

TRIPLE-M REGISTER BULLETIN



OCTOBER 2002





View of the paddock at the Prescott weekend

Photo: C. Hurrión



David Holland's recently finished N-type Musketeer replica

Photo : C. Hurrión

MG CAR CLUB

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OCTOBER 2002

EDITORIAL – Phil Bayne-Powell

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Prescott was a great success, I think you will all agree; and we also made a profit, which means that we can do this sort of thing again. Thank you all for your support. We had 50 entries, of which 8 were unfortunately unable to bring their cars due to various maladies, so they brought later T-types or modern cars. Derek Moore struggled in with a blown head gasket, but was soon set on by Chris Lewis and was back together and running ready to test it up the hill on Sunday. Colin Biles had a heart attack just before the event, but lent his car to a friend to bring; we wish him a speedy recovery.

The weather was also reasonably kind, with a few localised showers that affected some, but at least it wasn't too hot to get our cars overheating.

We had 31 cars in the Pride of Ownership on the Saturday morning, with Bob Clare's Cresta NA winning the 6-cylinder class; Roger Davies' PA won the 4-cylinder big cam class, while Ted Hack's pretty D-type won the small cam class.

I don't know how the Saturday's afternoon tour of the trial hills went, as Rosemary and I were checking out the feeder tours for the Sunday. After a hairy 1 in 3 climb up a narrow road leading up to Cleeve Hill, we later found ourselves following an unmade road, which after about two miles petered out into nothing!! Fortunately we knew that there was a good road on the other side of the hill, and managed to carefully pick our way through to get back onto good ground again. We decided that this was not a good route to send cars down, so had to cancel this tour. The northern tour was suitable, with some picturesque villages on the way to the Steam Railway at Toddington.

Front cover:- The Editor's newly completed C-type at its first meeting, at Loseley Park.

Seventy six people sat down to an excellent meal on the Saturday evening, and with a few words from Mike Hawke, and a successful Raffle and mini-auction, the evening went well.

My lasting memory of that evening was of Bob and Sandra Hudson leaving in their C-type, which could be heard for many minutes as they traversed the lanes in the valley below.

I was very sad not to get our C-type to Prescott, despite trying hard to sort out its misfiring, due to the oiling up of No. 2 plug every 10-15 miles, as well as leaking oil from the head and gearbox. That is the trouble with these racing cars, they need a lot of sorting out.

The Sunday runs up the hill were very well supported, and John Neighbour went up 25 times, while Mike Allison had 20 runs which he said was cheaper at £20 than the VSCC meetings!! Many people were trying the passenger seat of other people's cars, while some even got to drive a car that wasn't theirs. Bob Hudson took me up in his C-type to show me what my car should be capable of; the brown trousers will be dry soon!

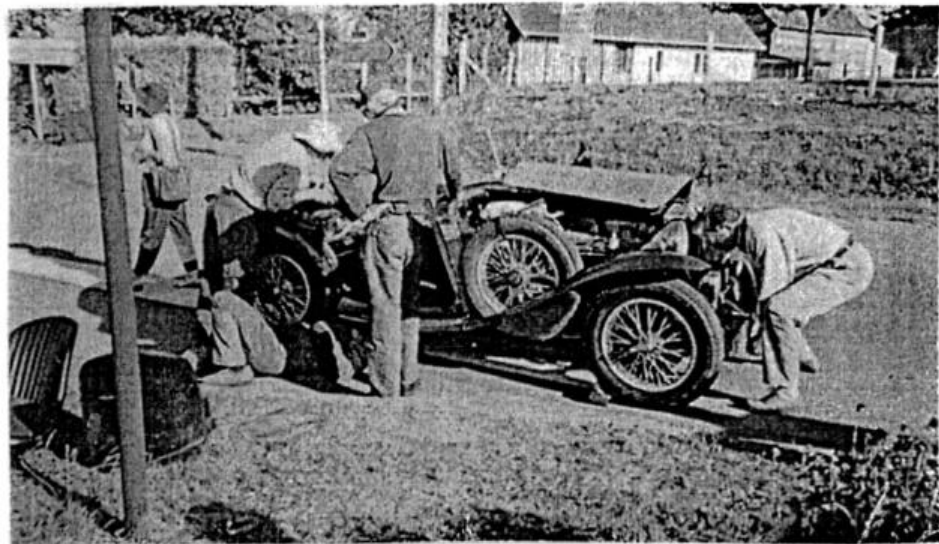
Many people chose to mix and match over the weekend, with some cars going off to the steam railway on the Saturday, and others doing part of the Abingdon to Abingdon trials route. We tried to make it un-regimented, to allow members to do what they wanted and to just join in the events that suited them. I think the formula worked well, but if anyone has any comments, please let us know so that we can take these into account for next time.

My ND was there with Ed and Lesley Taylor from Australia giving it an airing, and their report can be found later. He has a J3 down under and is a great man of action in MG events in OZ.

We also had a token European entry in the form of Stefaan Vernyns in his F-type. Some New Zealanders, holidaying in the area, heard of the meeting and turned up in their hire car to look at our display.

The following weekend the Dieppe Raiders went off to the Dieppe Retro, with four Vintage cars, two T-types, two MGAs and two RV8s joining the four Triple-M cars, to get our ferry discounts. There were some problems with the Triple-M cars, unlike the European Triple-M rally in June. Alan Hogg having to bring his NB back with a tow rope. The Allingham was bowling along a lovely French road, when a UJ bush punched its way out of the casing, and into the side of the road. Fortunately our French connection, Philip, managed to find it, and with the help of the other members of our group we had

the seats, floorboards, and propshaft tunnel out, and removed the propshaft. The bush was put back in place with wire and Gaffer tape, and finally with the use of a French garagiste, got the car up onto a hoist and fitted a Jubilee clip to finally hold it all together. It got us back home without further problems. As a postscript to this, I was at the Beaulieu the following weekend, and in the afternoon found a complete UJ front sliding assembly for £30, so our Allingham will be back on the road this coming weekend, ready for the postponed Black Horse driving tests.



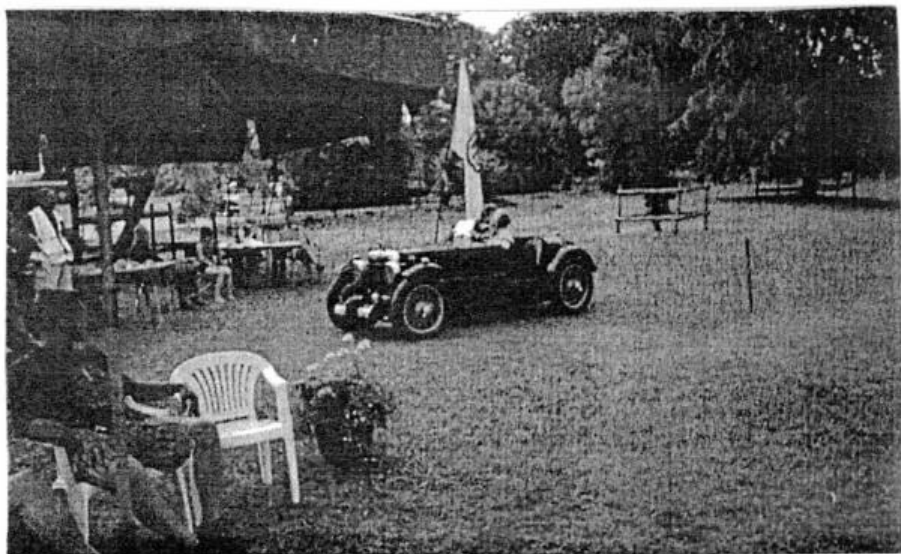
Mending the Allingham at the roadside in Picardy

These early propshafts are not very well designed, as the grease is pumped into the housing around the spider and not into the bushes of the spider itself; so that the lubrication has to find its way into the bushes from the outside before it can lubricate the bearing surfaces. The front UJ is even worse as the nipple feeds the grease direct onto the splines of the sliding joint, and from there the excess gets into the housing and may then, if you are lucky, find its way to the bushes. It was this front sliding bearing that failed in France. I have a regular maintenance schedule every year, that ensures that these UJs get attention. Mind you, these are the same UJs that were on the car

when I bought it in 1967 for £70. It was even running and I drove it home from Tring.

The weekend before Prescott, we were out at the SE Centre main meeting at Loseley House, but my offspring had badly planned their holidays, so our ND and M-type didn't get there. The C-type did just about, and could have won the concours, if only I had taken off the bonnet to allow the judges to mark the engine compartment; we consequently got NIL points for this element!

Peter Green turned up with the Taylors driving two K3s and the Cracker, and proceeded to win the driving tests, and the K3 even won the gymkhana – now when did a racing car last do that!



Peter Green and K3 receiving their gymkhana award at Loseley

Our committee meeting will have taken place on the 22nd of September, and the salient points are covered in the report later.

If anyone is interested in Airlines, there is a web site run by Lew Palmer on roundaboutmanor.com/airline giving information on the cars, current owners, etc.

The Register's dinner takes place at The Blue Flag, Cadmore End on the 26th of October. A tour takes place on the Saturday afternoon beforehand, and an informal concours in the car park on Sunday morning. The cost of the dinner is £^{xxx}, and you will need to

contact Peter Green (tel. 01753 643468) to get further details and to reserve your places.

I have nearly completed getting a full set of Infoletters together for the Register, from No. 1 to 145. However I need copies of 46, 140 and 141 if any member can help with these.

I am getting a good response for articles for the Bulletin, but we need more reports of meetings that you have attended. The racing scene is very poorly reported – the Silverstone event was done by your Editor.

I recently had a visit from Terry Saunders, who was over here from the States to do his shopping at Beaulieu Autojumble. He has just finished restoring an SA, so should now be able to get back onto the N-type 2-seater that he has. He has had to buy a new block, rods and crank, so is feeling a bit poor at the moment!!

Does any one have any reminiscences of Sports and Specials, who used to hang out in some lock ups in Elnathan Mews in Paddington. It was first run by Jimmy Moyes, and then was taken over by a Triple-M member, John Stacey. I used to go up there at lunchtime to pick up some item or other at very reasonable prices. Mind you it usually ended up taking two hours, after chatting and hearing the latest news.

John James

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In production: *Rocker shaft rear support casting for J types – price will be keen.*

South Cerney Sprint – 14th July

From Keith Hall

As I do not revel in competing, and driving to speed events back-to-back, it was not too difficult a decision to enter for the South Cerney event, rather than Silverstone the following weekend.

Also the lure of the Cotswolds, a farmhouse, B & B and a local pub meal was far too great, even though it was 60 miles further to drive than the wind-swept plains of Northants. I did in any case drive up to the Car Club's Silverstone event on a hot fine Saturday.

The only downside for me was sitting out a 2 hour traffic jam approaching Reading, on the only section of the M4 I had to use to get to my B & B at Leigh village. It was a rare hot weekend, and despite my non-standard water pump, the J2's temperature gauge frequently read 100 degrees plus. The B&B pub meal with a bottle of red wine was adequate reward.

The Register was a guest of the Cirencester Car Club for the second sprint in this year's Speed Championship, set up by our hard-working competition secretary, Mike Linward. For all his effort, only 4 Triple-M cars entered. Unlike myself, you guys may have opted for Silverstone. In fact it was fortunate that the meeting ran at all, as the MoD, who still use the airfield, with parachute jumping practice, which eventually took place between batches of runs. Every hour or so, a light aircraft would take off, slowly ascend and some 10 minutes later, a pair of parachutists, one an instructor it seemed, would descend to the centre of the airfield. Almost entertaining for the first one or two drops.

