

TRIPLE-M REGISTER BULLETIN



March 2009





Tom Metcalf's ex-Jarvis F-type restored to F2 specification, plus a front mounted blower

Photo: T. Metcalf



Mugello Speed Event 2009

Sandra Downes and Maisie Foster keeping an eye on the N and C-type

Photo: B. Foster

TRIPLE-M REGISTER BULLETIN No.48

March 2009

EDITORIAL – Phil Bayne-Powell
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As I write this there are only a few days to go before my daughter Annette's wedding, and our 1929 14/40 and 1935 NA saloon are being cleaned and polished for their part in the proceedings, taking the bride and bridesmaids to the wedding.

Now that we are at the beginning of the season, I trust your cars are all ready, and that you will be out and about with your cars either in competitions or rallies

The MG Show at Stoneleigh was pretty crowded this year, but there was not much of Triple-M interest, lots of stands selling tools and things. One lucky person bought an original Rotax dash switch, but the L-type clutch housing remained unsold at £125. Sussex Sports Cars had a stand that was offering the part completed REAL bodied J2 for sale at £21,000! Admittedly the chassis and engine had been totally overhauled by Colin Tieche, the body timber frame rebuilt, and new wings made to the correct profile, but the body needed finishing off, before painting and quite a few items were missing. However it is the only one left of the two made, although interestingly the body came off one car and the chassis belongs to the other car! Another £20,000 will probably need to be spent on the car, which makes it an expensive J2 at £40,000!

You will see from the Bulletin Number above, (which we are adding to all future Bulletins, to help collation), that the Bulletin has now been going for EIGHT years, having taken over from the latterly spasmodic Infoletter, which your truly also started up in October 1969. If anyone feels up to taking over the Editorship of the Bulletin, and develop it further, please come forward.

Front cover:- The Editor's newly restored D-type (now owned by Bill Bennett) cresting Ditchling Beacon on the 1994 Regency Run

The Final Car of the Year scores are published with this Bulletin, and we congratulate Bill Bennett for winning yet again (previously he won in 2006 and 2004). Bill has for the last few years been amongst the front runners, coming 2nd to Frank Ashley in 2007, and in 2003 being only beaten by Elizabeth Green, (now Taylor); in 2003 he was third behind Peter Fenichel and Rod Stanfield.

The Brooklands MG day is on the 5th April and we hope it will not snow this year! The Classic Kimber Trial is on the 18th April, and is always a very friendly day out, and Allan Grassam gives you some words of exhortation. On the 25th April there is a very special event, the MG Heritage Festival at Windsor Castle in aid of the Prince Philip Trust. They are hoping to get one example of every model and variant of MG made, and there will be feeder runs to the event to swell the total to well over a thousand MGs, which should be quite a sight.

The Main MG Silverstone meeting, now called MG Live, will be on the 10-12th July, with sponsorship from Coys (who will be conducting an auction), to replace that previously provided by the Chinese MG people. We are planning to have a 75th Anniversary display of P and N-types, with hopefully a track parade.

I hope you are enjoying the series of articles I have written for Safety Fast on Buying a Triple-M car; however there have been errors by others, which I am annoyed about, and which spoil the presentation. In January the separate sections on "Spares Availability", "Originality", "Costs" and "Tyres" were put as a sub-section under the P-type Section. These were not just related to the P-type but to all Triple-M cars, and so should be read as such.

Also this month, the caption to an L-type Salonette, calls it a Continental Coupe (which I expect you will have picked up). Most of the photographs were put in by the S.F Editor, from the Club photographic collection, and I didn't see any draft before printing to enable me to pick up these errors. I hope the presentation of the last article will not be spoilt by other errors. I hope these series of articles will put the Register in a good light with the general MG membership.

Many people turned out to Bob Hudson's funeral in Shinfield, and a line up of eight Triple-M cars outside the church was a stirring sight, with four genuine C-types, including Bob's own, which had been specially put together by Oliver Richardson for the occasion. The line of four snarling C-types following the funeral car was something I will not forget, and was a fitting farewell to a well loved Triple-M man.

VSCC Brooklands Driving Tests 11th January

This is always a good start to the competition year, with a delectable array of machinery. This year the day was pretty mild compared to some previous years, and the sun was out a lot of the time. This year we had six Triple-M cars entered, with Mark Dolton driving the family PB specially changed back to unblown for the event to prevent any problems with the carburettor icing up, and David Hince in a K3 Replica. The rest were the usual competitors of Patrick Gardner (J2), Nick Bengler (J2), Tim Beck in his newly acquired PB (he has driven a "rent-a drive" car from Patrick Gardner previously!), John Haine (M-type) and the Editorial C-type making its first appearance at this event. The usual format of 6 tests in the morning, followed by 6 tests after the lunch break, went well with the odd numbered cars starting at the first test and the even numbered cars starting at the third test, so as to spread the drivers out, and avoid unnecessary queues.

John Haine was most unlucky to break the M-type's drop arm just before his first test and was seen later going home on a recovery lorry. David Hince did not start, which thus reduced the MGs to only five.

The test hill always starts off the tests and this year there was time to find where you had to go after cresting the hill. Test 2 (and 8) were along the member's banking, with a difficult route going towards the finish line, then coming back and finally going for the finish. The brain had to be well in gear for this test and many people lost points here for a wrong route.

Test 3 (and 9) started this year at the bottom of the Finishing Straight to give room for those waiting for test 4. This is always a fast test, and power as well as good handling is needed here, as well as correctly stopping astride the lines, which the C-type failed to do!

Test 4 was a forward and reverse test across designated lines, while Test 5 at the end of the banking was again, like Test 2, another brain tester, again finding many entrants out. It really is most necessary to know the route inside out and then carefully watch those before you. Some people got very lost, and Nick Bengler was seen to slow right down to check the way on his instruction sheet!

The final test took place on the tarmac in front of the old pits, and was also very fast, but garages also needed to be done correctly unlike the C-type, which again failed to stop astride a line.

At the end of the day only Patrick Gardner gained an award, getting a 3rd Class in the Standard Sports Car class, with Tim Beckh only 6 points behind. Nick Bengner had a bad day getting four tests wrong and even finding another finish line beyond the official one on test 11! This is most unlike Nick, as he is usually very smooth and accurate. Mark Dolton was the best MG in the Modified Sports Car class, which had a huge 44 entry, beating the C-type by 26 points.

This was a great day out with many Triple-M owners present to cheer on the lads, and we hope next year we will have more entries to show the flag to those VSCC boys.

