

TRIPLE-M REGISTER BULLETIN



JUNE 2003





A fine Triple-M turnout at the M.G. day at Brooklands in April



Bob Jones changing a halfshaft broken at Klausen Hill Climb
Photo: B. Foster

TRIPLE-M REGISTER BULLETIN

June 2003

EDITORIAL – Phil Bayne-Powell
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Now that the season is well under way, I hope you all have managed to get your cars sorted out and running well. We have our MG International Silverstone weekend only a few weeks away now, and we are looking forward to seeing a lot of you packing into the Triple-M Register parking area.

We are celebrating $\frac{3}{4}$ of a century of the M-type at this meeting with a Marquee displaying a genuine Le Mans car, as well as a 12/12, a Sportsman's Coupe, and the Editorial Jarvis-bodied car, over the two days. A special zone around the marquee, which will be opposite the main club marquee, will be reserved for M-types only. We have written to all owners of M-types, who we think will be coming, asking them to give us details of their cars, which will then be printed out on individual display cards for each car. If you are coming please get these back to me straight away, as I need to get the details prepared and laminated.

There will be a history of the M-type, with photographs of the cars in the factory, and in action, on the display boards inside the marquee. We also hope to have commemorative mugs, as well as badges for sewing onto your T-shirt or overalls. We also hope to have copies of M-type photographs available for sale. There will be a 3-lap parade of M-types round the track in the morning on Sunday, probably with the T-type parade, which is being squeezed into the tight schedule.

We need volunteers to man the stall for a shift, in exchange for which, you will get a free weekend ticket, a commemorative polo shirt, and an engraved tumbler all free of charge. Please let me know if you can spare a couple of hours on either Saturday or Sunday.

Front cover: Klaus Falldorf's J2 being dwarfed by a Fokker Trimotor

I was pleased to see that people had responded to my comment about heel and toeing – see Your Letters section.

Following Silverstone, we have a few weeks to recover before our major Register event in the West Country, at Sherborne on the 4th-6th July. You should get your entries, and accommodation, organised straight away, otherwise you will miss out on the fabulous weekend.

The Editorial team entered the South East centre's Spring Navisat on a lovely fine day, but had serious brain fade and didn't do well, but it was a great day out in the countryside with over 20 other nutters.

The next meeting was the MG Brooklands weekend, which was made most enjoyable by the S.E Centre's events on both the Saturday and Sunday - see full report later.

The C-type got up to Brooklands on the Sunday, but is still suffering from misfiring between 3500 and 4000 revs; however the oiling up of the No. 2 plug has now been solved by soaking the bore with Plusgas, which has released the suspected sticking piston rings.

The website for the Register is not quite finalised yet, but a web master has been lined up, which is good news.

The cost of postage has gone up again, unfortunately across the board, so that second class post for the Bulletin is now 34p, and first class post is 42p. Our overseas subscribers are still covered by the £5 for 6 issues within Europe, or £10 for 8 issues outside Europe. We shall add the extra 1p to those envelopes that had the old correct postage of 33p, but will not be topping up those who had sent the incorrect postage of 27p, or even some at 19p!!

With a new influx of subscribers now joined us following the recent mention in the Safety Fast notes, it is worthwhile reminding everyone that, when I send you your last envelope, you will find a slip insert, telling you that it is your last envelope, and telling you what to do to keep the Bulletin landing on your doormat. So you don't have to worry, or keep a note of how many envelopes you have left! I have it all down in my large blue book!

We are well read now throughout the world, with readers in Australia, South Africa, Singapore, Japan, and America, as well as many of our European cousins. We welcome you all into the Triple-M fold, and hope you find this Bulletin a way of keeping in touch with

what is happening, as well as picking up a few tips, and information, on your cars.

Pat Mullen, in Canada, has updated the Triple-M technical index following my sending him a Christmas present of the missing Infoletters. There are 25 pages of this, which are available on the North American website at www.mg2001.com/nammmr This is a very comprehensive exercise, for which we thank Pat most heartily. This will answer many people's queries when they ask me to tell them of articles on F-types or other models; now everyone who is on the internet can get hold of this extensive information. If you do not have this facility, contact Malcolm Green, our Librarian, who will print and send it for a nominal charge.

Please note that all Register officers, their addresses, telephone numbers and e-mail addresses, are listed on the last page of every Bulletin, so that you do not have to ring other committee members to ask for this information.

I am pleased that we are getting a good response to articles, but I need reports on events that you have been to, whether they are competitions or just rallies, with the results, if possible, in the former case, so that the rest of the members can hear about what has been going on; I know that there are a lot of members who for one reason or another cannot get to events, but still like to hear about them.

John James

MMM & 'T' Spares

85 Bath Road, Keynsham, BRISTOL BS31 1SR

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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 £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 w 2 dust shields for rear bearing carrier £30 each.

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

*******NEW! Front and rear trunnion bearings - only £2.75 each!*******

PLEASE NOTE: There is no VAT to be added to the above prices

MG Brooklands 5th & 6th April

This year the SE Centre had arranged an event on the runway, on the day before the Brooklands MG Day on the Sunday. A basic oval track, with slalom bends on the straights, had been laid out with tyres for test laps, consisting of a standing lap and a flying lap, which being un-timed, did not require an RAC licence.

I took the ND up, while my daughter Annette took the Jarvis M-type round and thoroughly enjoyed herself, but this was short-lived when we found a puddle of water spreading out from under the car. This appeared to be coming from a water jacket plate; so we undid a couple of bolts and tightened them back up with silicone sealant. But this didn't solve it, and it was only when I was looking at it closely, and scraping the surface of the plate, that a pinhole was found, and a fountain of water then shot out, indicating that the plate had gone porous.

As it was near to lunch, I decided to take the ND (which I was competing in) back home to collect all the gear (Araldite, Instant Gasket, Plastic Padding, etc.) to make a temporary repair.

Back at Brooklands, the plate was taken off and cleaned up, after which the inside of the bends of the plate were strengthened with Araldite, and then put back with the Instant Gasket to help seal the stud holes, where the threads had gone. This was carried out in the paddock of the clubhouse, and we filled it up with water just after lunch, and we were back in business.

Other Triple-M cars taking part in the test laps were Gill Collins in his J2/4, and Dave Naylor's L2, which had a water pump nut come loose. This was soon made good, and he too was back in business.

The afternoon started with the Autotest, which consisted of wiggling through cones, through a "gate", followed by more wiggling, to stop astride a line. This was repeated three more times round the circuit, in a continuous run, which I found out after stopping astride the first line, and waited for the marshall to restart me!! I really got into the swing of things, using the handbrake for good stopping astride the lines. I was getting quicker and quicker, only to collect 10 penalty points on the last and fastest run, for not fully stopping astride one line. Nevertheless I was pleased to win the class from James Mumford's blown TC, and Bob Clare coming in third only 1.1

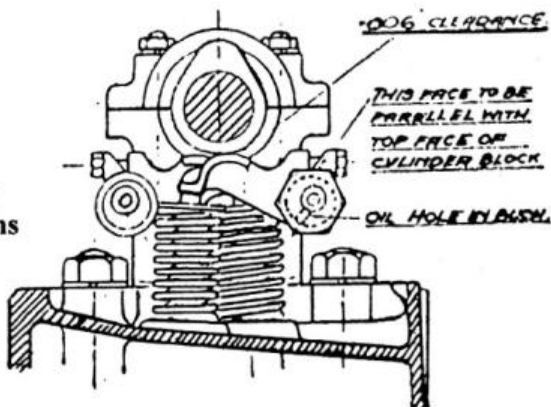
second slower than the ND – that was pretty impressive. Gill Collins in his J2/4 came 5th.

This new event attracted about 25 cars, and is promised to be run again next year, so for those of you who would like a day on the track, without the need for licences, keep this event in mind. Only crash helmets are needed.

On the Sunday, we had the usual static display in the paddock, with a good selection of Triple-M cars. I managed to get the C-type up there without too much misfiring, and was roped in to doing a few words for a video on MGs that was being produced. It is supposed to be out at Christmas, but often when you do these interviews, you never see the finished article, even though they promise to send a free copy of it for helping out! We had three genuine C-types there, with Dave Cooksey's ex-Goldie Gardner car, Bob Hudson's road car and our ex-Evans car. But the reports on the event missed the historic significance of this, possibly because there are many C-type replicas about. You can tell a genuine C-type from the replica, by the rear trunnion keeper nut. On the C-types, these were smaller, and thread into the rear cross tube, whereas the replicas built on a D or J chassis have a bigger nut, threaded over the tube. This is costly to reproduce, and so is never done, allowing the difference to be recognised. All the other C-type parts are reproduceable, even the hollow front wing stays.

The SE Centre were running a gymkhana and driving tests on the banking, and in the former only the B-Ps fielded Triple-M entrants, with Rosemary coming second behind a TF, and Annette in the M-type coming third, in the Pre-1955 class. Annette also went in for the Driving Tests, and came third behind a TC and the TF.

Correct position of eccentric bushes on K, L, and P-types, for setting up valve lengths



Cornbury Park Sprint 6th April 2003

by Mike Linward

The Benjafield's Racing Club reverted to their traditional sprint venue at Cornbury Park for this year's event. Coming at the beginning of April, the weather always plays a crucial, and telling part, in the success of this meeting, and on this occasion it was very cold and windy, but at least the rain held off until just before the end.