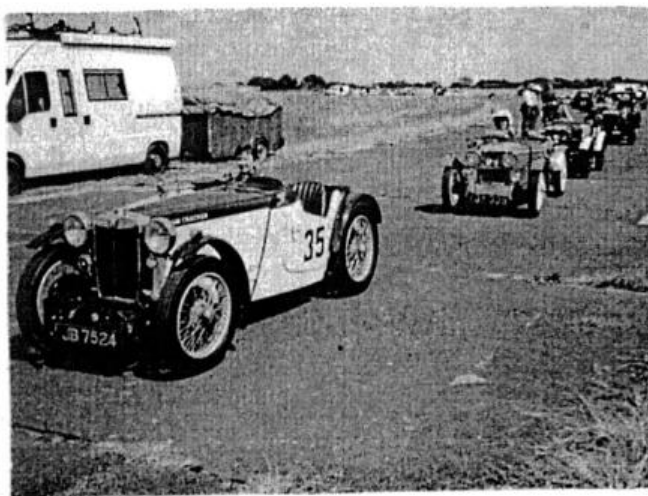
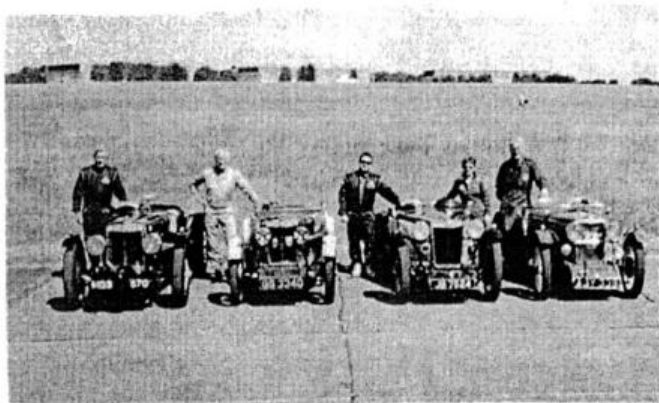
The MoD have not been inclined to spend tax payer's cash for the benefit of motor sport, and it has been the task of the Cirencester Car Club to resurface the start, and to the first bend; thereafter the going does tend to get a bit tough, especially for triple-m suspension. Colin Lambert, who is making a great effort to use his 12/12 M-type as a road car as well as being successful on the track, lost a heat shield, and Peter Green became concerned at rattles he had not heard previously on the black K3. The Cream Cracker PB driven by Elizabeth Taylor and Pat Boghossian, and my J2 were built with trialling in mind!

Despite the delays from the parachutists, the meeting ran well, and a third timed run was offered. Bearing in mind the condition of

the track, and the need for me to drive back to Essex, we declined, apart from Elizabeth and Pat. Andrew apparently passed on a few words of wisdom to Elizabeth, whose drive earned her a first on handicap.

Colin in the 12/12 M-type came second despite a spectacular 180 degree spin, approaching the final 90 degree bend. Peter, Pat and yours truly followed in that order.

This venue may not feature in next year's Speed Championship for the less hardy, but Mike Linward has just heard we may be invited back to Cornbury Park near Witney by the Benjafield Car Club. It is a super venue and meeting, and not to be missed. See you there!



The MG Car Club SE Centre

Summer Gathering

Loseley Park, Surrey – 18th. August 2002

By Bob Clare

Introduction

Well, it's a bit embarrassing really, the Worthing Triple MMMers usually manage to field around half a dozen marshals for this event. This year, we failed and I had to tell poor Jenny Morgan (she of the gallant organisational skills, and the ability to run whilst using a 2 way radio), that only Amanda (my wife) and I would be on parade. Son and wife were both working, and Riding Mechanic and wife are Mayor and Mayoress of Worthing this year, so weren't available.

Anyway, we duly turned up for duty to find that, once again, access to the Gathering area was only by one of the more exhaust-pipe and sump challenging roads (sorry - tracks) of any we encounter, unless we try climbing Juniper or Nailsworth Ladder.

We brought the Cresta N Type, which at present is sans under-tray, so we climbed the entrance hill with care, parked as instructed, and reported to Jenny.

Occupying the Seat of Custom

Our job, along with two other volunteers, was to man the entrance from 9.00am to 1.00pm, and collect tickets, tear them in half, give half back, along with a programme, little event plaque etc. and send them happily into the event field.

Mind you, this job is always fraught with unexpected difficulties like, where to park non-MG cars, how to tell whether a child is a "CHILD" for the purposes of charging the entrance fee, what to do with unlisted commercial vendors, who turn up to sell goods and, worst of all, how politely to turn back the would-be visitors to the house, who thought they might sneak in the back entrance for free. Our shoulders are broad however, and we were the models of impassive, immovable, guardians of the sanctum.

Simply on the basis of the very few programmes we had left by the time we were relieved by the next shift, the event was a roaring success.

And So – To Enjoying Ourselves

Duty done, Amanda and I then sauntered gently into the Club tent, where I bought a new "bum-bag", having worn out the zip on the previous one (it's having to keep opening it to get money out at MG events and natters which did it), we made our way over to the shop and bought some refreshments.

Amanda took hers and sat in the shade of a convenient tree by the "super-concours" competitors' park, whilst I wandered off amongst the rows and rows of cars.

Since we had been marshalling, I hadn't entered for any of the competitions, and was able to watch the antics on the gymkhana field, and chuckle out loud, in the knowledge that I wouldn't exposing my driving faults to the same response from others. Mind you, some competitors took their events very seriously indeed. The wonder of Brian Wigg's F2 (not to mention the non-Triple M concours entrants) put my efforts with the Cresta into the shadows.

It was also good to see Tony Bugbird's M-Type. Club Directors are always a welcome sight. It shows that the Club HQ are "in touch" with us PBI (that's "Poor Bloody Infantry" for those too young to remember!).

I have to say that Loseley Park is a fine venue for this sort of event, and both the house and grounds give an air of tranquillity, even when challenged by the arrival of Philip Bayne-Powell's C Type (see cover photo). Now this car has been resting for some time, (*not exactly resting, but being rebuilt from a genuine "kit of parts" – Ed.*) and it was excellent to see it up and running, if not quite as smoothly as Kimber intended. Shattering crackle was a good description.

I won't dwell on the results of the various competitions since they are summarised below, but with Andrew Taylor winning the Driving tests and Peter green winning the Gymkhana, it was a Green Family benefit! Suffice it to say that, not only did the organising team put together yet another great event, but the weather was also kindly.

So our thanks go to all those who worked hard to give us such fun.

Loseley Results

Driving Tests

| | | |
|---------------|--------|-----|
| Andrew Taylor | PB | 1st |
| Guy Catchpole | M-type | 3rd |
| Peter Green | PB | 5th |

Gymkhana

| | | |
|-----------------------|--------------|--------------------------|
| Peter Green | K3 | 1 st in class |
| John Start | M-type | 3 rd in class |
| Rosemary Bayne-Powell | NA Allingham | 4 th in class |
| Andrew Taylor | Cracker PB | 5 th in class |
| Richard Lee | PA | 7 th in class |

Pride of Ownership

| | | |
|-----------------------|--------------|--------------------------|
| David Naylor | L2 | 1 st in class |
| Rosemary Bayne-Powell | NA Allingham | 2 nd in class |
| Buddy Shapiro | M-type | 4 th in class |
| Keith Portsmore | NA Allingham | 5 th in class |
| Peter Green | K3 | 6 th in class |

Premier Class

| | | |
|-----------|----|--------------------------|
| Alan Hogg | NB | 3 rd in class |
|-----------|----|--------------------------|

Concours

| | | |
|---------------------|--------|--------------------------|
| Philip Bayne-Powell | C-type | 5 th in class |
|---------------------|--------|--------------------------|

| | | |
|------------|----|-------------|
| Brian Wigg | F2 | Car Of Show |
|------------|----|-------------|

MMM Prescott 2002

A view from Down Under - By Ed Taylor

"MMM cars", "MG Friends", "Prescott", "Bugatti", "Castrol R", "The Bear", "Pre War Trials" – Evocative words, each one stirring I am sure, enjoyable memories and mental pictures to most MG, especially MMM MG, enthusiasts. For an MG nut from Australia, who has only experienced some of these from a distance, by book etc, to have them all available, in real life, and jam packed into one weekend, was a dream come true.

Lesley and I were in the UK during August for a family wedding, and some holiday (and the opportunity to purchase the obligatory MMM bit). Through the marvellous MMM network came the offer from Philip Bayne Powell to use his ND, an incentive to make me extend my stay, if possible, to fit in the MMM event of the year at Prescott on 24/25 August 2002. What an incentive, and, of course, the e-mail reply was, "yes we are coming". I was so excited, I had to tell some one back home, and the reply came back from Andrew Fock – "You (lucky) BASTARD".

It was arranged that we met Philip and Rosemary for lunch (apologies Rosemary, I got the details wrong) at their place on the Friday, and drive down together in the afternoon. We had driven down from Manchester to Guildford in a hire car that morning, and I couldn't wait to get behind the wheel of a real car. Of course, we had the obligatory tour of Philip's garage(s) before we could leave. The 14/40 and Jarvis-bodied M type shared one home, the lovely looking, but (still) not yet going, C type was left at home with the Arnott TD, whilst our hosts took Rosemary's car, the Allingham bodied NA, and we had the ND.

Time to leave – help I cannot see over the scuttle! Thought for a moment I must have Walter's disease (Aussie joke!), but no, this is just a big car. We could even fit in a suitcase behind the seats. With the assistance of a cushion and sundry padding, I let out the clutch and accelerated away. Wow, those two extra cylinders over the four in the J type do make a difference. The first few miles were a little tense, what with coming to grips with a heavier car, heavier clutch and heavier brakes, as well as trying to follow the Allingham, so as not to lose our way, but also trying not run up their rear end either!

By the time we were passing through Abingdon (yes the MG home), I was thoroughly enjoying myself. Lesley was attempting to photograph the NA in front, as we passed through those lovely little villages and country lanes, but again that scuttle kept getting in the way. We took a short break in Whitney to get batteries for the camera. We then got caught in a traffic jam, with much crawling along. The supercharger was champing at the bit, and our poor old ND said enough, and boiled. I managed to pull up close to Philip at the next lights, and he said, "don't worry". So I didn't, and as the road opened out, down went the foot, and off we shot, much to the relief of the temperature gauge.

If you had watched the closing ceremony of the Commonwealth Games, you would have got an appreciation of the state of this year's summer in the UK. So to be travelling along, hood down, on a lovely sunny afternoon, we thought ourselves very lucky. But eventually that one black cloud in the sky found us, and we had to stop under a very large tree to don the waterproofs. The final run to our destination was a pure joy, despite the rain. We had turned off the main road, and were hurtling along this long, windy and very narrow (even on MG terms) lane. The echo of two NAs roaring through the cuttings, and bouncing off the stone walls was just an Australian's dream of MMM motoring in the UK come true. And I had two more days to go!

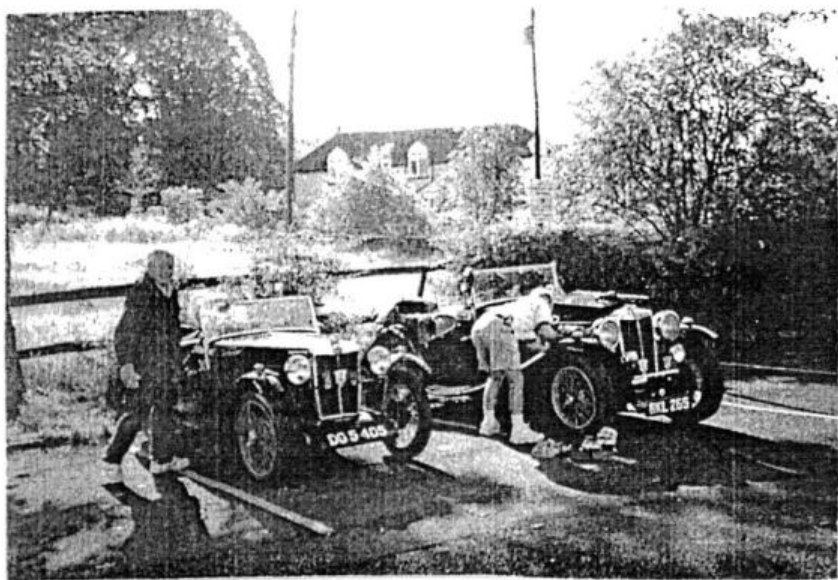
Our destination was The Rising Sun Hotel at Cleve Hill, just to the north east of Cheltenham. What a magic place, fabulous views over the Cotswolds, and with the Malvern Hills (you know – home of the Morgan) in the distance. A quick brush up, and off to the bar. And what do you know, leaning on the bar was none other than Mike Hawke, someone who I have communicated with by letter etc numerous times, but never met. So the evening progressed rapidly into an enjoyable MMM noggin, natter and dinner with the Hawke's and Bayne-Powell's as company.

