

# TRIPLE-M REGISTER BULLETIN



**JUNE 2004**





*John Passmore's historic J3 when he owned it in 1966 - note cut away driver's door for the Montlhery record run*

Photo: J. Passmore



*Bart Spoelstra and Henn de Jong relaxing in front of their J2s which they brought over from Holland for the Kimber Classic weekend*

Photo: D. Richards

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**June 2004**

**EDITORIAL – Phil Bayne-Powell**

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I hope you are all out and about with your cars, now that the better weather is here. Silverstone is only a month away, and I trust you have all entered for our own big event of the year – August Bank Holiday Prescott meeting.

There was a terrific turn out of Triple-M cars at Alan Grassam's Classic Kimber Trial in April; 25 cars entered, ranging from Nicola Walker's M-type, to Martin Warner's blown KN. Several cars could not make it for one malady or another, such as John Reid's P-type; Colin Butchers was down to drive Bryan Ditchman's Musketeer Replica "D'Artagnan", and Buddy Shapiro came in a modern 4x4 instead of his M-type.

Lovely sunny weather made it a great day, even if the Editor's ND failed on two of the muddy hills, Hells Ladder and Honeycliffe (which was used on the first Kimber Trial in 1937). Some people got their cars covered in mud, while others were almost as clean as when they started. One of the muddiest ones was Mike Linward's J2, which won the Kimber Trophy - as a result? The scene at the Sparkford Inn at the lunchtime stop was pure nostalgia, with Triple-M cars and 18/80s filling every space. The water splash at Alham was reported to be only 13" deep, but still stopped 5 cars. Some very good photographs can be seen on the website of DPI Photos ([www.dpiphotos.com](http://www.dpiphotos.com)), who were at Honeycliffe, Alham Splash and the Special Tests and grassy hill climb at Lyons Hill Farm.

In the evening there was a very well attended dinner, with nearly 90 people enjoying a great meal at the Sherborne Hotel.

**Front Cover:- John Passmore in his old J3 at the Rob Roy hillclimb near Melbourne. This is the Montlhery record breaking car of December 1932.**

On the Sunday, we all turned out to sample some driving tests in a sloping, grassy field at Barry Foster's place. The slope and slippery grass made it difficult to get back up the slope, so yachting, tacking, tactics had to be employed to get back to the finish!!

Rosemary and I had a great run back from Butleigh, using the western part of the A303, and then dropping down to Salisbury via Hinton – a lovely clear road – to pick up the A30 through to Winchester, skirting it to the north, and then picking up the A31 to Farnham; another lovely under-used road, with long stretches where the ND could tramp along at 75mph, at 4200rpm. A fuller report is to be found later in the Bulletin.

Prior to the Kimber, we had the double plate clutch on the ND changed, courtesy of Roger Thomas, as I was running out of time. This came back on the Thursday before the event, but was biting much better than before.

At the beginning of April, there was the MG Day at Brooklands, where a good selection of cars turned up for the annual bash, with the South-East Centre organising the gymkhana on the banking, although these were poorly attended. Unfortunately the Driving Tests had to be abandoned, as there was not enough room for these, with the Rally drives taking place along the banking.

The C-type failed to get sorted before Brooklands, as the head was being seen to. It appeared that it hadn't blown the head gasket after all, the oil being from the vertical drive, where the spring had come out of the oil seal. Colin Tieche diagnosed excessive oil getting into the blower from the oiling tank. It was found that the 6 thou oil restrictor, that should be in the dip tube, was missing, so that the full diameter of the tube was feeding oil into the blower. We thought this was the reason why the plugs were oiling up and misfiring, but now it is all put back, the misfiring is unchanged. So it is back to the drawing board!!

I was reading about Dean Bulter's K3020 in this month's MG Enthusiast, which always has a good article or two on our older cars. This car used to be owned by Gary Schonwald in the 70s, and he was a great help in getting dimensions and details for me to produce the body on K3003, which I was then rebuilding; he virtually dismantled Otto Stone's K3. I was then able to produce drawings of the body frame elements, and these drawings have helped many people build bodies for their K3s. I got Len Goff to produce two Mille Miglia slab-tank bodies, and one was shipped out to Gary to go on

K3020, as he preferred the earlier body. In the end I think he realised that it would be wrong to put the incorrect body on this car so he sold it to Dean Butler, who got a proper pointed tail body made. Gary Schonwald was then going to produce a K3 replica with the slab tank body, but I have not heard whether this ever got done – maybe some of our US readers may know.

When I was in New England with the Triple-M raid, in 1991, we went to Lime Rock race track, where I met Dean for the first time. He showed me the original 1935 Mille Miglia control book, with the original stamps for the Bologna and Rome controls, after which Pelligrini retired. But he obviously kept the control book as a memento. So it is nice to know it is still with the car it relates to.

Following the sale of my Arnolt TD, I have now bought back my half share in the Jarvis F-type, which Peter Tabb and I bought from Danny Marguiles many years ago for £1550. We need to overhaul the engine, and check over the rest of the car, before it can get back on the road again.

Silverstone is looming on the horizon, and there will be a display of MGs through the ages to celebrate the 80 years of MG.

In the California Cup Tests, I hear that a team of M-types is again hoping to show the other Registers how to clean up. Last year the tests looked very open, with more a test of manoeuvrability than change of direction, which I feel puts more strain on our cars, braking diffs and half shafts. So let's have a few more entries to keep the M-types company. There is also an easy sprint, which needs better support from us.

Last time I told you that Frank Allocca was joining our feeder group for the Luxembourg rally, and said that he came from California, which worried his wife, as he actually lives in New Jersey! Apologies Frank! At least we are getting people all over the world reading this lot! This makes all the time I put into the Bulletin worth it. However I still need people to send me a report on events they have entered, to let members know what is going on in the UK; we get a good input from our overseas members which is great, but they would also like to hear what is happening on the home front. I cannot fill the Bulletin up with reports of just the events that the B-P team have attended. It sounds too egotistical, but if I do not get enough from others, you will have to suffer my rabbiting on!!

I had an interesting call from a John Macfarlane recently, who owned AJJ 577, a PA 2-seater that I bought for £15 back in 1963, and

did it up, brush painting it cream. It even sprinted it at Brands Hatch, before it was cruelly destroyed in a fire, which burnt down my garage, taking three other cars with it. John tells us in his letter (see Your Letters column) that he bought this swept-wing J2 in 1956, and that the car was first registered in March 1933, which is before the P-types came out. So somewhere along the line, the registration seems to have been swapped from the J2 to the PA.

I am regularly sent the Australian Pre-war Register's quarterly Newsletter, and it was good to read that Pip Bucknell has finally finished RA 0259, and he was invited to demonstrate it at the Australian Grand Prix in March. Also out and about, at the Warwick National Meeting, was Rod Hiley's K3031, which he bought in 1988 in a partially restored state from Eric Glasby, who rescued it from oblivion in South Africa in 1964.

Mike Dowley has sent a review copy of the 9<sup>th</sup> Edition of the Sports and Vintage catalogue, which is very comprehensive. It is in loose leaf ring format, with a hard cover, and has sketches of all the various parts to help you find what you want. It is available at a cost of £10 + postage in the UK. If anyone bought a 2003 catalogue, a set of updates can be sent to insert into the ring binder.

## John James MMM & 'T' Spares

85 Bath Road, Keynsham, BRISTOL BS31 1SR  
Tel. 0117 986 6287 E-mail [jj@octagon.fsbusiness.co.uk](mailto:jj@octagon.fsbusiness.co.uk)

**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.

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

**The Kimber Classic Trial**  
**MG Car Club, SW Centre. 25<sup>th</sup> May**  
**By Tony Dolton - trials novice**

After 40 years thrashing around in MMM MG's, this was the first time I had driven in a classic trial, although I had navigated before. We were blessed with lovely spring weather and a splendid entry, the event being particularly well supported by the Vintage and MMM Registers. A strong contingent from Holland were very welcome and added an International flavour to the competition.

The organisation, the Hotel venue, food etc were all excellent and Alan Grassam and his team ran the event so smoothly and with very evident success.

I drove the PB down from Pangbourne; the only work over the winter being the fitting of a new vertical drive seal, so there was no oil spewing out everywhere for a change. My navigator was my next door neighbour, and this was his first experience of pre-war motoring-- he thoroughly enjoyed the whole weekend, despite the bone shaking the rest of us have got so used to.

There were 56 entries including 24 MMM's and we started about halfway through the field; and after a pleasant drive through the first section, we came to "Hells Ladder", which proved too much for many drivers. In fact we had a pleasant rest in the sun whilst many before us were towed out of the section. I can't imagine trying to get up in wet cold and windy weather --- an organisers nightmare! We succeeded just! Nothing fell off the car and we were not too plastered in mud, but others were not so fortunate and were greeted with much good natured mirth at lunchtime.

The next section was Honeycliffe, an original 1937 hill. It looked pretty impossible, but the PB climbed relatively easily, despite being unblown. The trick was to keep to the left, on the sunny side of the track.

We reached the stream at Alham Splash with an unblemished record, but came unstuck. I failed to stop at the section end, and ploughed on, delighted we had got through the water successfully--pity. Next time we will read the instructions properly!

After that everything went smoothly, a light lunch at the Sparkford Inn, surrounded by MG's of all ages, followed by an afternoon's

driving through lovely countryside and various not so difficult sections, including a driving test on grass, and an attempt to get up a steep slippery grass hill. We did well, but the only car I saw get to the top was a Dutch MGBGT, very well done.