The class structure does not favour Triple-M cars, most of which fall into the 'Pre-1940 Sports Cars up to 1500cc' class. But if there were more MGs taking part, a class for them would, no doubt, be created. This year there was Colin Alderman and Peter Green, sharing Colin's K3, Sue Alderman and Elizabeth Taylor driving the Green's PB Cracker, Colin Lambert in his 12/12 Replica M type, and Ed Gibbard in the ex-Les Keeling single seat blown PB.

The best performance was by the K3, which, in Peter Green's hands, completed the 0.68 mile course in 57.97 seconds. Colin Alderman's time was a little more tentative, but finally got down to 61.11 seconds. The PB single seater was not running well – probably because of the cold weather – and only managed one proper timed run in the afternoon, that being just over 66 seconds, and was easily beaten by Elizabeth Taylor's time of 64.35.

Sue Alderman enjoyed her first experience of driving a Triple-M car in competition, and achieved a very creditable time of just over 72 seconds. Colin Lambert seemed to have the M type going really well and, despite severe transmission vibration, rattled the old lady up the drive in just over 62 seconds.

The proceedings were held up during the morning practice, when Donald Day's ERA took off sideways from the start, and demolished the timing apparatus. There was a half hour delay while a new set was constructed from the reserve kit.

Also present was the ultimate laxative in the shape of Christopher Williams' 24 litre Napier-Bentley, which drove the entire course with the rear wheels slipping, giving off clouds of tyre smoke, and all at no more than 3000 revs!

A good day's motoring but a few more cars required for next year please.

Triple-M cars on Parade

By Ray Masters

This year is the 70th Anniversary of the N.W. Centre of the MG Car Club. As part of the race meeting organised by the Centre at Oulton Park on the 10th May, it was decided to have a parade during the lunchtime interval, of MGs from those 70 years. The Register was represented by four cars. These were Gerry Marsden's M-type, Robin Gordon's C-type, John Goodacre's PA and my own PA, recently restored and now back on the road after 45 years in hibernation!

The parade was led off by Robin's C-type, accompanied by Brian Kelly, who was paying one of his six-monthly visits from his home in Kansas – well timed Brian! Gerry and Elaine followed in their M-type, with John's PA next, and Barbara and I in the PA.

We completed five laps, I think, behind the modern course car, driven by our own Ron Gammons, as Clerk of the Course. We were followed by T-types, MGAs, MGBs, Midgets, and a variety of MG saloons; about 40 cars in all.

Although a showery day, the weather was good for the parade, and I'm sure the small, but select crowd, enjoyed seeing us, despite the lack of commentary (due to the Oulton Park restrictive practises, and not the fault of the MGCC)

All the four Triple-M cars gave a true flavour of pre-war motoring, compared with the relative comforts of the post-war cars. On a personal note, this year marks 40 years since I started racing (including a race meeting at Oulton Park that first year), and my first competition car was also a P-type. This was the ex-Ted Lund PB, which I bought originally in 1959. How time flies! But I am still sprinting in my son, Paul's 1275cc Midget. "When the bug bites" as they say.

The passenger in the TD following my PA in the parade was Scott Redman, who first bought my PA in about 1947, and used until 1958, when it was replaced and put into storage, from where I retrieved it 3 years ago. Scott is still a member of the MGCC, having first joined in the late 40s.

I think all of us enjoyed the day. I hope we can do it again sometime, and perhaps get more Triple-M representation.

Colerne Sprint

By Peter Green

This was the second event in the 2003 Speed Championship, and took place on May 5th and, as usual, was organised by the South West Centre of the MGCC.

There were seven Triple-M cars entered, but only four turned up on the day. John Neighbour's N-type was feeling a bit sick, so he took part in his MGB. Colin and Sue Alderman had forgotten, when they submitted their entries, that they would be on holiday, which was a shame, as Colin had entered his K3, and Sue was down to double drive the Cream Cracker, with Elizabeth Taylor. This left Mike Hawke, who had entered his J2, Elizabeth Taylor in the Cream Cracker, Richard Last in his NE look-a-like N type, and Peter Green in his K3.

As usual, Mike Linward had produced handicap times for each competitor, these being based on known performance figures from previous events. Peter Green and Richard Last had been set the fastest times of 105 seconds, for the 2900 yard course, Mike Hawke's time was 114 seconds, and Elizabeth Taylor's 122 seconds.

The practice runs took place in the morning in fine weather. Mike Hawke was able to get below his handicap time with a best time of 112.90 sec's, which indicated that Mike Linward might not have got Mike's handicap time correct. Richard Last was the closest to his handicap time, with a time of 105.90 sec's, followed by Peter Green with a time of 106.43 sec's, and Elizabeth Taylor with a time of 126.29 sec's; she was complaining of front wheel wobble which, on examination, was due to the front tyres, which she had borrowed, not being fitted correctly. These were changed before the afternoon timed runs.

Each competitor had two timed runs in the afternoon. Mike Hawke was only able to improve on his practice time by 0.16 sec's, which indicated that Mike Linward's handicap times were not bad after all. Elizabeth Taylor steadily improved her times, her best being 122.55 sec's, only just off her handicap time. Richard Last was able to improve on his best practice time by 2.59 sec's with his last run at 103.31 sec's. Peter Green also steadily improved his times, his last run stopping the clock at 103.92 sec's, just slower

than Richard. After Mike Linward had worked out the handicap results, Richard Last was declared the winner, followed by Mike Hawke, Peter Green and Elizabeth Taylor. All the competitors' quickest times were within 1.5% of Mike Linward's handicap times, which goes to show how good his data base of times is.

Caledonian Centre Two-Day Scenic by Mike Linward

This year's Caledonian Tour took place in poor weather. A full entry of 61 cars started out from the Dalmeny Park Hotel, Barrhead, of which 11 were Triple-M cars. These were; Duncan & Betty Lang, M; Mike Linward, J2; Ian & Sheila MacKay, K1; Ron & Joan Spinks, PA; Tony Wild & Heidi Moran, PA 4 seater; Ernie & Elizabeth Page, PA; Malcolm Kirby, PA; Colin & Elizabeth MacLachlan, PA; Dave & Mary Stewart, PA; Keith & Jill Jackson PA 4 seater and Keith Hall who should have been in his NA, but that car is still off the road so instead drove his J2. George & Carol Cooper were also down to drive their J2, but this too is off the road at present, and instead joined the Tour in an MGB GT, which was very appropriate, considering the weather.

The Saturday route took in Lock Tom, Largs and Dunoon (via the ferry from Gourrock), where there was a lunch stop. The afternoon included Tignabruich, Glendaruel, Strachur and Inveraray where the tour halted for the night, having covered 134 miles.

While the party enjoyed the evening dinner at the Argyll Hotel, the rain started, and by Sunday morning was more or less persistent. Following an informal concours, those brave enough to continue the route took in Taynult, the Connel Bridge at Oban, and lunch stop at Port Appin. Then through Glen Coe, Tyndrum, Crainlarich and Ardlui, with a final stop at the Tarbet Hotel.

The Sunday drive covered 125 miles, topped off with 50mm of rain. Fortunately the weather could not stop everyone enjoying themselves, and Secretary of the Meeting, Ron Spinks and Clerk of the Course David Mcleod, and all the helpers from within the Caledonian group, are to be congratulated for a well organised and well run event.

Dieppe Raiders News

We have now had our trip to Normandy, which went very well, with good weather over the May Bank Holiday, despite some problems with the Sea Cat bringing us back from Cherbourg. We had nine Triple-M cars in the end, as Paul Duncombe had to turn back from Portsmouth on the Saturday morning with a raging toothache, which was a great disappointment to him and us.

We visited an oyster farm on the first day, and it was totally different to what we were expecting, with bags full of oysters on metal frames supporting them off the beach. They went 4 kilometres out to sea!! They had to be turned every day, along a 10 kilometre length of beach. Not many took advantage off the free tasting, although Martha Sherman wasn't holding back!

After the usual breakfast on the pavement in Hambye, we set off for the Navigational rally, which took us along some unmade roads along the top of a ridge with fabulous views on either side.

We were rather late for the 1 o'clock lunch, with John our host wondering what had happened to us, but it was such a beautiful day, and some people were determined to get all the clues, and were backtracking to find the missing ones! The lunch was taken outdoors in a lovely arbour, with savoury pancakes followed by sweet pancakes. Very tasty, but very filling.

After lunch we could play clock golf, on a very difficult course, or do our own thing. That night we had the gala dinner with the winner of the rally being Richard and Ann Holl in their PA, followed by David and Martha Sherman.

The Monday saw us heading up to Caumont-l'evente, to inspect the underground slate mines, which had a fully automated English commentary.

Various people were staying on and so went back with John, while those who had to catch the ferry set off for Cherbourg, only to be told that the Sea-Cat was broken. Fortunately the Big ferry was held to fill up with as many cars as possible off the cancelled Sea Cat; and we were all lucky to be able to get on board. We eventually got home after midnight.

