

# **TRIPLE-M REGISTER BULLETIN**



**MARCH 2008**





*J-type 75th Anniversary display at Silverstone 2007*

Photo: Editor



*Rodney Lambert (J2) in the Gymkhana at Peter Green's Summer Gathering 2007*

Photo: D. Morbey



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**March 2008**

**EDITORIAL – Phil Bayne-Powell**

**e-mail** [philipbp@mgcottage.freemove.co.uk](mailto:philipbp@mgcottage.freemove.co.uk)

As mentioned in the last Bulletin, we are skipping a month due to the fact that your Editor is away in New Zealand for 5 weeks. All subsequent Bulletins will continue to be issued at the normal two-month intervals.

As you read this you will all hopefully be preparing the car for the coming season, or frantically trying to finish off all those winter jobs which for one reason or another have got delayed!

I am pleased to say that we have now got an Editor for the Yearbook in the shape of Andrew Bradshaw, who has kindly stepped in to produce the 2007 Yearbook, in conjunction with John Reid. However our Safety Fast scribe, Bob Hudson, is hanging up his pen at the coming AGM, and Dick Morbey has kindly agreed to take over the reins. We thank Bob for his efforts over the past few years and welcome Dick, who will be voted in at the AGM. So please send your Safety Fast contributions to Dick at Marlstone, Frieth, Henley-on-Thames, Oxon, RG9 6PR or e-mail [richard.morbey@gmail.com](mailto:richard.morbey@gmail.com)

Talking of the AGM, this takes place after lunch at the club offices in Abingdon on 16<sup>th</sup> March; if any members would like to bring up any item for discussion, please contact George Eagle so that it can be put on the Agenda.

We have another full season of events for 2008, starting with the Brooklands MG Day on the 6<sup>th</sup> April, after this the Classic Kimber trial takes place on the 19<sup>th</sup> April. The 25<sup>th</sup> Regency Run is on the 11<sup>th</sup> May.

**Front Cover:- Chris Nowlan and L2 celebrate a white Christmas  
in New Hampshire, USA.**

Our BIG event this year is the 2<sup>nd</sup> Flat Cap and Whippet weekend, for which you all had entry forms in the last Bulletin, so I hope you have signed up for this fantastic weekend on the Yorkshire Moors. Further details can be found later in the Bulletin, together with a taster of what we shall be visiting.

MG Silverstone looks like being on the 13<sup>th</sup>-15<sup>th</sup> June, in which case Peter Green's Summer Gathering will be in July. However both of these events need to be finally confirmed. The Black Horse trial will be in August as usual; hopefully it won't be cancelled by Foot and Mouth this year!

The Editorial cars have been going through the workshop to prepare them for the coming season. The C-type had 50psi compression on No4 cylinder, so the head had to come off, and a badly pocketed exhaust valve seat was found to be the culprit due to blowholes in the casting; a valve seat insert has now been fitted, and with a new valve should be back together and running by the end of January. The dynamo had shed its windings so this had to be rewound by those excellent people, Wood Auto Supplies of Huddersfield. £68 for a rewind armature is pretty good value for money. Once the car is checked over and working properly on the carbs, it is going to be fitted with a Volumex blower to make it competitive.

The NA Allingham is being fitted with the special half shafts and hubs that were recommended in a Bulletin a few issues back; these are supplied by Roger Furneaux. The hub retaining nut has an integral oil seal, which runs on the half shaft, and stops all known all leaks. Unfortunately we were supplied with P-type half shafts so are waiting for the N-type shafts and hubs, which have to be machined out at the back to clear the new, deeper, hub nut.

The Jarvis M-type was leaking water from a cracked header tank pipe connection, which then burnt out the dynamo due to it getting flooded. The radiator and dynamo are now repaired and the car is back in action.

The N-type saloon is being exercised by its co-owner Keith Portsmore, and the last few jobs like leaking boot and windscreen being sorted. The Jarvis F-type is now running well after finding out why the electrics were not doing their job (see Tips & Hints), and will be getting its body tub painted to match the rest of the car's condition. A hood and bag are also scheduled for fitting later.



## **Secretary's Report on the committee meeting 9<sup>th</sup> December 2007.**

P Green, Chairman, read out a notice from Roger Thomas, who has decided to stand down as Yearbook Editor. In accepting the resignation, the committee recorded their thanks to Roger for his services as Co-Editor for the last 3 issues of the Yearbook.

There will be a display of genuine K3's at Silverstone. At present 10 European owners have indicated their intention to attend, and it is hoped sponsors can be found to cover shipping costs to encourage American owners to bring their cars over.

G Eagle, Secretary, reported there had not been much contact with members since the date of the last meeting, but details of cars still come to light, an example being a photograph of a tired, but original looking, P-type 4 seater in Egypt. The Register has purchased a new stock of metal badges, and has reviewed and increased the selling price to reflect both the cost and current postal charges. The price is now £35 including VAT and postage for members in the UK and Europe, whilst the rest of the world need only pay £32 which includes the postage,

The date for MGCC Silverstone is still provisionally set for 13<sup>th</sup> to 15<sup>th</sup> June. When this is confirmed it will be possible to proceed with arrangements for the 75<sup>th</sup> anniversary of the L's. The Club are aware of the anniversary, and may put an L type on display in the Club marquee.

The Triple-M Register has been invited to attend the MG Fest to be held at Gaydon on 26<sup>th</sup> and 27<sup>th</sup> July 2008 - this will be publicised in the Bulletin and on the Triple-M web site.

J Dutton, Treasurer of the MG Car Club held a seminar for the Treasurers of the various Centres, Registers and Branches (CRBs). The objective was to ensure all CRBs submit their accounts both in a uniform manner, and to comply with various Statutes covering Company Law.

Bob Clare, Registrar, reported that since September only 6 newly identified surviving cars have appeared. These comprise 4 PA's, 1 PB and 1 M type. The highest Register number at 23<sup>rd</sup> October was 3459. The Registrar is conducting a review of the various Triple-M models,

as a result of which the number of void Triple-M numbers has increased to 308 ,leaving the number of cars on the Register at 3151.

The Committee agreed the 2008 printed Triple-M Register be circulated to The MG Owners Club, The MG Octagon Car Club, Early MG Society and the VSCC, with a request for them to review the list and add any cars we do not list. The Committee have approved a notice regarding reproduction cars, this will be printed in the next edition of the Triple-M Register and on the cars for sale page of the web site.

The Library continues to do well, with sales of 286 copies of the current Yearbook, and almost 100 of M Hawke's book "75 Years of the J2". An A5 sized binder for the Triple-M Bulletin is to be produced, the colour will be brown and the lettering in gold blocking.

P Bayne-Powell, Editor, advised the meeting that Oliver Richardson has a good collection of historic photos, which have been copied to CD. The plan is to use these black and white photos as a centre spread in future Bulletins. Paul White is now receiving subscriptions from those members whose current SAE's are running out. As ever the Editor is looking to Committee members and the general membership for articles and technical tips.

Although attendance at the Annual Dinner was slightly down on previous years, the 2008 dinner will again be held in October at Steventon House near Abingdon. In order to encourage more members to attend with their cars consideration is being given to an event on the Saturday and Sunday. The organisation of the Flat Cap and Whippet weekend in May is proceeding and entries have been coming in.

In 2011 the Register will be 50. Although this is still some way off, now is the time for everybody to give consideration as to how they would like the date celebrated. The Committee would welcome any ideas and suggestions, they would also warmly welcome a volunteer to be 50<sup>th</sup> Anniversary Co-ordinator.

There has been an ongoing review of the web site. Amongst ideas under consideration are the pictures pages, with a new historic page covering the various models, past trials and races etc, a flag to indicate any new items on the news page, removal of the events report page and improved input to the events page. The Bulletin will be produced as a document, and it is hoped the size of the Retro page can be increased to aid reading. There is a need for the Cars for



Sale page to be made more proactive, and the facility to be more actively managed. Any comments and suggested improvements concerning the web site would be welcomed by J Reid and M Linward. The Committee sanctioned the necessary expenditure to cover changes to the web site.

The dates for the 2008 meetings have been agreed as 16<sup>th</sup> March (which includes the AGM), 8<sup>th</sup> June, 7<sup>th</sup> September and 7<sup>th</sup> December.

## **5<sup>th</sup> Historic Motorsports Show**

14-16<sup>th</sup> March

This takes place at Stoneleigh Park, and will fill four halls. This show is being run by our member, Ian Williamson, and covers historic racing, rallies, hill climbs and sprints.

Advance tickets can be obtained from the show's hotline, 0844 848 3229 or on line through their website, [www.raceretro.com](http://www.raceretro.com) or [www.historicmotorsportshow.com](http://www.historicmotorsportshow.com) at a £5 discount (normal ticket price is £25 and this will also get you in at 9am, half an hour earlier than on the day ticket. For further info see the flier with this Bulletin.

There will be Classic rallying demonstrations by some well-known names. Also there will be historic Kart Racing demonstrations, championship level Autotests, and a traditional Wall of Death using vintage V-twin Indian motorbikes

## **S. W. Centre Kimber Classic Trial**

19<sup>th</sup> April 2008

This event will be running as usual despite my retirement from the role of Clerk of the Course after 21 years. New clerk, Bruce Weston, is organising the event along similar lines to previous years with a route of about 80 miles, with 12 non-damaging sections suitable for our cars.

Regs will have been sent out to previous competitors in January. Any newcomers who are thinking of indulging in a weekend of sheer enjoyment are welcome to phone me on 01935 863673 if they wish to know more. You may also e-mail Secretary of the Meeting, Andrew Owst, who will send you the regs. Hope to see lots of you there, whether competing, marshalling or spectating.