Back to the hotel for an excellent dinner, with good company and lots of shared experiences.

The Kimber Trophy went to a very deserving Mike Linwood, whilst George Ward won the MMM award, managing to keep the PA (and Jo) all in one piece.

My thanks to Alan Grassam, his organising team, and all the marshals and helpers who made the event possible. A very special day.

## Results

<b>Name</b>	<b>Car</b>	<b>Marks lost</b>	<b>Special Tests 2&amp;3</b>
Nicola Walker	M-type	16	60.29
Keith Portsmore	M-type	18	91.34
Tim Beckh	PA	7	69.00
Ken Robinson	J2	27	84.57
Nick Berger	J2	19	69.72
Peter Hemmings	J2 special	13	75.88
Mike Linward	J2	1	65.35
Henri de Jong	J2	19	101.91
Graham Ash	J2	18	75.65
Derek Richards	retired - broken diff		
George Ward	PA	1	68.25
Roger Thomas	PA	2	67.49
Colin Wallace	PA	14	86.03
Philip B-Powell	ND	18	88.69
John Joynes	PA	9	68.94
Tony Dolton	PB	7	68.69
Bart Spoelstra	J2	13	68.96
Martin Warner	KN	1	94.90
Derek Moore	PA	13	74.63
Peter Down	PA	31	101.97
Nigel Gibbons	PA	9	61.43
Neil Skerratt	PB	20	81.88



The following day 10 Triple-M cars turned up at Rockes Barn, the home of Barry Foster and Hamish McNinch, for the driving tests in a grassy field.

There were 6 tests, which were to be tackled twice. These were mainly driving round cones, but one was filling up a container with water from a drinking trough!

The Triple-M class was won by Nicola Walker (552 points), in the M-type. Second in the class was Nick Bengier (599 points), in his J2.

The overall winner was Tony Dolton in his rapid PB, with his next door neighbour passengering, which was a totally new experience for him.

After all this exercise we all met up for the barbeque in the courtyard of the barn, where Hamish was cooking up a storm. He was most conspicuous in his traditional African costume (Sierra Leone I believe!)

Barry has done wonders in converting his side of the barn complex, and the courtyard is nearly paved over, but it was just great to relax with good food and company in the glorious sunshine.

Thanks to Barry and Hamish for arranging this event.

## Results

<b>Driver</b>	<b>Car</b>	<b>Points</b>	<b>Award</b>
Tony Dolton	PB	483	1 <sup>st</sup> overall
Nicola Walker	M-type	553	1 <sup>st</sup> MMM
Nick Bengier	J2	599	2 <sup>nd</sup> MMM
Nigel Gibbons	PA	620	
Graham Ash	J2	632	
George Ward	PA	685	

Henri de Jong, Philip B-Powell, Roger Thomas and Bart Spoelstra Did Not Finish, possibly as we thought it was the best scores in each test to count, and so only did one round.

# ROB ROY HILLCLIMB REVISITED

By John Passmore

In the mid 1950's to the early 1960's I used to attend two wonderful hillclimb venues, both on the outskirts of Melbourne, Templestowe and Rob Roy. I would clean my TC the day before an event, take off early next morning to spend maximum time wandering about the paddock [and spectator car park] looking, and listening to, Cooper 500's, MG specials, Lotus 7's, hotted-up Holdens etc tyre screeching up the tarmac hills. 'I will do that one day' I said.

Back at home, under an old tarpaulin, was the 'stable mate' of my TC, a very worn out pile of bits, but nearly complete J3, that had done it's own share of tyre screeching in the early 30's. It was the actual car that George Eyston, Tommy Wisdom and Albert Denly captured three Class H world records with at Montlhery in December 1932: the twenty-four hours @ 70.61 mph, an amazing 1,695 miles!, and the 1000 miles and 2000 kilometres on the way [see Lyndon's 'Combat' p 319]. It was also a factory entry at Le Mans the next year driven by Gordon Hendy and H Dines Parker, retiring in the 20<sup>th</sup> hour while 9<sup>th</sup> overall [see Lyndon's 'Circuit Dust' p 143].

The J3 is J 3756 with original registration JB 1047. It carries MMM Register number 75, allocated to me by Mike Allison on a trip to the UK in 1962 / 63 - just after the Register was set up.

I moved to live permanently in England in 1966 and I sold the TC and the J3 bits to pay for boat fares etc [wish I'd kept them both!]. The J3 went up to Queensland to Pip Bucknell [now of R-Type fame] who passed the bits on to Rod Hiley [now of K3 fame], who organised it's restoration. It then came back to Melbourne to my very good, and long time friend, Walter Magilton, in 1988 who continues to actively compete in it to-day.

My love of hillclimbing continued in the UK, and in particular with Prescott, where I competed for five glorious seasons in a very rapid 'Frogeye' Sprite [it was more rapid than me!] and loved every minute. My love of MG continues too, and I am not far off completing a 10 year restoration of a J2 [see back cover MMM Bulletin Dec 02].

So, 40 year's on and with Templestowe long ago built over to a up-market housing estate, I arrived in Melbourne last November on one of my now frequent visits, for Walter to say to me 'I hope you aren't

doing anything on Sunday, I've entered you in the MGCC's Historic and Classic hillclimb meeting at Rob Roy – in the J3!!

What a wonderful, and generous offer, from my mate Walter. But he had no idea how nervous he made me feel, and how excited. I had never driven the car, although I had been out in it with him before. Also I hadn't driven a MMM car for about 20 years! Walter was entered in the meeting too, in his 1934 special bodied NA, that came 10<sup>th</sup> in the 1939 Australian Grand Prix.

To familiarise me a bit Walter took me out in the J3 on the Thursday evening for a run - apart from learning to double de-clutch again, the gears shifting in the wrong direction, using the handbrake to slow down [not stop, just slow down!] as the foot brake didn't seem to do much at all, sitting with my chest 2 inches from [what felt like] a 3 foot diameter steering wheel [which also didn't seem to do much], with right arm and elbow on the 'outside' of the door – I loved it! Fantastic. How the Montlhery and Le Mans drivers managed to run the car at 70+ mph for 24 hours in it, amazes me. What heros!

Having not driven a J type for so long, I don't know how this little 750 s/c car will compare with my J2 when it is on the road. I look forward to trying to make a comparison. Certainly the immaculate, BRG Midget bowled along beautifully, and acceleration really felt good for a 70 year old, with a wonderful hint of supercharger whine! And what a lot of mechanical noise - fantastic again!

On the Saturday, Walter and I 'prepared' our cars for the big day – washed them and put the numbers on! Oh, and had another test run to the garage to fill up with petrol, any excuse to have another go! I also tried on my borrowed overalls and helmet, both 'sort of' fitted.

We ran in convoy to Rob Roy on the Sunday morning, Walter leading in the NA, which looked great from behind. I loved the run there, but really needing to work hard with the handbrake [I still haven't asked Walter if he was doing the same with the NA; do Grand Prix cars have handbrakes?].

So, here I was again, driving a MG past the farmyards into the now, very famous, Rob Roy, recognised as Australia's most historic hillclimb venue, the first event being held in 1937 [a year before I was born!]. We parked together on the grass in the spacious 'paddock' surrounded by about 100 other cars, and what a variety there was. MG's of all types, Minis, Austin Sevens, Healeys, Triumphs, Holdens, Escorts, Vauxhall 30/98 [3!], Alvis; Lotus, Riley, many specials, a rare 'Indianapolis' 1932 4WD Miller, and a Pilbeam MP82 from the UK,

that unofficially broke the course record on it's 'demo' run, with a 20.06.

The weather was damp in the morning, but cleared by lunchtime. I had 5 runs in total, a familiarisation run, a practice run and three proper 'timed' runs. I got more confident, and quicker, at each attempt, and finally got the gear change / revs points about right [don't think I used the brakes at all!]. The little car was wonderful, never missed a beat, although I learnt to not let it run all the time while lining up in the assembly area, to keep it as cool as possible, for as long as possible. The starts were all good fun, the clutch, 1<sup>st</sup> gear and loads of revs all felt great.

I came 4<sup>th</sup> in Class 9 for Sports Cars under 1500cc [I won't say how many in the class!] with a best of 42.14, Walter came second with a 39.61 [powered by 1287cc!!!].

The MGCC own the 768 yard course now, and the event was very well run [five runs for a 100+ cars isn't bad is it?] with a large marquee in the paddock for competitors with 'free' food and coffee / tea all day and for the prize giving at end of day. There was a good lot of spectators too, and a few times I reflected as to where I might have stood all those 40 years ago and thought ' I will do this one day'!

The drive back to Walter's place through the country roads was even better than going, some of the nerves had gone, and I was Gordon Hendy following Nuvolari in the Alfa-Romeo through the turn at Mulsanne, except that it was Walter in the NA, but it didn't matter. After a while it started to rain a little bit and I knew I was grinning the biggest grin ever.

Thanks Walter, and the MGCC organising officials, for the best MG experience of my life.



## Caledonian Centre Two Day Scenic Tour,

1<sup>st</sup>/2<sup>nd</sup> May 2004 - by Mike Linward

Unlike last year's Scenic Tour, this year's event took place in dry and sunny weather. Some fifty-five cars set out from the start near Drymen, in the Trossacks, and were soon dispersed through the Scottish countryside. Eleven Triple-M cars took part. Duncan Lang's M type led the way, followed by Ian MacKay's K1, Mike Linward's J2, Ian Goddard's F1 and the PAs of Colin MacLachlan, Malcolm Kirby and Ron Spinks, Tony Wild, Dave Stewart and Keith Jackson.