Saturday dawned lovely and sunny, and an early morning walk along the ridge behind the hotel, provided some spectacular views. The Hawke's were out earlier than me, Mike enjoying some childhood memories as he used to live in the area. The day was fine, but the ND wasn't. Despite much cranking, no go. Well it has a damn good battery. Mike came to the rescue, only to discover you need special spark plug spanners for an N head. Despite much swearing, plug observations, spark checks and the threat of removing two cylinders to please the J type owner mechanic, it still did not go. It

was getting late, so Mike left to pass on the sorry message to the car's owner. But I then let caution to the wind, and asked the gutsy battery to do its best, and eventually the car fired.

So where is this Prescott place? We were originally to follow the others. On the way, we stopped a local for directions, and in his best broad west country accent, told us "you'll be right the way your going" (I think that's what he said!).

We'll we weren't too late after all, checked in, and the weekend was underway with a self judge concours (Pride of Ownership they call it, or, "If I had my choice, I would take that one"!). Well I was too busy with the camera to be making too many notes on a judging sheet. MMM cars continued to roll in through the gates. We have a goodly collection of MMM cars in Australia, but never get this sort of collection together at any one time, even at our National meetings. There were 40 odd cars registered for the weekend, and there were a few ring-ins as well. It was very enjoyable to be able to walk around and chat with the car's owners, many of whom I had read about through Safety Fast or MMM Year Books.



Ed Taylor and Mike Hawke trying to get the ND started

The MMM Register had arranged the Bugatti Trust-owned, Prescott venue, for their sole use over the weekend. And what a magnificent place to hold such an event. Lovely treed lawns to park and display the cars, the Lodge for refreshments, and the Saturday night's dinner, the Bugatti Museum (opened free for us), and of course, that fabulous hill climb (more anon).

John Reid had organised a very interesting, but informal run for the afternoon's entertainment. Using well-prepared tulip diagrams, we were to follow the route, and visit some of the old trials hills in the area. Lesley and I tagged on behind Roger and Rosemary Thomas, with Rosemary at the wheel of the L1, and Roger navigating (well he at least should know where he was going!), and David and Martha Sherman in their green PB. Lesley became quite good at reading maps and tulips over the weekend, and on the odd occasion was able to tell Roger where to go!!

We had gone maybe only 20 miles, and Rosemary was observed swerving all over the road (sorry, typical Aussie exaggeration), and stopped to find the near side rear wheel flat. It was my chance to be of some use, and repay some hospitality, and in no time, using Philip's tools and jack, we had the L1 back on the level again. This delay, on such a lovely summer's afternoon, dictated a change of plan. We all agreed to retire to "The Bear", and hold conference as to what to do next. The Bear, for those who do not know, (as well as serving excellent beer), was the lunchtime watering hole for those intrepid trials teams in the Thirties. Situated on top of the surrounding hills on the edge of Rodborough Common, it clearly was some incentive for the trials drivers to make a clean run and arrive at lunch early.

Over the beer, I asked Roger if I could at least visit, and see first hand, what these local trials hills are all about. He agreed, and modified the route for the rest of the afternoon. So off we set, back down into the valley. As we were passing through one village, Roger took a sharp right through a small gap between a building and stone wall. As we breathed in, Lesley shouted out the words on the large blue sign on the wall, "Unsuitable for Motors". Slight hesitation (it's not my car, I thought), but no, the others are ahead, so down into second, on with the gas and up. We were nearly falling back out of our seat it was so steep, first was called into action, and then the brakes, as the two in front had stopped. Wrong turn! We got going again with a bit of clutch slip, and completed the climb. Thankfully Mutton (the hill) is

now tarmac. How they used to do it with a gravel surface, is quite amazing. The fun didn't end there, as we tried to navigate our way back to a main road every where we went was a dead end. We left the cars and navigators to cool down a little, and went in search of some local advice. More directions from a local "yokel", and we made our way home as it was getting a little late, and not enough time for Martha to sort out her hair!

Saturday evening was the Gala dinner at the Prescott Lodge. Good food, good wine (Australian of course) and good company was the order of the night. The organising committee of George Eagle, Philip Bayne-Powell, Mike Linward and others had done an excellent job. They even organised that I win first prize in the raffle (but Lesley did buy the tickets)! My lucky weekend indeed; I came away with Malcolm Green's book on the 6 cylinder cars (most appropriate), which will join my copy at home on the 4 cylinder cars.

The evening concluded with Mike Hawke's very enjoyable after dinner speech (a collection of motoring jokes and recollections). How do you remember all those facts, Mike? As we waited outside for our mini-bus to collect us, we were treated to some more nostalgia, as the Hudson's drove away into the cool dark night in their C type. That magic exhaust note could be heard for miles.

Sunday was the opportunity for those who wished (and who didn't), to have a blast up the Prescott hill for one pound a time. Sign the indemnity, passengers allowed, pay your money and line up. All the marshals etc were laid on by the Bugatti organisation. Being rather hesitant, and not being familiar with the layout, I decided to passenger Bob Hudson in the C type. I didn't realise how small those magic racers are, less width than the J. But what the heck, they are some machine when pushed hard. Thanks Bob, I really did enjoy the ride.

Lesley was keen (!) to passenger me on my first run in the ND. I thought I took it quite sedately. It sure was fun. The next two runs, I must admit, that I tried a little harder, and despite the passenger door flying open on one run, were completed without mishap. Lesley later passengered Philip driving the ND, I think to check that I had not been too excessive with the right foot. *(She said I was not as quick as Ed was – I was probably trying not to scare Lesley! – Ed.)*

The sights and sounds, whilst spectating, was just as exciting as the drive itself. Most cars had numerous runs. Peter Green's ex Seaman K3 sounded absolutely wonderful, and went like a scalded

Seaman K3 sounded absolutely wonderful, and went like a scalded cat. I am sure those lucky enough to be a passenger in this car, courtesy of their successful bids at the auction on Saturday night, will have enjoyed themselves, and have plenty to say in this regard.

We had to leave by lunchtime, so it was a very quick look over the Bugatti Museum (you need a good half a day to do it justice), before we went round to say our farewells. The trip back to Normandy was a good run, as it was relatively quiet on the roads, next day being a Bank Holiday. The ND as usual performed extremely well, but frightened me, as I caught a glimpse of the speedo on 75 mph once, when overtaking. But to teach me a lesson for not checking earlier, the car coughed and spluttered a little later, due to a lack of fuel. We crawled in to the next village, to find the only garage shut. The car then gave up the ghost completely, as I glided into the entrance of a stately home. But our luck continued, in exchange for a fiver (should have been racing fuel at that price), and the lady caretaker handed over her half full can of mower petrol,

The final run home was uneventful, and the ND was finally tucked away in its garage, awaiting Philip's return a few days later. I couldn't work out a plan to take it home, but I sure did wish I could. This article is my payment to Philip for the very generous loan of his car. I only hope I can pay him back some more one day in Australia. To all the MG friends made on this weekend, Lesley and I thank you all very much.

CAMERON TAYLOR BEDFORD

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Cameron Taylor Bedford are pleased to support the Triple-M Register by supplying the publishing costs for this bulletin.

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Triple-M Register Prescott

Pride of Ownership – 24th August

| Owners | Car | Registration | Points | Position |
|-----------------------------|-------------|--------------|--------|----------|
| Class B | | | | |
| Bob Clare | NB Cresta | MG 4750 | 41 | 1st |
| George & Margaret Eagle | NB(s) | AAM 372 | 28 | 2nd |
| Roger & RosemaryThomas | L1 | JO 8195 | 27 | 3rd |
| Peter Hemmings | KN | MG 4282 | 26 | 4th |
| Phil & RosemaryBayne-Powell | NA All'ham | BYU 271 | 20 | 5th |
| Mike & Anne Allison | NA(s) | JB 3852 | 16 | 6th |
| Lionel 'Phil' Phillips | NA | BNF 4 | 13 | 7th |
| Stefaan Vernyns | B F | HZR 714 | 10 | 8th |
| Ed Taylor | ND(s) | BKL 265 | 10 | 9th |
| David Holland | N Mskt. rep | JB 4846 | 6 | 10th |
| Bev Hicks | 18/80 | UU 5737 | | |
| Class A2 | | | | |
| Roger Davies | PA | BU 8079 | 36 | 1st |
| Edward Goble | PA coupe | BLF 460 | 35 | 2nd |
| Peter & Marion Down | PA | BJO 800 | 28 | 3rd |
| Dick Morbey | PA | WV 5012 | 26 | 4th |
| David & Martha Sherman | PB | APW 774 | 21 | 5th |
| Paul & Valerie Duncombe | PA | BLB 209 | 15 | 6th |
| Neil & Patsy Skerratt | PB | WSJ 159 | 13 | 7th |
| Chris Lewis | PB 4str | MG 4283 | | |
| Richard & Anne Holl | PA | BPY 711 | | |
| John & Sue James | PB | CXV 671 | | |
| Class A1 | | | | |
| Ted Hack | D | PO 5751 | 32 | 1st |
| Colin Lambert | M 12/12 Rep | GG 3340 | 22 | 2nd |
| Chris Smith | J2 | PJ 8586 | 20 | 3rd |
| Rodney Lambert | J2 | HS 7085 | 17 | 4th |
| Keith Hall | J2 | AGY 339 | 13 | 5th |

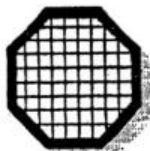
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|------------------|-----------|---------|----|------|
| Bob Hudson | C type(s) | JK 1932 | 10 | 6th |
| David Stansbie | J2 | YJ 892 | 7 | 7th |
| Steve Hemingway | J2 | HY 6817 | 4 | 8th |
| J.J. 'Jay' Hall | M | MJ 1911 | 3 | 9th |
| Mike & Ann Hawke | J2 | DG 5405 | 2 | 10th |
| Mike Linward | J2 | JL 753 | | |



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DIEPPE RETRO 2002
LA ROUTE DES CASINOS
31st August to 3rd September
from Patsy and Neil Skerratt

The weekend began badly. We had planned to drive gently down to Seaford on the Friday and meet the rest of the party at Newhaven the next morning, in time for a get-to-know-everybody chat, before taking the 7.30 am ferry. We left Colchester at about midday but got not much further than Maldon by which time Molly (no, not Bob Clare's PA, our PB) had overheated the fuel pump, and the spare. Another exciting ride in a relay truck brought us home by 5.30 pm when we transferred our baggage to the Jaguar and set off again. The usual 'phone call to Aunty Len Bull (it's a long story), thereby interrupting his efforts to prepare a number of elderly motor cars for a family wedding next day, had produced sympathy, a possible explanation for the problem, and the kind offer of his J2 for the weekend. I'm still kicking myself for not accepting, because it's the quickest unblown four cylinder MMM on the planet. I was kicking myself next morning, when Philip chastised me for not telling him so that he could bring down the ND, and let me drive it all over Normandy. I really must learn to organise these breakdowns more efficiently.

The Newhaven chat duly took place, and Philip brightened up our weekend by bespeaking rides for us with Peter and Anne-Marie Mace in their 18/80, and Peter and Susie Hague in their Invicta. The Party consisted of three Vintage MGs, four N Types and the Invicta together with a selection of cars ranging from Colin and Pauline Reynolds' TA to a couple of RV8s from the S.E. Centre, led by Chairman Doug Bush in his TD. The Jaguar was tolerated, probably on the grounds, that if necessary, it would make a passable tow truck.

The first drama occurred when Keith and Anne Portsmouth's Allingham broke a half shaft on its way to board the ferry, and had to be towed on board. A few words from Roger Stanbury to the Captain ("Now see here my man...") produced permission for Keith and friends to remain in the hold, where a repair was effected before a 35 knot Seacat was half way to La Belle France – all very impressive to new kids like Patsy and me.