Alan Grassam

## **The 2<sup>nd</sup> Flat Cap & Whippet weekend** **Friday 30<sup>th</sup> May – Sunday 1<sup>st</sup> June 2008**

As previously announced, the Triple-M Register weekend will again be visiting Yorkshire in May 2008. This time the 2<sup>nd</sup> Flat Cap & Whippet weekend will be touring the North Yorkshire moors and coastal area, where Triple-M friendly roads will take us through some fantastic unspoiled and varied scenery. Our base for the weekend will be East Ayton Lodge, a country hotel situated at the start of the beautiful Forge Valley, just 4 miles inland from the seaside resort of Scarborough.

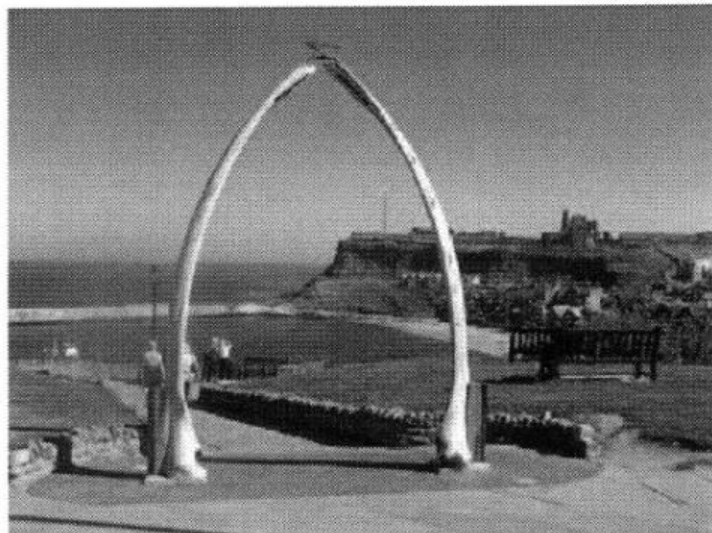
The weekend will be structured similar to the previous Flat Cap & Whippet event in 2006, but this time with even more included in the entry cost, which will now cover all meals, entertainment and venue admission tickets.

The event starts with registration on Friday 30<sup>th</sup> May in time for our welcome dinner at East Ayton Lodge, which will include special MG entertainment that's guaranteed to send you to bed with a smile.

Saturday will once again be our main touring day; a full day's exercise for both car and driver. We will explore remote single track roads through the North York Moors National Park, venture through the Dalby Forest Scenic Drive, take in some pre war trial hills, visit Captain Cook's hometown of Whitby,

Steeped in maritime history, Whitby also has a dark side, because it is here, of course, that Bram Stoker gave Count Dracula his first taste of England at Whitby Abbey. So have your garlic handy!

However, we will keep battling on, glimpsing sights of Captain Cook's past, and Whitby's whaling heritage as we pass through on our Saturday tour.







**1908 swing bridge across the river Esk, near the harbour,**

We may also be doing a bit of steam train spotting, and visit *Heartbeat* country.

Mid morning tea/coffee will be provided in Rosedale Abbey, as will a buffet lunch in Runswick Bay on the rugged Yorkshire Heritage Coast. It is here where Cecil Kimber spent several childhood holidays learning to sail, and developing his love of the sea, and we will have time to explore this quaint fishing village on foot. Saturday evening will feature a Celebration Dinner at East Ayton Lodge.

On Sunday we have a more leisurely drive to Castle Howard, of *Brideshead Revisited* fame, via Oliver's Mount race circuit and the gentle scenery of the Yorkshire Wolds. A light lunch will be provided in Castle Howard's Grecian Room, and tickets are included to view this spectacular house with extensive gardens.

Entry to the event is limited to a maximum of 50 cars and will be on a first come first served basis. The event entry fee is £100 for car and driver plus £85 per passenger. Concessionary rates have been negotiated with East Ayton Lodge at £67.50 per night for a double/twin room, and £50.00 per night for a single room. Parking

facilities at East Ayton Lodge are both ample and secluded, with room for all Triple-M cars, whether staying there or not, plus towcars and trailers if needed.

Because of its close proximity to the ferry port of Hull we are hoping this event will attract entries from our Continental members.

For those who are wanting to join us, but have yet to enter, please be aware that whilst we will be taking entries up to the 4<sup>th</sup> of April, East Ayton Lodge is now almost fully booked (at time of writing only 5 rooms remain). There is, of course, plenty of alternative local B&B accommodation available, and a short list is included with the full entry details which can be downloaded from the Register website, or via the organisers.

For more information please contact the joint organisers:

Terry Hartley, Tel 0113 2941329, Email [t.hartley555@ntlworld.com](mailto:t.hartley555@ntlworld.com)

Bob Walker, Tel 01423 322293, e-mail [aldboroughforge@btinternet.com](mailto:aldboroughforge@btinternet.com)

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# **MCC Land's End Centenary Trial and Centenary Run.**

**31<sup>st</sup> May – 1<sup>st</sup> June**

Following the information given in last month's Bulletin, anyone thinking of taking part in either or both of these events is urged to log on to the MCC website: [www.themotorcyclingclub.org.uk](http://www.themotorcyclingclub.org.uk) If you do not have access to a computer give Alan Grassam a call (01935 863673).

## **FUTURE EVENTS**

<b>14-16<sup>th</sup> March</b>	<b>Historic Motorsport Show</b>	<b>0844 848 3229</b>
<b>24<sup>th</sup> March</b>	<b>MGCC Donington Park</b>	<b>01235 555552</b>
<b>6<sup>th</sup> April</b>	<b>MG Day Brooklands</b>	<b>01932 857381</b>
<b>19<sup>th</sup> April</b>	<b>Classic Kimber Trial</b>	<b>01935 863673</b>
<b>3-5<sup>th</sup> May</b>	<b>Caledonian Tour</b>	<b>0131 331 4135</b>
<b>11<sup>th</sup> May</b>	<b>25<sup>th</sup> Regency Run</b>	<b>01235 555552</b>
<b>31<sup>st</sup> May- 1<sup>st</sup> June</b>	<b>Flat Cap and Whippet Rally</b>	<b>0113 2941329</b>
<b>31<sup>st</sup> May- 1<sup>st</sup> June</b>	<b>Lands End Centenary event</b>	<b>01935 863673</b>
<b>13-15<sup>th</sup> May</b>	<b>MG Silverstone International</b>	<b>01235 555552</b>
<b>8<sup>th</sup>-14<sup>th</sup> Aug</b>	<b>Swiss European Rally</b>	<b><a href="http://www.meeting2008@mgcc.ch">www.meeting2008@mgcc.ch</a></b>



**1934** Miss Stanley-Turner rounds a tight hairpin on the 1934 'Round the Houses' Race in Ireland.



# Car Of The Year 2007

## Final Scores

<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>	1595	M	PG 1045	Frank Ashley	119
2 <sup>nd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	117
3 <sup>rd</sup>	2134	K1/s	MG 3094	Peter Fenichel Richard Frankel Peter Plaskitt	106
4 <sup>th</sup>	691	NA Allingham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	105
5 <sup>th</sup>	1931	C/s	VD 30	Barry Foster Mark Green Fred Boothby	97
6 <sup>th</sup>	341	M	PJ 7970	David Rushton	86
7 <sup>th</sup>	1463	NA/s	BUU 964	David Downes	83
8 <sup>th</sup>	2818	PA-NA	BOR 261	John Seber Ron Turner Rodney Seber Tony Seber	72
9 <sup>th</sup>	1804	PA	MG 3848	Alex Reid Mike Linward	70
10 <sup>th</sup>		PA/s	-	Mike Painter	68
11 <sup>th</sup>	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	58
12 <sup>th</sup>	1426	NA/s	Bellevue Spl.	Ian Baxter	56
13 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor	55
14 <sup>th</sup>	1533	PA-PB	WV 5012	Dick Morbey	53
15 <sup>th</sup>	920	PA/s	TG 8337	George Ward	51
=16 <sup>th</sup>	2227	KN	MG 4282	Peter Hemmings	49
“	1	NA/s	JB 3852	David Alison Mike Allison Anne Allison	49
18 <sup>th</sup>	1917	J1/s	VSV 521	Stuart Evans	48
19 <sup>th</sup>	739	J2	UP 8871	Colin Henderson	47
=20 <sup>th</sup>	664	PA/s	BLB 209	Paul Duncombe	46
“	162	ND/s	BKL 265	Philip Bayne-Powell Ed Taylor Neil Cooke Colin Wallace	46
=22 <sup>nd</sup>	1164	PA	YSV 703	Fred Boothby	45
“	2077	K1-KN/s ss	-	Annie Templeton	45
=24 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	44