For the second year running, Keith Hall was forced to drive his J2 in preference to the NA, which was proving reluctant to get itself ready for the event, following an extensive re-build.

The Saturday morning route took in Gartmore, Aberfoyle, and Dukes Pass, with its many steep climbs and sharp bends. The lunch stop was at the Glenturret Distillery where navigators could sample the local brew.

The afternoon took in more white roads and through Glen Quaich, before re-joining main roads to Kenmore, Tummel Bridge and Struan, before finishing at Blair Atholl for the night. On Sunday morning the event continued with a self-judging concours, before the tour re-started.

Part of the Sunday route followed the shores of Loch Rannoch, and there was an optional detour to Rannoch Railway Station, which is the most isolated in the British Isles, situated, entirely on its own, at the end of a four-mile track.

The end of the event was at the Crief Hydro and Leisure Centre, where the prize giving took place. Ian Goddard's F1 took first place in the concours, followed by Dave Stewart's PA.

Colin and Isobel MacLachlan upheld Triple-M honours with best performance in the Observation Quiz, which was included as part of the Saturday morning route. Ron Spinks and his Caledonian Centre team are to be congratulated for, once again, putting on a splendid event.

Next year they hope to take in the Border Country, and there is a possibility that for 2006, the event will be over three days, so as to be able to take in more of the Highlands, which at present is not possible inside a two-day format.

# Week-end in North Wales

By Ray Masters

I mentioned in the last Bulletin that this year my wife, Barbara, and I were joining a few of the Triple-M gang from our monthly natter on their annual week-end visit to Aberdovey in North Wales.

I was a bit apprehensive about the ability of my PA to tackle the steepish hills we were likely to encounter in that part of Wales. Since putting it on the road again last year, following its 42 year hibernation, I have not done many miles in it, and those that I have done, have been mainly in the county of Cheshire, which generally is pretty flat. So I decided that I would give it a run, early one Sunday morning in the foothills of the Peak District. I know of some fairly steep climbs within a 15 mile radius of home, so I headed for those. Thankfully it performed quite well. If caught at the bottom of a climb at low speed, or from near stationary, then it would struggle up in (noisy) 2<sup>nd</sup> gear, but given a run at the hill, then 3<sup>rd</sup>, or even top gear could be used.

The forecast for the week-end of the trip to North Wales was good, and that is how it turned out.

From my home to Aberdovey is something over 120 miles, and so I chose to be a wimp and trailed the PA to a friend's house at Chester, and drove it the 80 or so miles from there.

To say we had a most enjoyable week-end is really an understatement.

Unfortunately, due to circumstances, two of the Triple-M cars were unable to make it. There was another PA, a 4-seater on the trip, together with a 1972 MG Midget replacing an NA, a modern MG F replacing another PA, and a Jaguar saloon that joined us later.

We traveled down in convoy via Bala and Corris, with coffee stops en route. My PA, complete with luggage on a rack, spare half shaft and a tool kit performed satisfactorily up hill and down dale.

A ride on the Tal-y-Lyn Railway was taken, along with local runs around the beautiful countryside. Good food, good company and good fun was had by all.

Our journey home along quiet roads with many long sweeping bends allowed us to enjoy Triple-M motoring at its best. Must do it again sometime!

# PRESCOTT 2004

## The Total Triple-M Experience

27<sup>th</sup> -29<sup>th</sup> August

Entries are coming in well, but you have now missed the cut off date for the special entry price, but even so it is still good value at £45 for the week-end's activities. The entry forms were sent out with the April Bulletin, but if you have lost this, you can download a copy from the website – [www.triplemregistre.org](http://www.triplemregistre.org)

The base will be the Hotel de la Bere, at Southam, for the Friday afternoon/ evening, where people can sign on, and collect their rally package and the 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. About half of these have already been taken. Ring Trish McAlister on 01242 545406 to book your place. If you want to know about other accommodation in the area, let George Eagle know when you send in your entry form to him

The event itself starts at Prescott at 10 am on the Saturday. Those that do not sign on and collect their rally package and plaques on Friday, can do so at Prescott on Saturday morning. 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.

Any time you like after the Pride of Ownership is finished, (at about 12.00), there will be an hour's scenic 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 have arranged a dedicated car park, to which you will be ushered, when the attendants see the rally plaque on your car (so you will need to make sure you have it fitted); an entry discount has also been arranged.

If people want to go to the railway instead, we would ask you to finish at Sudeley to hand in your results sheet, and then go to the

railway, who are currently not co-operating with discounts or a dedicated car park, but we may have some further information in the August Bulletin. If you don't fancy either of these events, you can do your 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 tour and Pride of Ownership 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.

In addition, Rodney Lambert is organising 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. The form for this will be sent out in the August Bulletin.

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.

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. 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.

We hope you have all put this special event into your diaries, so that you do not get a clash with any holidays you might be planning! It promises to be a great weekend, which you don't want to miss!!

If you need any further information contact George Eagle on 01280 860428 or E-mail: [george@eagle1798.freemove.co.uk](mailto:george@eagle1798.freemove.co.uk)



## Future Events

4-6 <sup>th</sup> June	MG 80 SPA Race Meeting	01235 555552
20 <sup>th</sup> June	Gurston Down Hill Climb	01490 440251
26 <sup>th</sup> June	Aintree Sprint	01490 440251
1-4 <sup>th</sup> July	Luxembourg Triple-M Rally	352 50 00 96
4 <sup>th</sup> July	S.E. Hever Summer gathering	020 8657 2714
10 <sup>th</sup> July	Lydden Sprint	01490 440251
23-25 <sup>th</sup> July	M.G. Silverstone International	01235 555552
31 <sup>st</sup> July	Loton Park Hill Climb	01902 896699
1 <sup>st</sup> August	Midland Centre Curborough Sprint	01299 401177
8 <sup>th</sup> August	M.G. Snetterton Race meeting	01235 555552
28-29 <sup>th</sup> Aug	TRIPLE-M PRESCOTT WEEKEND	01280 860428

## Car of The Year Notes – Mike Linward

The latest COTY scores are included with this issue, together with the events so far recorded that have gone to make up the list. Bill Bennett's impressive score is the result of many trialling events over the first five months of the year.

Remember, only ten events count towards individual COTY scores and Bill has already clocked up nine. If there is an event that you have entered this year and is not shown, then the likelihood is, I have not seen any results sheets.

There are a few cars listed in the COTY without Register Numbers. This is simply because I do not know the car's true identity and the situation will resolve itself during the year. I should

remind everyone that Register awards are only given to cars that have been accepted by the Register and their current owners are members of the MGCC.

The Speed Championship got off to a disappointing start, with only one competitor to the SW Centre Colerne Sprint – John Neighbour in his NA. The day was made more miserable for John by the wet weather, particularly during practice, but I hope the conditions did not put him off taking part in the remaining speed events for 2004.

Things were a little better at Cornbury Park where Peter Green and Colin Alderman brought along their K3s and Elizabeth Taylor her PB 'Cracker'. In the hands of Pat Boghossian, Colin's K3 came to an untimely halt before Pat could trouble the timekeepers when something unpleasant happened in the back axle. Hopefully the problem will be sorted in time for Vintage Silverstone. At least the weather was better at Cornbury than at Colerne!

The Slade Trophy list has been boosted by the exceptionally large entry to the MGCC SW Centre's Kimber Classic Trial in late April. No less than fifty-nine entrants of which twenty-five were Triple-M. Of course with such a large number of entrants there were bound to be some non-starters – three Triple-M – but fortunately only one retirement, that of Derek Richards' blown PA with a broken differential.

The Slade list as a whole looks a bit lopsided at the moment, as there are still some large gaps in the results received so far.

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# Car Of The Year. 2004

## To 31<sup>st</sup> May

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	87
2 <sup>nd</sup>	1140	J2	JL 753	Mike Linward	42
3 <sup>rd</sup>	1428	J2	DG 6142	Nick Bengier	26
=4 <sup>th</sup>	162	ND/s	BKL 265	Philip Bayne-Powell	24
"	2170	PB	CLX 112	Tony Dolton	24
6 <sup>th</sup>	2695	J1-J2/s ss	-	Anthony Howat	22
=7 <sup>th</sup>	920	PA/s	TG 8337	George Ward	21
"	27	J2-PA/s	DVR 740	Carol Cooper George Cooper	21
=9 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	18
"	1595	M	PG 1045	Frank Ashley	18
"	656	PB/s	JC 3269	James Gunn Rebecca Gunn	18
=12 <sup>th</sup>	2538	M	YJ 42	Nicola Walker	17
"		PA		David Furnell	17
=14 <sup>th</sup>	676	PA/s	WP 5939	Roger Thomas	14
"	1081	J2	AMB 787	Graham Ash	14
=16 <sup>th</sup>	330	M	VK 5424	Tom Dark	11
"	310	NA/s	BLL 492	Michael Windsor-Price	11
"	2694	J2-PA/s	Kayne Spl.	Mike Painter	11
"	1334	NA	AVG 865	John Neighbour	11
=20 <sup>th</sup>	1049	PB/s	VH 8637	Gerald Burridge	10
"	3272	J2/s	APG 718	Colin Bird	10
"	2011	K2/s	JO 7531	John Dutton	10
"	2134	K1/s	MG 3094	Peter Fenichel	10
=24 <sup>th</sup>	815	KN/s	MG 4314	Martin Warner	9
"		J2		Bart Spoelstra	9
"	1460	J2	AGY 339	Keith Hall	9
"	907	K1	ADH 360	Ian MacKay	9
28 <sup>th</sup>	80	J2	DE-46-64	Henri de Jong	8
=29 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey	7
"	1976	J2/s	JF 5278	Gilbert Collins	7
=31 <sup>st</sup>	1537	PA/s	LV 8989	Tim Beckh	6
"	3315	L1/s	TAS 513	Rodney Stansfield	6
=33 <sup>rd</sup>		PA/s		Alan Painter	5
"	538	NA	NV 4207	David Sharp	5
=35 <sup>th</sup>	348	M	VU 4037	James Mumford	4
"	1966	PA	JW 4625	John Joynes	4
=37 <sup>th</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	3