Hotel La Residence was next door to the Casino and so right at the heart of the Retro. The excitement on Sunday morning was palpable, and a stroll to the front of the Casino was worth an hour in Beaulieu Motor Museum. It was, however, clear that without the visitors from UK, the Retro would not have been half the event it turned out to be. We were to travel in Peter Mace's 18/80 on the outward journey, and he and several other old hands assured us that the Retro had never started less than an hour late, so that I was swanning about in the Casino and Patsy was in the loo, when it started dead on time at 10 am, to the accompaniment of much arm waving from a number of gold blazer clad organisers. The subsequent trip to Forge-les-Eaux through the lovely French countryside, and a series of small towns and villages, was memorable for the number of French people who turned out to watch and wave. They simply adore the old cars, and all the generations were there from toddlers to oldies. To pass through a town centre, which has been closed to other traffic, and is full of people breaking out into spontaneous applause, is a joyous experience. I particularly liked the enthusiastic old ladies, whom I suspect were remembering their youth, and their own experiences in vintage Renaults and Peugeotts.

The run was policed by three bold gendarmes who took it in turns to race ahead on motorcycles, and wave us through the successive changes of direction. This system was not foolproof, but three point turns and close inspection of maps, got everyone back on track, sooner rather than later. The route took us through the car park of the Saint-Saens Golf Course (which may explain why he didn't write more music).

The Casino at Forges was most impressive, and provided a reception and lunch for those who had entered by the closing date. That did not include us and so Patsy and I headed for the local restaurant, where we sat in the sunshine and were eventually served by le patron – a French version of Basil Fawlty, who had a distressing habit of heading for us at high speed flourishing his note book, only to swerve away at the last moment.

In front of the Casino were lined up the organisers' choice of the most important cars on show. They had rightly included the Invicta, but to my surprise, not Roger Stanbury's glorious 18/80 Speed Model, of which only six were made (I think).

For the return journey, we occupied the back seat of the Invicta complete with Auster screen. What a machine! There is an old

saying that owners grow to resemble their pets. Well, for 'pets' read 'cars'. The Invicta is built like a tank – so is Peter. It is bearded with rivets (I counted 160 in the bonnet alone) – Peter is adorned with a Saxe Coburg beard, and they are unmistakably master and man. The theory is further supported by the sight of Martyn Phillis, dapper in plus twos and bow tie, who could not possibly be with any thing other than his 14/40 Super Sports Two Seater. If anyone still doubts me then they should picture a two tone pink Allingham with a faded grey tonneau (once black I suspect) and a certain well known pink woolly clad gent, who may well consign this part of the report to the cutting room floor! *(The theory falls down here as the Allingham belongs to Rosemary – Ed)*

We now know that our plastic will not purchase fuel in French garages, which are not manned on Sundays. The problem was solved by Peter Mace, who managed to charm a series of Frenchmen into handing over their smart cards, in exchange for hard currency.

Next day at the Chateau Mesnômesnil, Peter investigated reports of much smoke emanating from the Invicta, and I stood by whilst he removed a plug. His need was not so much for a mechanic, as a chimney sweep, and I was allowed to clean the plugs, which turned out to be more than I bargained for, as there are two plugs per cylinder. Adjustments to the carbs by Roger Stanbury, (whilst spouting a lot of tarradiddle about not knowing what he was doing), transformed the monster for the rest of the trip.

There was much healthy anticipation of the last evening meal on Monday. We were, after all in the land of Chablis and Gevrey Chambertin and the town famous for its Sole Dieppoise, so Lamb Kebabs and Cous Cous washed down with Buzbag, which is Turkish for ***** (answers on a postcard), came as an interesting surprise. *(This was because the French restaurants all close on a Monday – Ed).*

Those who had been tooling round the countryside, almost missed this treat when Philip's Allingham catapulted a vital part of the rear transmission into the undergrowth. It was found by a miracle, and restored to its rightful place by a mixture of MMMery, and a nearby Frenchman's garage ramp.

All were sorry to leave next day. Patsy and I did so, determined to return next year, when we shall enter in time to be entitled to attend the lunch, and perhaps discover what it was that made the bold gendarmes look so flushed and glassy eyed, as they departed the

Casino in Forges at 4.00pm on Sunday. I gather it might have been a bit warm in the dining room – which was Peter Mace's excuse.

Much gratitude is due to Philip (who may not cut this bit), whose organisation was as understated as it was efficient, and who epitomises the kindness and generosity constantly shown by MGCC members to newcomers such as your correspondents.

Triple-M Committee Meeting **22nd September**

The John Kidder Trophy was discussed, and various names put forward; finally it was decided to award it jointly to Andrea and Malcolm Green for their unstinting service in running the Triple-M library, getting several books published on our cars, as well as manning the Register stand at Silverstone every year. The Trophy is to be presented at the Blue Flag dinner on 26th October.

Our Registrar, Bob Clare has prepared a draft set of rules for registration of Triple-M cars, to try to resolve the many anomalies that exist, as well as clearing up several grey areas. The draft document was discussed, after which it was decided that the full committee should consider it (several members being unable to attend). Comments to be returned within two weeks, and then a decision made as to whether a sub-committee was needed, if too many people had objections or amendments to the rules.

15 new cars have been registered, with the total number of registrations at 3249.

The Morris Minor club are celebrating the 75th anniversary of the ohc Minor, and have invited us to attend their meeting/s with M-types. Bob Clare is getting more details of dates etc. It was then discussed what we are going to do for the M-type's celebrations. Your Editor has agreed to co-ordinate this.

Mike Linward, our competition sec. gave his report, and following on from problems with the handicapping at Silverstone, Mike is going to set up a sub-committee to review and organise the handicapping system.

As there are many Triple-M Register Trophies up for grabs these days, a list was requested from Mike Linward, with their purpose, which will be put in the next Bulletin.

John Reid reported that he had not received any feedback on the role of Area Reps. The role and usefulness of area reps was then discussed, and it was felt that, with the regular Bulletin and the new website coming on line shortly, that it was not necessary to continue to have them. It was proposed that a motion to discontinue the area reps would be put before the members at the AGM next year. If anyone has any thoughts on these proposals, please contact any committee member.

The success of Prescott was praised, and next year's events were discussed. Alan Grassam is proposing a week-end based on Wells, and a visit/rally to Shuttleworth was also to be arranged (this being one of the other popular events mentioned in the survey responses). An events sub-committee was agreed to look into events for 2003, with Your Editor and John Reid initially.

The Yearbook Editor was praised for the last production; Nick wishes to stand down after producing the 2003 edition, so a new editor is required in 18 months time. This will give Nick time to hand over the reigns in a smooth fashion. So all you budding editors please form a queue!

John Reid has some films of events in 1978, and is going to arrange for these to be put on video tape for sale to members.

The next meeting will be on 1st December.

MG MIDGET MG MAGNETTE MG MAGNA

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • K4 • K5

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Dieppe Raiders News

Our trip to Dieppe for the one day Retro went well, with a day of separate activities before and another after. We were to have 5 triple-M cars, but Neil Skerratt's P-type was burning out petrol pumps and so he had to reluctantly come in a modern car. He has produced a report for us, and quite enjoyed himself travelling in the back of 18/80s, the Peter Hague Invicta, and N-types.

We were sorry that we didn't have any more cars, but this was probably due to the Prescott weekend before taking up people's interest.

We had a very good 3* hotel on the front, for little more than it would have cost at the IBIS or Campanile hotels, complete with a double level underground car park..

All that is left this year is Le Kimber trial at John Bevingtons; for further details contact Alan Grassam on 01935 863673

Next year we shall be doing the Normandy trip again, as so many people like the value and format. So put this in your diaries for the Whitsun Bank holiday week.

We are sincerely hoping that the Montlhery meeting will be on again, although we had various reports of poor attendance and organisation.

Also next year, the Danish are holding the European event of the year at Visbourg, on 25-27th of July. If you want further details log on to their web site on www.mgcc.dk

It would be nice to get a good turn out of Triple-M cars.

FUTURE EVENTS

| | | |
|-------------------------|---|--------------|
| Oct 12/13 th | MGCC 72 nd Anniversary weekend | 01235 555552 |
| Oct 19 th | VSCC Sprint, Shakespeare Raceway | 01608 644777 |
| Oct 26 th | MMM dinner, Blue Flag, Cadmore End | 01753 643468 |

C.O.T.Y. 2002
To 30th September

| <u>Position</u> | <u>Register Number</u> | <u>Car</u> | <u>Registration Mark</u> | <u>Driver/s</u> | <u>Points</u> |
|--------------------|------------------------|------------|--------------------------|--|---------------|
| 1 st | 2175 | PB | JB 7524 | Peter Green Elizabeth Taylor Pat Boghossian Andrew Taylor | 111 |
| 2 nd | 3 | J2 | DG 5404 | Mike Hawke | 93 |
| 3 rd | 2769 | 12/12 Rep | GG 3340 | Colin Lambert | 59 |
| 4 th = | 2733 | J2 | MG 251 | Tom Lock | 58 |
| 4 th = | 168 | F1 | MGF 32 | Pat O'Connell | 58 |
| 6 th | 2126 | J2 | MG 2970 | Ken Hand | 56 |
| 7 th | 1045 | J2/s | MMMMG | Elizabeth Thorpe | 53 |
| 8 th | 1000 | PB/s | JB 7521 | Ian Williamson Jonathan Williamson | 44 |
| 9 th | 1460 | J2 | AGY 339 | Keith Hall | 42 |
| 10 th | 691 | NA All'ham | BYU 271 | Philip Bayne-Powell | 41 |
| 11 th | 1140 | J2 | JL 753 | Mike Linward | 35 |
| 12 th | 1164 | PA | YSV 703 | Hamish McNinch Jenny Clarke | 33 |
| 13 th | 605 | L1/s | MG 2802 | Bob Jones Charles Jones | 31 |
| 14 th | 158 | PA | BJO 800 | Peter Down | 30 |
| 15 th | 1699 | J2/s | MG 2783 | Colin Biles | 29 |
| 16 th | 2949 | L1 | MG 2442 | Arthur Ainsworth | 27 |
| 17 th = | 3070 | K3/s tc | MG 2525 | Richard Last | 26 |
| 17 th = | 2028 | NB/s | MG 3694 | Mike Allison | 26 |
| 18 th | 2000 | K3/s | MG 3570 | Peter Green | 25 |
| 19 th = | 1997 | NA | MG 3855 | John Dutton | 24 |
| 19 th = | 27 | J2-PA/s | DVR 740 | Carol Cooper | 24 |
| 19 th = | 1171 | NA All'ham | MG 3538 | Keith Portsmore | 24 |

| | | | | | |
|--------------------|------|-----------|---------|--------------------------------------|----|
| 22 nd | 1595 | M | PG 1045 | Frank Ashley | 22 |
| 23 rd | 1270 | NB Cresta | MG 4750 | Bob Clare | 21 |
| 24 th = | 1521 | C/s | RX 8591 | Dave Cooksey | 20 |
| 24 th = | 1591 | J2 | YJ 892 | David Stansbie | 20 |
| 24 th = | 968 | PA | BU 8079 | Roger Davies | 20 |
| 24 th = | 1723 | NA | BNF 4 | Lionel Phillips | 20 |
| 28 th | 2761 | K1/s | MG 2794 | Paul Mullins | 19 |
| 29 th = | 1428 | J2 | DG 6142 | Nick Benger | 18 |
| 29 th = | 2077 | K1/s ss | - | Annie Templeton | 18 |
| 29 th = | 1600 | D | PO 5751 | Ted Hack | 18 |
| 32 nd = | 2134 | K1/s | MG 3094 | Peter Fenichel | 17 |
| 32 nd = | 1277 | J2/s | MG 2772 | Ian Davison | 17 |
| 32 nd = | 2349 | PA Coupe | BLF 460 | Edward Goble | 17 |
| 32 nd = | 2501 | NB/s | AAM 372 | George Eagle | 17 |
| 36 th = | 397 | M | SC 9559 | James Peacop Alex Peacop | 16 |
| 36 th = | 2430 | PA | | Geoffrey O'Connell | 16 |
| 36 th = | 1266 | NB | JB 7261 | Christopher Hurrian | 16 |
| 36 th = | 1531 | J2 | PJ 8586 | Chris Smith | 16 |
| 36 th = | 2751 | L1 | MG 2557 | Roger Thomas | 16 |
| 41 st = | 909 | J2-PA/s | FW 3909 | Bill Bennett | 15 |
| 41 st = | 1 | NA/s | JB 3852 | Mike Allison | 15 |
| 41 st = | 724 | J2 | HS 7065 | Rodney Lambert | 15 |
| 41 st = | 1533 | PA-PB | WV 5012 | Dick Morbey | 15 |
| 41 st = | 2227 | KN | MG 4282 | Peter Hemmings | 15 |
| 46 th = | 808 | NA/s | MGNBSC | Geoff Owen | 14 |
| 46 th = | 1784 | NA/s | FS 4849 | Ted Loversidge | 14 |
| 46 th = | 749 | PA/s | MG 3394 | Peter Warne | 14 |
| 46 th = | 907 | K1 | ADH 360 | Mike Linward | 14 |
| 46 th = | 162 | ND | BKL 265 | Philip Bayne- Powell Ed Taylor | 14 |
| 46 th = | 3173 | PB | APW 774 | David Sherman | 14 |
| 52 nd = | 664 | PA | BLB 209 | Paul Duncombe | 13 |
| 52 nd = | 1200 | PA/s | JB 3854 | Alan Grassam | 13 |