The results were:-

Standard Sports Car Class (12 entries)

4th	Patrick Gardner	J2	690 points
5th	Tim Beckh	PB	696 points
9th	Nick Bengner	J2	871 points

Modified Sports Car Class (44 entries)

17th	Mark Dolton	PB	749 points
22nd	Philip B-Powell	C-type	775 points



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Kimber Classic Trial Weekend 18/19 April

By Alan Grassam

I guess that most of you who read Bill Bennett's article last month, describing his very successful trialling exploits, must think that he is mad; yet those thoughts most certainly were tinged with admiration. It is not for me to comment on Bill's sanity, but you would be right to admire the tremendous driving ability, engineering skills and sheer determination that have taken Bill to the heights. But not just Bill; you must put in the frame his better half Liz, who is always at his side bouncing him and the J2 to the top. I'm willing to put serious money on it that most of you will say, "That's all very well but trialling isn't for me," and even more money than GB is throwing away, that your wives/partners would be even less interested!

So, what has all the above to do with you, then? Those regulars who have been competing in, and enjoying, the Kimber Classic trial for over 20 years will know what I am on about. For they know that you, too, can enjoy the camaraderie and thrill of trialling by taking part in this event, that gives you the flavour of a classic trial without making such strenuous demands on man and machine. If you haven't joined in the fun yet, let me tell you what is involved.

First a drive down to the event's HQ, the Sherborne Hotel, before setting off on the Saturday morning on a delightfully scenic route of about 80 miles through picturesque lanes in Dorset and Somerset. These lanes are largely free of traffic, and reminiscent of the roads of the 30's, when our cars were enjoying such friendly sporting activities most weekends of the year. Sporting? Yes, because the clerk of the course Bruce Weston sends you (hopefully!) up some 12 sections. These are mild off road tracks that have to be climbed non-stop. One, Honeycliffe, featured in the first Kimber in 1937, so you will literally be driving in the tracks of the immortals like Jones, Bastock, MacDermid and May. Often greasy and slippery, they can at times present quite a challenge, but any well prepared and driven MMM car should be capable of climbing successfully. The worst that can happen is that you get your car rather muddy (ask Ken Robinson!).




At the end of the day you can unwind at the very informal dinner at the Sherborne hotel. Our first chairman, Steve Dear, has promised to

entertain us with jokes that, so he assures me, none of you has heard before.

On the Sunday morning we move to chez Foster and McNinch for some very relaxed driving tests, before finishing off the weekend at the local watering hole.

For those of you who have driven your cars only on the road, and have entered only mild competitive events like gymkhanas, my advice is to be bold and send in that entry form. Remember that MMM cars were, and still are, the best pre-war trials cars. In the 30's their first owners exercised them in local club and major trials run by clubs such as the MCC just about every weekend of the year. I would not dream of suggesting that you should consider entering an MCC trial today (though some of you might just think about trying Class 0 for beginners and/or less robust cars), but the Kimber gives you the opportunity to experience the thrill and excitement that made our forebears choose an MG, rather than some mundane machinery.

Interested but still not sure? Give me a call (01935 863673) and I'll do my best to persuade you to join us as a marshal, but preferably as a competitor. Otherwise get straight on to Andrew Owst for an entry form at andrewowst@hotmail.com or 01761221893. Hurry - the entry list is filling up rapidly!

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Exmoor Rut 2009

Triple-M weekend 29th-31st May

The organisation for the weekend is coming along at a pace and the entries have been rolling in. Most of the Hotel rooms are now taken, although there is more accommodation within walking distance. The routes have now been planned and driven, taking in some of the most spectacular scenery and roads on Exmoor and the north Devon coast. We guarantee this will exercise your Triple-Ms. Coffee and lunch stops have been booked and sampled, and the paper work has been started. Also to add a bit of light competition, we are thinking of putting together a photo quiz for the Saturday morning run.

For those already booked we will be sending out menus shortly for the two dinners.

For those that missed the last Bulletin this is our main event in 2009. It will take place over the weekend of 29th-31st May, based in the heart of Exmoor. The format is similar to previous Triple-M weekends, which people seem to like. So signing on begins on Friday afternoon/evening at the hotel, which has a highly recommended bar! Dinner and entertainment will follow. The Saturday run takes us passed some famous trials hills, such as Beggars Roost and Cloutsham, with a morning coffee stop near Porlock, and a buffet lunch on the North Devon coast. In the evening there will be another dinner in the hotel with more entertainment.

The Sunday morning tour takes you south through more beautiful Exmoor scenery finishing with a buffet lunch, by the river Exe, after which the rally ends, to allow people to get home that day.

The cost of the rally, which includes all the meals and coffee stops, will be £100 for the driver and car, and £85 for each passenger. A £25 deposit is initially required for each entry, with the balance payable by April 30th. Your entry will be confirmed by e-mail or telephone, and the details of the hotel then given for entrants to book their accommodation. The hotel has 28 rooms, all of which have been reserved by the organisers, which is why they want to have confirmed entries in before allocating the hotel. A good rate of £110 for 2 night's bed and breakfast has been negotiated. Once this hotel is full there is another hotel and B&B virtually next door.

We have to limit the numbers to 80 people/40 cars, as this is the maximum the Hotels banquet suite can take. So if you are still thinking about it. Don't think! Just Act! Full details and entry forms are available on the website or by contacting the joint organisers Derek Richards (e-mail derek.richards@virgin.net Tel.01935 862180), or Alan Grassam (Tel. 01935 863673), who will also be happy to answer any queries you have.

“Tour de Silverstone” 2009 Friday 10th July

The 2009 'Tour de Silverstone' builds on the successful introduction of a Road Run for the first time last year. Encouraged by the response, the organisers felt that a further Tour should be run again this year, with the objective of it becoming a permanent fixture to the newly entitled, MGLive! weekend of activities.

This year a different format has been adopted, with the Tour having 4 start points, roughly North, South, East & West of the circuit at Silverstone. Thus the participants of the Tour will be able to travel a shorter distance from their homes to the start venue, and then complete the journey to Silverstone, by way of the Tour.

Motor (or closely related) museums have been chosen for the start venues, and the participants will have time to visit the museum before commencing the run. The entrance fee to the museum is included in the cost of the Tour.

As before, the route winds its way through attractive countryside and delightful villages, using primarily unclassified roads, with each route totalling approximately 80 – 100 miles.

Bearing this in mind, it is anticipated that the Tour will take some 3 – 4 hours to complete, with a scheduled arrival at Silverstone around 4.00pm on the Friday afternoon.

To round off the afternoon, tourists will then be able to drive 2 parade laps on the famous International Circuit.

Entry to the Tour will be by advance booking only, and further detailed information of the runs and times, dates, costs and application form can be obtained by visiting www.mgcc.co.uk/events/tourdesilversone

Vintage Morris Register events invitation

Entries are invited for the first annual Vintage Morris Register's Midsummer Auction, to be held online, and ending on Sunday 21st June. Members and non-members are invited to enter cars, chassis, spares and items of automobilia, which will be posted on the website.

Bids will be accepted and highest bids will be posted against the items. Reserves are invited, and will be respected.