37 <sup>th</sup> ="	182	K3/s	JB 4184	Dean Butler	3
=39 <sup>th</sup>	317	Jarvis M	GP 1856	Philip Bayne-Powell	2
"	1896	M	VSJ 285	Gillian Carr	2
"	1642	K3/s	JB 7531	Colin Alderman	2
"	600	J2/s	WJ 7070	Ken Robinson	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	705	PA	AVP 342	Derek Moore	2
"	1189	M	JY 8840	Keith Portsmore	2
"	158	PA	BJO 800	Peter Down	2
"	3072	PB/s	WSJ 159	Neil Skerratt	2
"	1187	PA	EO 5823	Colin Wallace	2
"		NA		Robert Dean	2
"	1533	PA-PB	WV 5012	Dick Morbey	2
=51 <sup>st</sup>	2141	PA/s	RC 3349	Derek Richards	1
"	2769	12/12 Rep	GG 3340	Colin Lambert	1

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

10 <sup>th</sup> January	MCC Exeter Trial	Partial Results
11 <sup>th</sup> January	VSCC Brooklands Driving Tests	Full Results
18 <sup>th</sup> January	MAC Clee Hills Trial	Partial
25 <sup>th</sup> January	VSCC Measham Rally	Full
25 <sup>th</sup> January	North Devon MC Exmoor Trial	Partial
1 <sup>st</sup> February	S&DMC Cotswold Cloud Trial	Partial
21 <sup>st</sup> February	VSCC Pomeroy	Full
21 <sup>st</sup> February	MGCC Midland Spring Trial	Partial
6 <sup>th</sup> March	VSCC John Harris Trial	Full
14 <sup>th</sup> March	MGCC SE Navisat	Partial
27 <sup>th</sup> March	Fellside MC Northern Trial	Partial
10 <sup>th</sup> April	MCC Land's End Trial	Partial
11 <sup>th</sup> April	Gosport Show for Classic Cars	Partial
24 <sup>th</sup> April	VSCC Silverstone Race Meeting	Full
24 <sup>th</sup> April	MGCC SW Kimber Classic Trial	Full
25 <sup>th</sup> April	MGCC SW Kimber Driving Tests	Full

25 <sup>th</sup> April	Ross & District MC Kyrle Trial	Partial
2 <sup>nd</sup> May	Monklands SCC Forestburn Hillclimb	Full
2 <sup>nd</sup> May	VSCC Curborough Sprint	Full
1 <sup>st</sup> /2 <sup>nd</sup> May	MGCC Caledonian Weekend Rally	Partial
1 <sup>st</sup> /2 <sup>nd</sup> May	MGCC Caledonian Weekend Concours	Partial
3 <sup>rd</sup> May	MGCC SW Colerne (Wessex) Sprint	Full
9 <sup>th</sup> May	VSCC Wiscombe Park Hillclimb	Full
22 <sup>nd</sup> May	BRC Cornbury Park Sprint	Full

## SLADE TROPHY 2004 To 31<sup>st</sup> May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	28
2 <sup>nd</sup>	J2	Mike Linward	12
3 <sup>rd</sup>	PA/s	George Ward	9
4 <sup>th</sup>	KN/s	Martin Warner	8
=5 <sup>th</sup>	PB/s	Gerald Burrige	7
"	J2/s	Colin Bird	7
"	PA/s	Roger Thomas	7
8 <sup>th</sup>	PA	Tony Dalton	6
9 <sup>th</sup>	PA/s	Tim Beckh	5
10 <sup>th</sup>	PA/s	Nigel Gibbons	4
11 <sup>th</sup>	PA	John Joynes	3
12 <sup>th</sup>	J2	Bart Spoelstra	2
13 <sup>th</sup>	PA	Derick Moore	1

# SPEED CHAMPIONSHIP 2004

## To 31<sup>st</sup> May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	K3/s	Peter Green	8
=2 <sup>nd</sup>	PB	Elizabeth Taylor	7
"	NA	John Neighbour	7
4 <sup>th</sup>	K3/s	Colin Alderman	6
5 <sup>th</sup>	K3/s	Pat Boghossian	3

### Bulletin Notes

The cost of second class postage went up to 35p in April, but fortunately the first class post has stayed the same at 42p. If you are renewing your envelopes, please remember this new postage. If you want any back numbers of the Bulletin, please contact our Librarian, who has copies of all the new look Bulletins, complete with the colour cover, at £1.50 each including p&p. I keep a few back numbers, and if people are late in their renewals, I send them the missing Bulletin, as well as the new one in the same envelope.

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# **First Steps in the Black Arts of Upholstery**

**By John Horsfall - PA 0909**

When I bought my 4-seater PA, it was decidedly neglected in most respects, so the first problem was where to start? My first real outing, a Boxing Day run, convinced me that weather protection should come fairly high up the list - after making it go and stop.

I am OK with mechanics, and passable at bodywork, but upholstery in all its forms is a closed book to me. Fortunately I have some mates in our village who have collectively dressed a variety of vintage cars, and were willing to divulge the secrets of the "Gentlemen's Sewing Circle". This article is the story of my first attempt, the tips & tricks I learned, and the mistakes I made on the way.

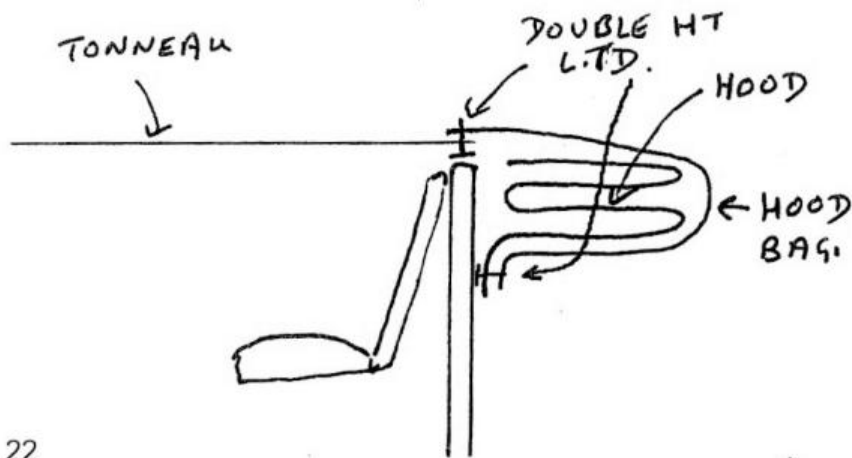
The first task is to acquire a sewing machine and learn how to use it. The local Austin 7 club had just realised where their sewing machine had been for the last 5 years, and had re-possessed it; so the lads were anxious for me to get another one. I am convinced that a reasonably robust domestic sewing machine would do the job, but an industrial machine is less likely to attract domestic strife. There are two types of industrial machine, those designed for very fast light work and those for heavy work - we want the latter. You do not need any of the fancy bits, the knee lifter, walking foot and all that stuff - just a good solid machine on a table. I bought a Singer from eBay for less than £100. It needed a bit of a cleanup and adjust but has otherwise done the business.

Contrary to popular belief sewing isn't difficult. Anyone who drives a PA will be familiar with the rattle of finely honed machinery and the refusal to stop when asked. Sewing vinyl hooding just needs a little practice, and a couple of evenings working on scraps were well spent. The trick is to get the thread tensions right. The tension on the lower thread has very little adjustment and, so long as it is pulling from the shuttle smoothly there is little that needs to be done. The only adjustment is the tension on the upper thread, and I was amazed at how much tension was needed. The needle pierces the fabric, loops round the lower thread and then pulls the lower thread back up the hole. Too little, and the lower thread never comes up into the hole, too

much and the yarn breaks. It is right when the stitch looks the same from the bottom and top. There are some good articles on the internet which I found very useful (search for combinations of sewing/machine/doctor/Singer/maintenance).

The next task is to design the tonneau. On a PA the steering wheel sticks up and spoils the lines. One solution is to make a little bag for the steering wheel to sit in, but I rejected this as too hard. I decided that zips are also too hard, always leak and are not really required, since the tonneau can drape over the passenger seat if necessary. This makes for a complex 3D shape, which is difficult to get right, so I made a polythene pattern first. The thick "repair" polythene obtainable from B&Q drapes just like hooding, and by punching holes and reinforcing with insulating tape, it can be made to hang off the existing 'lift the dot' posts, so you can cut the pattern to size on the car and make all your mistakes before its too late.

String stretched across the car helps to support the pattern whilst working, and a centre line is helpful. Although the hood and its bag come later, you do need to know how they will all lie. I chose to have the tonneau inside the hood with the hood sticks outside. This makes for a well tensioned tonneau even with the hood off, but some fiddly bits around the hood stick fulcrum. The pattern needs to be exactly the size and shape required, because we add a piping round the edge so there is no need to leave extra for the seam. It also means that it has to be right first time as there is no extra material to bodge up mistakes!