“	3017	J1 Salonette	UG 3585	Jim Collier	44
26 <sup>th</sup>	1208	PB	BOK 244	Keith Leaver	43
=27 <sup>th</sup>	465	RA/s ss	-	Mark Piercy Tom Dark	42
“	2362	NA	BTT 726	Richard Jenkins Ian MacKay	42
=29 <sup>th</sup>	2284	J2	OB 5374	Colin Henderson Andrew Henderson	41
“	609	PB/s	ARY 614	Mike Dowley	41
“	317	Jarvis M	GP 1856	Annette Bayne-Powell	41
32 <sup>nd</sup>	2231	J3/s	YG 4293	David Kempton	40
33 <sup>rd</sup>	1976	J2/s	JF 5278	Gil Collins	39
=34 <sup>th</sup>	89	NA Allingham	CPE 962	Alan Hogg	38
“	1235	L1/s	JB 6878	Bryan Ditchman Colin Butchers	38
36 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner Tim Beckh	37
37 <sup>th</sup>	2188	M	GH 4434	Colin Reynolds	36
=38 <sup>th</sup>	2695	J1/s ss	-	Anthony Howat Garth Howat	35
“	1270	NB Cresta	MG 4750	Bob Clare	35
“	2011	K2/s	JO 7531	John Dutton	35
=41 <sup>st</sup>	1997	NA	MG 3271	John Dutton James Brice David Dutton	34
“	2686	NB	MG 4844	Alan Hogg	34
“	2361	NA/s ss	EP 5892	Robin Butler	34
44 <sup>th</sup>	3202	PB/s	HS 8860	Peter Plaskitt Patrick Walker Peter Fenichel	33
=45 <sup>th</sup>	212	NE	JB 4750	Peter Green Andrew Taylor Colin Butchers	32
“	3420	PA	BMH 34	Andrew Bradshaw	32
=47 <sup>th</sup>	1991	KN/s Saloon	ELF 409	Peter Prosser	28
“	1888	NA	CGJ 295	Richard Last Tristan Last	28
49 <sup>th</sup>	126	L2	ANB 431	David Naylor	27
=50 <sup>th</sup>	148	M	OY 1548	John Haine	26
“	158	PA	BJO 800	Peter Down	26
“	105	KN/s	BFY 658	Argen van Gelderen	26
=53 <sup>rd</sup>	1428	J2	DG 6142	Nick Bengier	25
“	2761	K1/s	MG 2794	Edward Mullins	25
=55 <sup>th</sup>	1278	F1	MG 1313	Ian Goddard Charles Goddard	24



“	2070	J2/s	JY 1146	John Reid	24
=57 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey Wendy Cooksey	23
“	1460	J2	AGY 339	Keith Hall	23
“	2430	PA/s	497 UXH	Howard Harman	23
60 <sup>th</sup>	761	J2/s	APU 280	Fred Boothby Barry Foster	22
=61 <sup>st</sup>	591	C/s	MG 1100	Mark Piercy Alan Barker	21
“	1710	F1 Jarvis	IU 2474	Peter Tabb / Philip Bayne-Powell	21
=63 <sup>rd</sup>	1049	PB/s	VH8637	Gerald Burridge	20
“	2742	J2	DG 7828	Robin Hamblett	20
“	600	J2/s	WJ 7070	Ken Robinson	20
“	1647	NB	JB 6864	Bill Abbott	20
“	2200	C/s	RX 8306	Philip Bayne-Powell	20
=68 <sup>th</sup>	1000	PB/s	JB 7521	Ian Williamson	19
“	2741	KN/s	GSK 347	Philip Walker Andrew Taylor	19
“	3190	J2	JC 1421	Brian Bassett	19
=71 <sup>st</sup>	1557	PB	BE 96147	Ulrich Gygax	18
“	81	C/s	JK 1932	Bob Hudson	18
“	1419	J2	AGJ 540	Paul Miller	18
“	741	PA	ATO 387	Bill Cullen	18
“	2193	NB	DUB 679	Terry Hartley	18
=76 <sup>th</sup>	3272	J2/s	APG 718	Colin Bird	17
“	2703	PA 4str	MG 3452	Tony Wild	17
“	1600	D	PO 5751	Ted Hack	17
“	1902	PA	BXW 869	Brenda Adams	17
“	66	K3/s	MG-K3	Gerhard Maier	17
“	1823	PA	WO 9320	Terry Andrews	17
=82 <sup>nd</sup>	338	NB	ADG 886	Alan Grassam	16
“	3114	K1/s	BOS 357	Svend Algren	16
“	80	J2	DE-46-64	Henri de Jong Thijs de Groot	16
“	1036	PB	CXV 671	John James	16
“	2715	KN/s	CG 8379	Brandon Smith-Hilliard	16
“	2679	NB	BTU 604	Peter Arnell	16
“	2133	KN/s ss	-	Andy King	16
=89 <sup>th</sup>	2789	PA 4str	VYC 529	Keith Jackson	15
“	714	J2	HS 7065	Rodney Lambert	15
=91 <sup>st</sup>	534	NA	HH 8103	Bill Bennett	14
“	2215	PB/s	JB 7525	Richard Frankel Peter Flood	14

=93 <sup>rd</sup>	1537	PA/s	LV 8989	Patrick Gardner Tim Beckh	13
“	2517	M	SV 6402	Roger Glister	13
“	676	PA/s	WP 5939	Roger Thomas Russell Thomas	13
=96 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	12
“	1870	PA	AYY 38	Malcolm Kirby	12
“	3173	PB	APW 774	David Sherman	12
“	2291	C/s	JK 2340	Adam Singer Singer	12
“	1079	J2	MG 2041	Mike Hewson	12
=101 <sup>st</sup>	27	J2-PA/s	DRV 740	Carol Cooper	11
“	1187	PA/s	EO 5823	Colin Wallace	11
“	2175	PB	JB 7524	Elizabeth Taylor	11
“	2329	J2	APC 181	Marion Best	11
=105 <sup>th</sup>	2591	PA	MG 3242	Colin McLachlan	10
“	1486	K3/s	JB 3181	Howard Maguire	10
“	922	D	KG 1237	Guy Gibbs	10
“	-	QA/s ss	-	Tom Dark	10
“	65	PA/s	DPH 228	Nigel Gibbons	10
=110 <sup>th</sup>	3009	J2	AGO 497	Peter Hemmings	9
“	2869	K1/s	AE-80-16	Henk de Vries	9
“	1659	PA	VL 5643	Terry Davies	9
“	670	PA	BFY 711	Richard Holl	9
“	73	PA/s	US 8752	Mike Pancheri	9
“	1794	J1	UF 9865	Les Green	9
“	2823	F1	GY 5141	Robert Walker	9
“	1824	PA	LV 7661	Nick Wiles	9
“	918	ND	MG 3548	Jutta Haupt	9
“	1607	F1	HZR 714	Stefaan Vernyns	9
“	1777	PA	BEV 518	Ron Warr	9
“	1654	NB	ADG 100	Bob Brassington	9
“	2769	12/12 Rep	AM-06-31	Henri de Jong	9
“	968	PA	BU 8079	Roger Davies	9
“	1168	PB 4str	MG 4283	Chris Lewis	9
“	2821	F1	MG 1375	Norman Williams	9
“	3249	KN/s	BS 715 U	Christian Sury	9
“	3045	PA	OY 8365	Lee Clarke	9
=128 <sup>th</sup>	1894	M	GC 7705	John Bevington	8
“	397	M 12/12	SC 9559	Alex Peacop	8
“	25	L2	MG 47	Malcolm Newman	8

“	2028	NB/s	MG 3694	Mike Allison Jane Metcalfe Tim Metcalfe	8
=132 <sup>nd</sup>	1238	PB	BZ 3433	Martin Gratte	7
“	2631	K3/s	JB 1472	Brandon Smith-Hilliard	7
134 <sup>th</sup>	1189	M	JY 8840	Keith Portsmore	6
=135 <sup>th</sup>	815	KN/s	MG 4314	Martin Warner	5
“	3298	PA/s	OSL 309	Les Procter	5
“	749	PA/s	MG 3394	Peter Warne	5
=138 <sup>th</sup>	845	M	PG 5027	Mike Cleary	4
“	1501	J2/s	HY 8219	Mark Piercy Tom Dark	4
“	1773	ND	MG 3281	Alan Hogg Terry Andrews	4
=141 <sup>st</sup>	283	M	SVS 374	Tim Hunt	3
“	3070	K3/s tc	MG 2525	Richard Last	3
=143 <sup>rd</sup>	348	M	VU 4037	James Mumford	2
“	1710	Jarvis F1	IU 2474	Philip Bayne-Powell	2
“	1516	K3/s ss	-	Jeremy Hawke	2
“	1550	PA	567 CRU	Peter Scott	2
“	2860	L1	JW 3387	David Fricker	2
“	1591	J2/s	YJ 892	David Stansbie	2
“	2141	PA/s	RC 3349	Derek Richards	2
“	843	M	ST 6963	Tony Margel	2
“	1266	NB	JB 7261	Christopher Hurrion	2
“	633	NA	LAS 368	Tony Hay	2
“	1171	NA	MG 3538	Keith Portsmore	2
154 <sup>th</sup>	108	Allingham M	OU 4824	Mike Dalby	1

The following events are the only ones that have been added to the 2007 COTY since the last Bulletin scores:-

Bristol Motor Club, Allen Trial

25<sup>th</sup> November

9<sup>th</sup> December

Camel Vale Motor Club, Camel Classic Trial

### **Our Competition Secretary, Mike Linward, summarises the season**

The last few results from 2007 have now been processed and the final positions in the Register competitions can be declared. Frank Ashley's M-Type has remained top of the COTY list, in spite of a determined effort by Bill Bennett's J2 in the closing weeks of the year.



Franks' advantage was in the number of different types of event he entered, as opposed to Bill, whose points were gained mainly from trials. Frank has decided that the time has come to overhaul the M type's hard worked engine, for although it has travelled a relatively small mileage, most of them were done between 5000 and 6000 r.p.m.

Good results were achieved by Peter Fenichal's supercharged K1 Special, mainly competing in speed events, while Rosemary Bayne-Powell in the NA Allingham also gained some good results in a wide variety of events.

The hard working Barry Foster and his C type has been rewarded with the first presentation of the Betty Haig Cup, which is the Register's Race Challenge Trophy. Barry's racing year started in South Africa in February (2007), and continued through to the end of September at the Dutch circuit of Assen.

In spite of missing out on the COTY award, Bill Bennett's year has not been short of successes. As had been reported in an earlier Bulletin, the MCC Edinburgh Trial had to be cancelled due the Foot and Mouth outbreak in England in September. The MCC then decided that the 2008 Exeter trial would count towards the 2007 'Triple'.

