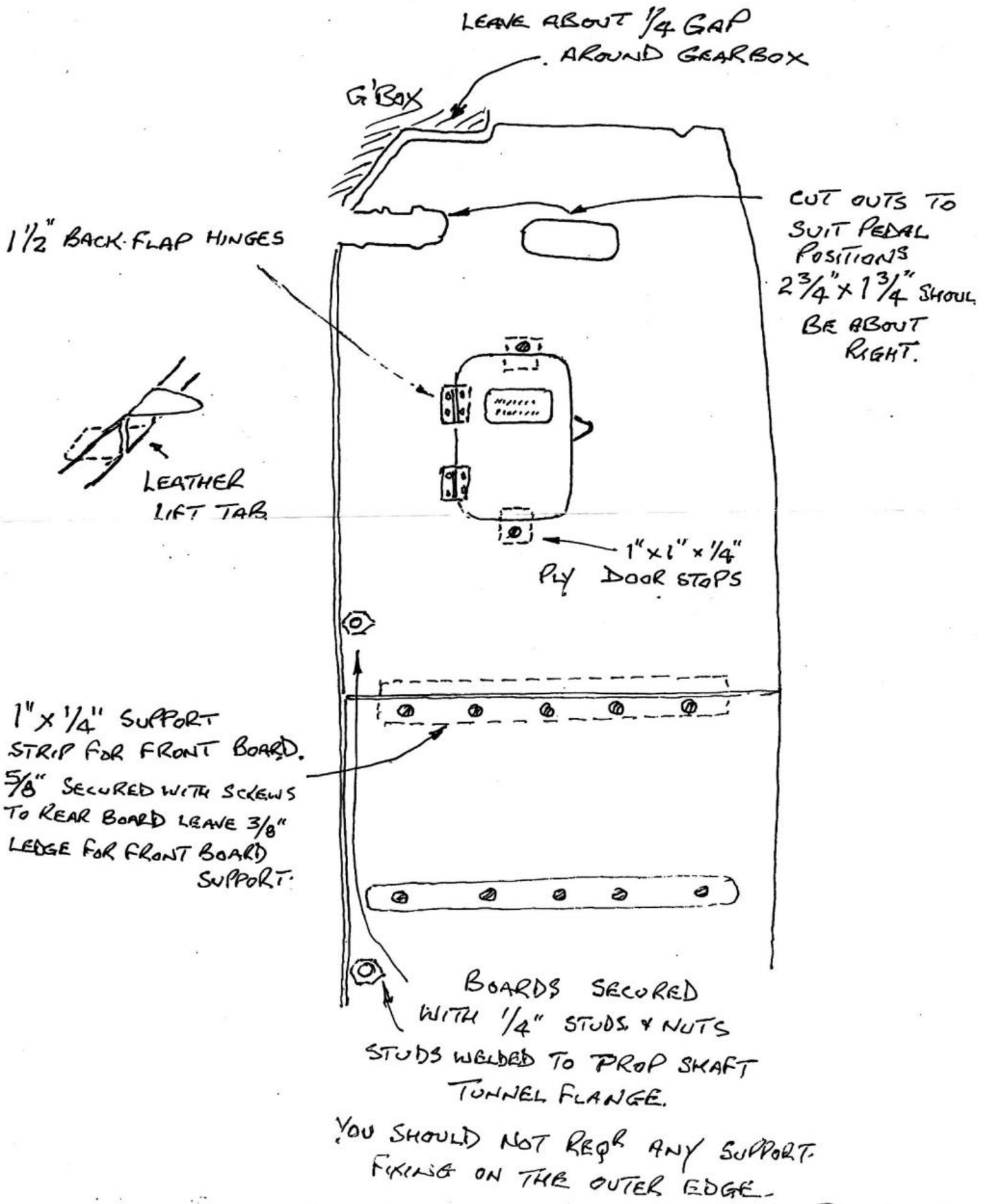
Chris Nolan's recently completed L2 in front of the Queen Mary at Long Beach