The Danish European Event of the Year is coming up next month, with just a few Triple-M cars going now.

The Swiss International meeting takes place from 8-13th August. Information for this is available from Wim Jetten, Riegelweidstrasse 8A, CH 8841 Gross/SZ. Tel 4155 412 3734. E-mail meeting2003@mgcc.ch

Another popular event, especially for our competitive members, is the Assen British Classic Car TT over the 16th and 17th of August. No licences are required for the demonstration runs at this historic circuit, Contact Chris Pyke on 01722 323256, or e-mail christopher.pyke@tesco.net

The following weekend there is the 5th Etretat Hill Climb on 23-24th August, where a national licence is all that you need, apart from the usual gear! This is also reported to be good value for money, although the price of the ferries does put the cost up. Contact Michel Deldon, 8 Residence les Coquelicots, 76790 Gerville, France. Tel/fax 00 33 235 270 660.

On 6-7th September, there is the two-day Dieppe Retro, for which you will need to book your accommodation now, if you intend to go, as there is a rival rally on that weekend.

Later in the year there is the Circuit des Ramparts at Angouleme over 19th- 22nd September. No racing licences required for demonstration runs round the houses, with a tour around the countryside also thrown in. Contact ACOCRA Circuit des Ramparts, 2Rue Fontgrave, 1600 Angouleme. France. Tel 00 33 545 949 567 or fax 00 33 545 949 566.

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TRIPLE-M REGISTER'S WEEKEND

4,5,6 July 2003

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

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

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

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

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

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

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

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

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

The finalised total cost per person, including lunches and entrances to attractions, will be £125. If you do not wish to stay at The Sherborne Hotel, there are ample B&B facilities in Sherborne. See last Bulletin for entry forms.

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

FUTURE EVENTS

20 th -22 nd June	M.G. Silverstone	01235 555552
4 th -6 th July	Sherborne Weekend	01935 863673
12 th July	Loton Park Hill Climb	
20 th July	VSCC Mallory Park	01608 644777
2 nd & 3 rd Aug	VSCC Prescott	01608 644777
3 rd Aug	MGCC Curborough	
16 th August	VSCC Colerne Sprint	01608 644777
17 th August	SE Centre Penshurst	01689 853635
12-14 th Sept	MG Register Weekend	01526 352903

MG National Register Weekend Woodhall Spa, Lincs. September 12th-14th

On the Friday afternoon cars arrive and clock in at the Bainland Country Park; the facilities, such as swimming pool, golf course, Jacuzzi, Sauna, Tennis Courts are available for all to enjoy. In the evening meet up at the bar, to meet new friends and old.

On Saturday, there are a variety of tours to choose from, covering windmills, castles, and old houses. An evening meal is followed by a live band and disco.

On Sunday, a Pride of Ownership takes place, with tours around Woodhall Spa. Contact Peter Hermite on 01205 750389.

C.O.T.Y. 2003

To 27th May

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson John Bayliss	40
=2 nd	1140	J2	JL 753	Mike Linward Ian MacKay	39
=2 nd	317	Jarvis M	GP 1856	Annette Bayne-Powell	39
=4 th	909	J2-PA/s	FW 3909	Bill Bennett	38
=4 th	691	NA	BYU 271	Rosemary Bayne-Powell	38
6 th	2175	PB	JB 7524	Peter Green Elizabeth Taylor Sue Alderman	28
7 th	162	ND	BKL 265	Philip Bayne-Powell	27
8 th	1642	K3/s	JB 7531	Colin Alderman Peter Green	24
=9 th	1428	J2	DG 6142	Nick Bengier	21
=9 th	1804	PA	MG 3848	John Reid Alexander Reid	21
11 th	920	PA/s	TG 8337	George Ward	20
=12 th	1049	PB/s	VH 8637	Gerald Burridge	16
=12 th	600	J2/s	WJ 7070	Ken Robinson	16
=14 th	749	PA/s	MG 3394	Peter Warne	15
=14 th	2134	K1/s	MG 3094	Peter Fenichel	15
=16 th	1537	PA/s	LV 8989	Tim Beckh	13
=16 th	3272	J2/s	APG 718	Colin Bird	13
=16 th	2011	K2/s	-	John Dutton	13
=19 th	1888	NA	CGJ 295	Richard Last	11
=19 th	670	PA	BFY 711	Richard Holl	11
=21 st	1367	PA	MG 3921	John Wells	10
=21 st	3	J2	DG 5404	Mike Hawke	10
=21 st	2291	C/s	JK 2340	William Ainscough	10
=21 st	3173	PB	APW 774	David Sherman	10
=21 st	2769	12/12 Rep	GG 3340	Colin Lambert	10
=26 th	1699	J2/s	MG 2783	Colin Biles	9
=26 th	1925	PA	BPG 994	Bob Clare	9
=28 th	348	M	VU 4037	James Mumford	8
=28 th	1501	J2/s	HY 8219	Geraint Lewis	8
=28 th	397	M	SC 9559	Alex Peacop	8
=28 th	1521	C/s	RX 8591	Dave Cooksey	8

=28 th	148	M	OY 1548	John Haine	8
=33 rd	2492	PA	WP 6540	Richard Lee	6
=33 rd	3070	K3/s tc	MG 2525	Richard Last	6
=35 th	1081	J2	AMB 787	Graham Ash	4
=35 th	2430	PA	-	Geoffrey O'Connell	4
37 th	3009	J2	AGO 497	Peter Hemmings	3
=38 th	1460	J2	AGY 339	Keith Hall	2
=38 th	907	K1	ADH 360	Ian MacKay	2
=38 th	3072	PB	WSJ 159	Neil Skerratt	2
=38 th	941	M	UU 3634	Duncan Lang	2
=38 th	2123	PA	MG 3441	Ron Spinks	2
=38 th	2591	PA	MG 3242	Colin McLachlan	2
=38 th	1870	PA	AYY 38	Malcolm Kirby	2
=38 th	2789	PA	VYC 529	Keith Jackson	2
=38 th	2229	PA	JK 4823	David Stewart	2
=38 th	2141	PA/s	RC 3349	Derek Richards	2
=38 th	65	PA/s	DPH 228	Nigel Gibbons	2
=38 th	2703	PA 4str	MG 3452	Tony Wild	2
=38 th	1065	PA	MG 4440	Ernie Page	2



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SLADE TROPHY 2003

To 27th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	20
=2 nd	PB/s	Ian Williamson	14
=2 nd	PA	John Wells	14
4 th	J2/s	Colin Biles	13
5 th	PB/s	Gerald Burridge	12
6 th	J2/s	Colin Bird	11
7 th	PA/s	Tim Beckh	10
8 th	PB/s	John Bayliss	9
9 th	PA/s	Peter Warne	8
10 th	J2	Nick Bengier	7
11 th	PA/s	George Ward	6
12 th	J2	Mike Linward	5
13 th	J2	Graham Ash	3
14 th	J2	Peter Hemmings	2
=15 th	J2/s	Ken Robinson	1
=15 th	PA	Derek Richards	1
=15 th	PA	John Reid	1
=15 th	PB	Neil Skerratt	1
=15 th	PA/s	Nigel Gibbons	1

SPEED CHAMPIONSHIP 2003

To 27th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	PB	Elizabeth Taylor	15
2 nd	K3/s	Peter Green	13
3 rd	12/12 Rep	Colin Lambert	9
=4 th	PB	Sue Alderman	8
=4 th	NA	Richard Last	8
6 th	J2	Mike Hawke	7
7 th	K3/s	Colin Alderman	6
8 th	PB/s ss	Ed Gibbard	5

J2 - KV 3860

By Allan Scott

Over the winter of 1966, my J2, MG 2657 had become a very stark, light car, with no weather protection of any sort. So I bought a very nice road going car, J2886, registration No. KV 3860. (The chassis should have been J2686, but a dyslectic clerk duplicated the number). This car was the brightest green I have ever seen. It had a 12/12 engine, with 1 $\frac{1}{8}$ " carburetors, and spotlights instead of headlamps. Internal trim was excellent. Best of all, in that bitterly cold winter, it had a hood. Its 8" brakes were a revelation. It was quite snug after the open car.

I think Brands Hatch was April 1st that year. MG 2657 was well up the grid. We went out on the circuit, and were allowed two warm up laps. I was close behind a Cobra coming into Druids, when his engine exploded, dropping oil all over the track. I just lost it completely, and exited the corner backwards at about 40 mph. I now had a view of the pursuing pack. I attempted a reverse flick turn, and hit the bank backwards. This is not good for J2 cranks, petrol tanks or chassis. So KV 3860 was pressed into service, while MG 2657 began its transformation into a J3 replica.

Phil B-P was having a clearance a Borough Green, and Nigel Musselwhite sold me a chassis for £17 10s. We thought J3153's chassis was lozenged. So J2068 came to stay; it came with the log book of J2773. More confusion!

Firle Hill climb was in June. KV 3860 was pressed into service, and climbed the hill in 38 seconds, which was as quick as my best effort with J3153. This despite a power peak of 4500rpm due to the 12/12 engine.

It was all in vain however, as the rain came down in torrents, and we were flooded out in the paddock. The meeting was cancelled.