| | | | | | |
|--------------------|------|---------|------------|---------------------|----|
| 52 nd = | 81 | C/s | JK 1932 | Bob Hudson | 13 |
| 55 th = | 1894 | M | GC 7705 | John Bevington | 12 |
| | | | | Mark Bevington | |
| 55 th = | 3072 | PB | WSJ 159 | Neil Skerratt | 12 |
| 55 th = | 2686 | NB | MG 4844 | Alan Hogg | 12 |
| 55 th = | 1137 | F2 | OJ 4081 | Brian Wigg | 12 |
| 59 th = | 920 | PA/s | TG 8337 | George Ward | 11 |
| 59 th = | 1516 | K3/s ss | - | Jeremy Hawke | 11 |
| 59 th = | 1146 | K3/s | JB 3182 | Gunther Stamm | 11 |
| 62 nd = | 656 | PB/s | JC 3269 | James Gunn | 10 |
| 62 nd = | 1931 | C/s | VD 30 | Barry Foster | 10 |
| 64 th = | 1537 | PA/s | LV 8989 | Patrick Gardner | 9 |
| 64 th = | 1081 | J2 | AMB 787 | Graham Ash | 9 |
| 64 th = | 108 | M | MG 2412 | John Start | 9 |
| 67 th = | 1049 | PB/s | VH 8637 | Gerald Burrige | 8 |
| 67 th = | | J2/s | | Colin Bird | 8 |
| 67 th = | 538 | NA | NV 4207 | David Sharp | 8 |
| 67 th = | 105 | KN/s | BFY 658 | Michael Coles | 8 |
| 67 th = | 1525 | KN/s | DSV 201 | Patrick Gardner | 8 |
| 67 th = | 1501 | J2/s | HY 8219 | Geraint Lewis | 8 |
| 67 th = | 283 | M | MG 23 | Buddy Shapiro | 8 |
| 74 th = | 1235 | L1/s | VD 3010 | Bryan Ditchman | 7 |
| 74 th = | 2913 | PA/s | MG 3855 | Oliver Richardson | 7 |
| 74 th = | 209 | J4/s | APG 291 | John Adams | 7 |
| 74 th = | 1463 | NA/s | BUU 964 | David Downes | 7 |
| 74 th = | 2694 | J2-PA/s | Kayne Spl. | Mike Painter | 7 |
| 74 th = | 2200 | C/s | RX 8306 | Philip Bayne-Powell | 7 |
| 80 th = | 348 | M | VU 4037 | James Mumford | 6 |
| 80 th = | 1367 | PA/s | MG 3921 | John Wells | 6 |
| 80 th = | 1334 | NA | AVG 865 | John Neighbour | 6 |
| 83 rd = | 919 | PA/s | DPB 140 | Graham Arrondelle | 5 |

| | | | | | |
|--------------------|------|----------|---------|---------------------|---|
| 83 rd = | 1917 | J1 | VSV 521 | Stuart Evans | 5 |
| 83 rd = | 1976 | J2/s | JF 5278 | Gilbert Collins | 5 |
| 83 rd = | 2492 | PA | WP 6540 | Richard Lee | 5 |
| 87 th = | 3009 | J2 | AGO 497 | Peter | 4 |
| | | | | Hemmings | |
| 87 th = | | PB/s | | Jeanne | 4 |
| | | | | Temple | |
| 87 th = | 1168 | PB 4str. | MG 4283 | Chris Lewis | 4 |
| 87 th = | 1607 | F1 | HZR 714 | Stefaan | 4 |
| | | | | Vernyns | |
| 87 th = | 670 | PA | BFY 711 | Richard Holl | 4 |
| 87 th = | 1036 | PB | CXV 671 | John James | 4 |
| 87 th = | 2856 | J2 | HY 6817 | Steve | 4 |
| | | | | Hemingway | |
| 87 th = | 338 | NB | ADG 886 | Alan Grassam | 4 |
| 95 th = | 2721 | PA | BMF 540 | John Saward | 3 |
| 95 th = | 1174 | M | MJ 1911 | Jay Hall | 3 |
| 97 th = | 1291 | J2 | J2MG | Chris Rood | 2 |
| 97 th = | 3057 | PB | YS 5489 | Geoff Smith | 2 |
| 97 th = | 317 | Jarvis M | GP 1856 | Philip Bayne-Powell | 2 |
| | | | | | |
| 97 th = | 941 | M | UU 3634 | Duncan Lang | 2 |
| 97 th = | 2312 | D | GG 6097 | Michael Cowe | 2 |
| 97 th = | | F1 | PJ 4659 | Tony Wild | 2 |
| 97 th = | 1065 | PA/s | MG 4440 | Peter | 2 |
| | | | | Thelander | |
| 97 th = | 2123 | PA | MG 3441 | Ron Spinks | 2 |
| 97 th = | 2591 | PA | MG 3242 | Colin | 2 |
| | | | | McLachlan | |
| 97 th = | 1870 | PA | AYY 38 | Malcolm Kirby | 2 |
| 97 th = | 2789 | PA | VYC 529 | Keith Jackson | 2 |
| 97 th = | 2229 | PA | JK 4823 | David Stewart | 2 |
| 97 th = | 1067 | L1 | EA 5704 | Chris Cook | 2 |
| 97 th = | 949 | L1 | OD 6008 | Andrew | 2 |
| | | | | Morland | |
| 97 th = | 1925 | PA | BPG 994 | Stephen Clare | 2 |
| 97 th = | 741 | PA | ATO 387 | Bill Cullen | 2 |
| 113rd | 341 | M | PJ 7970 | Mike Rushton | 1 |

SPEED CHAMPIONSHIP 2002

Final Scores

| <u>Pos.</u> | <u>Car/s</u> | <u>Driver</u> | <u>Points</u> |
|--------------------|--------------|--------------------|---------------|
| 1 st | PB, K3/s | Peter Green | 62 |
| 2 nd | J2 | Mike Hawke | 42 |
| 3 rd | PA | Hamish McNinch | 38 |
| 4 th = | PB | Elizabeth Taylor | 34 |
| 4 th = | NB/s | Mike Allison | 34 |
| 6 th | NA/s | David Downes | 26 |
| 7 th | 12/12 | Colin Lambert | 25 |
| | Rep. | | |
| 8 th | J2/s | Ian Davison | 23 |
| 9 th | J2-PA/s | Carol Cooper | 22 |
| 10 th = | C/s | Barry Foster | 21 |
| 10 th = | J2 | Keith Hall | 21 |
| 12 th | Turner L/s | George Rozwadowski | 20 |
| 13 th | C/s | Dave Cooksey | 19 |
| 14 th = | NB/s | Reed Yates | 18 |
| 14 th = | K3/s tc ss | Richard Last | 18 |
| 16 th | KN/s | Michael Coles | 15 |
| 17 th = | K3/s ss | Jeremy Hawke | 13 |
| 17 th = | M | Frank Ashley | 13 |
| 17 th = | NA | David Sharp | 13 |
| 20 th | NB/s | Tim Metcalfe | 11 |
| 21 st = | K1/s ss | Annie Templeton | 10 |
| 21 st = | PA | Jenny Clarke | 10 |
| 23 rd = | K1/s | Paul Mullins | 9 |
| 23 rd = | C/s | Pete Tichnell | 9 |
| 25 th | PB | Pat Boghossian | 7 |
| 26 th = | PB | Andrew Taylor | 5 |
| 26 th = | K3/s | Colin Alderman | 5 |
| 26 th = | J4/s | Peter Altenbach | 5 |
| 26 th = | L1/s | Bob Jones | 5 |
| 26 th = | PA | Richard Holmes | 5 |
| 26 th = | NA | John Dutton | 5 |
| 26 th = | J2/s | Gilbert Collins | 5 |
| 26 th = | KN/s | Patrick Gardner | 5 |
| 26 th = | K3/s | Gunther Stamm | 5 |
| 26 th = | J4/s | John Adams | 5 |
| 26 th = | NA | John Neighbour | 5 |

The final round in the Speed Championship, a Curborough Sprint organised by the Benjafield Racing Club, was cancelled due to lack of entries, so Wiscombe Park Hillclimb in fact turned out to be the last event. Even here, there was a very low Triple-M turnout but the results show a clear overall winner in Peter Green, driving a combination of K3 and unblown PB. Many congratulations to Peter. Without taking anything away from Peter's achievement, he was the

only competitor to complete the five events - the next best was three. So all other competitors had put themselves at a severe disadvantage by not completing the minimum tally. Let's hope this will act as a spur, and that next year's events are better supported.

MG P type 0743 - a Bog Standard Midget, **alias MG 3811 / 953 JGK / W V 5012** By Dick Morbey

I was born in 1946. Back in the 1970's, an old school friend, Bill Piggott and I got talking, and we hatched the idea that it would be nice to buy a proper car, which we could use for fun. I had previously had a flirtation with an abortive restoration project on a clapped out MG TA, and it seemed logical that we should look out for some sort of MG. We decided that a MMM model was the one to aim for – overhead cams being far more interesting than pushrods, with a P type favoured on the grounds of cost and practicality.

In March 1974, Bill tracked down a P type, which was being advertised in Exchange and Mart as “complete”, but needing restoration. It was languishing in Bromley in South East London, and we got there first and agreed to buy it for £350. Hard on our heels came a well-known local MG dealer, who spotted what we had all overlooked – that the car was fitted with a PB engine. Happily for us, the vendor, Jim Grant, decided that a deal was a deal, and would not be dissuaded from selling to us. (Sorry Barry.) “Us”, incidentally, had become three – as another good friend, Robert Kemp, had joined the consortium to buy this 2-seater car.

The car had been MG 3811, but Jim had liberated the number to put on his MGB, so it now sported a nondescript Greater London Council plate – 953 JGK.

The car came home on a low loader. Strictly speaking, it could probably be described as “complete”, because most of it was present – a fact, which my wife was able to attest to as she counted the boxes of bits into the garage. However, any thoughts she may have had of jumping on board, and taking the car for a spin were immediately dismissed as reality sank in. In fact, the car had been off the road since the late 1950's, when it had disgraced itself by catching fire on

the Isle of Wight ferry – the effects of which were all too evident – and it had not turned a wheel in anger since then. As things turned out, it would be more than 40 years before it did so again.

The three of us set to work with almost controlled zeal to dismantle the car and to start the restoration. Happily, a combination of detailed photographs, and a fair recollection of where all the bits had come from, was to prove invaluable later in the project.

The good news was that the car had not been mucked about with, and was pretty complete and, as far as we could tell, was "original". With the tattered body, there were remnants of a half tonneau cover, and the original much-patched hood. The engine was in unknown condition, the wheels were shot, but the running gear, right down to the rear Luvax shock dampers, was all present and correct.

For the time being, we contented ourselves with stripping the chassis bare and preparing to paint it. Preparation consisted of destroying two electric drills, as we tackled the rust with rotary wire mops. The chassis then had to be primed. As a child I had seen bare AEC London bus chassis being road tested past our house. They were always aluminium coloured, so in my mind that meant our MG chassis should also be painted with aluminium paint. It was only later that we discovered that nothing much would stick to it but, more seriously, that the chassis was bent.



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We started what was to become a continuing spending spree with Mike Dowley, who was invariably helpful and patient in his dealings with us amateurs. Armed with rebuilt wheels and new rear springs, the car was put onto its wheels, so we could at least roll it round the garage.