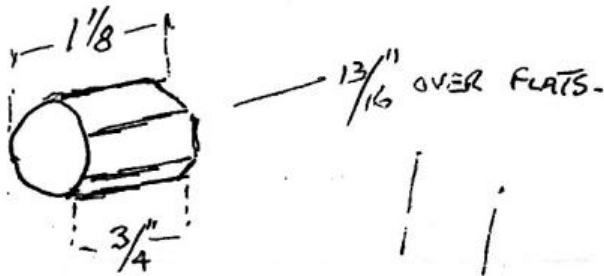
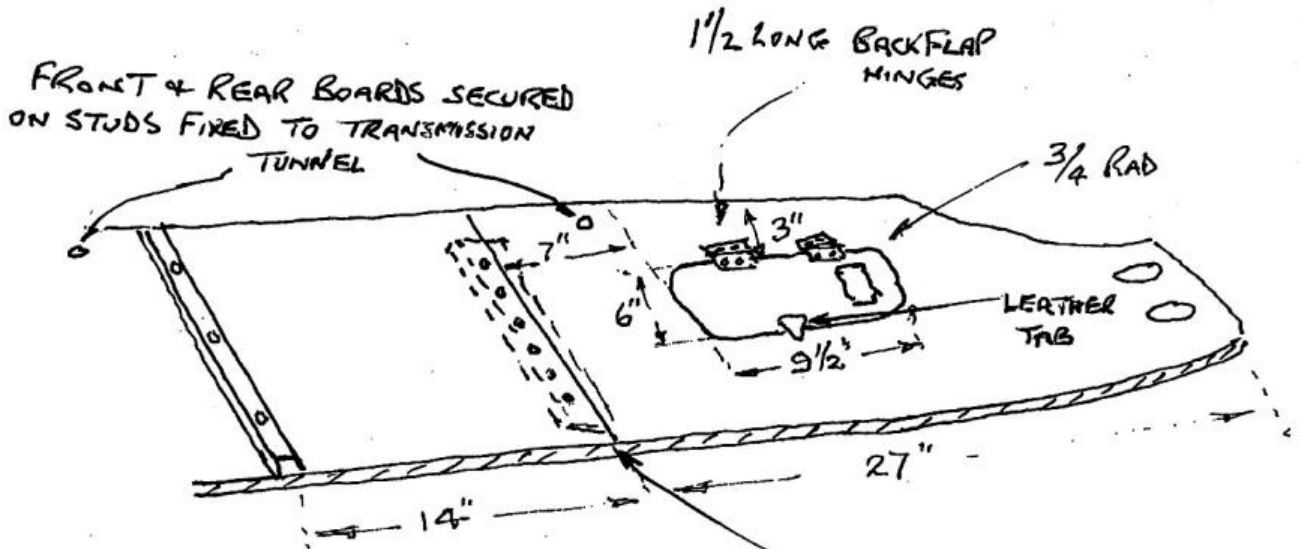
Barry Foster's C-type record breaking in its Humbug body at Millbrook

Photo: G. Arrondelle

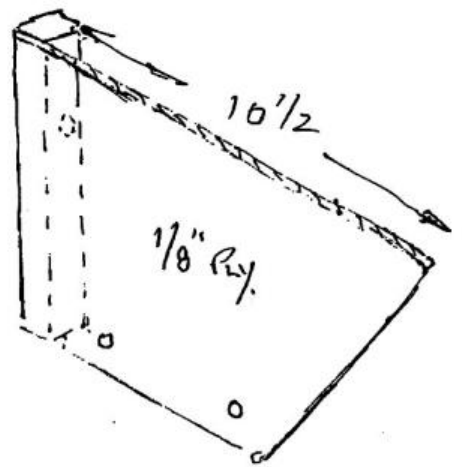
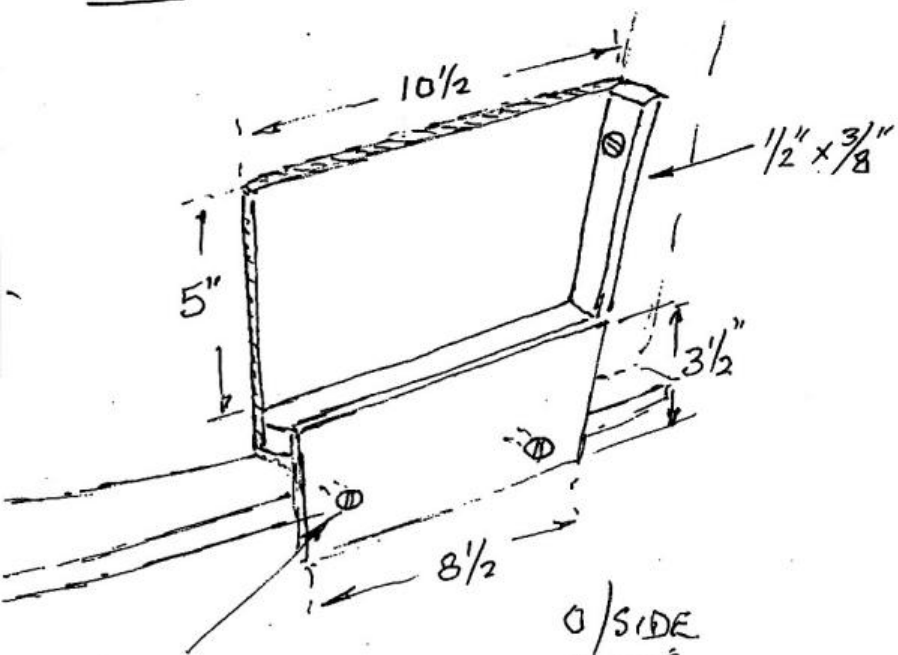
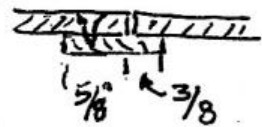
FLOOR DETAILS FOR PA BJO 800



PA. BJO 800.



BADGE BAR NUT.



SCREW (RAISED HEAD CHROME + SEATING CUPS.)

FOOTWELL FARING PIECES.

Revised Nov 02