July brought us to Prescott. I fitted the J2 head to the 12/12 block, and borrowed a Marshall blower. The engine just would not start. We retired with water in the oil.

The car was now very smart, so we entered for Beaulieu. A lovely trip, which ended on the return, with a tow at 65mph behind Bob Hudson's KN (now owned by George Ward). The big ends did not like a oil and water lubricant mix.

At this meeting, Geoff Coles offered to swap the 12/12 engine for a PB engine. He had a prospective deal going through with Pip Bucknell, which fell through after we had swapped.

We took the car to the Bodiam Hill climb, where once again the remarkable torque of the 12/12 engine produced a fast time. Only PAT Hewitt's very fast Lester PB beat me.

The last meeting of the year was the MGCC Silverstone Sprint. The weather was bitterly cold. It was freezing FOG. Because you could not see half way to the next marshall's post, the meeting was cancelled. We kept the engine running for 2 hours with a coat over the radiator. It was that bad!

That winter, work was concentrated on a chassis up rebuild of the J3 replica, and also on a P-engined lightweight car being done in conjunction with another club member, pooling spares and resources. This car was sold before completion to fund another project and the J3 replica.

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The Iona Special

By Dick Knudson

This is probably Ireland's most historic racing MG, collecting nearly 400 trophies from 1935 to 1955, winning the Leinster Trophy in June 1950.

The car started life as an NB bare chassis (NA 0774), which was supplied as such to Alec MacArthur of Sligo by Bellevue Garages, the Evans' company in Wandsworth, South London. He owned a large and successful bakery business.

MacArthur was racing K3006 at the time of the purchase, and was looking for an unblown car for Irish competitions. He fitted a bulbous four-seater body, with a single humped cowl in front of the driver, and no doors. A 30 gallon petrol tank was fitted. The body was built in Dublin by Collows.

MacArthur entered many events in Ireland during the mid-thirties. In 1935 he entered the 150 mile County Down Trophy Race. The following year he competed at Phoenix Park. Later in 1936 he came 5th in the Leinster Trophy Race, and in 1937 he was the highest placed MG at Phoenix Park, coming 30th. At the end of 1937 MacArthur sold the car to Pearce Cahill, still with the 4-seater body.

Pearce Cahill, of Dublin, was only 19 when he bought NA 0774, but already owned another N-type, AND an airplane. His family owned the Iona Garage and Engineering works at Glasnevin, a part of Dublin. They serviced all the major bus and truck firms in the area, with tune-ups to major rebuilds. In addition the family owned Iona Airways, Ireland's major air freight company.

Cahill's first race was at Tallaght in 1937. The car was then rebodied with a narrow single-seater body, with a boat tail; the cowl and front of the body was left unchanged. A smaller petrol tank was fitted, and the weight saving really helped the performance. The brakes were also upgraded to hydraulics.

Cahill entered the Wakefield Trophy Race, held at Phoenix Park in September. He was up against ERA, J4 and K3 MGs, Riley, Bugatti, Fraser Nash, BMW and Aston Martin amongst other cars. Well known drivers included Billy Cotton, Bira, MacArthur, and Dorothy Stanley Turner. Cahill came in a very respectable 14th.

In September 1939, with war looming, Cahill competed at Phoenix Park. Fifteen cars started and Pearce Cahill took the lead

on the 6th lap, and lapping at 79mph, looked as if he could win. MacArthur was behind on handicap, but lapping at 93mph in his K3. A slipping clutch slowed the N-type, but only after he had set a new class record at 94.10mph.

The winner was Thompson in his TRS, just ahead of MacArthur in the K3, with Cahill a good third.

During the war, when Ireland was neutral, Cahill had a new body made by an Aer Lingus metal worker, and this is the body it still has today. The head was machined to give a 9:1 compression ratio, and was lapped to a solid copper gasket. The engine was fully balanced and Ford gudgeon pins used. The car was now over ten years old, but had been progressively improved and lightened, and Cahill was ready for its most successful period.

It was at this time that Cahill named the car the Iona Special, after a disagreement with MGs. Cahill had built up a relationship with the factory over the years, and through his firm, obtained discounted parts. He had spent a lot of money at the factory, and given MGs a lot of publicity in Ireland with his exploits. So after the war, he went to John Thornley and asked for some factory support, but was refused. This may well have been because the factory had no money for this, but could also be because the car was over ten years old, and not a current model. This upset Cahill a great deal, and he therefore removed all MG logos from the car, and called it the Iona Special. In this form it won many trophies in hill climbs and races.

The oldest race in the Irish calendar was the Leinster Trophy. In 1950 this took place at the Wicklow circuit, 30 miles south of Dublin. It was a 100 mile race, with fast sweeping bends, and an 8.34 mile lap, which included a very fast downhill section, where the track dropped 300 feet in the length of the mile straight, ending in a sharp 90 degree bend. This event is so well known that Mike Hawthorn competed there in 1951 in his Riley; also Stirling Moss, Paddy Hopkirk, Bobby Baird and Ayrton Senna competed here.

Cahill made a good start, and on the 9th lap was in the lead, but being hounded by Sydney Allard in a J2 Allard, and Torrie Large in a 1250cc MG TD. On the last lap Large was second to Cahill, and driving furiously was right up behind Cahill, and the last bend was a wheel to wheel scrap, but the Iona Special got to the flag just 15 yards ahead of the TD; another MG, driven by Cecil Vard, was third.

This was the car's greatest moment, and it has ever since been called the Leinster Trophy car.

Also that year, Cahill came second in the Ulster Trophy and O'Boyle Trophy races, as a result of which Cahill was awarded the Sexton Trophy for the best aggregate performance in Irish speed events.

In 1951 Cahill went to the Ulster TT, where such names as Birkin, Moss, Norman Black, Nuvolari and Charlie Dodson had made their mark. This was held at the Dunrod circuit, with a 7.4 mile lap. In the 5 lap scratch race for cars up to 1300cc, Cahill came 4th; in a later 10 lap handicap race he came 5th. The car was clocked at 108.11mph on the straight.

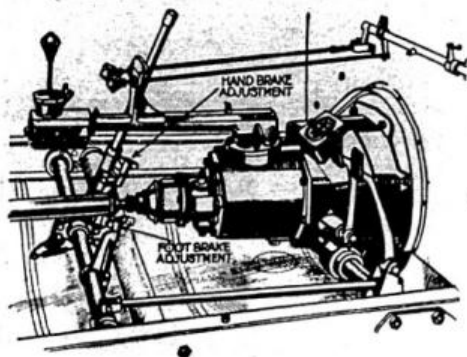
A popular hill climb was at Enniskerry. Cahill went there in 1951, with the record standing at 45.49 secs, set by Lindsay in 1949 with a 1089cc Ford Special. Cahill's first run was 45.97secs, but he broke the record with a 43.47 run; he also won the over 1500cc class.

After racing the car in the 1954 season, Cahill sold the car to its new owner in the south of Ireland, after which it went through several hands, until it ended up with Dudley Gahagan. It had some success in vintage races, but then went to America. Dave Raymond, the present owner from Connecticut, has owned and regularly raced the car since 1976.

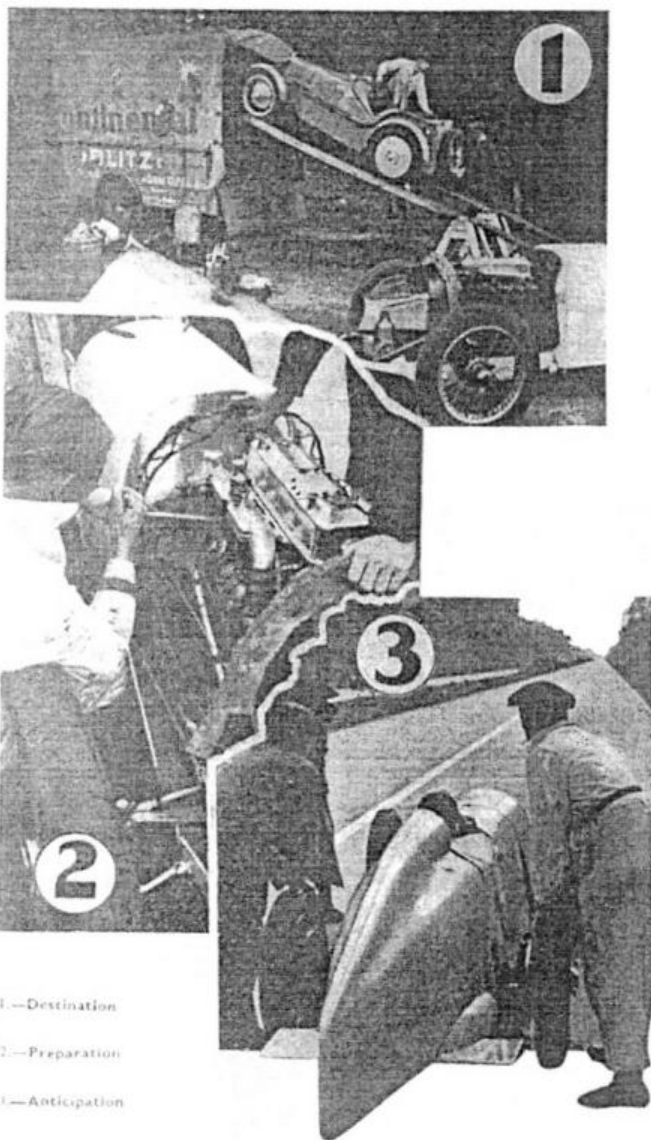
Over the MG Silverstone weekend, the car is returning to the Ards Circuit for the 75th Anniversary of the Tourist Trophy, and Pearce Cahill has been invited to take the wheel of the car again after all these years.