The engine was sent to Mascot Engineering in Southall, who carried out what later proved to be a basic, and rather superficial rebuild. They reground the crankshaft to minus 30 thou, although no-one thought to remove the alloy plugs, and clean out the swarf and crud. The standard sized pistons were machined to accept oil control rings, the con rods were remetalled (not crack tested), and the bottom end was put back together and declared complete.

We then turned our attention to the bodywork. Ash is an interesting wood; the vertical rails of the body frame seemed to be in pretty good condition, almost as though they have a natural drainage channel within the fibre. But the horizontal spars were non-existent. One hot summer's day in 1974, I happened to be visiting Cricklewood in North London. I chanced past an open factory door, and looked inside. There were numerous elderly Rolls Royce cars undergoing body restoration – this was the Mulliner company! I nipped inside, and asked the first person I met whether they had any seasoned ash for sale. A charming gentleman appeared, and expressed interest in the project. He offered to make up some body spars for £30, if I could make up some drawings and patterns – and duly did so.

It was at this stage, that my unbridled enthusiasm again overcame my ability. Confident that my experience of making a wooden stool in woodwork classes at school some 15 years before had equipped me to become a master car body craftsman, we set to work. Someone had written in a MMM Yearbook that a body could be successfully built, as long as the doors and bonnet looked as though they fitted. This was fine in theory, but no matter what we did, our creation could only be described as a turkey.

At this stage our confidence ebbed away. Robert and Bill had exited from the consortium and another pal, Barrie Thomas, had joined in. By now we had entered the 1980s, I had two fine sons and family commitments became more important. The car was pushed into a corner of the garage, the engine was put on the shelf, and we got on with our lives.

Occasionally the boys expressed an interest in the car. We kept the enthusiasm levels up by making occasional visits to MGCC

events at Silverstone, and I made vague promises that one day they could take their driving tests in it. These promises remained unfulfilled, and in 1995 and 1997 they passed their tests in a "modern".

Back in 1990, I had been seduced by steam railways, and had trained as a steam driver at the Bluebell Railway in Sussex. I put this experience to use by joining a local steam railway, owned by Sir William McAlpine, of the renowned construction company. Located at Fawley, near Henley on Thames, we play with standard gauge locomotives on a 1¼ mile track, with a challenging 1:13 gradient. The camaraderie of a bunch of enthusiasts was a stark contrast with my solitary hermit-like garage existence, and the P type continued to take a back seat.

Something must have happened in 1999. We decided that it was "now or never" for the P type. Instead of persisting with a home-bodged restoration, I got Barrie to agree that the job needed to be done properly, even if this entailed spending fairly serious money.

The hermit came out of his garage, and started taking advice from informed MMM people. This was the stage when the cavalry rode to my rescue, in the person of Peter Green. I can't exactly recall his comments when surveying the car, but those who know him will not be surprised when I say that the dialogue must have included the phrase "I've got to be honest, Dick" – followed by the chilling words "you'll have to start all over again".

And he was right. So:

The chassis was stripped bare, and straightened. New rear spring hangers were welded in place, then the whole lot blasted and painted with a polyurethane enamel by Hankoe of Slough.

The engine received a new Phoenix crank, and rods, and had its flywheel lightened. +0.20" pistons were made and fitted. Peter assembled the engine and, joy of joy, I heard it run!

The body was deemed interesting, but not usable and was disposed of to Rob Thomas, who is building a special with a mixture of P type and Morris components. I was introduced to Steve Gilbert of Egham, who made a new tub and panelled it in steel. He also made new rear wings, and made the best of some swept wings, which I had bought new off the shelf some years before, although it cost more to adjust these to fit than having a new pair made.

The body and panels were painted by Leigh Dickie (of VSCC renown) in cellulose, in 2-tone blue – a colour scheme I had opted for

very early in the project. Having bought the materials for the seats and trim panelling many years ago, I had stuck to these colours, despite later discovering that the car had originally been finished in red.

It was now Autumn 2000, and all that remained was to complete the car's brakes, steering, plumbing and wiring, fit the running gear and body, trim, floorboards and instrumentation. Many of these items had been restored or bought early in the project, so progress was fairly swift.

The old headlamps needed much work to repair the ravages of time, and this work was very well done by Mike Kennedy in Birmingham.

The 3-brush dynamo had been fettled some years previously by a Mr. Few of Magneto Repairs of Cricklewood, but the electrical junction box needed work, and this was carried out by the delightful, but sadly now deceased, Norman Cousins.

I made the dashboard from marine plywood, faced with 2 book-matched sheets of redwood burl veneer, which I bought for £20 from EV Exports of Bourne End, Buckinghamshire, who still carry good stocks.

About now, Barrie, who had been working in Kenya for some years, agreed that he might as well cash in his chips in the project, so I became the sole owner.



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By June 2001 the car was ready for its MOT, which it sailed through at my local garage, Platts of Marlow. Now a Ford and Hyundai dealer, Platts had previously had a long association with MGs, and the present proprietor, Jim Platt, recalls his father being a MGCC Committee member and local organiser in the 1950's. There is a fascinating picture of his garage, showing the start of the 1938 Chiltern Trial on Page 75 of Roger Thomas' "MG Trials Cars" (ISBN 0 9519423 2 8). Very little has changed since then, and the scene could easily be recreated today if only the "moderns" could be removed from the car park!

We have now accumulated 1,100 miles in 4 months, without mishap, including fun and games at Gaydon and Silverstone in the MMM celebrations. The car can, and does, have a few tricks to play of course, including a tendency for the rear near-side brakes to attract oil from the back axle, and the joys of a raucous gearbox! The latter has been sorted and the car has enjoyed some winter driving. Now, if we had a hood to keep the rain out Oh, and a blower might do something for the performance – and maybe PB gearbox ratios would be an improvement

So what lessons have I learned? Well, I'd say:

1. Know your limits – I discovered mine too late!
2. Don't struggle on alone, when you're not sure what to do;
3. Don't emulate my 27 year rebuild (candidate for the Guinness Book of Records?)
4. Be prepared to bite the bullet, and spend money with the experts when you have to – it can be cheaper in the long run!
5. Above all, enjoy your car and the camaraderie of fellow enthusiasts.

PS Shortly after getting the car on the road, I acquired a "proper" registration number – WV 5012 – which is almost historically accurate, and being a Wiltshire plate, is not far distant from Abingdon. And then the phone rang – it was Jim Grant, the previous owner, who I had not spoken to since the mid 70s - offering to sell me the original registration MG 3811. They do say that what goes round comes round...

And will I ever sell the car? Not on your nelly!

Installation of a digital odometer/trip instrument

by Paul Duncombe

The trip on my PA had been playing up, with the result that my navigator was not best pleased. Rodney Lambert and I had been discussing bicycle digital speedos at welding class one night, and I decided to investigate further, and purchased a VDO CYTEC CO8 unit from Halfords for about £16. This has a magnet which clamps to a cycle front wheel spoke, and a sender unit fitted onto the forks, which is connected by wire to a digital display, clamped to the handlebar. It can be calibrated for different sized wheels, and converts to metric at the press of button. The distance between the magnet and the sender unit must be no more than 5mm. The problem was - how to fit it onto the PA.

I considered modifying the magnet unit to fit onto a spoke, with the sender unit somehow fitted onto a brake backplate, but making the system rigid enough to maintain an accurate gap between the two, did not seem possible, particularly taking into account wheel and backplate distortions on the road. Also changing the wheel would require the magnet assembly to be removed, and refitted to the spare. Finally I decided to fit the whole thing inside the brake drum at the hub on the offside front wheel. This was almost a mistake, since, when I came to install the cable from the sender down the brake cable and across the front chassis cross tube at the radiator (easy enough in itself), starting the engine produced so much interference from the ignition (remember where the distributor is), that the readout displayed complete gibberish! Since I had a new Bosch distributor installed, and I had shorted the suppression on the rotor arm, I found that it was only necessary to remove the shunt I had soldered in place, and bingo no more problems. Note that I have no suppression on the plugs themselves, only on the rotor arm. Clearly, fixing the unit on the nearside wheel will ensure that the cabling is away from the distributor, and all should be OK, but check first that this cable routing will work.

Now to the installation itself. Once having decided to install the unit at the hub, the safety aspect became paramount. I did not want to risk loose objects interfering with brakes and/or hub rotation. I built in safety features for the sender and magnet mountings.

Briefly the magnet was attached to a thin steel bracket bolted onto the hub flange, and the sender was mounted onto a riveted assembly

bolted to the backplate. The connecting wire exited the backplate through a small hole lined with silicon sealant to prevent chafing. The drawings reproduced below were produced using Microsoft Power Point, because I had nothing else. Also they are not to scale, and are more typical of general arrangement drawings. However, I am assuming that no one will attempt this job without having reasonable engineering skills, and it should therefore be possible to accommodate any shortcomings in the information provided. I hope so, and since this was basically a prototype, an improvement or two will, I am sure, be possible.

Fig 1 This shows the basic mounting plate bent as shown on the right. The square hole is made to fit a small coachbolt of approx 6mm thread diameter and about 25mm long. A similar hole is made in the backplate (see location details later). This ensures that the sender unit cannot turn out of position. The two other holes shown are for 3mm pop rivets. The plate was bent to allow the pop rivets to be fitted without interfering with the backplate.

Fig 2 This plate is a copy of that in fig 1 except for the tabs top and bottom, which are bent at right angles (preventing the sender from moving up and down). Note in fig 6 how the lower tab is bent. More on this later. This plate was used as much as anything as a spacer, to ultimately obtain the correct distance between magnet and sender. I finished up with about 4mm. The large hole allows the head of the coach bolt to pass through.

Fig 3 You will need two of these, one a reverse image of the other. These plates are used to anchor the sender, via its four mounting slots, to the plate in fig 2. The diagram on the right shows how the sections of the plate are bent. This plate also combines with the tabs in fig 2 to hold the sender in position, even if the mounting slots gave way or melted. The fancy curved shape of the tab prevents the sender being screened at the point where the magnet passes it. The two smaller holes shown are again for pop riveting this plate on to the other two, after they have been riveted together.

Fig 4 This bracket bolts onto the hub by using one of the threaded holes used for the drum retaining screws, except that the bolt and bracket are fitted at the inside face of the hub. It is important to obtain a good fit at the base of this bracket, where it sits onto the hub flange, otherwise it could rotate out of position. The hole at A accommodates the magnet assembly, which is shown in fig 5. Note that the hole will need radiusing on one side, to ensure the magnet sits

down square against the bracket face. Depending on the thickness of your bracket, you might need to extend the depth of the slot in the magnet using a rat tail file, so it sits down nicely onto the bracket face.

Fig 5 The bolt fixing the bracket to the hub must be locked mechanically by a tab washer. I welded a suitable tab onto the bracket. It would be possible to engineer the bracket with the tab in situ. The hole for the magnet has a cycle spoke sized piece of steel (I used copper coated welding wire) welded into it, so that the magnet could be mounted as it was intended, with a screw clamping the spoke. However, the danger here is that the welded wire will let go for some reason, or the screw will simply work loose! To avoid the magnet coming adrift, I placed a collar over the magnet assembly, drilled through the lot, and put in a split pin.

Fig 6 This shows the general assembly of the sender. The base of the sender opposite the wire has been cut off at approx 45 degrees and the tab bent to suit. This is because the pressing in the backplate will not allow the sender to be positioned near enough to the magnet. The magnet operates near to the end of the sender as it is. There is a raised line towards one end of the sender, away from the wire, and as long as the magnet sweeps this point, the unit will work. You could make the magnet bracket longe, but I wanted to keep it as short as possible, to reduce as much as possible the out of balance effect on the hub. Also if the sender unit is too high relative to the hub, you will have problems taking the wire in a neat curve to a point where it can go through the back plate. Your own ingenuity will sort this out. The coach bolt head needs to have two flats filed on it, to fit inside the slotted mounting on the sender. The positions of the rivet holes and the coach bolt holes are best left till last, after a trial offering up of the unit. I found the best position for the sender mounting to be at about 11 to 12 o'clock, looking directly at the hub/brake assembly.