At the time of going to print, it can be reported that Bill successfully gained his Gold in the Exeter, and with it his third MCC Triple Award in four years – a brilliant achievement. In addition, Bill gained first place in the ACTC's Crackington Championship, only the second time this has been won by a pre-war car in recent times – the first was also by Bill in the J2 in 2001! It goes without saying that Bill's trials performance has won him the Slade Trophy for the umpteenth time. David Rushton has performed well in the M-type, mainly in VSCC trials events, where the class structures do not always favour the small MG.

To all winners, runners up and everyone who has taken part in competitions throughout 2007, many congratulations. There is precious little reward attached to competing in most car club events, except perhaps in bettering a previous year's performance, so it is important to remember to enjoy yourself in your endeavours, and what better than in the company of like minded souls. Good luck for 2008.

# SLADE TROPHY 2007

## Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	41
2 <sup>nd</sup>	M	David Rushton	23
3 <sup>rd</sup>	PA/s	George Ward	17
4 <sup>th</sup>	PB/s	Gerald Burridge	14
5 <sup>th</sup>	PB/s	Ian Williamson	13
=6 <sup>th</sup>	J2/s	Colin Bird	9
“	PA/s	Patrick Gardner	9
“	NA	Richard Jenkins	9
=9 <sup>th</sup>	J2	Peter Hemmings	8
“	PA/s	John Wells	8
11 <sup>th</sup>	J2	Thijs De Groot	7
=12 <sup>th</sup>	PB	Martin Gratte	6
“	L1/s Spl.	Bryan Ditchman	6
14 <sup>th</sup>	J2	Keith Hall	5
15 <sup>th</sup>	KN/s	Martin Warner	4
=16 <sup>th</sup>	J2	Tin Beckh	3
“	PA/s	Nigel Gibbons	3
18 <sup>th</sup>	PA	Alexander Reid	2
19 <sup>th</sup>	J2/s	John Reid	1

# Racing Challenge Trophy 2007

## The Betty Haig Cup

### Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 <sup>st</sup>	C/s	Barry Foster		0.302
2 <sup>nd</sup>	K1/s	Peter Fenichel		0.464
3 <sup>rd</sup>	PA-NA	John Seber		0.522
4 <sup>th</sup>	K1-KN/s ss	Anne Templeton		0.603
	J1/s	Stuart Evans	4	0.537
	KN/s, K3/s	Brandon Smith-Hilliard	4	0.727

PB/s	Mike Dowley	4	0.806
NA/s	David Downes	4	0.944
RA/s ss	Mark Piercy	3	0.203
K2/s	John Dutton	3	0.228
PA/s	Mike Painter	3	0.247
KN/s	Arjen van Galderen	3	0.415
RA/s ss, QA/s	Tom Dark	3	0.451
PA	Andrew Bradshaw	3	0.694
PA	Fred Boothby	3	0.861
PB/s	Peter Plaskitt	3	0.862
C/s	Alan Barker	3	0.917
K1/s	Edward Mullins	2	0.512
K3/s	Peter Green	2	0.700
NA	James Brice	2	0.750
NA	Tristan Last	2	0.875
K3/s ss, NA	Richard Last	2	0.882
PA-NA	Ron Turner	2	0.942
KN/s	Philip Walker	1	0.167
K1/s	Paul Mullins	1	0.200
K1/s	Henk de Vries	1	0.300
PB/s	Richard Frankel	1	0.321
J2/s	Gil Collins	1	0.455
PA-NA	Rodney Seber	1	0.500
K3/s	Howard Maguire	1	0.600
PB/s	Patrick Walker	1	0.750
PA-NA	Tony Seber	1	0.750
C/s	Dave Cooksey	1	0.800

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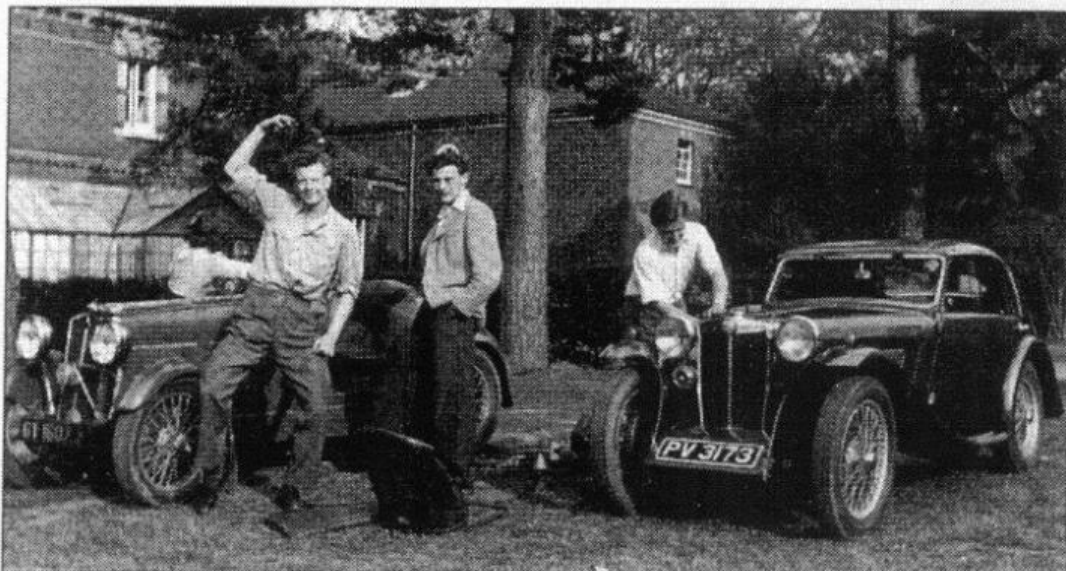


## **PA Airline PV 3173 and the Loch Ness Monster**

by John Reid

For two days a week I work for de Havilland Support Ltd, whom you could say is the last outpost of that once great aircraft empire, where we provide engineering support worldwide to operators and maintainers of the de Havilland heritage of Moths and twin-engined biplanes. From BAE Systems we have inherited a treasure trove of material which is slowly being catalogued, and in the course of this I came across a copy of the 75<sup>th</sup> anniversary edition of the "Pylon" magazine, which was published by the de Havilland Aeronautical Technical School in 2003. The School was founded in 1928 at the original company site at Stag Lane, and helped provide over the years a sure foundation to our aircraft industry, sadly no longer.

In the magazine was this photograph taken by a friend of Ian Newton in 1948, showing a Wolseley Hornet Special, and a smart looking PA Airline, registration PV 3173. I have spoken to Ian (who used to have an Austin 7 special, and still runs a Lea Francis and an Aston Martin) but apart from remembering many journeys in the car, and shooting rabbits through the open window with a Webley air rifle, does not know where it went. It is not in our Register.



We do, however, know who the people are. The chap overacting is Bob Kurzen, Ron Bennett leaning into the car is the owner of the Wolseley, and Jimmy Holland is the one with his hands in his pockets. Do these names mean anything to anyone? Now we move to Loch Ness.

The owner of the Airline, Tim Dinsdale, became one of the most dedicated searchers for the Loch Ness Monster. Between 1960 and 1987, he led 56 expeditions, most of them alone, mostly on water; and he helped many other people in similar quests. He took his task seriously, but never himself, and left his career in aeronautical engineering to make his living in ways that allowed him time for fieldwork. He persistently refused to derive any monetary gain from his work at Loch Ness, but influenced many people through his example and his lectures and many books. He died in 1987, still looking.

But never mind the search for the Loch Ness Monster, has anybody seen the car?


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# The Midget's First Hundred

By George Eyston

Since my return from Montlhery after breaking the 750cc class record with an MG Midget, I have been asked many times what it feels like to travel at over 100mph in such a small car. To answer such a question would be very easy if I had never driven at this speed before, and if I had never before handled a small car at say over 60mph.

Such records as recently obtained at Montlhery are the result of a gradual increase in speed during the preliminaries, so that when the 100mph was eventually timed, I had more or less become accustomed to it, and was immune from sensations particular to that timed run.

However I have been asked to give my impressions of the record breaking run, and on marshalling my thoughts for this purpose, I find that, after all, I did get a thrill out of it, and that there are quite a number of little things which may interest the ordinary motorist.

After a couple of laps of the track to warm up the Midget to its work, I took a 1/4mile run at the "tape", and saw the rev-counter creep round to just where I wished it to be-by calculations about 100mph. I do not think I had previously touched this speed on a trial run, so I had a real thrill when I entered the timed stretch at 6500rpm. I simply put the car at the tape for all I knew, with everything open as wide as ever I could imagine they could be.

Faintly I remember a little knot of people gathered near the timing apparatus, standing motionless with strained faces, but looking somewhere in my direction, and glancing at them as I hurtled along. I hoped to goodness they had remembered that I was really trying for the record. How awful it would be to do all this speeding, and find afterwards that they had not been ready!

Anyway there was little time for thought of anything but the car; I had to take a glance at all the instruments to see how things were functioning, particularly the oil pressure.



The Midget and I were off the straight and onto the slippery banking before one could say knife. Luckily I planted the car on the right spot, for as we tore round I had the sensation of being on a pair of roller skates which wanted to climb higher and higher up the banking.

Although practically unprotected by any screen, I felt no ill effects of the air pressure, so intent was I to steer what I thought was a straight course. Yet not many years ago doctors said people could not live if they travelled exposed at 60mph. In the corner of my eye I saw my old friend Ernest Eldridge, scuttling for a patrol car, and I knew by this that he at least guessed that the real business had begun.



Round into the wind we sailed, and I found it much easier than I expected to hold a true course. Keeping air pressure up in the fuel tank needed continual attention. I had to twist myself to one side to reach the pump handle, but when I got hold of the beastly thing I worked it for dear life; I was almost exhausted before the gauge registered the desired pressure, with the result that we had struck the far banking again, and were half way round it before I could wriggle myself back to the normal driving position. During that time the car did sundry slides, and I was not feeling altogether happy.