Similarly I chose "lift-the-dot" fasteners throughout. The ones under the windscreen might have benefited from press-studs, because with lift-the-dots, you have to stretch the fabric to get it over the protruding peg and then it relaxes. Lift-the-dots come in three types, screw in which you need all round the body where there is timber under the skin, double height screw in along the back where the hood bag will share the lift-the-dot, and setscrew and nut where you are attaching to metal only. I needed all three.

As well as fasteners I needed:-

vinyl hooding material

spray adhesive (make sure it will not affect the plasticizer in the vinyl – it says so on the can)

tailors' chalk

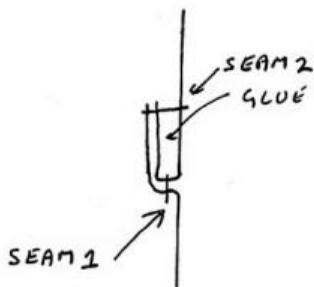
straight edge at least a metre long

foldback clips

sharp scissors and needles

Lay the hooding face down, draw a centre line with chalk and lay the pattern on top, being careful that it is the right way up, and on the centre line. After a slight panic when it becomes obvious that the pattern is too wide for the hooding, arrange to add some "ears" at both sides. These hang over the doors with a horizontal seam. Leave  $\frac{3}{4}$  inch overlap for the seam.

Horizontal seams are made face to face, and so cannot be glued so clip the fabric together. Draw a line with tailors' chalk  $\frac{3}{4}$  inch from the edge and sew along it. Then fold the extra (upwards to avoid rain seepage) and glue and sew the fold. A hammer with a little tension helps to get the seam as tight and neat as possible.



Lay up the hooding and pattern, yet again draw round it with tailors' chalk, take a deep breath (or a stiff brandy) and cut out the material.

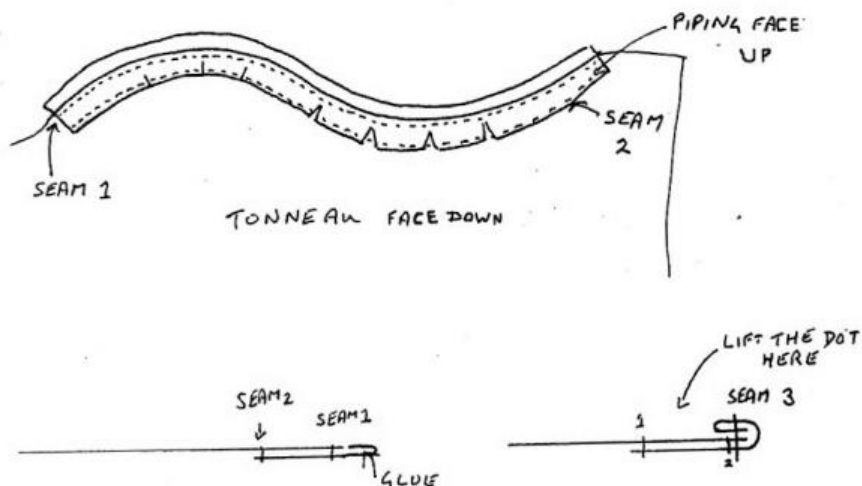
The piping is made from strips of hooding material and is worth the effort since it gives a nice raised edge to pull against. However it is tricky, particularly around curves, so practice is essential.

Cut strips  $2\frac{1}{2}$  inches wide, and draw a line with tailors' chalk  $\frac{3}{4}$  inch from one edge. Lay the strip along the tonneau edge fabric side to fabric side, with the tonneau edge along the drawn line, and sew along the very edge of the tonneau (seam 1). This is a hidden seam, and serves to tack the piping along the edge and allows you to follow all but the tightest curve.

The  $1\frac{3}{4}$  inch bit will now be not laying flat on the curves, so cut as many darts as necessary. Glue these down and then sew seam 2 as in the diagram.

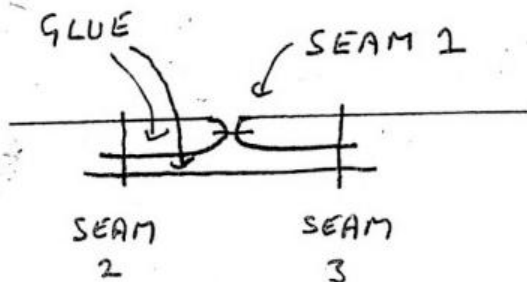
Fold the thin overhang over and glue and then fold again and sew (seam 3).

### PIPING



Where the fabric folds over the steering wheel, a dart is needed to take up excess fabric. The diagram shows how this is done.

## DARTS



The only thing left is to fit the Lift the dot plates. The hole can be punched and cut but £33 will buy a specialised punch, which cuts the hole, and all four pegs simultaneously, and is well worth it. Start at the back and mark with a ballpoint where the hole should be. Proceed to the front, doing the plates alternately at each side of the car, tensioning as you go.

Finally sit back and tick off another job done, safe in the knowledge that, although there will be lots of mistakes, few people will spot them!

Next comes the hood – but that's another story...

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# **M.G. saves the Rapier!**

## **A story compiled by Mike Allison**

I was talking to my son-in-law, Tim Metcalfe, the other day about things Rapier, and as we were looking through some pictures, I saw one of a Rapier, registered BMG 6, which I thought a little droll. But coincidences followed, for this turned out to be the De Clifford Special which took part in the 1935 Monte Carlo Rally, and which ran in company with the M.G. Magnette, JB3852, which has been in the Allison family for over forty years now. Graham Arrondelle mentioned that he had recently read the contemporary book about the Monte Carlo Rally, and I thought the story worth telling for our Bulletin.

The driver of the M.G. was Humfrey Symons (yes, he did spell it that way) who appears to have been a friend of Lord de Clifford, and they agreed to run up to Umea (pronounced, I am told, oomyah) in northern Sweden together, and act in each other's interests at ferries and the like during the run south.

It appears that the co-driver of the Rapier was called Eyckhoot, whom, from the way he is referred to by Symons in his book I suspect was a lower order mechanic. Symons' co-driver was Fred Kindell, of M.G., who I never actually met, but was a great friend of Reg Jackson, who I was lucky enough to work for when I started work at M.G. in the early sixties, and it was from him that I heard this story.

The two cars shared a garage in Umea, which kept the two vehicles reasonably warm, and gave the two mechanics somewhere to check-over the two cars before the event started. The Rapier had timing chain problems, I gather, which necessitated taking the engine out of the car, and stripping down the front of the engine. Kindell finished work on the M.G. and said he would bring Eyckhoot back a cup of something warming. De Clifford and Symons were, of course, partying, and when Kindell reported to Symons that all was well with the Magnette, but that Eyckhoot was working on the Rapier, and that he would appreciate something to warm him up, meaning a cup of cocoa or something of the sort. De Clifford gave Kindell a bottle of Swedish Schnapps, called Aquavit according to Jackson's tale, which was duly delivered to Eyckhoot, and Kindell said a glass of that should warm him up. Eyckhoot thanked him,

and Kindell made an arrangement to be back an hour later to help put the engine back in the car.

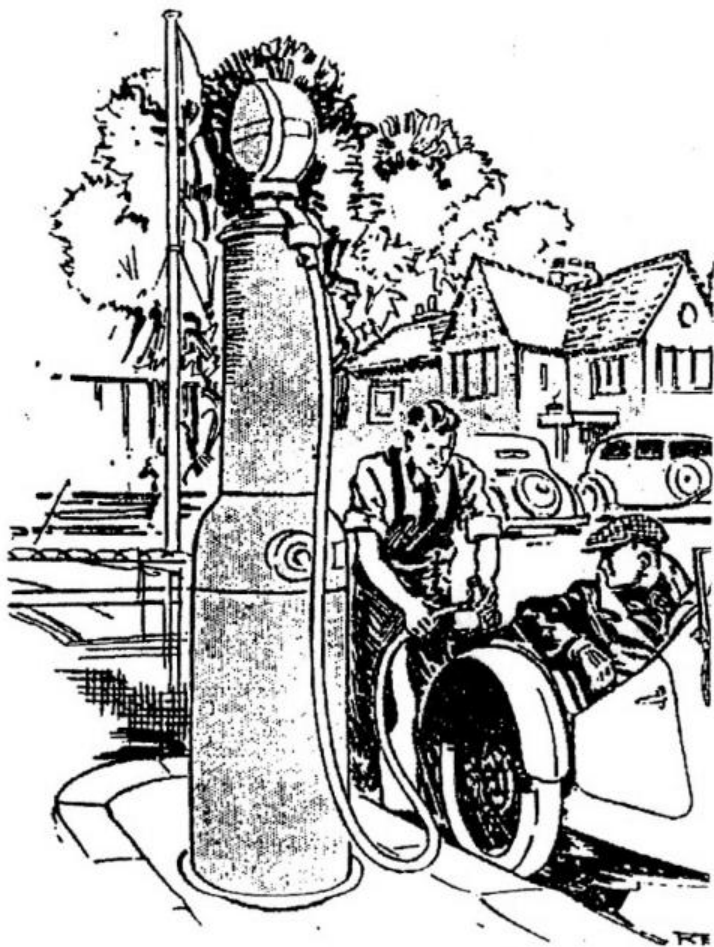
On his return, Eyckhoot was "waving a spanner vaguely at the still dismantled engine" and beside him was the bottle, now empty of schnapps, with the somewhat merry Lagonda man saying the he was now quite warm but that he had no idea what to do! Kindell, the professional mechanic, although he had never seen the inside of a Rapier engine before (at that time not many people had, as I think it was still a fairly new model) set to and reassembled the unit, and got it back into the car, and all was well, up and running by the early morning... Eyckhoot was asleep in the passenger seat for most of the time! Needless to say his Lordship did not know this story, which was only told to Symons after they had finished the rally.

