

# TRIPLE-M REGISTER BULLETIN



**OCTOBER 2003**





***Black Horse Driving Tests 2003***

*from L to R: Cresta N-type (Bob Clare), Nick Bengner's J2, Patrick Gardner's PA, and Colin Wallace's PA*



***A beautiful morning in the Wiscombe paddock***

*from left 12/12 M-type (Colin Lambert), J2 (Mike Hawke), J2 (Keith Hall), M-type (Frank Ashley),*

*Photo: K. Hall*

# **TRIPLE-M REGISTER BULLETIN**

**October 2003**

**EDITORIAL – Phil Bayne-Powell**

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I hope you all liked the last issue with its centre colour section. The Bulletin nearly didn't go out that month due to our two-year old printer's paper feeder breaking down. As they cannot repair these things, the Register had to buy a new printer, for which my computer could not install the instructions, due to its 1996 meagre capacity. In the end, we temporally resolved the problem, by connecting up Rosemary's lap top computer, which did talk to the new printer. To catch up on the time lost, we were printing solidly for about 4 days; this was made doubly worse, because I had decided to do the central colour page insert.

I now have a replacement computer, courtesy of my son Jeremy; it is now up and running and talking to everyone, and we also have a home e-mail address, which is [philipbp@mgcottage.freeserve.co.uk](mailto:philipbp@mgcottage.freeserve.co.uk)

Our Triple-M web site is now up and running, and I see that it is already creating a good bit of interest. If you want to log on to [www.triple-mregister.org](http://www.triple-mregister.org) you can check it out yourself. We already have two cars for sale, and several spares wanted and for sale.

The North American MMM Register also has a website, which is [www.nammmr.com](http://www.nammmr.com) This is different from that I previously gave you, which was an out of date. So please use this correct address in future. By clicking onto the "Technical" button and choosing "Technical Catalog", you will get through to the Triple-M index covering all the past technical articles in Yearbooks, Bulletins and Infoletters, which has been so ably prepared by Pat Mullen in Canada; truly an international effort.

**Front cover:-** Carol Corry at Shanes Castle driving tests,  
Ulster. (photo J.Greer)

Our Black Horse Triple-M driving tests went off well, on a very hot day at the beginning of August, but Patrick Gardner had arranged for a nice cooling breeze to prevent cars, and occupants from overheating! A report is included later in the Bulletin.

We have another report of the Sherborne weekend, but this time from the viewpoint of Christian Hoptner, who came all the way from Germany.

The following weekend, team BP were at Penshurst Place for the South-East Centre's major event. The C-type had to be left behind as it was suffering fuel starvation. I had entered the ND in the driving tests, but broke the selector arm, which goes into the top of the box, leaving me with a useless gear lever. We had arranged a tow to Keith Portsmore's house only a few miles away, when Christopher Hurrion came to say there was a gearbox remote on one of the two traders stands at the show! I only needed the broken end, but Bryan Purves kindly let me borrow the complete unit, which enabled me to drive the car home under its own power. I have since learned that other people have had the same problem, but new ones do not seem to be available, so I have had it welded up, and it is now all back in operation. Have other people had this happen?

I have been trying to solve the C-type's problems, and have now found that both fuel pumps have packed up, (one had even fused together its contacts!) after only a year of use. I thought there might be a blockage in the feed take off pipes from the petrol tank, but could blow back into the tank; this produced a flow of petrol out of the Telegauge pipes, and on opening the filler cap, there was a outrushing of air; so I looked for the vent for the tank, and found the hole on the filler neck had been filled up in the past (possibly when it had a pressurised fuel feed). New petrol pumps have now been fitted, and so another problem seems to be solved.

Normally we do not advertise new natters starting up, but this is a bit special, as it is at Brooklands itself, the home of many Triple-M achievements. The first meeting is on 14<sup>th</sup> October, and thereafter on every second Tuesday in the month. Roger Thomas is one of the hosts, so make yourselves known to him. It would be nice to make this a Triple-M frequented natter, to replace the old Black Horse natter, which used to take place at Gomshall.