Whenever I turned my head to listen to the engine, it seemed to be emitting an unbroken high-pitched squeal from the exhaust, and every time I glanced at the rev counter, I found the needle dancing all over the dial. It was impossible to tell or even judge the reading. It was not its fault, since it was affected by the tremendous rear-wheel spin due to the wet state of the track.

Back down the straight and over the tapes once more. I had actually completed my first lap, but wondered whether this had been at 100mph or not. If only I could keep up this speed, it would be something for one's pains.

More pumping became necessary, and all round the banking I shoved and shoved at the pump handle - slewing about all over the place in consequence - and then we were in the straight again. The machine seemed to like the extra air pressure, so I concentrated on the driving and did the remainder of the lap as decently as I could. As I crossed the tape for the third time, I saw 7000rpm steady on the counter, and knew at last that we were travelling, and even as I did so, I saw the lanky Cousins from MG works, all on edge with excitement, rush out the figures "103" in huge lettering on a blackboard. It was inspiring.

Confound the air pressure; it had fallen again far too low to sustain the speed for another lap. Pump, pump, pump - what with everything else I had to look after it was the absolute limit.

Frankly, I felt I could not keep pace with it; it seemed like bailing a boat with a colander; but still we sped on.

Had Ernest forgotten all about me – or was he looking forward to carrying out some post-mortem on a wrecked engine? We were doing a bit of pioneering in achieving these speeds, and I had a pretty good notion of what the engine and whole car had had to put up with.

I knew Ernest would really love finding out some weakness so that we could improve our performance next time, but underlying this I knew quite well that he must know how I felt about things. I saw Kindell perched on top of the roof of the patrol car, as Jackson and Phillips energetically waved me in from near the timekeeper's box. These men from the MG experimental department were obviously confident.

Goodness knows whether I was still breaking records. I kept shoving at the pump and working with all my strength to keep everything going. When would those fellows think of stopping me? No sign as yet. No sense in going on for the 50 kilometres as that record has to be made from a standing start. It seemed to me as if I had covered ten miles at the very least about twice over.

I was glad they were enjoying the fun. I shook my fist at them several times to remind them that I was still there, and at last I beheld the vision of Uncle Ernest with the MG boys prancing around on the straight, in front of me, waving frantically to "come in". I throttled down slowly and coasted home.

I got out and sat by the timekeeper's calculating machine whilst the results were ground out, and as each new record figure became known, we had cause to remember February 16<sup>th</sup>!

Everything had behaved magnificently on the car, as was proved when we subsequently stripped it down.

Reprinted from The Autocar of March 13<sup>th</sup>. 1931



## **An update on the behaviour of L2039.**

### **The 2007 season.**

By Sven Ordell

This is an update from my last report, which the Editor kindly put into the April 2006 Bulletin.

Some of you will perhaps remember that I ended the 2005 season with a big hole in number five piston. The crown showed clear evidence of having been too hot, as it was partially molten and had an eroded surface, which looked similar to rough sandblasting.

2006 was an in between year, not much running and most of it running poorly.

I spend a good amount of time reading about timing and on how to set up distributors for modern fuel. Problems similar to mine were found on websites discussing as diverse units as modern racing BMW sixes, and speedway single cylinder engines. A few interesting facts came to light. Modern fuels, more camshaft duration and higher compression demand a higher initial advance, and at the same time not a higher total advance. So a rebuilt distributor, which incidentally is easier on the old construction, which is original to the L type, than on a modern Lucas unit. Modern, by the way, is used in a relative sense and means MGC and similar.

So after careful assembly, I tested the car again. The dynamic setting is now 20 degrees advanced at tickover, and some 35 degrees total advance above some 2800 rpm.

And it still backfired through the rear carburettor. However the appearance on the spark plugs finally gave me a clue which had not been there before. It had been running hot, not molten down or anything but still too hot.

Spark plugs used to melt down, or get all cooked up, and generally look overheated in such conditions, and I had seen nothing of that. I was running on Champion L 95s, which is a fairly soft plug, but they seemed to be doing alright. Perhaps modern fuel makes the study of spark plug colours more

difficult. Plugs are also much more accommodating nowadays, and will stand up to very high temperatures without failing. Something else breaks instead.

I suggest that the conditions of hot dry weather made the under bonnet temperature higher, and that affected the rear carburettor more. The way number five piston got the worst of it I cannot explain. Anyone else know? Or have some ideas?

So a change of plugs to Champion L 82 or NGK BP7 HS was affected.

I have not had any backfiring problems since then during the 2007 season, and we have been doing some pretty good mileage. Some of it done in the previously worst weather conditions —hot, warm and dry. Nothing. Backfire cured. Do not run with too soft plugs, you won't know when something baddish is about to happen. Too hard ones will foul up and not fire; you'll notice that.

This season's mileage turned out to be 3500 miles. Two or three longish daytrips were performed. The highest mileage in one day was to a rally in Stockholm doing the rally and back home.

Remember that on two previous occasions small disasters had taken place on that same rally. One year the camshaft drive key sheared, which resulted in very variable cam-timing and no go. Repaired with the help of friends. Last year the bolt holding the oil-pipe to the head worked loose, and we had an instant rust-proofing of the left hand side of the car. Fixed on the spot, filled up with a litre of oil and got home safely that year as well.

So I was a bit apprehensive about what might happen this year. The short answer is nothing untoward happened at all. Car ran great and the crew was very tired at the end of 650 km driving in one day.

A two day family outing (that is wife Ulla and I) with an overnight stay worked out fine; we are getting used to the idea of packing light. I don't like luggage racks if avoidable, as I know how the straps holding the petrol tank and the spare wheel are

fastened to the body proper. Or indeed how the body is fastened to the chassis.

On another trip I learned to tackle heavy rain, heavy traffic, and the original rather smallish rear lamps. Now remember that traffic conditions in Sweden are nothing like the UK ones. Much less intense and much less cars. Same heavies though, doing 110 KPH on the motorway. Swedish lorries are big at 54 tons.

Problem is with glasses (or is it spectacles?) which I need to see anything; you have two screens and four surfaces to get wet, foggy and miserable. You need quite a big bit of something in front to notice it. Not very conducive to road safety.

Lorries have at least ten or more rear lamps, several quite high up. I found that by placing myself to the rear of such a well illuminated thing, I made other road users notice me and my two 5 watt rear lamps. And even with foggy glasses I could see the lorry in front. I could probably see the lorry without glasses as well. Not tried that. I would not try driving like that in Britain, but we seldom have usable alternative roads like you have, so it is often the motorway or not at all.

I still have not tried running at any sort of speed with the hood up. I get the feeling that the wind would tear the windscreens supports off the body.

Also running in the dark has not been tried seriously. I have fitted 55W halogen bulbs in modern 7" reflectors, so driving a few hours at night is electrically feasible. Original charging set up gives 8 amps remember.

So I can hear you say -- nothing to do during the winter? No not really; but I have a bit more play in the Marles Weller steering box than I would like. And there is a noise in the gearbox, and I need to check the rear axle. Probably a few more minor things like that.



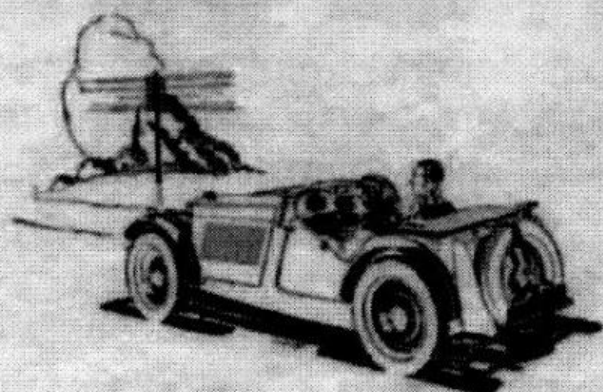


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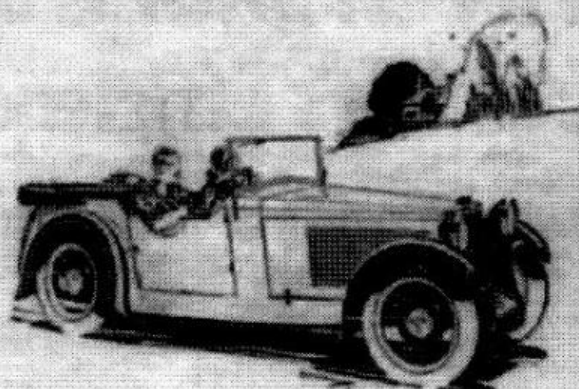


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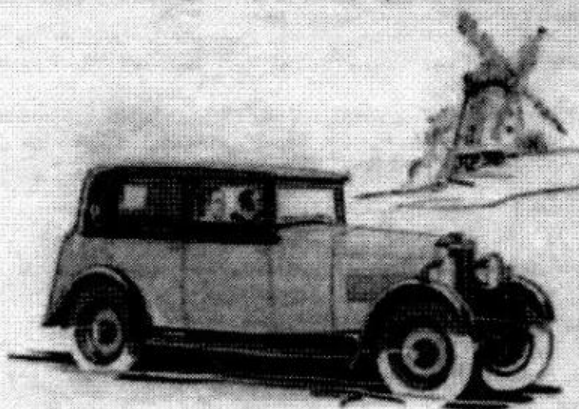