Having got this far, you need to wire in the display unit. Of course you need to lengthen the cable supplied, because it will only reach from a cycle wheel to the forks. I cut the cable and soldered in a length of duplex audio cable (the unit will work fine with 3-4m added, but check this yourself before settling on the final cable routing. I also covered all the cabling with heat shrink tubing to strengthen it. The cable runs out of the backplate (do not forget to seal it in with silicon sealant), and down the brake cable, using cable ties, across the chassis and back to the instrument panel. I did not want too much evidence showing of this additional piece of kit. Within reason I like

things to be standard, so I engineered a bracket for the display unit, which could be hinged back under the panel when not in use. This was fitted with an overcentre spring to keep it in either position.

Calibration is carried out by telling the display unit how many inches or millimetres the car moves for one rotation of the wheel.

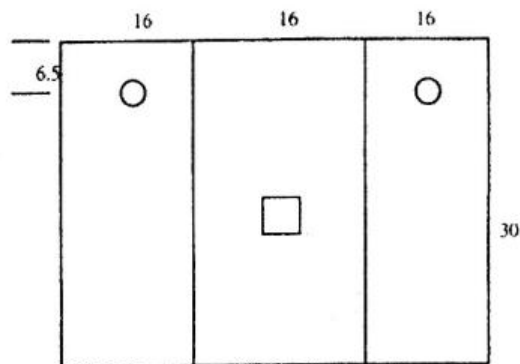
The unit has been in operation now for about a thousand miles, and has worked faultlessly. There is no sign of overheating of the plastic (!) sender uni, and everything is still held firmly in place. My navigator says it is fantastic. It provides imperial or metric readouts for trip and odometer, driving time, speed, average speed, indicates whether present speed is above or below average, maximum speed achieved, and a clock function.

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MATERIAL - 0.035 INCH GALVANISED STEEL SHEET

FIG 1



NOT TO SCALE

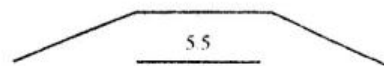
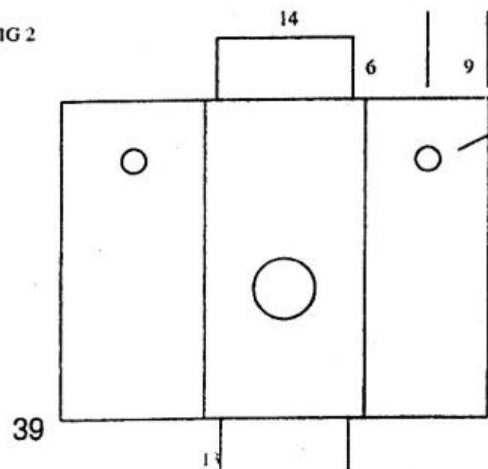
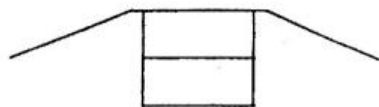


FIG 2

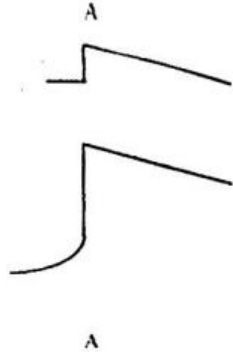
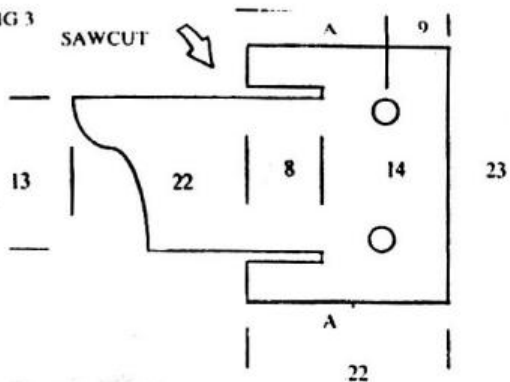


POP RIVET HOLES



NOTE DIFFERENT LENGTHS OF TAB

FIG 3



ROTATING MAGNET BRACKET

NOT TO SCALE

MATERIAL - STEEL APPROX 0.060 INCH THICK

FIG 4

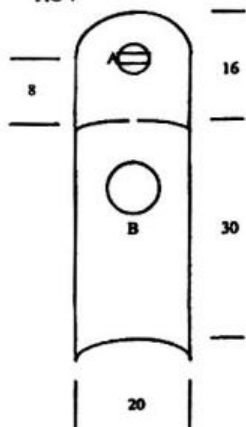
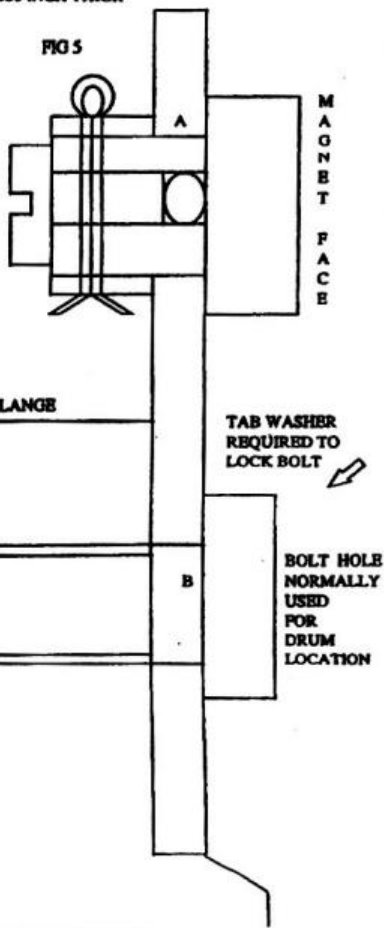


FIG 5



CABLE OUT THRU BACKPLATE

24

COACH BOLT THRU BACKPLATE

FIG 6

ITEM IN FIG 3 NOT

A NEW EXPERIENCE

By Dennis Wharf

Some years ago an article appeared in Safety Fast, which I had submitted to Paddy, in which I recalled some twenty five years of MG Car Club membership, and a far longer interest in all things MG. In this story I mentioned that the car responsible for firing my initial interest, at about the age of nine, and that had remained for me the most desirable of all MGs, was in fact the J2 Midget. And that although I had never so much as even sat in one, let alone driven any triple-M car, eventually it was my intention to own such a machine. By the middle of 2001 at the age of 52, that aim was achieved – so was it worth the wait?

Before I started looking in earnest for a car, my good friend Ken King suggested I should first drive a Triple-M car, to give me an good idea of what I was in for, and he let me loose in his PA. I was horrified! Little in the way of tiller response, and no brakes whatsoever; this thing was absolutely lethal. But most surprising of all, was the realisation that P types don't come much better than BXW 477, and it had scared me witless. Ken too, I shouldn't wonder, with my ham-fisted attempt behind the wheel. Driving home afterwards in my 1966 MkII Midget with its fully tuned and balanced 1098 A series humming away, pin sharp steering and superb brakes, really gave me something to think about. My problem was that I had only ever driven cars with rack and pinion, and was therefore constantly correcting, instead of letting the lovely little P-type self centre itself, as Ken had shown me. However, Ken along with George Eagle, Bryan Ditchman and Syd Beer all convinced me that adaptability was the name of the game, and that pretty soon brakeless pre-war motoring would become second nature, and was nothing to fret about.

At the same time, another very good friend of mine, George Stanton, after pointing out some of the more unusual features, bravely let me try some of his wonderful collection of pre war motor cars. Austin Seven, Lea Francis, Alvis, Sunbeam, but sadly no MGs (I'm trying to fix that), and pretty soon I was beginning to get a feel for cars that were older than me, and also to appreciate why so many others enjoy owning and driving such fascinating old motor cars. Although I think I knew that all along.

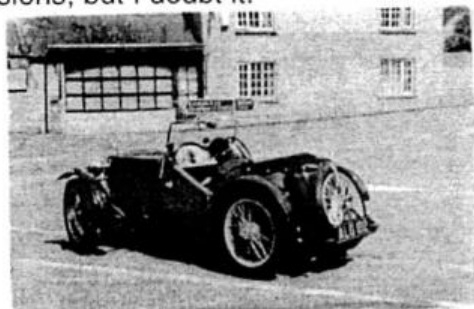
I had already decided that the type of car I desired would be a usable example, the kind I think the trade would describe as “an older

restoration", and therefore something I could enjoy driving, without the worry of chipping concours standards of paintwork etc. And something that would also have a bit of age about it. Having looked at a few cars we came across ALG 182, which had been superbly restored by Bill Grudgings in 1976, and was owned by Martin Constant of Vintage Register fame. J2556 had matured perfectly, and was all that I was seeking, a deal was struck. I had my J2.

Since ALG lived in Cornwall, about four hundred miles from our address, and I wasn't that keen to drive a seventy-year-old unknown motor car all that way home, we had the car collected and delivered by Terry Bone. Once I had checked it over, and familiarised myself with the controls, such as they are, I took it out. Strewth! If the steering on Ken's PA had seemed vague, it was nothing compared to this thing – it was non-existent!! It did have brakes, but boy it needed them, it had a will of its own, and without doubt was giving me the scariest drive of my entire life. Once I had wrestled the damn thing home, I headed for the brandy, if only to help re-focus my eyeballs and restore some power of speech.

Over the winter after several calls to Bill Grudgings, Ken King, George Eagle, Syd Beer and Peter Wood, and with wheel alignment re-set, king pin wedges inserted, steering gearbox filled with oil, new tyres, and a hundred and one other things taken care of, all of which helped me better understand how the car works, it was transformed. No longer wandering all over the road, it corners far quicker than a car of its age ought, stops effectively, especially when you hang on the handbrake, goes like stink and I love it. Was it worth the wait – you bet. A neighbour recently asked since I had owned the car for a while now, what was it like? I replied "well you see how it looks, well that how it goes – bloody fantastic".

Along with my Midget and the MGB GT, J2556 is now very much part of the family, and hopefully we will enjoy many thousands of miles together in the years to come. Who knows I might even eventually manage to change down from third to second silently on *two* consecutive occasions, but I doubt it.



History by Serendipity

By Mike Hawke

When I bought my J2, DG 5405 in 1953, it was not usual for people to have much concern about the history of cars, in particular, cars of the Thirties were just cars at the lower end of the second-hand car market. The most effusive concern for history was the occasional plug by a dealer along the lines of "genuine team car".

Thus my background knowledge of DG 5405's history was that which was contained in the log book, first registered in Gloucestershire on 27th October 1932, and previous owner (disabled) Chas Brown since 1945. I had no particular ambition to expand on my knowledge of the car's past.

There the matter stood for twenty years. In 1973, I happened to visit the Wiltshire Motor taxation Office on business unconnected with DG 5405. This was the time when the motor vehicle taxation records were being transferred to computer at Swansea, and the man ahead of me in the queue asked about the soon-to-be obsolete log books for his car. He was told that he could have all the documents held, once the data therein had been put on tape. So I took the cue and asked for DG 5405's. In due course, log books going back to 1932 arrived. Never mind that the last half-dozen addresses therein were mine, this was a summary of her history.

On Dg 5405's Form V5 it states "the vehicle keeper may obtain details of any registered keepers free of charge on request from DVLC Swansea SA99 1AN". Later V5s for our other family cars do not have this statement.

Good luck deserted me for a while. Ann and I were driving from Cheltenham to Cirencester, and passed a signpost to Brimpsfield. "Lets go and see where the J2 started her life". So we did – or we tried. Brimpsfield Park was so secluded, that all one could see was a gravel drive curving away from the gates. War memorials, church memorial tablets and gravestones gave no clues about the Kendall family. A vague project to take DG 5405's photograph posed by each of her many homes (and in the 1030-45 period there were many) was nipped in the bud.

Serendipity returned in 1990, when sister-in-law, Wendy, provided a a 1989 copy of Country Life, and many coloured photos

of Brimpsfield Park, which was for sale. In 1995, DG 5405 attended the party at the Bear at Rodborough, to celebrate the 60th Anniversary of the formation of the Cream Cracker trials team. Here I met the brother of the late third owner, Christopher Payne (1934-380. he filled in some details of that period, with some nice stories.

Back in the mid 70s, Syd Beer had provided me with a photo copy of the works Service file, which included receipts for a service at Abingdon, supplying some parts to Steels of Cirencester, for an engine rebuild, and post-1945 correspondence about fuel consumption. In 1993, I had the opportunity to look through all the j2 files and found that the first owner, John Kendall, when he had sold DG5405 in October 1933, had actually traded her in for another, swept-wing J2, J3745. That car was not (and is not) on the Register.