(This car is now being offered for sale, so if anyone wants a slice of Irish MG history, see Dave Raymond's advert under 'Cars For Sale' later on in the Bulletin - Ed.)

Details of the gearbox and propshaft. Both butterfly brake adjusters protrude through the floorboards for accessibility



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- 2.—Preparation
- 3.—Anticipation

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(2) BOBBY KOHLRAUSCH, the famous German M.G. exponent, driving the 746 c.c. "Magic Midget," on the Reichsantobahn, Frankfurt-on-Main, Darmstadt, recently, skied the International Class H kilometre and mile records (flying start) at the meteoric speeds of 140.5 m.p.h. and 140.6 m.p.h. respectively.

Previously, these records were held by the same car and driver, who, at Gyon, in Hungary, a year ago, averaged 130.89 m.p.h. and 130.51 respectively over the same distances.

This is the first time that a Class H car has exceeded 200 k.p.h., and the performance may well be classed as one of the marvels of modern science.

The standing start kilometre record was also broken by Kohlrausch at 133.10 k.p.h.



- 4.—Exhilaration
- 5.—Termination
- 6.—Celebration

A Few Things They Don't Tell You About Working On A Triple-M Cylinder Head - by Michael A. Jacobsen (Courtesy of the North American MMM Register)

From the time I was eight, in 1950, we always had at least one MG cylinder head on the workbench in our garage. In addition to the three N engines, which were being raced, there was a variety of family T-types and friends' cars that appeared for regular decoking.

When I started on my first N head, I asked my dad if there wasn't a manual. He gave me one, and a copy of Blower, with the remark that "they're not very helpful". In addition, we then had the benefit of a few technical tips that had appeared in a short-lived newsletter from a group formed in 1952, called the "Magnette Register", with headquarters in London. Now we have the advice of numerous newer books and articles, though they still leave many things unsaid.

I like to drive my car, but I also like to work on it. I grind my own valves, although if the seats are really badly pitted, I might be persuaded to let a shop do this. N-type heads are prone to cracks between the narrow bridge between the valve seats, especially if the engine (like mine) has been run supercharged (*I have not heard of many N-types having this problem; it always seems to be the smaller engined P-types - Ed.*).

I have one head that has been used successfully, albeit for short times, with two cracked seats. They don't leak water into the combustion chamber, because the water jacket has been treated with a modern ceramic sealer. Obviously this is not a long term fix. I use this head as a spare, that can be quickly dropped on, and run for a while, while my good one is being redone.

Camshaft bearings that require no special fitting, are available from Sports and Vintage Motors. Assuming your cam stands are un-tampered with, these bearings go straight in, and the cams turn nicely; no line boring, or scraping necessary. Naturally they must be put in the right places, with the grooved half in the bottom, and the oil holes aligned with those in the cam stands, which they don't necessary do without a bit of filling or drilling. Be sure to get off any burrs from both sides if this fitting is required. Once running, it is

easy to check the bearings; simply remove one cap at a time to look at the top bearing, which takes the thrust, and will show wear before the bottom one. The front and rear bearings usually melt before the middle ones; the front, because it handles more thrust, and the rear, because it gets less oil. I have never run a bearing, but Dad ran many in 15 years of heavy racing. Always be sure you have marked the caps for each stand, including front to back, before removing them, so they go back on the same way. If you do run a bearing, you will need to clean out the oil ways in the cam stands and the rockers.

Setting up the valve gear is the most fun. If you are installing new valves, you need to grind them in to the correct length; and Malcolm Green's book and an old article by Mike Allison in the Triple-M Yearbook tell you how to do this. The grinding is actually easy, but the measuring is difficult, because you need to get it between the valve and the seat, so it is best to use a wire type feeler gauge. Measure these gaps, then disassemble to grind, making sure you take off less than your measurement showed, then reassemble and measure at the cam. You will have to do this several times, and each time all the cam followers etc. must go back on in the same place. You might want to buy a couple of extra new valves, in case you ruin one before you get good at it. You can practise grinding on the old valves, to see how much time on the wheel removes a few thous of metal. The object is to get the lengths to the exact point where no adjustment is needed on the eccentric bush of the rocker.

Decide on your running clearance first. Note that some of the current literature states that the standard 6 and 8 thou clearances are cold settings, while the factory manual clearly states that these are for normal running temperatures. Racing engines are always set wider (I use 10 and 12 thou, but consider it more important to have the eccentric bush in its correct position, than to have all the clearances the same). Obviously using wider settings reduces the lift of the cam by that amount. I have never tried the method of using valves without the stems pre-machined for the cotters, and then having these grooves machined after grinding the stems to the correct length, so that spring and seat pressures are exactly equal. I trust that someday I can look forward to a little power boost by doing so.

The cam stands should be aligned by the cam. Make sure the stands are in the proper order (they should have punch marks to

indicate this; if they didn't, you should have marked them when they came off). Fit them loosely, and pass the rocker shafts through them; if the shafts are hard to pass through, polish them a bit and oil them, and if they still require any force, replace them. Now put the cam in, put the caps on snugly, and spin the cam, then tighten the nuts holding the stands to the head. The rocker shafts should come out without much effort. Clean out the oil ways before final assembly.

Setting up the rocker shafts and followers looks complicated the first time, but is not difficult. If you have worked the valves as above, or are just doing a decoke and have removed everything, you want it all back the same, so a system of keeping all the bits in right order is called for. You can string everything on a wire as it comes off, or some such, but you must keep them straight, or your clearances will be off.

The recent literature suggests that the spacers be cut to fit, and the original steel tube ones with their Belleville (spring) washers be abandoned, allowing 3 thou clearance between all spacers and rocker bush faces etc. (*this is worth while doing as it eliminates the friction at all these interfaces; the rockers should then drop down freely by gravity, if lifted up - Ed.*)


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Note that the rocker stands, on casual inspection, look symmetrical, but are not – they go on correctly only one way, and should be marked when taken off. In either case, you then need to check to see if there is any tightness in the spacers; if you cannot turn them with your fingers, the cam followers are too tight, and you will wear grooves in the follower face and the cam lobes. This should be checked again after the head is torqued down.

The head fits over two studs with enlarged bases (these are at the front nearside and the rear offside), which ensure it is properly aligned on the block and the dynamo. The position of the head may move slightly when torqued down and this in turn may move the rocker stands. See if the rockers can be flipped back easily once the head is torqued down; remove the cam to do this if you have already put it in. Finally mark the two rocker stands front and rear, and which way around, so that they too will always go back the same way.

I still use the original spacers, and set them up using Belleville washers against each face of the rocker stands. I then use ordinary aluminium or bronze washers of varying thickness at other places to get the rockers centred over the valve stems, and so get the side play reduced to the recommended few thous. If you are using new eccentric bushes in the rockers, pay attention to which side you press them in from; the oil holes must line up. Normally the hex head adjustment side will go against the cam stand on those that abut the stands, and this will result in the followers being in line over the valve stems (see that the cam lobes are also centred over the followers). Incidentally I have found that pressing in new aluminium bushes (they are available in alloy, for racing, as well as bronze) often results in bits of aluminium shaving off, which can get in the oilways. When putting on the last two rockers, use spacer washers for the correct clearances with the rear stand in place, so that the stud holes in its base align perfectly over the stud holes in the head.

Of course you have made sure that you have put the rocker shafts on the correct sides, so that the oil holes line up with the rockers. Also ensure that the internally threaded end, which allows you a good grip to get them out, is at the back. Now replace the three short bolts that fill the holes in the cam stand sides. The middle one in each side is the one with the longer nub, which fits into the enlarged oil hole in the shaft. If the hole is not there, the

shaft is aligned wrong. Green's book says that the nubbed bolt goes in the rear stand, but I have always found that the front and rear oil holes do not go through the shaft, but are on one side only. If you turn the shaft outward to allow the nub to go in, there will be no oil feed to the bearings, so the nub must go in the enlarged centre stand hole, which goes right through the shaft. These small bolts should have thin copper washers. Take care not to strip the threads.

The cam can now be bolted down, with the front drive gear properly meshed with the vertical drive gear. These gears should be marked; if they were not when you took them out, you should have centre punched marks to get them back right. If they are unmarked new gears, you will have to get it right, and then mark them. This must be done by sight, until you have a running engine, and can check with a timing light. The engine will seem to run and sound fine with the gears a tooth out, but it will run out of revs at around 4000. Sight aligning is easier with straight cut gears; spiral bevel gears will move round as the cam is tightened down into position. The engine should have No. 1 piston at TDC (the flywheel or clutch housing should show this, but I always put it there before putting the head back on). The front, No.1, cam lobes should then point nearly equally to either side of straight up (the ten-to-two position), and the vertical drive forks should be at a right angle or dead in line with the centre line of the engine, when the camshaft is tightened down into position.