The result of all this was that both the M.G. and the Rapier made the trip to Monte, with their own stories to tell. Part of the M.G. story is that most of the way south Kindell was fearfully ill, close to pleurisy according to Symons, no doubt brought on by his all-night work in a temperature of minus forty. The M.G. should have won the rally outright, but Symons clouted some sandbags in the driving test at the end, and was placed 96<sup>th</sup>, but was placed second in the Concours for open two seaters as a consolation. The Rapier was placed 24<sup>th</sup> overall in the Rally proper. Had it not been for the coincidence of travelling in the company of the M.G. might the story have been different though?

Anyone who knows any other detail of the story might like to contact me through [MMMGservice@aol.com](mailto:MMMGservice@aol.com) or by letter at "Evington", 5 Fir Tree Lane, Newbury, RG14 2QX. Sometime in the future it might be nice for BMG6 and JB3852 to be reunited. Sadly none of the principal players are now with us. Lord de Clifford apparently died in 1982, Humfrey Symons was killed at Dunkirk in 1940, and Fred Kindell died in 1964, shortly before I was able to meet him.

Just for the record, Jacko gave me a plug spanner, which Kindell had given him when the chop fell, and Kindell was out of a job in 1935. Kindell had made it himself, but wanted to give Jacko a present for "six years of hard work and fun". Jacko reckoned that this articulated plug spanner must have gone with Kindell to Monte, so should live with the car, which it now does, and is still called on to do duty from time to time.

Jacko also told me that after they had fitted the blower and preselector 'box, he and Kindell went for a ride to check the car out. They took a right from Spring Road, and went through Marcham, and then another right towards Wantage. There is a Water Mill along that stretch of road, and after they accelerated they reached 6200rpm in top on the approach to East Hanney village, which is a good 100-mph. The road is now limited to 50mph, but in 1934 it was not; nor was the shale surface sealed: they were brave men in those days.



Filling her up

## J2 Tales

by Mike Hawke

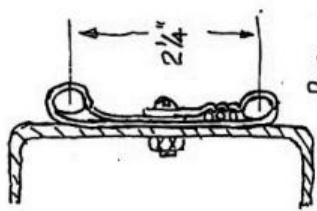
The first time i took my J2 racing in 1954, the RAC Scrutineer looked a bit hostile when he tested the steering. "I'll pass it this time sonny, but you better improve it before I see you again", was the gist of his verdict. Now in those days you could get a reconditioned exchange steering box from Bill Thompson in Wimbledon for £3-10s (£3.50 in new funny money, never mind Euros!). The snag was that I was in Plymouth, and you had to send Bill your old steering box before he would send the reconditioned job.

I was moaning about this at a Plymouth Motor Club natter, and was overheard by Mike Gaudin, who ran Wrangaton Motors. "I've a brand new one you can have" he said "yours for the cost of a recon job". So I became the proud owner of a new steering box, all wrapped up in pretty paper with octagons all over it. Must be the genuine part. Well the thing I unwrapped looked nothing like a Marles Weller. I had to fiddle things like hell to get it to sit on the chassis cross member, and then neither the drop arm nor the steering wheel would fit. I nearly threw the lot away, but had gone too far to turn back. I found a P-type steering arm in the rubbish (sorry spares) bin in the hanger and that fitted. Then I found a nice piece of stainless steel bar stock which turned up into a new boss, with a taper and a keyway; not a parallel fitting as on a J2 steering column. Then the damn thing had the wrong fitting for lubrication, and I had to fit a separate oil nipple, and cut out the centralised chassis lubrication pipe.

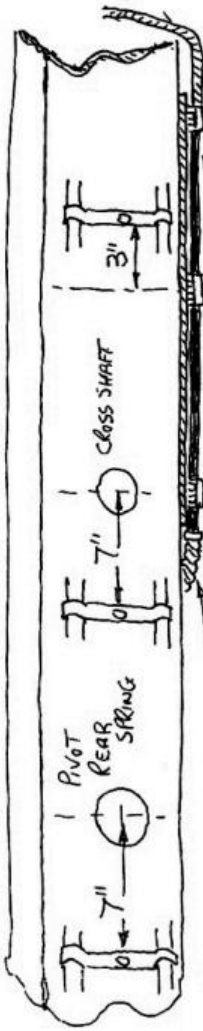
But what a steering box! Light, positive  $1\frac{1}{2}$  turns lock to lock. I went out to tell Mike that his name had been accursed for a few hours, but he was back in my good books. "Oh" he said "was it not right? That was a J4 part, I did not realise it was different to a J2s". And so it was. More than forty years later, it is still as good as new, and generous libations of gear oil, daily if necessary, have kept it so.

But what was a J4 steering box doing at Wrangaton Motors? A man called Don Quale, who was a bank manager in Plymouth, had been rebuilding a J4, and had asked Mike to obtain some spares for him. Somehow the steering box had got itself left behind. By 1954 he was into Bentleys, but the question I have never been able to answer was "which of the nine J4s was this one".

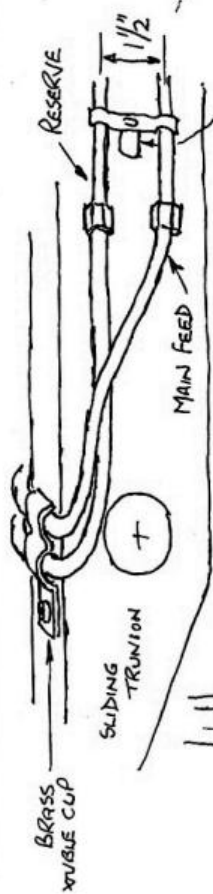
0/SIDE CHASSIS DETAILS  
P.A. BJO 800.



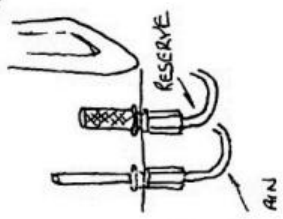
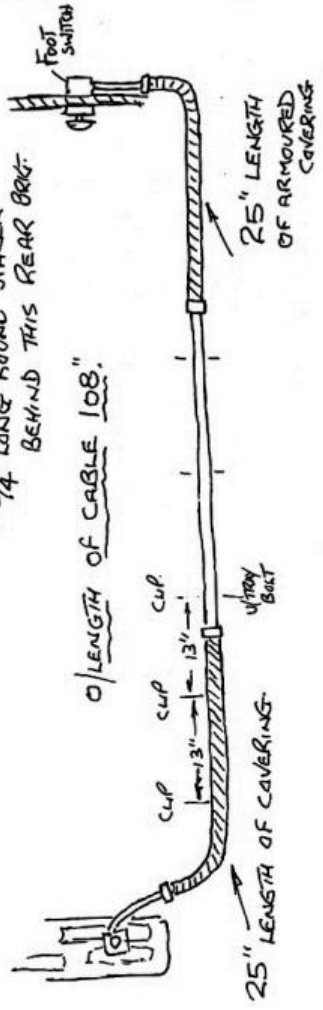
REAR-  
PIRE CLIPS ALSO  
CLIP CHASSIS  
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BATTERY CABLE SWEEPS INSIDE CHASSIS JUST TO REAR OF U/TRAY & CLIPS TO BOTTOM OF FRAME



3/4" LONG ROUND SPACER BEHIND THIS REAR BRG.



FEED DOWN 30 IN. OUT 01



# YOUR LETTERS

## From George Eagle

Hi Phil,

I am trying to trace the history of my L2, chassis L2023, Registration ALA 656, and would ask you to print this letter in the next issue of the Bulletin.

I believe the car was owned from the early 1960's by a Mr R C Champ, who lived in Pelsall, Staffs. I have written to him but received no response. I also wrote to the next owner a Mr H Bayley, and I received a reply from his son, to state his father died in 1994. However, the son did have some colour photos of the car being rebuilt, one photo is dated 1974, and he has very kindly sent these to me. I presume Mr Champ must have rebuilt the car. It has not run since 1990 and was not stored very well.

There is very little info in the papers, which came with the car, but there were three letters, one from Mike Allison, one from Mike Hawke, and one from Jeremy Prince. These are all addressed to Mr Champ, and were written in 1968/69. I have written to these three and asked them if they can recall anything about either the car or Mr Champ.

Any information would be gratefully received.

Best regards George

## From Mike Allison

Hi Phil,

Another super Bulletin, which I enjoy just like I used to: you must be getting something right.

The front cover needed Anne to point out it was me driving: I had dark hair then! It must have been 1967/8, while I was rebuilding the NA back to Monte trim. The Q-type was a fairly tame beast then,

as a previous owner had single handedly blow up all the available Zoller blowers.

I remember it coming to a Silverstone meeting where it took the prize for the loudest noise: it was fantastic. Only now that Tom Dark has got his car going, do we get some idea of what a Q-type should sound like. Reg. Jackson told me that you could always tell a picture in which a Q or R-type was actually running, as all the spectators were standing back with their ears covered!

When I drove the Harvey-Noble, it "only" had 18 psi boost, and had lost the sharp sound, which goes with twenty plus pressures.