A 5% commission will help support the Summer Rally, the Magazine production and other Register costs.

Bidding will be by e-mail to vintageminor@comcast.net.

Payments by cash/cheque (Sterling or US Dollars) or PayPal will be accepted. Purchasers will be responsible for postage/shipping costs

All new members joining or who have already joined since 1/1/09 will receive a FIVE POUND DISCOUNT on their auction purchases.

Simply e-mail details of your items, with photos if you have them and your items will be posted below.


Don't hoard those surplus spares for ever - offer them to those who need them! Auction ends Sunday 21st June 2009 at midnight UK time

The VMR Summer Rally takes place from 31st July to 2nd August, nicely leading into the VSCC's 75th Anniversary celebration week. All MMM members are warmly invited to join in any, or all, of the weekend's activities and socialising. The Rally will take place in and around Prescott and the Cotswolds over the VSCC Prescott weekend, and, will provide a navigation rally and scenic tour on Saturday, as a more active alternative to watching the practice."

Many members of the VMR, who are also VSCC members, will be attending the week, and the VMR, in conjunction with the Early Morris Society, and other invited clubs, is organising an early Morris and MG evening on Tuesday evening (location TBA).

FUTURE EVENTS

13-15th	March Race Retro at Stoneleigh	0871 2307157
5th April	MG Day at Brooklands	01932 857 381
5th April	VSCC Curborough Sprint	01608 644777
10-11th April	MCC Lands End Trial	01458 224082
10th May	VSCC Wiscombe Hill Climb	01608 644777
18-19th April	Kimber Classic Trial	01935 863673
25th April	Royal Windsor MG Festival	01753643468
4th May	MGCC Colerne Sprint	01275 790855
10th May	Regency Run	01235 555552
30/31st May	Brands Hatch Race meeting	01235 555552
31st May	VSCC Curborough Sprint	01608 644777
29-31st May	The Triple-M Exmoor Rut	01935 862180



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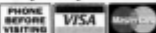


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PHONE BEFORE VISITING

Car Of The Year 2008

Final Scores

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	909	J2-PA/s	FW 3909	Bill Bennett	113
2 nd	2362	NA	BTT 726	Richard Jenkins Ian MacKay	92
3 rd	2134	K1/s Spl.	MG 3094	Peter Fenichel John Dutton	83
4 th	2200	C/s	RX 8306	Philip Bayne-Powell	77
5 th	1804	PA	MG 3848	Alex Reid John Reid	71
6 th	1168	PB 4str	MG 4283	Chris Lewis	65
7 th	1426	NA/s	Bellevue Spl.	Ian Baxter	64
8 th	2631	K3/s	JB 1472	Brandon Smith-Hilliard Peter Fenichel	62
9 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Jeremy Bayne-Powell	60
=10 th	2000	K3/s	MG 3570	Peter Green	47
“	920	PA/s	TG 8337	George Ward	47
12 th	2077	K1-KN/s ss	-	Annie Templeton	46
=13 th	1270	NB Cresta	MG 4750	Bob Clare	44
“	3	J2	DG 5404	Mike Hawke	44
=15 th	1463	NA/s	BUU 964	David Downes Barry Foster	43
“	738	J2	UP 8871	Colin Henderson	43
=17 th	1883	J2	PO 8865	Patrick Gardner Alexander Gardner	36
“	2284	J2	OB 5374	Andrew Henderson	36
=19 th	1931	C/s	VD 30	Barry Foster	35
“	2028	NB/s	MG 3694	Jane Metcalfe Tim Metcalfe	35
“	609	PB/s	ARY 614	Mike Dowley	35
=22 nd	1533	PA-PB	WV 5012	Dick Morbey	33
“	148	M	OY 1548	John Haine	33

“	1428	J2	DG 6 142	Nick Bengner	33
“	1235	L1/s	JB 6878	Bryan Ditchman	33
“	597	PB/s	VV 4538	Peter Haynes	33
27 th	656	PB/s	JC 3269	James Gunn	32
				Rebecca Gunn	
28 th	2694	J2-PB/s	Kayne Spl.	Mike Painter	31
29 th	1049	PB/s	VH 8637	Gerald Burridge	30
				Jim Burridge	
30 th	1985	K3/s	CS 3009	Philippe Douchet	29
				Bob Jones	
31 st	600	J2/s	WJ 7070	Ken Robinson	28
=32 nd	3420	PA	BMH 34	Andrew Bradshaw	27
“	2495	J2/s	AKN 535	Dave Pendlebury- Brown	27
“	108	M	OU 4824	Mike Dalby	27
35 th	676	PA/s	WP 5939	Roger Thomas	26
=36 th	2922	NA/s	XXG 102	Keith Portsmore / Philip Bayne-Powell	25
“	1997	Saloon NA	MG 3271	John Dutton	25
“				David Dutton	
“	2517	M	SV 6402	Roger Glister	25
“	1521	C/s	RX 8591	Dave Cooksey	25
				Oliver Richardson	
=40 th	1140	J2	JL 753	Mike Linward	24
“	3070	K3/s tc	MG 2525	Richard Last	24
“	1917	J1/s	VSV 521	Stuart Evans	24
“	411	L2	JB 1649	Geoffrey Jarvis	24
“	2291	C/s	JK 2340	Adam Singer	24
				Joe Singer	
				Rachel Singer	
=45 th	65	PA/s	DPH 228	Nigel Gibbons	23
“	2430	PA/s	497 UXH	Howard Harman	23
=47 th	348	M	VU 4037	James Mumford	22
“	3246	J2	AL-37-86	Albert Koolna	22
“	1647	NB	JB 6864	Bill Abbott	22
“	2141	PA/s	RC 3349	Derek Richards	22
=51 st	2175	PB	JB 7524	Elizabeth Taylor	21
“	815	KN/s	MG 4314	Martin Warner	21
“	2133	KN/s ss	-	Andy King	21
=54 th	80	J2	DE-46-64	Henri de Jong	20
“	2697	PB/s	CRE 569	Mark Reece	20
56 th	2227	KN	MG 4282	Peter Hemmings	19