The cam originally had large Belleville washers between the thrust washers in the front housing to locate it, and provide proper gear meshing. The standard sources recommend replacing these with an extra thrust washer ground to the correct thickness, to give a 4 thou clearance. It is easier to reassemble the cam and tighten down the front cap with its two cam bearings, without the Belleville washers, as they push the thrust washers back, preventing the cap from seating properly. But if you use the Belleville washers, you can insert a thin tool between the cap and housing, to press the washers forward, while pushing down the cap. Only racing engines need to worry about the small timing error that might occur at high revs with the Belleville washers. I noticed no difference in my car's performance after eliminating them.

When putting the head back on, put the two special bolts in the vertical drive fork first, as they will not go in unless the fork is turned at an angle different from TDC. Then turn back the fork to

TDC for No. 1 cylinder. With the piston also at TDC, when the head goes on, if everything is aligned correctly, these hanging bolts will slip into their holes in the coupling, which you should have already bolted to the dynamo fork. If your head has been skimmed, or you are using a new fork, or something else has changed, you may need to add, or remove, washers between the two forks. This can be done without rotating anything,

If the head hangs up on the rocker shaft base plates, you can wiggle them with pliers until it goes on. If it won't, then the rocker gear must come off, and the problem be fixed. It could be you have bent cylinder head studs. If these have been replaced, you may also have a small problem, of getting the nuts on them with the head on, as the height of them may be different. This may also be true if your head or block has been skimmed. You will almost certainly have to start the two rear nuts on the studs, before the head is fully resting on the block, as these studs pass through the greater thickness of the rear rocker stand, and the tops of these stands are close to the nuts, preventing them being put over the studs afterwards.. You may also have to start on some of the others early, due to interference with the cam stands. You will be aware of these problems if you took it apart, and found you couldn't get these nuts off until you had levered the head up a bit. Because I run a higher than standard compression ratio, I torque the head nuts to 40 lbs ft, instead of the 35 recommended.

If you are having constant oil leak problems at the vertical drive (even with modern seals), then your head may have gone on misaligned. This is possible, even with the enlarged based studs in their proper locations. You will need to put the head on without the vertical drive, or dynamo in place, and when it is down onto the block, put a straight edge through the housing, down to the dynamo base orifice, and measure at points around this, to determine if the housing orifice and the dynamo orifice are centred. You can tolerate about $2\frac{1}{2}$ thou error on one side. Knock the side of the head to line it up, and then torque it up. If the error is from front to back, then you will need to add or remove shims between the front housing and the block. Once this alignment is correct, you should have no further leaks.

block. Once this alignment is correct, you should have no further leaks.

YOUR LETTERS

From Peter Lyne

Dear Mr Bayne-Powell

I look forward to receiving the Bulletin on a regular basis, now I have sent in my envelopes. It seems to have taken me several years to get this organised!!

My wife and I run a 1931 F-type, originally a salonette, but now rebodied as a 2-seater F2. (*it is a very nice looking car, as I was admiring it at Brighton at the end of this year's Regency Run – Ed.*) If you know of any past Infoletters regarding F-types, I would be delighted to receive them. (*for any information on articles in past Infoletters or Bulletins, you need to log on to www.mg2001.com/nammmr where Pat Mullen has posted the updated Index of articles on all cars – Ed.*) I do have all the Yearbooks back to 1972.

With thanks.

Yours sincerely

From John Day

Dear Philip,

I have sold my F-type, after you kindly included it in the February Bulletin. It has been sold to a very good friend of Stefaan Vernyns in Belgium. His name is Frans Van Hoof-Verstrepen. I am sad to lose the car, but I expect I will see it quite often through my contact with Stefaan.

I was at Stefaan's house recently and met Klaus Falldorf from Bremen. Klaus is a very enthusiast owner of a gorgeous two-tone green J2. He asked me to pass on the two discs to someone in the register with three pictures of his car. I think they are excellent, and I

thought you might be able to use them in the Bulletin, or Safety Fast.
(see front cover photo – Ed.)

Happy MMM motoring,
Best wishes

From Ewan Harris

Dear Phil,

I read with interest your comments on "heel and toeing" in the April Bulletin. I have always thought the way you mentioned for a Triple-M car was the correct way, as it is easier to put a lot of pressure on the brake pedal with the ball of the foot, leaving the heel to blip the accelerator.

In the past, I have owned a Morris Minor, which had the vintage arrangement, placing the accelerator in the centre. It was lower than the brake pedal, so the right foot easily fell in the ten past two position, or one.

Best wishes

From Dave Raymond

Dear Phil

I'm afraid the time has come to pass the Iona Special on to the next "Caretaker".

I am taking her to Ireland in June for the 75th Anniversary of the Ards Tourist Trophy. My friend in Dudlin, Pat Meehan, Wilkie Wilkinson's son-in-law, is helping me in every way to make this happen. Mike Allison is helping me obtain a limited RAC licence, so that I can participate in several of the hill climbs associated with the event. Mike Wilson is the Chairman of the event, and an old friend and great help. It actually looks like it is going to happen.

I'm transporting her to the docks in New Jersey on 12th May, and arrive in England on 15th June. Dick and Ann Knudson are joining us for the trip. Any chance you are planning to be there? (*I should have liked to be there, but it clashes with our International MG*

Silverstone event where I am organising the 75th birthday display for the M-type— Ed.)

In any event, if you know of anyone who might be interested in buying the car, I would appreciate it. An enthusiast, someone that will run the car, would be the ideal candidate, as far as I'm concerned. I have no interest in seeing her tucked away and taken out of competition.

It occurs to me that Silverstone is probably the same weekend, and you will most likely be there. Wish I could do both. I haven't made it to Silverstone for many years.

Regards

From Chris Lewis

Dear Phil

You mention in the April edition, the use in MMM cars of heel and toe braking. The expression, although universal, always seemed to me to be a misnomer. However, before I owned a MMM car, I once drove a neighbour's Wolseley Hornet Special, which had a central accelerator pedal with the brake forward, and to the right of it. On this, and other cars having this arrangement, I was assured that it was quite easy to simultaneously brake with the 'toe' end of the foot, and, when needed, blip the throttle with the heel to accomplish a smooth downward gear change. I must admit that in my short, 'post- MoT test' drive, through busy Bristol traffic, I did not master the technique. The 'wrong' feeling of moving the right foot to the right, and forward, to find the slowing down pedal had not worn off, and had to be consciously overridden, especially when a pedestrian made a last minute dash onto a Zebra crossing. I judged that this was not the occasion, nor, after only 10 minutes in the car, did I have enough spare brain channels, to perfect double de-clutching under heavy braking. Besides, we had just re-sprayed the car, and its proud owner was sitting beside me - no doubt pressing imaginary pedals with his heel and toe.

The technique you describe, of braking normally, but rolling the right foot sufficiently to blip the throttle during a downward gear change, is the one I use in cars with the conventional (central brake)

pedal layout. The ball of the foot is pushed squarely on to the brake pedal to achieve the desired rate of retardation. When the road speed is appropriate for a lower gear, the foot is rotated anticlockwise slightly, so that the right hand edge of the driver's shoe can be used to depress the throttle. A 'rolling' action of the foot, using the brake pedal as the fulcrum is then required, to ensure that the 'blip' is applied only to the throttle, and does not cause an unintended change in braking effort. The relative heights of the brake and throttle pedals need to be about right for this to be comfortable.

I find in the PB, to prevent contact with the steering column when rotating the foot, not much 'toe' (of my size 9 shoes) should protrude above the brake pedal. It's best if the brakes are well adjusted, and less comfortable if they come on with the pedal nearer the floor. Often when rotating the foot, the side of my shoe contacts the edge of the accelerator pedal- (rather than coming cleanly over it), but there is enough lateral springiness in the accelerator pedal to maintain contact with the shoe when needed.

It sounds awkward, but becomes instinctive with practice and, when you really need it, allows a smooth change into first gear, for that all important engine braking when descending a 1 in 3 hill.

The PA engine number, 1428 AP, was with a PA (?) gearbox in the car, when I bought it in 1970 (it now has engine No. 793APB. But the correct original number was 597 APB – just to confuse the Registrar!). This gearbox, no 1364, is stamped for speedo gear ratio 8:14, so maybe this box was not from an M.G. model). The previous owner of the car claimed to be unaware that it did not have a PB engine and gearbox, and expressed surprise that a PA engine could propel a 4 seater as well as it did!. The performance was probably a consequence of about 1/8" having been skimmed from the head; and the valve gear being reasonably well set up previously. There was also an unusual arrangement of angular contact ball races, in place of the Hyatt rollers and sleeve. It went even better after I followed Morgan Marshall's advice for dealing with the then scarcity (and / or expense) of head gaskets - lap the head to the block and don't use one! The white metal of the big ends later developed fatigue cracks, so a 20swg mild steel head gasket was then fitted to moderate the compression ratio, and ease the load on the re-metalled bearings.