There are various sub groups out there looking after different models. Ted Hack is proposing to do the same for the poor D-type, and we would like to publish these contact names for each model,

so that interested parties can get in touch and exchange information, experiences etc. Please could those people who run these sub groups (eg F-types and L-types) and would like their name to be used as the contact man for their group, contact me.

## VSCC Shelsey Walsh Hill Climb

6<sup>th</sup> July

### Class 4 – Standard and Modified Sports Cars

1<sup>st</sup> overall and Martin Walford Dean Butler's K3 42.22 secs  
new class record

### Classes 8 & 9 Special Sports Cars

2<sup>nd</sup> overall Peter Fenichel K3 Replica 45.10secs

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**NOW READY:** Rocker shaft rear support casting for J types – only £37.50.

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

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

## VSCC Mallory Park

20<sup>th</sup> July

### Race 1 (scratch)

1 <sup>st</sup> overall	Tom Dark	Q-type Replica	80.42mph
1 <sup>st</sup> handicap	Alan Painter	P-type	68.53mph

## VSCC Prescott Hill Climb

2<sup>nd</sup> & 3<sup>rd</sup> August

### Class Two

1 <sup>st</sup> Standard Vintage	Colin Lambert	12/12 Replica	60.16secs
2 <sup>nd</sup> Overall	John Adams	J4	51.11secs
1 <sup>st</sup> Handicap	Frank Ashley	M-type	98.066%

## Triple-M Register's Summer Weekend

A personal experience by Christian Hoptner

As last year I was not able to attend the Triple-M meeting at Prescott, I promised myself to come over from Germany for this year's event.

Since this spring, my own J2 has it's restoration finished. I would have liked to enter my car for this event, but at the time of entering, I wasn't sure I could get the car road licenced and registered in time. In fact it was doubtful whether I would manage to get the road registration in my life-time due to the red tape! But this is a story in itself; suffice it to say, the car is now road licenced and registered, and regularly used.

Therefore I decided to come over with a modern car, and park it out of sight of the Triple-M cars at Sherborne. My aim was to meet some of my friends again, and to see as many Triple-M cars as possible.

Before going to Sherborne, I dropped in at my friend, Colin Tieche, to have a look at his Triple-M toys, and to collect some spare items for my J2 at home. This was on Friday morning, and he kindly offered me his J2 to go to Sherborne, instead of my modern car.

The decision whether to accept or not took some time, but after a short drive, the decision was made; - to take the J2 out.

After a quick check over, I squeezed in my toothbrush, and some other essentials for the weekend. Even "Collins" roadmaps are highly unsuitable due to the size. Owners of 4-seaters are allowed to smile here. But this is the fun of the game, and if you want a nice family car, there are many other cars available.

The roads up from Hampshire were ideal for the J-type, and it gave me great enjoyment on mainly B roads. It was lovely to pass through the beautiful Dorset villages with the J2. The engine and exhaust note were reflected off the sides of the road, and it felt like driving a low-flying aircraft on the road.

Two hours later, I arrived at Sherborne, without problems. It was good to be quite early at Sherborne, so I was able to watch the other Triple-Mers dropping in, and to meet my friends again. We concluded Friday with dinner at a good pub.

On Saturday morning we set off for a scenic drive to the National Trust's estate at Stourhead. The roads chosen from Sherborne to Stourhead were beautiful and ideally suited to our Triple-M MGs.

We passed wonderful little Dorset and Somerset villages. Some villagers were definitely not amused to be disturbed in their Saturday morning peace (*especially the man trying to trim his grass verge, having to stop each time an MG appeared!! - Ed.*).

They must have had the impression of well over 100 ancient motor cars passing their villages. I guess this is the total traffic in one week there!!

It was a wonderful sight to have the J2 of Ann and Mike Hawke in front of me. Much thanks for the good navigation they did, and for preventing me from getting lost. At this stage I wish to point out I had done my part of navigation in getting up to Sherborne the previous day!

At Saturday midday we reached Stourhead for lunch. Lunch was good and after that some Triple-Mers decided to go for a walk in the Park. However, I preferred the Triple-M car park.

In the afternoon it was free to everybody to go back to Sherborne in time for dinner.