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## YOUR LETTERS

### From George Eagle

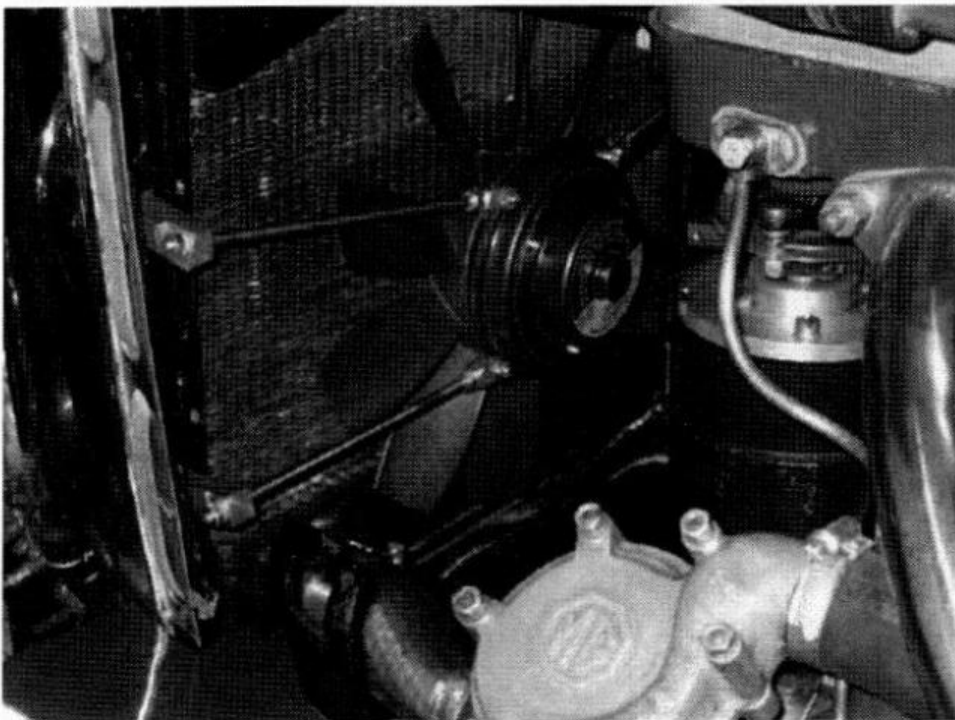
Hi Phil

I enclose the photo of the electric fan I have fitted to the NB.

The unit is a Kenlowe suction fan, (part number 318/10/FBM/S), which fits neatly without any alteration. I have made up four clevises, which are secured to the fan housing with clevis pins of the same diameter as 2 BA bolts. The four tie rods are threaded 2 BA at both ends, and they screw into the ends of the clevises. At the outer ends I have made four blocks which are drilled and tapped 1/4 BSF, these are used to replace the four 1/4 BSF nuts which would normally secure the counter-sunk screws holding the chrome radiator surround to the radiator. The outer ends of the four rods pass through the blocks and are secured by 2 BA nuts. The tie rods can be tensioned and the whole assembly does not look too intrusive.

I do not have a thermostat, but have an on/off switch hidden under the dashboard. The fan has certainly worked very well in those instances where I have had to queue, and where the engine would start to overheat.

Best Regards





## From Tim Hannam

Hi Philip

I have a 1935 MG PB (Chassis Number PB 0648 and registration number EZ 2444) that when new was a four seater, with a Marshall bower, and full race engine from Abingdon. This car won the Limerick Grand Prix of 1936. I have had this car for 5 years, but have only just got its past. It is in bits but is ok. At some time someone put a J2 body on it with a very low cut door. This car is odd, as it has been packed away for the last 60 years.

I would like to find out more. Do you think there may be a story in it? Also do you think I can use the J2 body with it, or put it back to four seater PB? I like the J2 look more, but its win was with the four seater body as seen in the photograph.



Bob Clare, our Registrar, has given us further information on this car at least in its PB form. "It had significant pre-war competition history in Northern Ireland in the hands of Andrew Hutchinson. I have a copy of an article from The Irish Motor News of



13/8/36 describing Hutchinson's win at Limerick in a "939cc PB-type M.G. Midget with low pressure s/c", where he beat Dobson's ERA on handicap! There is also a photo of Hutchinson in a very stripped down Midget in the same magazine of 8/10/36.

I then got the details of the component numbers from John Inness and this was the final lighting of the blue touch paper for Tim. Interestingly the bonnet, engine and gearbox are the originals.

I'm glad you made the same point that I did about the J2 body. I'm fairly sure from the photos he sent, and his comments, that the bonnet was professionally lengthened and the driver's door re-made I can only conclude that, somewhere along the line, and possibly pre-war, the PB 4 seat body suffered the inevitable fate of these bodies and the back end broke up.

Perhaps the J2 body was chosen as being lighter than the PB 2 seat body, or maybe it was simply available, who knows.

Anyway, from the photos Tim has sent, he's obviously got the makings of a complete car, and therefore I have allocated it Register Number 3458. I reckon Tim must be good for an article or two in due course!"



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## **From Francesco Morisani ( PA 1121)**

Dear Philip,

I'm writing to you from Rome, Italy, to congratulate you for the Bulletin and the Forums. I'd like to share with the members of the Register my experience.

PA 1121 had been imported to Italy in the 70s, and I purchased it in 2006 in Turin. The interior and the hood were not original, sidescreens were missing, but it only took me a moment to understand I had to take care of the old fascinating creature.

An Italian friend, Paolo Bordini, put me in contact with Bob Clare, who so kindly answered to all my questions. He had not heard anything about the car, an early 4-seat conversion, since the mid-60s, but it was already registered as 801. I was very happy that the car was back in the Register where it belongs, and I felt encouraged to go on "maintaining the breed".

Problems? Some. The original dynamo suddenly decided to stop charging, and soon I had to give up trying to have it repaired. I decided to change it with a more simple three brush one. I got it from Barry Walker at Beaulieu, and I succeeded in passing with the heavy metallic part through Heathrow security controls in September 2006, just after the terrorist alarms in London.

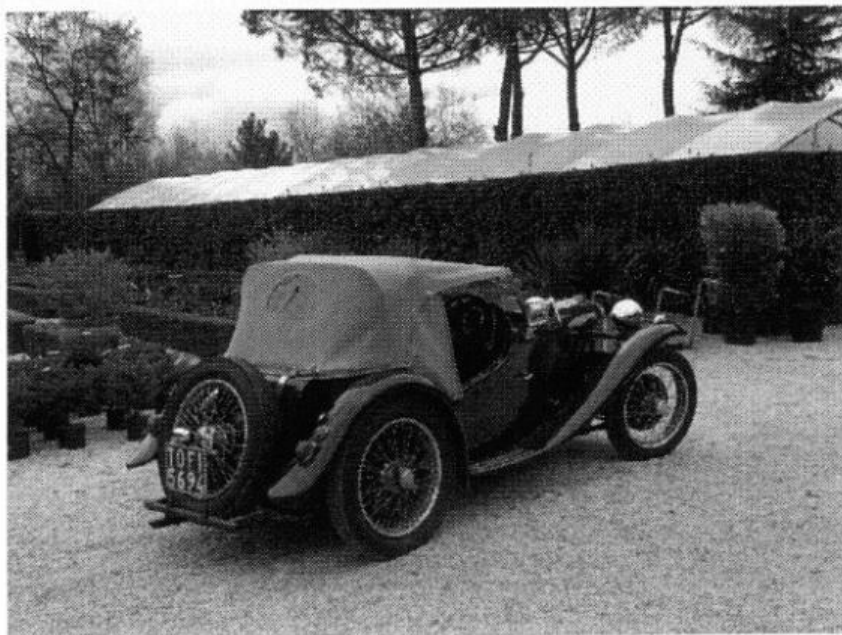
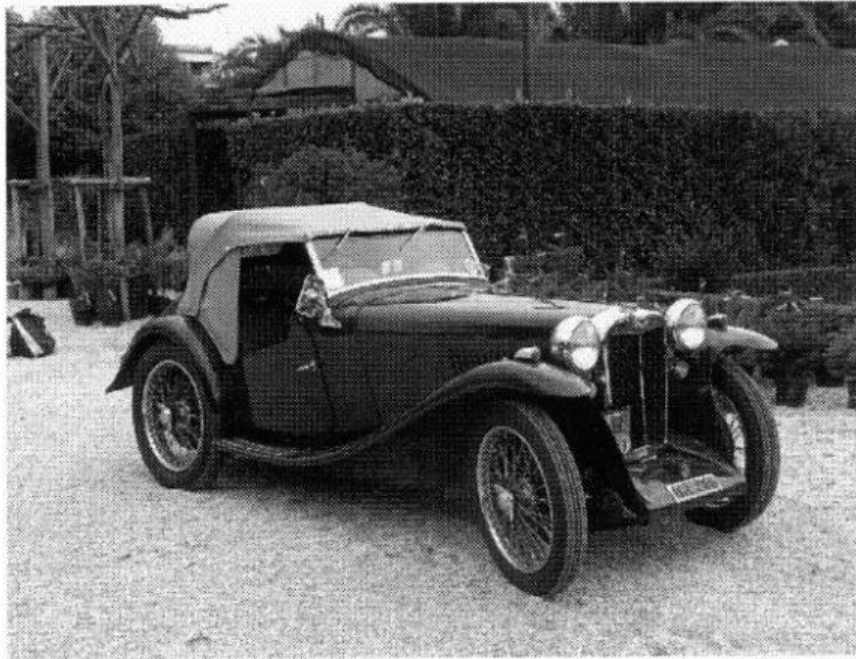
To install the new dynamo in an easier way, I took apart the radiator and decided to have the shell rechromed. No one in Rome was able to repair the holes in it. The problem appeared not solvable until a goldsmith took care of it as a jewel, which it really is - isn't it? - so gleaming and proudly reflecting the bright Italian sunlight, with the two side headlamps and the chrome Midge mascot on the top!

The radiator worked perfectly while moving, but the temperature rose to 100° when blocked in traffic jams. The disadvantages of the Italian sunshine! A marvellous water pump I got once more from Barry Walker (a real jewel also for its

price) and a Kenlowe electric fan have now solved – so I hope - the problem. A new hood, built according to Urs Langen's precious advice, and new leather interiors have made the car even more fascinating.