Best wishes,

From Barry Robinson

Dear Phil,

I read with interest Ed Taylor's letter in the April Bulletin, and Mike Hawk's previous letter in Safety Fast regarding J type crankshafts. As I will soon be needing to invest lots of hard earned cash in a crank and rods for my J type, I wondered if, through the pages of the Bulletin, I could establish what is considered to be the best set up for a vehicle, which will be predominantly used as a road car. I don't have plans to do any competitive motoring. So the questions are, what spec. of crank and rods? Should the so-called third bearing be fitted on the crank nose? How should the flywheel be modified? And finally, should an aluminium, or cast iron, clutch cover be used?

On another topic, in order to get exactly the correct specification replacement tube for my J hand brake lever, (the original had corroded badly), I have had to purchase more tube than I require, and can offer pieces of the correct length, on a strictly no profit basis, for £3.50 plus postage. For anyone interested my telephone number is 0121 704 4323.

Best regards

From Peter Ross

Hello Phil

Rachel and I hope you and Rosemary are both well, and we seem to get more news of you both from the excellent bulletin you are regularly turning out, than you get from us.

We will be at Silverstone in a few weeks, and hope to see you there. As well as the 40th for the T-Register, this is a special anniversary year for me, since 1963 was the first year I raced there, and in the same car I am racing today. Many of you have greater achievements though.

PA 255 now has a stablemate, for we are fortunate, lucky, privileged etc to now be the owners of PA 251 (JB 2756). We bought it from Rob Mitchell, who is listed as the owner in the Register, but we note it does not have a register number. He has owned it for 37 years, having bought it from a person in New York, who brought it

back from England, and only kept it for 2 years. This means it left England in about 1964. Did you know about it then? Without a register number, I hope we haven't bought a hoax, considering all the guidelines you published in the April Bulletin!!!

Over the years, Rob had corresponded with all the previous owners, but right now he could not lay his hands on his old files, because they were all boxed up after a cellar flood a long time ago. (Hmmm?) He mentioned in his advertisement that it had raced at Brooklands.

I have received the chassis file from the MGCC, but unfortunately it is sparse compared with that of 255. Let me summarise:

Having been completed on Jan 31 1934, it has a "Competition Order" on March 5th, to "Give special tuning for competition work".

On March 19th, there are several pages dealing with an insurance claim for rear end damage (wheel, rear wing, tank, spare wheel carrier and number plate). At least that tells us the colours.

In April, they are fixing performance problems, and fitting twin rear wheels "very urgently". I wonder what for?

Then an undated two-page work order for all kinds of problems, from oil leaks everywhere, to paint chips. Having been owned up to now by the MG Car Company, they are probably preparing it for sale.

For, by Aug 9th, Russel Chiesman is arranging to bring his car in, and "Mr Kimber is anxious for us to arrange to deal with all his little troubles, very accurately. I think it may be a case where it would be advisable, should there be any complications, to rope in the services of the Experimental Department" (George Propert to John Thornley).

As noted in several books, Russell Chiesman was one of Kimber's closest friends, and he passengered Kim in the Chummy, on the Land's End Trial in 1923, and he also won a gold in the 1925 Land's End in a sister car (?) to FC 7900. Weren't there four of them? Ulyett says, in "The MG Companion", of Russell Chiesman "...the department store magnate who once raced MG's". Although it was 11 years after 1923, was it Chiesman who raced PA 251 while owned by the factory, and then bought the car before August '34? Ulyett also refers to Kimber and Chiesman taking an Autocar scribe to Heidelberg in the new VA in '37, so they did remain close for quite a while.

But that's as far as I can get with the literature I have, and (for once) the Internet comes up dry. Excepting there are two Chiesmans listed in the London phone book. Rob Mitchell did mention that

Chiesman's son is still alive, and would have liked the car back last time they corresponded.

Anyhow, the car looks very original, but is missing rear wings, bonnet and windscreen. Rob said the rear wings were cycle type, which might have been fitted at the time they tried twin rear wheels. The rear number plate is of the square type, often fitted to the trials cars. Something I haven't seen on a PA before, is that it has an undertray below the gearbox, which clearly shows in the pictures in Malcolm Green's book. (Malcolm has pictures of the prototype and I'll have to write to him to ask if he thinks PA 251, and the prototype, are synonymous. The build record lists a P/EX1 and P/EX2, but a later work order refers to Exp 1 as 251).

The dashboard is a complete makeover, with only the rev counter remaining of the original instruments or switches. It bears two large commemorative plaques of towns in Germany, presumably from WW II. The engine is all there, but the block looks like it has had some crack treatment, to put it mildly. It has twin fuel pumps, and an original looking, but non-standard, reserve tap arrangement. There is clear evidence of a side mounted blower having been once fitted. The rear shocks are not Luvax, but a Hartford arrangement. The body tub looks original and it has some of its original trim under a later "retrim".

Other than that, we haven't been right through it yet, because we are so busy as usual. We had PA 255 out for the Hunnewell Hill Climb a week ago, and it went as fast as it could go! A wonderfully spirited car it is. We've had the TC at Lime Rock once so far this year, and it clipped a few tenths off its best previous time, and we're off to Virginia for our main MG race of the year in a couple of weeks. At Hunnewell, we had two of the works supplied special TA's that originally came here for ARCA racing, and also a lovely Q replica "P Special" done by Peter Gregory (?). The owner had some stories of Q 251, which is contrary to Colin Butcher's excellent article in the April Bulletin.

It's getting late and I must stop rambling.

Hopefully we will see you at Silverstone and we will look forward to that.

With Best Regards,

From Mike Allison

Dear Phil,

Just about everyone has to retire sometime, but due to ever increasing taxation, which has rendered my pension fund virtually valueless, I am forced to continue working to keep the Government, and its civil servants, in the manner to which they have become accustomed. However a few changes will take place to my manner of working.

My trading title is changing from "CRG Engineering" to "MMMG Services", and rather than being a partnership, the company is to be run by myself alone. The new company is not VAT registered, and in deference to my increasing age, I am now working a four day week, Monday through Wednesday, and Friday. As far as possible, I will be in the workshop for the first three days of the week, and will be "off-site" on Friday, collecting parts, seeing clients, filling in tax papers, and generally trying to keep sanity prevailing. On the five week days, I can be reached on my mobile phone number 07712 880300.

Hopefully, I will be able to continue to give my usual service, but will not be holding stocks of parts, rather buying parts for jobs on an as needed basis. Labour rates will be unchanged, but increased in line with inflation.

Services will include engine, gearbox, steering box and axle rebuilds, as well as car servicing. I am still in a position to make one-off parts to your drawings, or to design and build modifications for you. I will be able to transport cars by trailer if required. I am also qualified to make engineer's reports to insurance companies for valuation purposes. I do not intent to take on complete rebuilds in future, but will try and assist you with this sort of work, helping to find good craftsmen to carry out those jobs, which I cannot help you with personally.

I look forward to helping people keeping Triple-M cars running for many years to come, drawing on my lifetime's experience of these wonderful little cars.

Yours sincerely

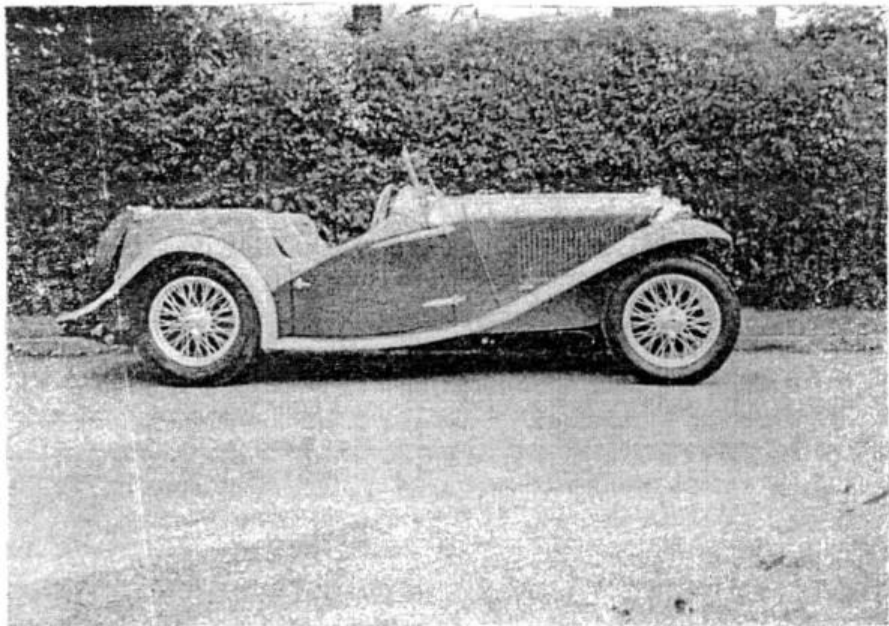
From Barrie Dean

Dear Phil,

Thanks for all your work and effort you put into the Bulletin. I always look forward to it.

I was interested in the photograph of Ralph Clarke's lowered and modified N-type, as he was very interested in my own example, at Silverstone a couple of years back.

I have fitted a Laycock overdrive, as well as lowering the bodywork. *(this apparently has been done at the back half only, leaving the scuttle height unchanged. See photo below – Ed.)*



DID YOU KNOW that Betty Haigh, who competed in a P-type before the war was the daughter of General Earl Haigh?