=57 th	2960	J2	AM-30-25	Thijs de Groot	18
“	2793	NA	JN 4402	Ken Hall	18
“	845	M	PG 5027	Mike Cleary	18
“	2695	J1-J2/s ss	-	Garth Howat	18
“	1888	NA	CGJ 295	Ben Howat	
“				Richard Last	18
“				Tristan Last	
“	2011	K2/s	JO 7531	John Dutton	18
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	18
				Ian Williamson	
=64 th	679	J2	MG 2787	Terry Holden	17
“	1164	PA	YSV 703	Fred Boothby	17
=66 th	1991	KN/s	ELF 409	Peter Prosser	16
“		Saloon			
“	2215	PB/s	JB 7525	Richard Frankel	16
68 th	-	KN/s	OHL 3	David Hince	15
				Richard Pilkington	
=69 th	27	J2-PA/s	DRV 740	Carol Cooper	14
“				George Cooper	
“	2193	NB	DUB 679	Terry Hartley	14
“	3303	M	LS 2464	Oliver Richardson	14
“	1532	M	WD 4147	David Boyd	14
=73 rd	950	L1/s	MG 2349	Ian Davison	13
“	1751	M	UV 7468	Brian Bassett	13
=75 th	664	PA/s	BLB 209	Paul Duncombe	12
“	2147	NA/s	AAO 797	Robert Dean	12
“	317	Jarvis M	GP 1856	Annette Bayne-Powell	12
“	1595	M	PG 1045	Frank Ashley	12
=79 th	397	M 12/12	SC 9559	Alex Peacop	11
“	1367	PA/s	MG 3921	John Wells	11
=81 st	3018	PB	MG 4516	Graham Holdsworth	10
“	3272	J2/s	APG 718	Colin Bird	10
“	1486	K3/s	JB 3181	Howard Maguire	10
“	3302	J2/s	KS 6104	Andrew Harrington	10
“	1419	J2	AGJ 540	Paul Miller	10
“	1925	PA	BPG 994	Bob Clare	10
“	2170	PB	CLX 112	Mark Dolton	10
=88 th	105	KN/s	BFY 658	Argen van Gelderen	9
“	1	NA/s	JB 3852	David Allison	9
“	250	PA	MG 3294	Andrew Bradshaw	9
=91 st	3130	PB/s	JB 7136	Jeanne Temple	8
“	1823	PA	WO 9320	Terry Andrews	8

=93 rd	1516	K3/s ss	-	Jeremy Hawke	7
“	865	J2	GY 2874	Allan Gould	7
“	2761	K1/s	MG 2794	Paul Mullins	7
				Edward Mullins	
				John Dutton	
=96 th	2715	KN/s	CG 8379	Tanya Lewis	5
“	1976	J2/s	JF 5278	Gil Collins	5
=98 th	2703	PA 4str.	MG 3452	Tony Wild	4
“	2789	PA 4str.	VYC 529	Keith Jackson	4
“	2591	PA	MG 3242	Colin McLachlan	4
“	2957	PA 4str.	JC 2222	Geoff James	4
“	283	M	SVS 374	Patrick Gardner	4
=103 rd	761	J2/s	APU 280	David Downes	2
“	833	PB	VH 8903	Barry Smith	2
“	749	PA/s	MG 3394	Peter Warne	2
“	1710	F1 Jarvis	IU 2474	Peter Tabb / Philip Bayne-Powell	2
“	3027	PA	TJ 9043	Michael Legg	2
“	1278	F1	MG 1313	Ian Goddard	2
“	3427	J2	XAS 214	Charlie Cartwright	2
“	1870	PA	AYY 38	Malcolm Kirby	2
“	2823	F1	GY 5141	Robert Walker	2
“	1607	F1	HZR 714	Stefaan Vernyns	2
“	1777	PA	BEV 518	Ron Warr	2
“	2686	NB	MG 4844	Alan Hogg	2
“	81	C/s	JK 1932	Bob Hudson	2
“	1600	D	PO 5751	Ted Hack	2
“	1659	PA	VL 5643	Terry Davies	2
“	670	PA	BFY 711	Richard Holl	2
“	968	PA	BU 8079	Roger Davies	2
“	633	NA	LAS 368	Tony Hay	2
“	3063	F1	IA 9830	John & Lou Shorten	2
“	1971	F2	WM 8548	Terry Wilson	2
“	2229	PA	JK 4823	David Stewart	2
“	-	J2	OC 4719	Mark Chamberlain	2
“	1936	L1	JB 1646	Peter Sutcliffe	2
“	1297	NB	BVB 561	John Thomson	2
“	800	J2	MG 2174	Sally Hewitt	2
“	2579	M	MG 874	Valerie Davison	2
129 th	3298	PA/s	OSL 309	Stuart Procter	1

Car Of The Year 2009

Scores to 16th February

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	909	J2-PA/s	FW 3909	Bill Bennett	10
=2 nd	3272	J2/s	APG 718	Colin Bird	8
“	1883	J2	PO 8865	Patrick Gardner	8
4 th	2615	PB	BOF 564	Tim Beckh	7
5 th	833	PB	VH 8903	Barry Smith	6
6 th	1428	J2	DG 6142	Nick Benger	3
=7 th	2200	C/s	RX 8306	Philip Bayne-Powell	2
“	2170	PB	CLX 112	Mark Dolton	2
9 th	148	M	OY 1548	John Haine	1

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2009 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

9th/10th January MCC Exeter Trial Full Results
 11th January VSCC Brooklands New Year Driving Tests Full

Racing Challenge Trophy 2008

The Betty Haig Cup

Final Scores

Position	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	K1/s	Peter Fenichel		0.319
2nd	K1-KN/s	Anne Templeton		0.328
	SS			
	PB/s	Richard Frankel	3	0.438
	PB/s	Mike Dowley	3	0.450
	J2-PA/s	Mike Painter	3	0.544

KN/s	Andy King	3	0.874
K2/s	John Dutton	2	0.322
J1/s	Stuart Evans	2	0.350
KN/s	Tanya Lewis	2	0.436
NA/s	Robert Dean	2	0.449
K3/s ss,	Richard Last	2	0.500
NA			
PB/s	Peter Haynes	2	0.548
NB/s	Jane Metcalfe	2	0.800
C/s	Oliver Richardson	2	0.900
J2/s	Gil Collins	2	1.000
PB/s	Mark Reece	1	0.200
K3/s	Howard Maguire	1	0.400
KN/s	Arjen van Galderen	1	0.500
PA	Andrew Bradshaw	1	0.500
K3/s	Brandon Smith-Hilliard	1	0.579
NA/s	David Downes	1	0.586
K3/s	Peter Green	1	0.667
NA	Tristan Last	1	1.000
PA	Fred Boothby	1	1.000
J2-PA/s	George Cooper	1	1.000

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SLADE TROPHY 2008

Final Scores

Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	49
2 nd	PA/s	George Ward	15
3 rd	NA	Richard Jenkins	12
=4 th	PB/s	Jim Burridge	10
“	M	John Haine	10
=6 th	NA	Ian MacKay	9
“	PA/s	John Wells	9
“	J2/s	Colin Bird	9
“	PB/s	Brandon Smith-Hilliard	9
=10 th	KN/s	Martin Wamer	8
“	J2	Albert Koolna	8
=12 th	J2	Patrick Gardner	7
“	PA/s	Roger Thomas	7
=14 th	PA/s	Nigel Gibbons	6
“	PA	Alexander Reid	6
“	PB/s	Gerald Burridge	6
“	PB/s	Ian Williamson	6
18 th	J2	Henri de Jong	5
=19 th	J2	Nick Bengier	4
“	J2	Mike Linward	4
=21 st	PA	John Reid	3
“	PB/s	Barry Smith	3
23 rd	J2/s	Ken Robinson	2