The first trip around the Roman countryside, for about 100 km, was really great. Much more has to be done, and I'm looking forward to trying the roaring engine again on the road as soon as possible.

Best regards, ciao.





## From Ed Bloomfield

Hi Philip and Rosemary

Thank you for the Christmas card – it was nice to hear from you. Lin and I hope you had a good Christmas and we look forward to seeing you later this year

At last I have found a picture of my J2 MG (MG 2819 Chassis J3659) and I attach a copy.

I bought the MG from a guy in Danbury and owned the car for about a year between 1960 and 1961. I used to drive to sixth form at Braintree County High School in it. My form master was so attached to the car he used to pop out to put on its tonneau if it rained!

During that time the crank broke and dad and I had to find a replacement engine. We located a 1932 Morris Minor at Anderson's Breakers yard in Tiptree and bought its engine. At the garage we stripped the Minor engine, bored it and put in new pistons and shells and rebuilt the MG engine with its original overhead cam head etc.

I made new arm rest/wear plates for the doors and repainted the car red. It was called 'Andy Capp' with its name across the radiator



My photo, including my girlfriend at the time, Gillian Finch of Braintree, was taken outside my parent's garage business (Bloomfields Garage) at Silver End, Essex.

If you know its current whereabouts, I'd be glad to hear from its current owner, and possibly to see it again!

Regards for now

*This car was registered with us in 1969, when it was owned by a Mr B.A.Brown, but we have now lost touch with it, and it has just been taken off the Register list. So we have no idea of where it is now unfortunately – Ed*

## TIPS AND HINTS

**Martin White** gives us the following tips:-

- i) if you are not convinced that the brake shoes are central in the drums, ream out the pivot bush so that the pivot is a sloppy fit. Refit the pivot using a locking nut which is nipped up but not fully tightened. This will allow the shoes to float and self-centre as modern shoes do, *(this is similar to the Wolseley Hornet hydraulic brakes system which has a slot in the backplate to allow the wheel cylinder to centralise the shoes in the drum. Likewise, if the brake cam is a sloppy fit in the other backplate bush, this will centralise the shoes in the vertical plane so that both shoes are in contact with the drum, and not just one or the other as sometimes happens. Any thought from other members on this front?? – Ed).*
- ii) I've drilled my crosshaft pulleys so that both cables can be fitted without removing the shaft.

- iii) Make sure that the inner brake cable is almost the same O/D as the outer cable's I/D. If it is not, then it will stretch and won't pull the brakes on hard enough. This is a major reason for poor brakes. I fit my own inner cables to the outer cables, and this has transformed my J2 brakes.
- iv) I have noticed that when modern brake linings get soaked in brake fluid from a leaking cylinder, that if they are washed off with boiling water, they actually become grippier, not slippier as one would expect. This caused me endless amusement with an XK 140 Jaguar that kept pulling one way when braking. The polluted ones actually working better than the clean ones! I haven't yet dunked my J2 shoes in fluid yet!

## **A LOW TECH TOE-IN MEASUREMENT**

From Bob Walker

So you have just now got that pile of bits arranged into a 'rolling chassis'. Before you add obstructions such as the radiator or engine, it is easy to set the toe-in with the aid of nothing more complicated than bits of wood, a rule, some liquid paper and a pencil, with a piece of chalk as a luxury item.

Start by making sure that the wheels are on tight enough not to wobble and that the wheels are in the straight ahead position. Mark the chassis side of both front tyres sidewalls with a horizontal chalk line at wheel centre height. Make a note of the vertical distance of these lines from the floor. Choose a length of wood about 3foot long (vaguely 2"X 1"), and sit it on the chassis, rummage in the scrapbox to find another short piece that when resting at the end of the 3 foot length has its top face at the same height as the chalk marks; nail the two together, with the short piece overhanging the end about 2". Anoint the other end with the liquid paper. With things in position as in the photo, make sure that the distance from liquid paper end to wheel rim is less than the length of your rule. Use a square to put a well defined line on the liquid paper in pencil.





You are now ready to take the measurements!

Starting at the front with the short bit just touching the wheel rim at the height of the chalk mark; slide your rule along the other end so that it just caresses the other wheel rim, at chalk mark height, with the zero end of the rule. Make a note of the scale reading of the pencil line. Transfer your attentions to the rear part of the rim and repeat the process. For toe-in the rear reading has to be greater than the front, ascertain what you have got. The difference of the two readings gives the actual figure, but only if the wheels run perfectly true.

To correct for wonky wheels roll the chassis forward or backward through half a turn of the wheels, check your accuracy with the vertical distance already recorded. Then repeat the readings front and rear, work out the average of the two sets of differences, and that is your toe-in figure. The more buckled your wheels are the more different the two sets will be.

If there is a blue moon your figure will be what is given on Service Information Sheet No 64. Otherwise you need to make some adjustment.

The trackrod and draglink both have a left hand thread at one, and a right hand thread at the other, so in theory all you have to do is apply your  $\frac{1}{2}$ " BSF spanner to the body of the steering joint and undo

the locknuts with your 9/16 BSF. Then turn the trackrod to give the correct toe in.

What happens to me is firstly that due to paint etc. it is not easy to see which thread is which, so turning the lock nut the correct way to undo it is tricky, unless the thread is cleaned up first with a wire brush in the electric drill. Next, with both locknuts loose, the trackrod still won't budge. At this point you either persuade it with your burr inducing Stilson wrench, or leave it for some other unfortunate to fix or do the job properly, which of course takes longer. In the latter case it is much easier if the trackrod is not actually on the car. Then with the trackrod held in the vice near the end that you are working on, with of course nice soft metal between it and the vice jaws, you can operate more effectively.

The fault causing the stiffness in the threads that I have worked on, has always been damage to the ends of the thread caused by either the grease nipple, or being forced into the diminishing thread deep in the steering joint. The cure has involved a very handy special file that I found at an autojumble. It is of square section and is designed specifically to clean up damaged external threads, in this case using the 20 t.p.i. section. Once you have got the threads to your liking, be careful to screw on each joint by the same number of turns before you put the trackrod back on the car.

This is also not a bad time to check the draglink. In the case of the Marles and Bishop steering boxes, I set the drop arm on the splines parallel to the column when the steering wheel is at the middle of its travel. The Adamant box is different in that it has no internal stops so you can spend time finding the least worn section of the worm and wheel, and then put the drop arm on as mentioned earlier. Now when you have the steering system all hooked up, you can find if the draglink is the correct length. Jack the front wheels off the floor and turn the steering wheel from lock to lock. If you have the same movement both ways, that is fine; otherwise turn the draglink to get the required condition. When you have got it right don't forget to tighten the locknuts. If you have omitted to even put them on don't worry you are neither the first nor the last to have made that error!

P.S. from Service Information Sheet No 64 correct amount of front wheel toe-in is

M type - 1/8", D F J L PA PB NA NB - 3/16", K1 K2 KN -1/4".

I've measured the trackrod thread as 5/8" x 20 t.p.i. This is not BSF or BSW but appears in a catalogue I have from Tracy Tools Ltd, 2 Mayors Avenue, Dartmouth, Devon. TQ6 9NF Tel. 01803 833134. Found in the Brass, Cycle & Special Pitches section. I have no connection with this firm other than as a satisfied customer!

## **Fitting a YA Differential**

**By Bryan Ditchman**

With modification to the banjo axle casing, this preloaded unit with taper roller bearings can be fitted to J,P,L and N-types. The units are inherently stronger than the original Triple-M diffs, and the pinion flange mates with the 4-bolt propshaft flange without having to shorten the propshaft.

There are two ratios which suit our casings:-

7:36 (5.142) fitted to the YA (painted black)

7:37 (5.284) fitted to Morris 10 (painted red)

When properly set up they are ideally suited for trialling, and my modification includes full length bolts through the axle casing with inner compression tubes.

In order to carry out the modification and setting up accurately, I suggest it is preferable to carry out the work with the axle casing off the car. This is particularly useful when redrilling the banjo, as the peripheral bolt table of the Y-type diff casing is rotated  $11\frac{1}{4}$  degrees. Redrilling the differential casing is an option, but in my opinion weakens the casing, which is not really thick enough where the holes are to be redrilled.

**STEP 1** – When obtaining such a differential, make a good visual inspection of all teeth, especially those on the pinion (use a torch) to ensure that there is no penetration of the case hardening, showing up as pitting and black lines along the lines of the teeth. Also check that there is minimum or no for and aft movement in the pinion. If there is no preload on the pinion, then it is advisable to rebuild the differential to reset the preload and backlash. Note that the cost of the four taper roller bearings, and rear oil seal works out at around £250 incl VAT.

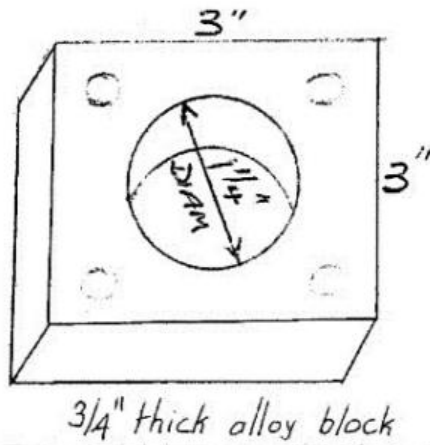
Usually it is only the pinion bearings which need replacing, reducing the cost to about £180 incl. VAT.



Now it is advisable to read the section entitled "rear Axle" in the YA workshop manual (pages G3-G9 and S2 and S4) showing the special tools, which are the spanner for the adjusting nuts and the torque recording spanner for the pinion assembly. (I can supply a copy to any one that needs it).