Tips And Hints

Mike Linward has given us the following tips:

A persistent misfire on my J2 was discovered to be due to poor earthing of the distributor. This diagnosis came as a result of a session on a rolling road. The clamping bolt at the side of the distributor was insufficient to provide the necessary good earth, particularly when the engine is running. I now have a wire strap which runs directly from the distributor base plate to a fixing bolt on the block, and the misfire has gone. Also discovered on the rolling road was poor HT voltage at high speeds, resulting in another high speed miss-fire. The problem here was that the points gap closed as the engine speed increased, due to slight wear on the spindle. The problem can be easily diagnosed by connecting a dwell meter to the ignition, and running the engine. Although dwell angles are not quoted for our cars, the value is not so critical as its consistency. 60 degrees + or - 3 is quoted for an 850 Mini, which is probably about right for our 4 cylinder cars. As the engine was run up, the dwell angle increased, showing that the points were closing up, and thereby not allowing the 'tuned' circuit of coil, capacitor and points to operate at best efficiency. (If the dwell angle gets smaller, the points have opened up). In my case, opening the points by 3 thou. restored the dwell at high speed, and removed another problem. Of course the best solution is to repair the worn spindle or replace the distributor, but at least this will tell you what the problem was.

Mike had his J2 fail its MOT due to the kingpin shearing on the line of the cotter pin. The lower part of the pin had dropped down to be jammed by the backplate, which prevented it from falling out completely. This was spotted by the tester when the car was up on the hoist, but difficult to see when carrying out a normal inspection. The pin had been made with the slot for the cotter pin machined across the kingpin, without a radiused edge to the slot where it meets the round section of the pin. This is so that there is not a stress raiser at this point, which occurred on Mike's pin, which had been machined with a sharp right angle in this corner.

CARS FOR SALE

Dave Raymond (12 Old Redding Road, West Redding, Connecticut USA 06896. Tel. 203 438 6865.) is wanting to sell the Iona Special. 1935 N-type. Chassis No. 0774. (See *article regarding the car in previous pages –Ed.*)

Probably Ireland's most historic racing MG. Nearly 400 trophies won between 1935 and 1955. Leinster Troiphy winning car June 8th 1950. Engine has less than 100miles since rebuild, Hydraulic brakes with tandem master cylinder fitted in the late 1930s.

89 photos and complete documented history.

Comes with VSCCA log book.

Alternatively for potential buyers in the UK, contact Pat Meecham, Vondel, 39 Leopardstown, Blackrock, Co. Dublin. Tel.288 2730

Roger Thomas (Firs Cottage, Pirbright Road, Normandy, Surrey, GU3 2HU Tel.01252 316 028) is selling his 4-seater L1 tourer. It is in concours condition and is fitted with an N-type engine and gearbox. It is finished in red and black, with red leather interior, and mohair weather equipment. MG registration number. See MG Enthusiast magazine for April 2003 for a feature article on the car. Price £28,000

Tim Miers (36 Linden Court, Leatherhead, Surrey, KT22 7JG. Tel. 01372 370303. e-mail jatmiers@yahoo.co.uk) is selling his J2. Original, totally rebuilt, with all new running components. Will finish to your colour scheme or as is.

Andrea Goble (Greatstones, Kiln Lane, Headington, Oxon, OX3 8HQ) is offering his Abbey PA for sale.

SPARES FOR SALE

John Hopkins (Abbey Cottage, Dunkswell Abbey, Honiton, Devon, EX14 4RP. Tel. 01823 681257) has for sale:- L-type block, £850; K3 Radiator shell, £450; Brooklands exhaust, ex-K3, £550; pair of 1" carbs, ex-F-type, £160.

Peter Hemmings (Tel. 01256 7802170) has for sale:- J2 Front and rear springs, re-usable secondhand condition, £30 the set of 4. J2 differential assembly without CWP, £100.

John James (Tel. 0117 986 4224 or 0117 986 6287)

e-mail jjtregalia@octagon.fsbusiness.co.uk has for sale:

J-type spares: Engine front housing £75, Sump filter with new gauze fitted £25, Firewall support brackets (powder coated) as new, £25 pair, Firewall (new) £50, Chassis undertray (new) £50.

M-type spares: Head gasket (new) £20, complete clutch assembly and flywheel £40.

Items can be brought to Silverstone.

Barrie Dean (143b St. Albans Road, Arnold, Notts, NG5 6GT. Tel. 0115 920 8416) has for sale: A pair of N-type body frame side rails; N-type 2-seater hood frame. For a P-type he has a sump, rocker cover, and a very good radiator shell. For a M/F-type he has an original 4-spoke steering wheel. For M-types he has an oil strainer, and an excellent inlet/exhaust manifold.

John Wells (16 Woodside Road, Simonstone, Burnley, Lancs. BB12 7JG. Tel. 01282 776616) has the following for sale:

2 No. 4.00x19 Goodyear All Weather tyres, 4mm tread; £20. One 4.00x19 John Bull tyre, new; £25.

Steve Clarke (11 Dane Court, Coldharbour Road, Pyrford, Woking, Surrey, GU22 8SX. Tel. 01932 350 609, e-mail steve.Clarke@btinternet.com) has for sale the following J-type items;- A standard crankshaft, with standard pistons and rods; a set of original valves, springs and rocker fingers; oil pressure gauge, ammeter, light switch cluster and back plate; speedo and back plate; complete bonnet with full length hinge and side panels; 4 original shock absorbers; front engine mount/ bearing casting; front engine /radiator mounting; original door handles and early type inside catches; inlet, exhaust and water manifolds; adjustable set tracks (new), and Brooklands steering wheel with boss.

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.....£69.50 ea
 Nickel plated 'Nesthill' pig-tail hose clips.....£10.80 ea
 Pre-war flywheel ring-gears.....£69.50 ea
 Perfect diagonal brass weave chrome radiator meshes...£155
 New brass/chrome MG radiator shells.....CON quote
 8:43/8:41/8:39 c/wheel & pinion sets. 6 bolt/8 bolt.....£365 set

M type door locks/strikers.....£88 pr.
 J/F/K aerofoil wing stays.....£160 pr.
 Orig. patt. 'Covey' tax disc holders.....£65 ea
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Please phone
 before visiting

WANTED

Barrie Dean (143b St.Albans Road, Arnold, Notts, NG5 6GT. Tel. 0115 920 8416) is in need of a J-type flywheel housing, an exhaust manifold, a sump, and oil pipes.

Steve Clarke (11 Dane Court, Coldharbour Road, Pyrford, Woking, Surrey, GU22 8SX. Tel. 01932 350 609; e-mail steve.clarke@btinternet.com) is looking for the following items for his J4 project:-

Any J4 2" instruments, switches etc.

4-spoke steering wheel

Aeroscreens, plinth mounted non adjustable

Bucket seats, any condition

Headlights complete or components; side and rear lights.

Bulkhead/firewall- mounted oil tank

Split track rod steering

Any other J4 components

STOP PRESS; The 2002 Yearbook is now on sale. This year there are articles on the last K3031, the trialling exploits of Dickie Green. Bill Monroe tells us about the involvement of Carbodies with MG. Bob Clare tells us of his restoration of his Cresta N-type. Colin Butchers sorts out a Q-type puzzle. Other contributors are Mikes Allison and Hawke, Peter Green and Mike Linward. £8 + £2 p&p for UK and Europe, rest £4 p&p.

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North West: John Goodacre, 19 Albany Avenue, Eccleston Park, Prescott, Merseyside, L34 2QN.

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: David Taylor, Lords Lane Farm, Barrow-on-Humber, North Lincs, DN19 7BX.

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

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



The Iona Special winning the 1950 Leinster Trophy Race

Photo: Dave Raymond collection

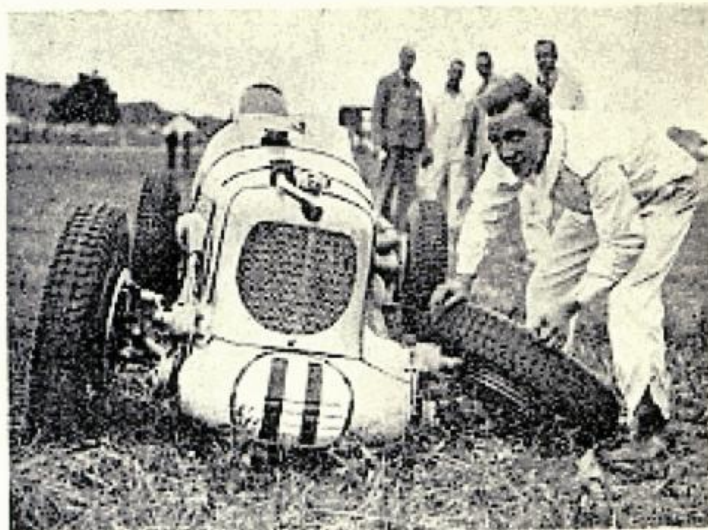


The Editor and C-type being filmed at Brooklands for a new M.G. video



Malcolm Appleton's Stiles F-type at home in Vermont

Photo: M. Appleton



Reg Parnell's K3 after shedding a wheel in the 1936 Junior Handicap at Donington