Graham Arrondelle has written a little piece about the Monte Carlo Rally, and I append a story for your next issue about that, which cropped up when talking to Tim the other day... I did a piece for the Rapier newsletter, and have modified it a bit for MG readership. Should come with this.

All the best,

## From John Macfarlane

Dear Philip,

Further to our recent telephone conversation regarding MG Midget AJJ 557, I enclose some photographs (*See cover for a picture - Ed.*), which clearly shows it as a 1933 swept-wing model J2, first registered in March 1933.

I bought the car in 1956 for £145 from a back street dealer, just off Tottenham Court Road – a real Arthur Daley type. It was my first car, and I was very green in those days, so I was inevitably ripped off.

The J2 spent the next 3 months up on stands, while I carried out quite a considerable rebuild. Four different road springs were changed, shock absorbers rebuilt, new king pins, track rod ends, plywood floor boards, exhaust, interior trim, new hood and side screens etc.etc. For some reason there was only one 1<sup>1</sup>/<sub>2</sub>" SU carburettor, but the engine ran quite well, until the big ends needed re-metalling about a year later, when I had the engine rebuilt by Toulmin Motors for around £100.

I used the car for a few months more, until I saw a 1936 PB advertised at Mitcham Common for £195, and in early 1958, I part

exchanged the J2 for the PB, which I ran for 2 years, until after my son was born, and I had to settle for a family car.

It seems odd that the registration number should have been transferred to the PA model, which you said you had, but perhaps my photographs and details of the J2 may help to solve the mystery.

If you come across any further information, I would be very interested to hear from you, and if I can be of any further assistance do not hesitate to let me know.

Yours sincerely

Bob Clare adds the following:- AJJ 557 was first issued to J3359 which is not known as a survivor. This car was sold through Taylor Matterson, London, and SW12, which fits since JJ is a letter sequence for London. It later appeared, as you say on PA 0646, (Register Number 161).

However, that car was apparently originally issued with BOA 214 (though there must be some doubt about that since OA is a Birmingham letter sequence and the car was originally sold in Cheltenham; however we know it was in Birmingham in '39 - was it re-registered?).

Anyway, how it acquired AJJ 577 is anybody's guess. (see the cover for my PA version of AJJ 557, to compare with John's -Ed.)

 MIDGET MAGNETTE MAGNA

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## From Martin White

Dear Phil,

I am getting on well with the J2/Ford rebuild. Mechanically it is ready, and the body tub is half-way there.

I am still stuck for J2 door handles and locks, octagonal instrument panel, and windscreen B-nuts.

Also I have quite a collection of Lucas 140 and 150 headlamps that I would like to get rid of.

By the way, for those interested in such things, a Ford engine will fit in with 6 extra holes in the chassis, and no bits cut out of the bonnet or bulkhead. You just have to fit cables instead of rods for the choke and throttle linkages. The Ford can then be exchanged for a correct unit later, with no more work than welding up the six holes.

Yours.

## From Ray Masters

Dear Phil

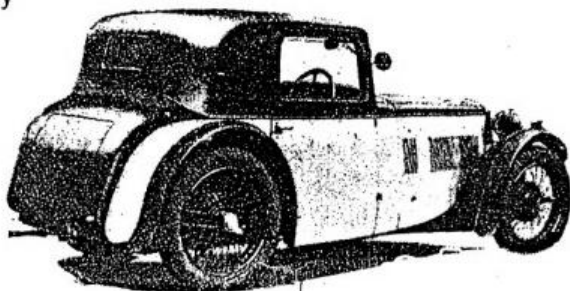
That was an interesting solution, mentioned by Roger Thomas in the Tips and Hints section of the April Bulletin.

However there should be no excuse for spanners and the like falling through the clutch housing aperture, if all tools to be used are first fastened by a length of string to, for example, the cross bracing bars behind the bulkhead, or other convenient anchor.

When adjusting the clutch thrust bearing on a P-type, it is necessary to have two small spanners, and a gap gauge (I use a 2BA bolt) – all of which I tie securely to something before putting them in the aperture.

If the sponge idea doesn't work, then it is either probing with a magnet (very difficult), or a gearbox out job.

Yours sincerely



# From Mike Hawke

Dear Phil

Your comments regarding the non-appearance of the updated K3 Dossier in the April, needs some amplification I feel.

One of the aims of the Triple-M Register as originally published was "To promote a research service covering historic or allegedly historic racing cars, and to trace such genuine M.G. racing models as exist".

I am not sure what was in mind (you will have to ask Mike Allison), but this implies a number of activities. A research service calls for those involved to be familiar with sources of information, and if the service is to be reasonably prompt, to have information for that service on hand and sorted. the involvement of register members in general calls for exchange of information, and for someone to keep a master copy of that information.

Over the years the Register has built up a comprehensive data base. As cars joined, their owners provided some information (not always accurate!), and many articles have appeared in Safety Fast and the Triple-M Register's Yearbook.

In 1992 Malcolm Green saw the K3 notes which Jay Hall and I had been preparing over something like twenty years. He, a publisher, remarked that they would form the basis of a good book. We tidied up the text, he added some pictures, and the K3 Dossier was the result.

One unexpected benefit of this publication, was that a large amount of correspondence added to the information in the book. Twelve years later, copies of the K3 Dossier are reported to be in some demand. We discussed with Malcolm the possibility of a second edition, with the extra information, which had come to light since 1992. It did not seem reasonable to charge people another full price for say 20% extra information. But we could expand the book to take in all the racing models; we had the makings of an editorial team to hand. Colin Butchers had been tracing Q-types for decades; Pete Thelander had been researching NEs; Jay Hall was unravelling the R-types, and had the help of ex-owner Bob Milton. I had been working on J-types (yes all 2491 of them!), and reckoned I could cope with J3s and J4s; Ed Taylor had written a book on J3s (particularly those in Australia); Barry Foster had a huge amount of

C-type data, which he intended to sort and publish one day, but had never got around to it (too busy driving the things!), and Mike Dalby, who had published some work on the early M-type trials history, was willing to take on the 12/12s. We also had good contacts with Hagen Nyncke in Germany, Chris Nowlan in the USA, and other helpful enthusiasts, while Bob Jones agreed to rewrite his technical appraisal.

The resulting text is far more extensive than the K3 Dossier. Over 350 cars are mentioned. Not you note to have their histories detailed. That is covered by cross-reference to works like Roger Thomas' M.G. Trials Cars. It might be interesting to list them:-

M-types	Shinio	1
	1929 Brooklands HST cars	3
	1930 12/12 race cars	5
	Le Mans cars	2
	Recent reproductions (12/12 etc)	19
	Others	1
C-types	Production cars	44
	EX120	1
	EX127	1
	Recent reproductions	19
J2-types		3
J3-types	Production cars	23
	J2s with factory applied mods	8
	Recent reproductions	7
J4-types	Production cars	9
	EX154	1
	J2s with factory applied mods	11
	Recent reproductions	26
P-types	1935 Le Mans cars	3
	Others	6
QA-types	Production cars	8
	Recent reproductions	9
RA-types	Production cars	10
	EX 152	1
K3-types	Production cars	33
	Extra chassis, some ex-works	6
	Recent reproductions	51
NA-types	Special production	1

NE-types	Production cars	7
	Cars mis-reported as NEs	11
	Recent reproductions	6
Musketeers	The L chassis works cars	3
L-types	Alpine cars	3

It is fair to say that many think that MG competition history has been extensively raked over and published. This is not so. Many of the most desirable MGs tend to have gaps in their stories from the late thirties until some time in the post 1960 period, when the Register had been formed, and an interest in the cars revived. For some like the 12/12 cars, that gap can be much longer. Although the aborted book was getting to a size, where Malcolm was becoming very worried about costs, it was hinting at yet a future expansion, and had gaps in its coverage. What about non-racing models, with an International competition history? There are over eighty such J1 and J2s. Presumably there are a similar number of P-types, and pro rata for production numbers of L, N and K-types. Perhaps not so many M, D, and F-types. Coming down a layer or two, over 300 J-types had a pre-1939 competition history (mostly trials), and another 200 competition performances are unallocated, creating the possibility of up to 500 such cars, with at least a mini-competition record. Ditto P-types I expect.

All the contributors are very disappointed not to see their work come to life. The immediate set back is greater, because it might mean that there is little possibility of the research work of a very detailed history of Triple-M competition efforts being published.

Yours Sincerely

## From Ewan Harris

Dear Phil

Since I wrote my last letter, I have changed the propshaft on the F-type. This was necessary owing to a faulty grease nipple; most if not all of the grease was ending up on the bottom of the tunnel.

With this in mind the recommended 10,000 mile greasing should be sufficient. *(I am still unhappy with the design that first of all lubricates the sliding splines, before it can get to the UJ itself; the later Hardy Spicer UJs had greasing nipples on the UJs. So if you stick to the 10,000 mile intervals, make sure that you get enough grease in to get through to the UJs – Ed.)*

Best Regards

## TIPS & HINTS

I recently bought a tonneau for the C-type, but elected to fit it myself, to save money, and time as the provider was very busy. Some little tricks that I used may be of help to others.

I first of all laid it over the car and using masking tape stuck to the tonneau and the bodywork, pulled it into position, so that it overlapped the bodywork by an equal amount each side, and at the front and rear.