A check with Gloucestershire County Council showed that the registration was DG 7655 and the last known owner was R.B.Miller. A letter to Mr Miller at his 1965 address eventually found him (serendipity again). He had sold the car to E.Griggs of Pennsylvania. This car is not known to the Triple-M Register of North America.

Yet again serendipity came to the rescue. Sorting through some old correspondence, I found a letter of 1965, from a Theodore Griggs of Pennsylvania, with photographs of a stripped J2 chassis, sitting on a pair of oil drums. Surely the same car?

Serendipity has gone into hiding, at least for the time being, and no reply to letter has been forthcoming. George Hershall of the MG Car Club Western New York Centre has provided me with the telephone numbers of all the Theodore Griggs in the USA. Before I spend the family fortune phoning all of them, does anyone know of a Theodore Griggs with secretive habits out there?

Editor's note:- Anyone wishing to start seeking their Triple-M car's past (especially if it is a J-type), can write to Mike at 117 Upper Westwood, Bradford-on-Avon, Wilts, BA15 2DN, enclosing a s.a.e., and telling him what they know of their car's history. He might just be able to add to the story. After all, over 300 J-types are known to have a pre-1939 trials history.

YOUR LETTERS

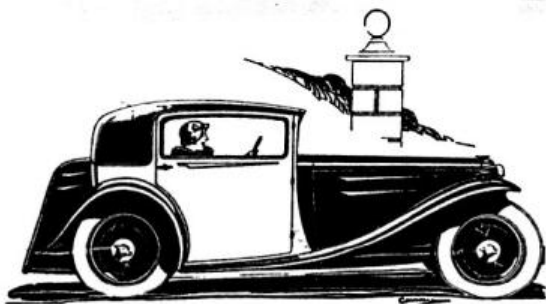
From Reed Yates

Dear Phil,

Just received my first edition of the new and improved Bulletin. All I can say is "WOW"! It's outstanding. I know the amount of effort that goes into producing one of these (years ago I did our Texas MG Club newsletter) and believe me, we all appreciate what you are doing. I particularly enjoy the Letters section. It's good to be able to keep up with all the friends we've made over the years.

And let me just say a few words about Silverstone. The Triple-M race on Saturday was, to borrow a phrase, the most fun I've ever had with my clothes on! Len was a bit worried about taking the newly finished car straight onto the circuit, so we broke it in with a run from Essex to Newbury, and thence Silverstone. Annie Templeton insisted on walking me round the circuit to show me the proper racing lines for our cars (which I promptly forgot, as I'm sure some of you noticed). Funny how different things look at speed! The Allison/Metcalfe equipe invited us to share their canopy---very thoughtful, since we Texans come to England to escape the incessant sunshine, of which there was plenty that weekend. The biggest adjustment for me was racing on skinny road tires, sorry, tyres. I tried to save money----bad decision. If someone would like to buy them off me, I'll invest in some proper racing ones. Maybe then I could keep up with John Adams. More likely I just need to learn to drive! With luck I'll get more practice next year. Sincere thanks to everyone for a marvellous, memorable, weekend.

Cheers for now...



THE M.G. MAGNA CONTINENTAL COUPÉ

EX WORKS

From Tony Margel

Dear Phil

It was nice to see you and your fleet at Silverstone the other day.

I enclose a few photos demonstrating the joys of Triple-M motoring. There are three demonstrating the pleasures of an NB, and the heat of Luxembourg for Terry Hartley. The other shows the ploughing capabilities of Malcolm Kirby's PA in this year's Caledonian Run. By the way, the PA was lifted out by manpower, and the tractor was left on its belly in the ditch! (*See photo on cover – Ed.*)

In the June Bulletin, somebody (*This was Robin Gordon – Ed.*) was asking about a Leeds company called Fescol. They do not appear in the local book, but if your correspondent has an address for the company, I might be able to find out if they exists under another name.

Some time ago, a contact in Sweden was offering to make me a 6 volt transistorised ignition for my M-type. Have any of our readers ever done this with a Triple-M car – especially with a 6 volt M-type?

I note that Robin Mace's M-type has appeared in the letters section for the last couple of editions. To add another bit – if I remember correctly, I bought the majority of a body frame kit that Robin was assembling for that car, some 25 years ago, as he was going to have a custom made body produced for it. Since that time the frame has graced my M-type, and is still holding together!

Best wishes.

From Jan Schoonen

Hello Philip,

I hope everything is well. What a surprise to see my name in the bulletin about the headlights, great.

Philip, I have something to tell you, and that is the following, yesterday I buy a J2 with an Lester body with was original on the P-type with registration number GUR 963, and is today in the States, so I hear for sale. But back to the J2, this car was owned by Nigel Watts of Cornwall. After a burning in the P type Collin was using the body for a J special, and sold the V5 of the GUR 963 to Peter Gregory. Another Dutch friend buy this special in 1995, the car was almost complete with

12" brakes blower etc.etc. Now I buy this car, because the person who owned the car has died some 8 months ago. It is still a total restoration object, but many things are ready, such as the engine, ENV, blower, chassis, wheels, springs etc,etc. Now my question in this. I must make room in my barn to start the project.

Please can you tell me if there are costs for advertising in the Bulletin; if so let me know and I will pay you immediately. (*No, we do not charge for any of the adverts in the Bulletin – Ed.*)

MMM Greetings.

From Malcolm Robertson

G'day Philip,

Many thanks for your surprise package, which arrived in our mailbox yesterday. (*We had sent a complementary Bulletin to the Pre-war MG Register of Australia – Ed.*) It's always fun to read what other editors put together, and yours certainly looks like a professional job! Your suggestion about exchanging copies and pinching each other's articles is an excellent one (we already do that with the NAMMMR!), and you are more than welcome to do that with ours. You now have our two e-mail addresses on the head of this message, so please just send a request and we can send you the words electronically - anything to save re-typing. We will do the same to you!

Since we took over the newsletter from Ed Taylor three years ago, we have sent copies to quite a few people, who we call our "complimentary list". In our wisdom, we decided to send copies to Malcolm Green as the librarian of the MMM Register, but I can see from your note that he must not have drawn them to your attention! We will now send two copies to you instead, and ask that you forward one to Malcolm for the files, unless you would like us to make some other arrangements. (*This is being done, but if anyone would like to see a copy of their Newsletter, please contact me or Malcolm and we will send you a copy – Ed.*)

Best wishes, and please contact us any time with any request!

From David Parry

Dear Philip,

I enclosed the details of my M-type, and the rebuild is progressing very nicely. Every part is cleaned and re-used or replaced, and I mean every part. Having decided to produce a copy of the "Le Mans", I was lucky, and caught the original Samuelson car at Barry Fosters, as it was with Hamish McNinch, having remedial work done on the radiator.

My car is not an exact copy, as we are all in agreement that many of the original parts of the Le Mans are missing, and other parts are now in their place. No one is sure however, what constitutes "original". So I am building "in the spirit" of the original, and won't worry too much about absolute accuracy, and hope that the anoraks amongst us will not get too loud in their condemnation.

Perhaps we could produce a couple of articles for the Bulletin on the story so far, and some photos as it progresses (*Yes Please – Ed.*)

Best wishes to you and keep up the good work.

Regards

TIPS AND HINTS

Nick Hood at Surelock (Unit 3 Pillings Road, Oakham, Rutland, LE15 6QF, Tel No. 01572 722051) are specialists in repairing castings using the Metalock process. They usually need the engine taken apart, but have done repairs on a fully rebuilt engine.

Patrick Henry (Reedlands, Horsefen Road, Ludham Norfolk, NR29 5QG Tel No. 01692 678 111) restores vintage car instruments, and can also supply some instruments for our cars. He can also recalibrate speedos if required.

Barry Walker had some new items on his stand at Beaulieu. The M-type dash panels are now available, and he also has new gear levers – which judging from the two that got broken at MG Silverstone, seem to be a needed item!

John Hardy at TypeCast (Syde House, Ashby Road, Packington, Leics. LE65 1TD. Tel. 01530 417375) can produce lightweight Alfin-type brake drums in aluminium with cast in liners for any car. This helps to produce better unsprung weight, as well as much improved braking, due to better heat transfer. A 12" brake drum would cost about £235, while an 8" one would be cheaper at £215. VAT needs to be added to these figures.

Book Reviews

A new book has just come out on the life and times of Reggie Tongue, called **High Speed Diary**, at £18.95 in soft back. Reggie raced Aston Martins, as well as MGs (K3011 and RA 0260). The book is by Eric Dymock, using Reggie's own diaries, cuttings and photographs that he kept over the years. His war exploits are covered, as well as his test pilot days with Rolls Royce. As an insight into the 30s it sounds a book to get hold of. There are only 1000 copies being printed, so you need to get in quick.

Fast Women, by John Bullock, is a portrait of racing women, and includes several ladies who drove MGs, such as Doreen Evans, John Richmond (one of the Dancing Daughters), Kaye Petre, 'Bill' Wisdom and others. Priced at £16.95.

From Craigtlet to Monte Carlo, by Ronnie Adams tells of this Irishman's life largely with rally cars. However he started out before the war by taking the body of the L-type Salonette, that his father had bought him for his birthday, and entered it for the Craigtlet Hill Climb, winning his class; he then did it again next year as well as entering other Irish events. Post war he progressed to international rallies with various cars, eventually winning the Monte – the only Irishman to do so. If you want a copy send £10 to Ronnie at 23 Queensfort Court, Carryduff, Belfast, BT8 8NF.

CARS FOR SALE

Allan McNab (Tel No. 01438 880556 Email ja.mcnab@vrgin.net) has a C Type Montlhery Midget for sale, original chassis C0286, registered no. MG1245 and completely restored over 39 years ownership in his family. Impeccable provenance and restoration, has covered only 1800 miles since back on the road in 1997. Could be enjoyed as it is - lightly blown at about 6lb/sq.in - or tuned to race. £67,500 o.n.o."

Jan Schoonen has for total restoration, an M type, with possibly a Eustace Watkins body, very rare, looks a little bit like a Jarvis bodied car; missing parts are engine, firewall, ammeter, backlights otherwise complete. For information e-mail schoon@concepts.nl .

Colin Tieche's C-type is also back on the market again

SPARES FOR SALE

Don Stewart (22 Kingsmead Avenue, Worcester Park, Surrey, KT4 8XB) has for sale:- 3No. 19" side laced wheels, J type rear axle aluminium front with diff assembly, 2 teeth on cw rebuilt.

Guy Harris (58 Royle Close, Chalfont St. Peter, Bucks, SL9 0BB. Tel No. 01753 887721) has the following pattern items free to a restorer:-

P-type hood hoops, body irons, firewall, jig for firewall ali gearbox flange, 1Gallon Tecalemit oil pumps.

Jan Schoonen has for sale a 18/80 radiator shell, possibly useable for a K3 as original in the thirties. Please contact e-mail him on schoon@concepts.nl

Derek Smith (25 Maple Road, Bournville, Birmingham B30 2AE. Tel. 0121 4724766) has for sale two Holden flying jackets with two Holden matching helmets, as new. One size 42" Gents, one Ladies size 12. Will sell jackets for £150 each and helmets for £20 each. Absolute bargains!

Allan McNab still has many spares for sale mainly M type but some J engine. E Mail him at ja.mcnab@virgin.net or Tel 01438 880556"

WANTED

Don Stewart, (22 Kingsmead Avenue, Worcester Park, Surrey, KT4 8XB) is needing a P-type water manifold and water pump.

Jan Schoonen (Tel. 0031 164 604653 or e-mail schoon@concepts.nl) is looking for a brown PLC1 or 2 switch.

DISCLAIMER — *The opinions expressed in this publication are the personal opinions of the editor, or the contributors, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register.*

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Anglia: Mike Linward, address above.

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

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

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

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

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



On the start line at Prescott, a view many had of the hill climb

Photo: C. Hurrian



Wall to wall Triple-M cars in the paddock at Prescott

Photo: Editor



Colin Lambert at speed at Prescott in his 12/12 M-type

Photo: C.Hurriion



Anne and Keith Portsmore in period costume at the Dieppe Retro

Photo: Editor