SLADE TROPHY 2009

Scores to 16th February

Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	7
2 nd	J2/s	Colin Bird	6
3 rd	PB/s	Barry Smith	5

Notes from the Competition Secretary

The Car Of The Year competition for 2008 has concluded, and as predicted in the January Bulletin, has been won by Bill Bennett and his J2. Bill has had an adventurous 2008 with many trialing successes, including another Slade Award, but also a big disappointment with the MCC Edinburgh, which deprived him of a well-deserved 'Triple-Triple'. Richard Jenkins should also be congratulated on an excellent second place in the COTY that resulted from his first full year of campaigning his NA 'Milédi'. Third place goes to Peter Fenichel driving his super-charged K1 Special, which incidentally was previously owned by Richard Jenkins. Peter's success has come about mainly from racing, so it is no surprise that he has won the Betty Haig Racing Challenge Trophy for 2008 from Anne Templeton. These were the only two drivers to have completed the minimum number of five races to qualify for the award. To all the successful owners of Triple-M cars in 2008, the Register sends its Congratulations!

Despite Bill Bennett's disappointment in the MCC Edinburgh, he bounced back at the start of the 2009 trial's season with a Gold Award on the Exeter in January. There were further Class 2 awards in this even, for Colin Bird's J2 with a Silver, and Barry Smith's PB, a Bronze. Triple-M success in the Vintage Sports Car Club New Year driving tests at Brooklands was modest this year. Best placed was Patrick Gardner's J2, with a third class award (4th in Class). As our Editor took part in these driving tests, no doubt there is a more complete report elsewhere in this Bulletin.

Remember to put in an early entry for the SW Centre's Kimber Trial in April to avoid disappointment, and please remember there are 'Gymkhana' type Driving tests on the Sunday of that weekend. Anyone can take part in latter event, as they are not exclusively for those who took part in the trial the previous day. Please contact the organisers for further details. Remember the motto 'use it, or lose it'.

Another event for your consideration, also organised by the SW Centre, is the Wessex Sprint at Colerne, near Bristol on the early May Bank Holiday Monday. This used to be well supported by Triple-M competitors, but numbers have been very low over the last few years. Sprinting is a very good introduction to speed events and preparation, both for car and driver is relatively straightforward.

TRIPLE-M SPEED CHAMPIONSHIP 2009

PROPOSED EVENTS

Races:

Saturday 11th July Silverstone MGCC Main Club

Sprints:

Sunday 5th April Curborough MGCC Midland Centre
(Dave Ormerod
david.ormerod1@virgin.net)

Monday 4th May Coleerne
(Wessex) MGCC SW Centre
(Bruce Morgan
tel: 01275 790855)

Sunday 12th July Silverstone MGCC NW Centre
2nd Curborough MGCC Midland Centre

Sunday August
(Dave Ormerod
david.ormerod1@virgin.net)

Monday 31 August Coleerne
Invite via MGCC SW
Centre
(Bruce Morgan
tel: 01275 790855)

Hillclimbs:

Saturday 12th Sept Wiscombe
Park MGCC SW Centre
(Bruce Weston
Tel: 01963 440941)

Handicap results from other sprints and hill climbs can be included, provided they are matched, in number, by MGCC events. The results from your best five events will count for the Championship

Mike Edmundson

Mike was already familiar with motor racing when he started his racing career in 1937. He inherited his love of the sport from his father, William, who raced Wolseleys and works Lagondas in the 1920s. William was also well known for having raced against such stars as Malcolm Campbell, Kaye Don and Lionel Martin. Mike would regularly attend meetings to watch his father, before graduating as a mechanic for one of the Lagonda Team cars.

Mike's first venture on the track was at the wheel of a 1934 Wolseley Hornet Daytona Special, which he bought from his father. The car showed little promise, even after Thompson and Taylor of Brooklands supercharged it. So with his racing partner Tony Hurst, he paid £150 for a 1936, 1100cc unsupercharged MG N-type Magnette.

Mike's confidence in his new purchase was soon borne out when he lapped the Outer Circuit at Brooklands at 108mph, only 2mph slower than the supercharged K3s. But Mike was always wary of Brooklands, and considered it a dangerous place to race. "It was bumpy and slippery," he said. "It may have been fine in my father's racing days, but in the late 1930s it was past its best. We would never race in the wet".

The car was looked after by tuning wizard Wilkie Wilkinson, later to head the BRM Grand Prix team. Wilkie must have done a good job, because Mike once overrevved the engine to almost 8,000rpm, and it didn't blow up,

Mike and Tony became well known at Brooklands, and success no longer eluded them, as it had with the Wolseley. In 1937 the pair made about £150 in prize money, and £350 the following year. Towards the end of their last season before the war, they even thought of turning their racing hobby into a business.

In addition to Brooklands, Mike raced at Donnington and Crystal Palace, as well as taking part in sprints and speed events. He competed in the first hill climb at Prescott in 1938

and the last race at Brooklands, before the circuit closed for good in 1939. In 1946, Mike and Tony sold the MG to Rivers Fletcher, who raced it successfully for a further 11 years.

During the fifties, Mike returned to the track, this time with a Magnette ZA saloon, and was one of the team that won the 6-hour Relay race at Silverstone in 1956. Other commitments kept him away from racing for a number of years, until a chance meeting with Wilkie Wilkinson at Brands Hatch in 1969, rekindled his interest in the sport.

Wilkie told him that the MG C-type that he used to look after for the Evan's brothers at Bellevue Garage was for sale. This was the car that shocked the motor racing world before the war by beating Hans Stuck's Auto Union at the Shelsley Walsh hill climb. Mike and Tony restored the car, which had a Q-type engine in 1970, and this was followed by a further 21 years of competition, until Mike retired at the age of 75 in 1991



***C-types in the 1931 500 Mile Race at Brooklands
(O. Richardson collection)***

Sprints and Hills 2009!

By Mark Dolton

As a youngster I followed my Father around the country to many of the UK's motor sport venues. I have great memories of long weekends camping at Cadwell or Prescott, and I seem to remember almost living at Silverstone as a second home. There was a hard core group of MG competitors that seemed to be at every event, literally any event they could get an entry for! VSCC events were sometimes oversubscribed and of course MMM MG's were not even accepted until the mid 70's. What this meant was that up to then the MGCC was the main source of events. However many invitation events were found, BRDC, AMOC, etc. I've always been drawn to the speed events, very social events, and generally at more attractive venues than the tarmac expanses of Silverstone.