The body stud fixings had already been fixed in the best position to stretch and hold the tonneau in position. I then chose the most critical lift a dot position, which was towards the middle on one of the scuttle humps. I used one of these hole punchers (with the various different punch sizes on a rotating wheel). The maximum size is not really large enough, but the hole can be made bigger by further bites of the punch. The hole need to be quite big to prevent the material catching in the spring of the lift-a-dot fastener, which then makes it difficult to take off.

Once I had got the hole to a suitable size, I then offered up a spare stud into the hole. The lift-a-dot fastener was then fixed onto the stud, thus locating it in position. Then whilst holding the two in their correct orientation to the edge of the tonneau, slide a scalpel down each of the fixing tabs to pierce the cloth, through which the tabs can then be pushed one by one. The stud was then removed from the fastener, and the keeper plat fitted over the four tabs, which were then bent down with a pair of pliers. I finally crimped the tabs firmly into position using the hole puncher with one of the



smaller hole cutters selected, using the pad on the top side, and the cutter tube on the tab itself.

Having fitted the first fastener at the front, I then pulled the material tight towards the rear, and marked the second stud position on the cloth with a piece of chalk. I then formed the hole with the cutter, and pushed it over the stud. This gave a very good indication if the hole was in the right place, and if not, the hole could be opened out in the direction needed to get the material stretching right. Before fitting this second fastener, I cut the third hole, and pushed this over the third stud, which pulled the material sideways to remove the creases in the secondary direction.

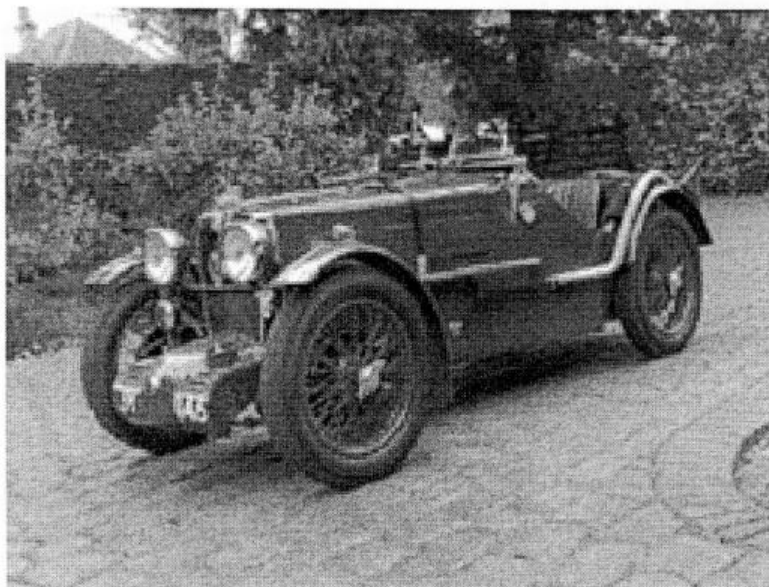
I then fixed the second fastener, and proceeded from front to back alternatively, gradually working my way outwards to the side of the car. Having completed one side, I then proceeded to the other half in a similar manner.

It all went better than I had hoped, although, with the very pronounced humps on the C-type, it is difficult to get it totally without creases.

When putting exhaust pipes together and to the head, I find it useful to use Holts Firegum as a jointing compound. It is a white looking substance like Hermetite, but sets hard when it gets hot (like Gun Gum). It is especially useful where the flanges are not quite parallel, or are corroded, as it fills any gaps nicely, before setting hard.

**Langley Components (Unit 7, Fullers Yard, Sheephouse Road, Maidenhead, Bucks, SL6 8HA. Tel. 01628 623809)** can help out with all sorts off machining work, or on offs. They are currently making a batch of K-type rear hub carriers. Dave Cooksey uses them for much of his new work. Ask for Steve or Dave.

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850cc engine with Phoenix crank, shell bearings and Carrello rods.

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Twin SU fuel pumps, J4 high level exhaust. Water Pump.

Modern oil filter conversion.

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Peter Fenichel (23 Margareta Terrace, London SW3 5NU. Tel. 07710 349915 or e-mail [peter.fenichel@lionone.net](mailto:peter.fenichel@lionone.net)) is offering for sale his very nice 1933 J1 (4-seater) in two-tone red, with full weather equipment. Very original, runs beautifully. Featured in "The MG Collection" by Richard Monk. VSCC buff form. MOT to Sept.2004. Perfect for this summer's use. £19,000.

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George Eagle, (Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. Tel. 01280 860428 E-mail: [george@eagle1798.freeserve.co.uk](mailto:george@eagle1798.freeserve.co.uk))

Wants a 6 cylinder original spare plug holder.

Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DL. Tel. 01363 775672) wants an OM (bottom feed) float chamber bowl for his 1932 F1.

John Wells, 16 Woodside Road, Simonstone, Burnley, Lancs, BB12 7JG. Tel. 01282 776616) urgently needs a P-type front axle



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L type radiator complete.

Exhaust pipe for 6 Cylinder car i.e. down pipes, silencer, tail pipe all with very little use and in good condition.

Headlamp glass for P type,

Original 4 cylinder spare plug holder in good condition.

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

A new 4.00x19" John Bull tyre, £25.

4 No. 18" x 2.5 side laced wheels(42mm); £100.

3 No. 18" x 2.5 centre laced wheels(42mm); £100.

Pair of P-type front whings, needing some work;£100.

CJF 3 fusebox and cutout for a P-type; £30.

Set of P-type cam stands, less caps; £50.

4 No. P-type con rods to take shell bearings; £100.

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M-type bottom dynamo gear; £25.

RJF 50 fusebox and regulator, less fusebox cover; £25.

Pair of headlight stepped rim 8" to7";£20.

2<sup>3</sup>/<sub>4</sub>" Monza filler cap; £20.

IRVIN flying Jacket by Aviation Leathercraft size 38; £150.

**Barry Foster, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169 )** has some spark plugs for sale at £2.50 each plus postage.

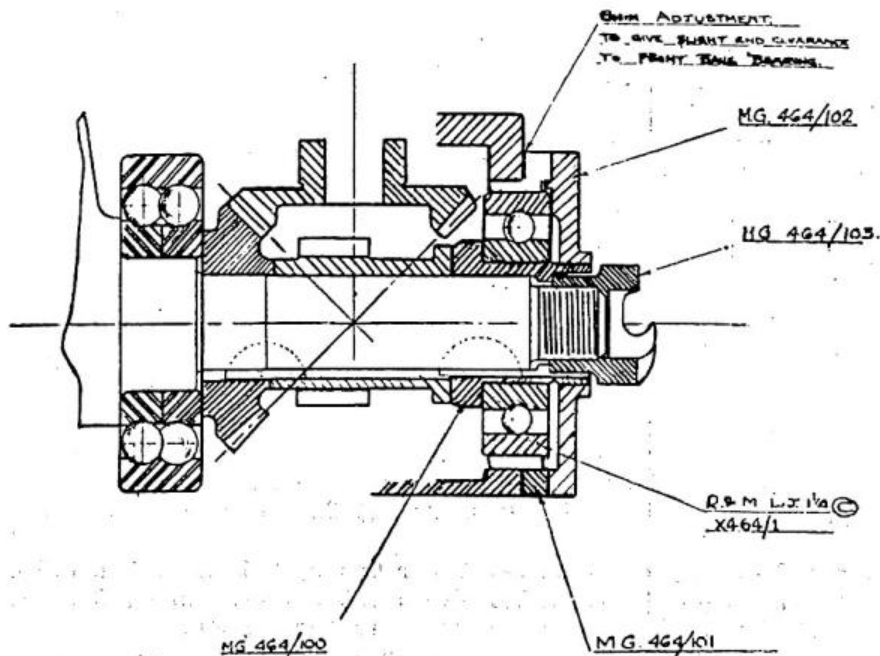
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1 new 18mm Champion 8COM

4 once used 14mm Champion L60R

1 new 14mm Champion L58R

3 new 14mm Champion L57R



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**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

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**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



*AJJ 557 - John MacFarlane's J2 in 1956*

Photo: J. MacFarlane



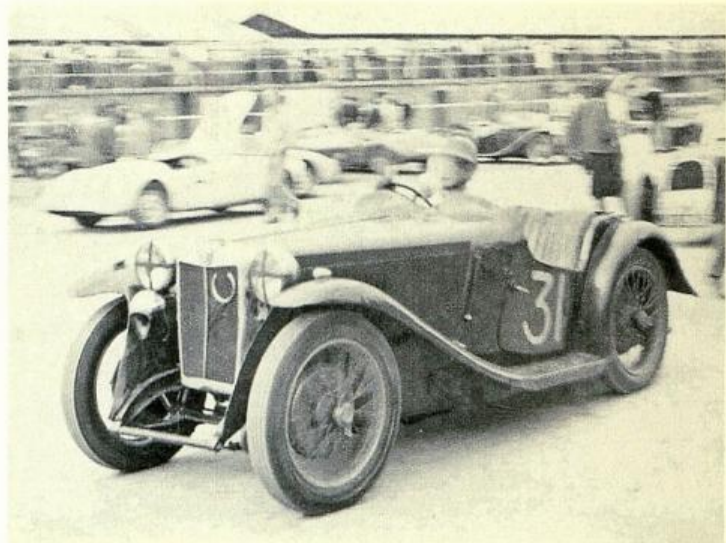
*AJJ557 - your editor's PA in 1962*

Photo: Editor



*J. Komiya's family in Ealing with concours J2*

Photo: J. Komiya



*Martyn Phillis' PA2134 (DT 7368) competing at Silverstone in 1963*

Photo: G. Pickering