Note that it is no longer possible to purchase the pinion bearing set with the distance tube "G" as mentioned in the text, so do not loose the one in the diff unit as this will be used as a datum in the first assembly with the new bearings, and will probably need to be replaced with a longer one.

To carry out the work on the differential, you will greatly benefit from having a substantial bench vice, minimum 6", and also a flange adapter as per the diagram, to bolt onto the pinion flange, to enable easy loosening and tightening of the pinion nut.



To be continued in  
the next Bulletin.

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Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

Whenever one gets electrical problems, it is usual to change the coil, condenser, points, rotor arm or even the distributor cap to try and restore the spark to the plugs. However, something else should also be checked as found out by your Editor recently. All the above items were changed (apart from the cap) but still no sparks were to be found at the plugs. There was feed to one side of the contact points, but the fixed points did not seem to be earthing. The fixed points earth through the securing grub screw on the adjusting quadrant. This screw fixes into an earthing strip which is moulded into the bakelite base. This cannot be seen from the top or underside; it connects to a collar at the nearest bakelite base's holding down screw, which secures the bakelite base to the metal bottom "bowl" of the distributor. This bakelite base securing screw therefore needs to be tight to the collar to ensure that a good electrical connection is made to provide an uninterrupted path for the points to connect to earth. As found by the Editor this securing screw had come loose, and as soon as it was tightened up, the car burst into life again. So simple when the cause is known. I have now put a spring washer under the screw to stop it coming loose again. The F-type was not going all that well beforehand, probably due to the earthing being less than perfect.

## **SPARES WANTED**

**Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU Tel. 01344 424258 day or 01344 425364 evenings)** is after the following parts for his J2:-

Front shock absorber

Pair of bonnet tops with central hinge (or complete bonnet)

Cycle wings in any condition

Hood frame

Windscreen pair of upper support pillars, and brass channel to repair the frame sides.

Any history on LJ 7201, OY 6543, CG 5230.

**Charles Landells (Lodge Gate, The Marsh, Braemore, Fordingbridge, Hants SP6 2EJ Tel. 01725 510682)** is looking for a PB rear Luvax shock absorber mounting bracket, also arms and linkage. Also for his P-type a trafficator bezel, seat adjusters, sump and rocker box.

**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook, Hants, RG27 8NA Tel. 01189 326346)** wants the following P-type items:-

- Nearside front wingstay plate which bolts to the chassis
- Offside front top spring plate, with shock absorber pin fitting
- Pair of P-type doors for restoration
- Alloy loom cover for firewall
- Rear nearside wing stay
- Offside lower support for windscreen that bolts to the scuttle
- Original petrol tank for restoration
- Original front apron for restoration
- Engine bearer cross tube with cap
- P-type back axle back cover plate with filler and plug in exchange for one without.

Bryan would also like to borrow a 5-tooth worm gear odometer take off for an N-type gearbox, with a view to getting some made up, as none are available from any suppliers.

## **SPARES FOR SALE**

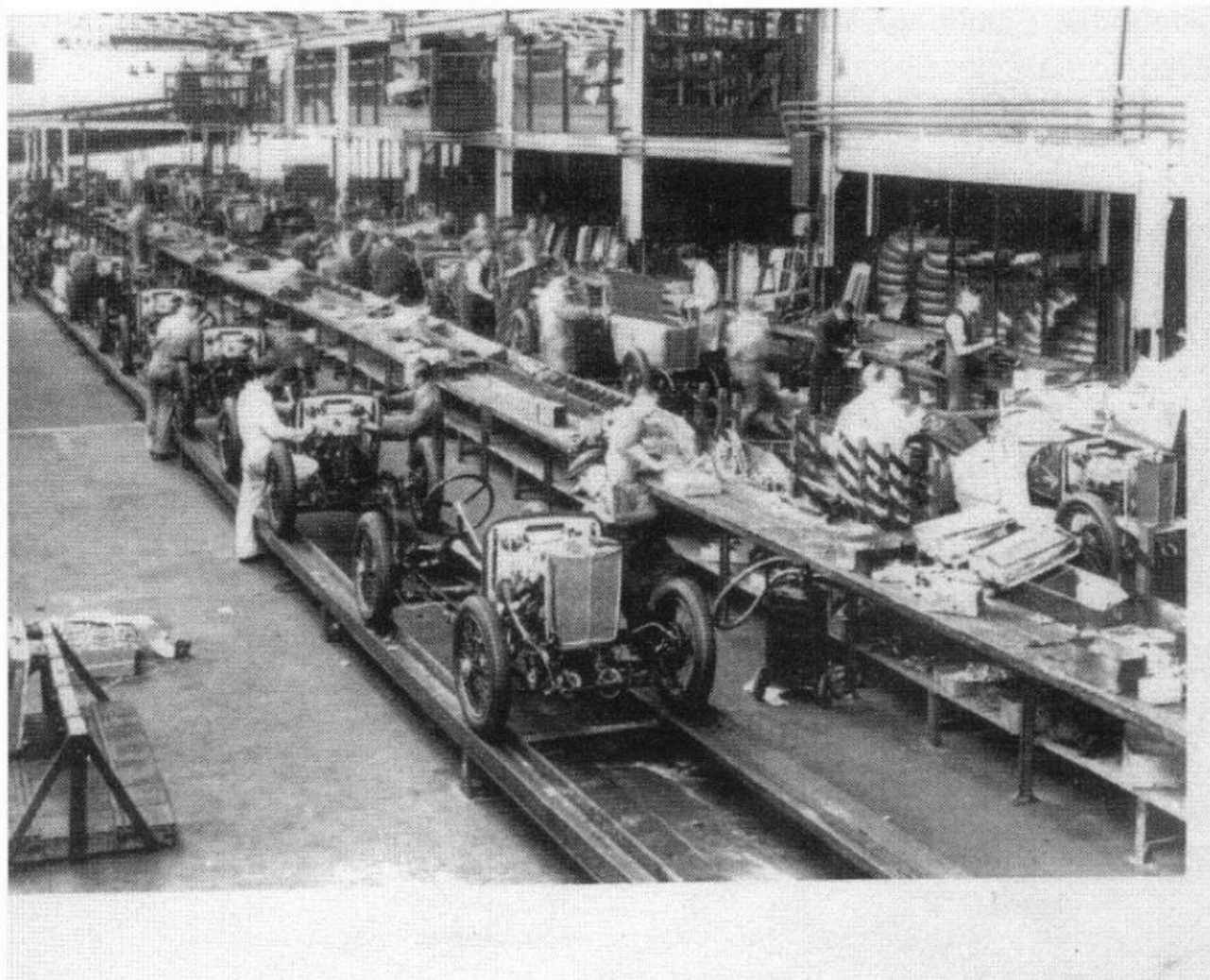
**The Editor** has the following items for sale:- New P/N/K/L tulip inlet valves in KE 965. £3 each; New M-type sidescreen frames, Trimite finish £12pair; new 0-60mph speedo similar to M-type £18; Classic MG Yearbook 1973, hardback new, 34.50; MG World 1975, slightly shop soiled £3.50; MG International 1977 hardback new £4.50.



**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook, Hants, RG27 8NA Tel. 01189 326346) has for sale a set of P-type gears including the 1<sup>st</sup> motion shaft; £250. Also a rebuilt PA gearbox, but needing rebushing for the crosstube £600.**

**Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DL Tel. 01363 775672) has a 2-star diff unit complete with good bearings, £375; 2 new typecast 8" brake drums at £150 each; assorted axle seals; F-type rocker shaft £15. All prices include postage.**

**Please note that we do not charge members anything to put an advert in the above sections, but would expect to receive a tip or recommendation of a firm that has provided good service.**



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**SECRETARY – George Eagle**, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: [geaglemgl2@dsl.pipex.com](mailto:geaglemgl2@dsl.pipex.com))

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**SAFETY FAST EDITOR – Bob Hudson**, 228 Shinfield Road, Reading, Berks, RG2 7DU. (Tel. 0118 986 9074 E-mail: [bobhudson@ntlworld.com](mailto:bobhudson@ntlworld.com))

**YEARBOOK CO-EDITOR – Andrew Bradshaw**, 43 Hertford Street, Cambridge, Cambridgeshire, CB4 3AF. (Tel: 01223 564872 (H) E-mail [ajbhome@dsl.pipex.com](mailto:ajbhome@dsl.pipex.com))

**YEARBOOK CO-EDITOR – John Reid**, Fardenway, Orwell, Royston, Herts, SG8 5QH (Tel. 01223 207387 E-mail [john.b.reid@talk21.com](mailto:john.b.reid@talk21.com))

**YEARBOOK ADVERTS – Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel. 01628 665055 E-mail: [elizabethtaylor@hotmail.co.uk](mailto:elizabethtaylor@hotmail.co.uk))

**REGISTRAR – Bob Clare**, 39 Hillside Avenue, Worthing, W.Sussex, BN14 9QS. (Tel. 01903 203698 E-mail: [100570.2213@compuserve.com](mailto:100570.2213@compuserve.com))

**HISTORIAN – Barry Foster**, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169)

**BULLETIN EDITOR – Phil Bayne-Powell**, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: [philipbp@mgcottages.freemove.co.uk](mailto:philipbp@mgcottages.freemove.co.uk))

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**SUBSCRIPTION CO-ORDINATOR – Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail [rhiwlas35@btopenworld.com](mailto:rhiwlas35@btopenworld.com))





*Derek Smith and family set off for their holidays in 1973*

Photo: D. Smith



*Alex Reid shelters from the thunderstorm at Peter Green's Summer Gathering last year*

Photo: D. Morbey





*Start them young - the Editor's grand-daughter Sophie getting the hang of the Jarvis M-type*



*Peter Ross towing Bob Hudson's sick C-type into Peter's garage to mend the engine, during the New England Raid*

Photo: P. Ross