Today the MMM club is thriving, the lists of members and cars is fantastic, but this doesn't always translate to a good showing at speed events. Speed events are a great way to enjoy competitive motor sport. It's relatively inexpensive and really easy to get started, as I found out last year. To be honest not much has changed since my Fathers day. Now you need a fireproof suit, fire extinguisher and entry fees are a little more expensive. But once you have the helmet and kit, the MSA Non- Race National B licence (at only £37) and no exam or qualification to pass! (www.msauk.org)

There are a number of reasons why I won't be racing the car, but last year I finally made the decision to start entering our PB into hills and sprints. Our current PB was unearthed, in various bits and boxes in a garage, at one of Nigel Musselwhite's fire stations deep in the West Country back in the 80's. The car was fully restored in 1992. We've competed in trials and various events, and in 2007 we successfully completed the superb Classic Three Castles Rally; an amazing event that we highly recommend, 600 miles in 3 days around North Wales. But it was time for a new challenge, Hills and Sprints!

Fortunately on my first entry for a speed event I was given an entry to the VSCC Prescott weekend. I think it was a good marketing ploy to get a new member involved, it worked. Initially as a reserve, this was quickly upgraded on the Saturday to a full entry, and I had an immensely enjoyable weekend. We had a great evening spent with a good selection of MMM friends and families. I am eager for more.

Unfortunately, the reality of the popularity of VSCC struck when I was rejected for Goodwood, and had to settle for the winter driving tests to finish my first year. Both the VSCC winter driving tests and the Brooklands tests are splendid events for entrants and spectators; another great opportunity for the novice to get involved in competitive events. But upon reflection, apart from Brooklands, I was surprised at the lack of MMM entrants, and more surprised to see so few attendees to the MGCC events. Looking at 2009 there are many events, but I will balance the hectic VSCC 75th anniversary calendar with a few of the MGCC events to guarantee entries.

So where has everybody gone, I remember the paddocks always had a strong contingent of MMM MG's, and not just the yearly Silverstone outing. Is it time for the next generation or do you veterans need a new spark plug!!? There are a few of us already in contact, trying to target a few events for 2009, and it would be great to try to target something like MGCC Wiscombe in September, get a really good turnout, good competition and a good social occasion. I, like many of the younger generation, have a young family, and I am keen that all are involved with our days out.

I've spoken with the MGCC, they would be delighted to have a good show of MMM entries within the Luffield Championship. You don't have to enter the championship, but you will generally find entries easier to obtain at the popular venues if you are a Championship Member. The entry fee for the 2009 Luffield Championship is only £20.00. Information can be found on their website: <http://www.mgcars.org.uk/mgcccsc/>

So if you are looking to do a few events, young, new and well-established members, let us know, and it would be good to meet up make a great day of it. It would be fantastic to see a solid turnout of our great cars in 2009. If you want some advice on how to get started, its all fresh in my mind, and I'd be happy to help with details of kit, regulations etc. So please drop me an e-mail. (mdjdolton@googlemail.com)

Potential highlights for the Hills and Sprint season 2009.
(Provisional dates)

5th April	MGCC Curborough Sprint
10th May	VSCC Wiscombe Park Hill Climb
31st May	VSCC Curborough Sprint
7th June	VSCC Harewood Hill Climb
5th July	VSCC Shelsey Walsh Hill Climb
12th July	MGCC Silverstone Sprint
18th July	MGCC Shesley Walsh Hill Climb
1st Aug	VSCC Prescott Hill Climb
12th Sept	MGCC Wiscombe Park Hill Climb
26th Sept	VSCC Loton Park Hill Climb
17th October	MGCC Castle Combe Sprint
24th October	VSCC Goodwood Sprint



The unique REAL bodied J2



Original factory photograph of the REAL bodied J2

This car is now making some slow progress towards its completion, and has been sold by Dave Dawson to Sussex Sports Cars, who had it on display at the Stoneleigh Show. As you can see from the original photograph, it was a handsome looking car, with its twin faired-in headrests behind the driver and passenger. I owned the body for some time before selling it to Colin Tieche, who then found the chassis of the other car, with Dave Dawson, and united the two. The chassis is from the 1932 Motor Show car, which was reputedly bought by Lady Derby. The body, called the "Demon", was advertised in the magazines of the day as being available separately



Current condition of the REAL J2, showing the distinctive headrests, and special wings



They Breed Brake Horses

By Max Prior

Among the several claims to distinction which the Borough of Wandsworth can make, is that it possesses a most productive stud farm. They breed horses there – brake horses. Bellevue Garage (Racing) Ltd is the name.

An offshoot of Bellevue Garages Ltd, the “farm” in question owes its existence to the enterprise of the Evans family; you know – B.Graham and his two sons Denis G and Kenneth D, who are directors of both concerns.

Once upon a time the racing side of the business was carried on in a corner of the parent workshops, but as more and more death-dicing and competition folk brought their cars along to be warmed up, overcrowding became acute and something had to be done about it.

What they did was to form a separate company, with specially constructed premises of its own, and install W.E. Wilkinson (also a director) to supervise the activities of a posse of tuning experts. “Wilkie”, of course, does a good deal of racing on his own account, when he has time, and habitually partners Billy Cotton in long-distance Brooklands Racing. The pair finished third, you remember, in the International Trophy last year, sharing the rhythm-man’s old MG Magnette. What he lacks in stature, Wilkie more than makes up in brain power.

Racing may be a seasonal pastime, but not so the preparation of racing cars. When I spent a morning going the rounds of the Wandsworth stud farm, at the latter end of January, the staff of six hadn’t an idle hand among them.

There is something about the atmosphere of the place, which commands a great deal of respect. Its inhabitants have no nonsense about them, and don’t model themselves on the Wizard tuners of fiction. If one were to call and ask for the Chef D’Equipe, one would probably be thought an affected ass. Search the premises and you won’t find a single door labelled

“STRICTLY PRIVATE - KEEP OUT” And if any member of the board or staff has letters after his name he keeps the fact to himself. In a word, they deal in results, not hot air at Bellevue.

Not the least interesting of the twenty or thirty racing cars in residence at the time of my visit, was the history-making Magic Magnette, formerly the world’s fastest eleven hundred with a speed of 128.70mph for the flying mile in 1934 – by Eyston of course.

This bulbous-snouted veteran, which has sported the Evans’ racing colours for several seasons now, is still probably among the three fastest cars of its class in this country, and with minor modernisations might easily win back its former fame.

Eyston’s 128.7mph was the more remarkable when you bear in mind that the Powerplus supercharger fitted blows at something well below half the pressure commonly used for long-distance races nowadays. A real dyed-in-the-wool Outer Circuit car, the Magic Magnette, has an extra long chassis, no front brakes and smooth treaded tyres of fat section. The fact that the whole engine-gearbox unit is sharply offset in the frame enables the driver’s seat to be set exceptionally low.

Track habitués will remember the spectacular crash which put this motor out of the “500” in 1934; Walter Handley had just taken over from Eyston, when the later was leading, and a broadside skid on the wet concrete carried the Magnette clean through the fencing on the Railway Straight. The car itself suffered only superficial damage on that occasion, and has in any case been completely rebuilt since.

On the far side were a couple of R-type MGs with the torsion bar suspension, one red and the other white. The white one is normal with the exception of a bronze alloy cylinder head, which imparts remarkable staying powers at high revs. The red Midget, which was Douglas Briault’s until he left the racing game, has sundry important looking bulges in its bonnet sides. And even at that the bonnet fits the engine closer than a gigolo’s waistcoat, for this motor is fitted with one of the McEvoy-Pomeroy twin ohc heads, the overall dimensions of

which are enormous for an engine of such modest cylinder capacity.

With the exception of Reg Parnell's much modified Magnette, these R-type Midgets are the only MGs in existence with hemispherical heads. According to Wilkinson, they are capable of much better things than we have yet seen from them. In addition to providing exceptionally smooth gas passages both on the inlet and exhaust sides, the double cam head is designed with particular attention to exhaust valve cooling.



The Evan's R-type with Doreen Evans sitting on the pit counter and Wilkie standing by the cockpit (O.Richardson collection)

Both of Billy Cotton's cars, his ERA and the K3 Magnette mentioned earlier, have their abode at Bellevue, the latter being in the throes of a complete strip down at the time of my visit. The Magnette, distinguished from other K3s by its specially low body and non-standard tank contours, has a remarkable record behind it. No respecter of the capricious Law of Averages, this machine ran fifth in three successive 500 Mile races, 1934, 1935, and 1936.

Some cars, whether of the racing variety or otherwise, just happen to perform considerably better than others of similar type for no reason that anyone is able to fathom; Billy Cotton's Magnette is like that. There are no dark secrets about it. They don't hide it under dust sheets at Bellevue and shoo away inquisitive strangers with stones. But their inspection isn't likely to tell them why the wheels go round so quickly

Space prevents me from dealing with many of the exhibits on view at the Wandsworth stud farm, but as an example of what an enthusiast can do with approximately £200 and a standard N-type Magnette, I must mention John Dugdale's job. This was formerly a perfectly standard 2-seater, on which Dugdale went about his lawful occasions – if you would describe a motor-noter's occasions as lawful. Deciding to throw a dice with old man Death, he scrapped the road body and had a light racing one built up at a cost of £55, complete with tanks.

Bellevue then went to work on the engine, fitting a K3 crankshaft to reduce the capacity to 1100cc, and substituting large horizontal SU carburettors for the standard semi-downdrafts. The rest of the work consisted chiefly of getting things "just so", and raising the compression ratio to alcohol levels. Dugdale now has a racing car of which nobody needs to be ashamed, capable of lapping the Outer Circuit at over 100mph, and as nice a thing to handle as you could wish for.

Moreover, if and when the owner feels inclined to spend further sums of money, there is no reason why his MG shouldn't be made to perform even more briskly.

That, perhaps, is the greatest charm of the racing game – however much time and money you spend on your car, it is always possible to go one better when circumstances permit. Other hobbies are not like that; when a jigsaw puzzle is done, it is done; when a stamp is pasted into an album it's pasted, and there is an end to it. The hunt for mph never ends. And if you don't believe me ask Wilkie, South London's stud farmer in chief of brake horses.

YOUR LETTERS

From John Rogers

Dear Phil

Thank you very much for thinking of me. As you can imagine it came as a great shock, albeit a pleasant one, when the photograph of my car AKL 840 fell out of the Bulletin (I had sent John a picture of his L-type trialling before the war, driven by Mr M. Seelley, in the Kentish Border's Stafford Clark Cup, which Bryan Ditchman had found, and appeared on page 17 of the January Bulletin – Ed)

As you know, I have had the car since December 1967, and this is the first time I have managed to find out anything about the car before it came into my possession.

I am not sure if you saw the car when I first bought it; usually we had other things to occupy us when you visited Boadies!. It had none of the extra lights fitted to it, and the headlamps are not the type shown in the photograph. Although of larger diameter they do not appear to have the focusing method in the middle.

After many a long year with Andy King, the car is almost back to its former glory, with a few minor details yet to be finished. AKL 840 has been modified in two major ways a) the N-type from one of the KNs I had has now been fitted (you will be pleased to know that I have kept the original engine), b) a modified MGB overdrive unit has been fitted to the gearbox. As in all rebuilds I have had to replace many other items that one would expect to replace after 75 years. I now need to drive the car very carefully to ensure it shakes down without falling apart, after all it will have to serve as my pension! (I think this is the same car that John rebuilt many years ago, only to have it crashed into on its first outing, let's hope he not so unlucky this time – Ed)

From Steve Cooper

Hello Philip,

I am following your excellent articles in "Safety Fast" titled "So you want to buy a Triple-M Car?" with great interest.

Referring to Part 2 in the January edition, I am intrigued by the picture which referred to as "a factory photo of the J2 chassis" which shows a view taken from the nearside rear. Whilst undeniably a J Type, the photo clearly shows that Luvax shock absorbers are fitted to the rear. I was not aware that any J Type had these fitted - perhaps this is a photo of an experimental set up showing how the P Type would look? I note that the chassis does not appear to be new and a fresh coat of black paint has been applied to the axle case, cross bracket and battery carrier! Also, the body fixing lugs normally part of the battery carrier which would attach a two seater body are not there. So is this in fact a J2 chassis?

Perhaps you could shed some light on this. (Can anyone else enlighten us on this; I have been told that this is probably a prototype, and the Luvax shockers were dropped to keep the price down – Ed)

Best regards,

From Alasdair Malcolm

Phil,

My D-Type is D0285 (Nov 1931), 7 ft wheelbase and still with 3-speed gearbox. I acquired it in Sept 2008. A couple of photos are attached, and the present corroded arched front wing stay is visible in the photo of the engine. Last owner, for some 8 years, was Ron Woollacott of Nottingham.

It occurs to me that I should have asked you about some of the things I am searching for, for the restoration, just in case you have any of these tucked away or can put me in touch with someone who has.

- 4-speed gearbox, • Oil pressure gauge

- Calormeter to mount in radiator filler cap
 - 8-inch headlamps, 16-inch steering wheel.
- With kind regards.

From Allan Bentley

Dear Philip,

It must be years since we last met at a MGCC or VSCC meeting. I have been living and working in SW France for the past 10 years so not at all involved in MGCC events. I am fortunate that our village, which is 10 km south of Toulouse, is a hive of old car activity. There is even a Type 35 Bugatti, which is allowed out to play at weekends!

The purpose of my e-mail is that I was browsing through the photographs on the MMM website and noticed the photos of K3003. (Ref 304, 306 and 307) showing the car with an enveloping body when owned by Schlosser.

Of particular interest to me is the profile of the radiator which must have been low and have a curved top to fit under the very elegant bodywork. It has to be the same radiator I saw in 1961 when we dragged the chassis out of Mike Ellman Brown's garage to get to the trailer buried under it! (I still use this trailer much modified today) At that time Mike was trying to authenticate the chassis number as it had been filed off the front dumb iron. The first picture I still have in my mind was of the low curved radiator and a bent Headlamp / mudguard stay / K3 wheels with a lot of spokes / and the engine and gearbox. I had expected to see the classical MG radiator with a cut out for the blower manifold. The Lamp stay was repaired by Mike but as he was such a perfectionist this repair worried him that he swapped it for one from my C Type C0294 a year or so later. I forget which one it was as the repair with lead filling is so good.

At last after more than 40 years this afternoon's browsing may have answered one of those niggling little memories of

ones past. I now know why K3003 had this small radiator when it was found in a scrap yard in West London in about 1960.

I have recently returned the C Type to North Hertfordshire and may find time this summer to get it back on the UK roads. I had great fun with it here in France as the roads are so good and quiet. The locals clubs welcomed us to join events all over France and the C performed like a clock every time which surprised the French who believed that a supercharged car is as fickle as a French mistress! I use the Zoller blown P type regularly and it is also a joy to drive. Perhaps I should send some photos of the cars to go in the gallery. Who do I send them to?

I hope to spend more time in the UK in the future now that I have formally retired from the space industry and regain contact with the MG movement soon.

All the very best

TIPS AND HINTS

Broken Half shaft Removal, from Alan Grassam. Further to Martin white's tip when I used to throw myself and car at the trialling rocks, I found it useful to carry a rod about 2 ½ feet long among my tools. If I broke a half shaft I would take both brake drums off, remove both hubs and push the shortened half shaft out with the rod from the other side. Needless to say this tool came in useful on more than one occasion! Incidentally I have only ever known half shafts to break at the hub end, usually flush with the hub.

Silvabronz (Unit 19, Caker Stream Road, Alton, Hants GU34 2QF Tel. 01420 80880 website: www.beckworth.net) have recently moved into new and larger accommodation to give a better service for chrome, zinc, nickel silver or gold plating on most metals from brass to modern die cast. They also do

reflector resilvering. They are well geared up for the old car restoration enthusiast, as this is now their major work.

Roger Jenner (Moon Hill Place, Cuckfield Road, Ansty, Sussex. Tel 01444 411228 or mobile 07908 986681) has recently done some upholstery work for a couple of Triple-M people, and is very helpful and reasonably priced.

Steering wheel Restoration Ltd, 92 Wilborough Road, Birchington, Kent, CT7 9DY. Tel 01843 44962 e-mail myrtleprod@aol.com www.steeringwheelrestoration.co.uk) can restore all types of steering wheel, whether it is celluliod, bakelite, wood rimmed or chromed, and are also able to repair damaged items. The cost is usually from £150 to £250 dependant on condition.

ITEMS FOR SALE

Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook Hants, RG27 8NA. Tel. 0118 932 6346) has for sale a pair of nearly new P-type front wings, and also a pair of nearly new P-type rear wings.

He also has the following parts from a NB that was broken up about 10 years ago, and these are now offered for sale

Offside front wing

Nearside door in aluminium

Nearside running board

Scuttle top with humps

Firewall and stanchions

Windscreen and supports

Front apron

Offside door hinges

Radiator nosepiece

Wiring loom from fusebox cover

Pedal rod and radiator stays

SPARES WANTED

Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook Hants, RG27 8NA. Tel. 0118 932 6346) is most grateful to all those who have helped in sorting out original spares for his restoration of the works demonstration PB which is proceeding well.

He has a few further items needed:-

Rear hubs with worn half shaft splines

Complete handbrake cross shaft

Steering column support bracket

Nearside gearbox chassis mounting bracket, that fits over the cross tube

Rear wheel bearing carriers

Rear axle to spring support castings

Brian also requires help from a 4-seater P-type owner with details of the original body fixings to the rear of the petrol tank, who could also supply photos of the U-bolt clamps holding the lower body cross timber to the rear chassis rail.

David Winstanley (7 Ashley Court, Finningley, Doncaster, S. Yorks, DN9 3RA Tel. 01302 770281) is still urgently in need of a good flywheel for his K-type.

He also has an Armstrong Siddeley pre-selector gearbox for sale ready to fit to Triple-M engines; it has been fully rebuilt by Bill Morris with a high ratio, close ratio conversion, gear train, planet gears, and MG bell housing. Not used since being rebuilt. Contact David for further details, price etc.

James Alcorn, (7757 Girard Avenue, La Jolla, CA 92037, USA, Tel. 001 858 459 0805 X30), is in need of an input shaft for a PB transmission. Also needed is an input shaft for a 75.ENV Wilson pre-selector gearbox.

CARS FOR SALE



“Half Crackers” Team Car (1995 – 2008)

Very competitive Trials/Speed Car; Originally adapted by Alan Grassam and Steve Dear, and further developed over last 18 years by present owner, including up-rated drive line and other appropriate mods.

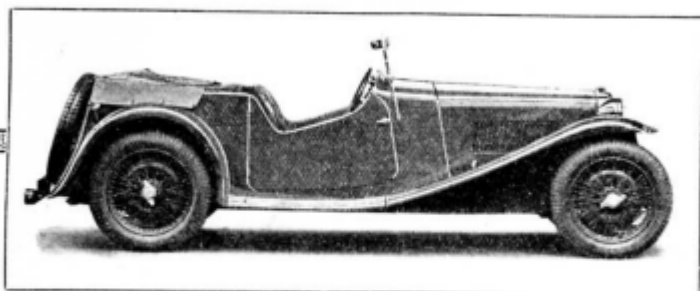
Holder of an MCC Triple Award and numerous MCC Gold Medals, together with many Silvers, a few Bronze, several class wins and 3 Team awards; has also obtained 1st Class awards in VSCC Trial, many PCT's, Silverstone Sprint and Wiscombe Hill Climb – beating two K3s!

Fitted with PA gearbox, but comes with original PB box, 16”, 18” and 19” wheels, full weather equipment (!) and other spares. Sale precipitated by medical constraints of present crew.

Serious offers in excess of £40k will be considered. Further details, photo's, etc from Gerald Burrige 01749 675404 or gandt@uwclub.net




Very original car in good condition. Original Registration Number.
The car is in Italy, but transportation can be arranged.
Full details from Nicola Zanella. Tel: 0039 33833 69684
e-mail: niczanella@libero.it



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REAL-bodied J2 in its current condition



Le Kimber Trial 2009, with Richard Jenkins' special N-type at the end of the queue

Photo: R. Jenkins



Le Kimber Trial 2009 - down in the forest something stirred