Dinner was excellent, but the entertaining speech after dinner from Hamish McNinch was much better. At some stages, it was useful not to comprehend everything due to my English....

After a short night, Sunday morning started with fine summer weather. In the morning a drive to the Haynes Motor Museum was planned, the few miles to the museum were covered under a pale blue sky on beautiful little roads. It was wonderful to be travelling in a convoy of Triple-M cars on these roads.

The Haynes Motor Museum itself is worthwhile visiting, albeit with too few real vintage cars for my taste. But our real cars were waiting outside.

Following this visit, we went back to Sherborne in time for lunch.

Before lunch, all participating Triple-M cars occupied the large "hotel meadow" for a line up and photo shooting. It was on this immaculately kept meadow, that some Triple-Mers were reminded of the trial history of our cars....

It was at this stage, that I unwillingly had to say goodbye to my friends, as I started to run out of time slowly. I had to be home on Monday morning due to short-term business commitments, and I wanted to get an evening ferry from Dover. So I left Sherborne, and went back, taking the same beautiful roads as on Friday.

## IMPORTANT MMM NEWS

It has come to our notice that many of you, and certainly many new MMM owners, are not aware that we once again have a NEW spares service. Already our inventory is over 1600 new MMM parts with more being added every month. This is of course coupled to our long established service of original and rare items both s/hand and restored. So between all the services you could probably obtain most, or all, of your needs.

Please fax us a list of your requirements, without obligation, to obtain an up-to-the-minute quote. With our new low pricing policy, where possible, we're doing our best to offer a valuable service.

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 Perfect diagonal brass weave chrome radiator meshes.....£155  
 New brass/chrome MG radiator shells.....£On quote  
 8:43/8:41/8:39 c/wheel & pinion sats. 6 bolt/8 bolt.....£365 set

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The J2 was running as strong as ever, and never missed a beat on that weekend. Driving was just pleasure, and I became more and more used to the car. Over the weekend I must have doubled my experience with these cars. This was the best school I have ever attended!!

I was glad to hand the J2 back to Colin Tieche on Sunday afternoon without problems. It was a fantastic experience I would never have dreamed of, and I would still kick myself if I had not attended.

Most interesting were the differences between my friends' cars and my own one. This underlines the fact that two cars are never the same. There are always slight differences, for example the funny gearboxes.

My journey home was uneventful, and I arrived at home 14 hours after leaving Sherborne, but worth every minute!

Many thanks to Alan and Pauline Grassam, and Derek and Rosemary Richards for undertaking the organisation of the event. It was the right mix of beautiful roads, good mileage for a social meeting, excellent food and entertainment, as well as attending of the right people.

As a postscript to the lines above, I was more than surprised to see AUC 218 and my name in the August Bulletin, as having achieved third place together with Norman Williams' F1, in the concours for the small cam cars. Next year I will be back with my own J2!

## **Ards TT 75<sup>th</sup> Anniversary**

From John Greer

I hope you will forgive the fact that the following is penned by an enthusiastic Ulster Vintage Car Club member, who happens to be dedicated to all things Triple-M.

The Ards commemoration has been and gone. What a memory! Hill Climbs, Driving Tests, The Event itself, coupled with the cars, the people, the smells, the atmosphere. I will not bore you with the details, as most was covered in the last Bulletin. However, it would be remiss if I did not mention a few competing cars, which one would love to have in the garage.

The magnificent 1928/29 Mercedes 680-S Kompressor by Saoutchik, owned by Detlef Heyer Dublin. What a machine!!

The stupendous 1932 Alfa Romeo owned by George Daniels from the Isle of Man.

And last but not least, for sporting purposes. The 1936 Talbot-Lago 120C, owned by John Guyatt from Newport Pagnell.

Three out of an entry of 173 cars, each diverse, outstandingly beautiful. A virtuoso collection of machinery, never to be seen again.

Certain visiting machinery which caught the eye were the 1934/5 NA of David Downes from Dorset; Mike Allison's 1935 Monte Carlo N-type, and Urs Langen's original NE, from Switzerland.

Locally the MG fraternity were well represented by:-

Carol Corry, who is a very keen and capable UVCC competitor, winning many awards, including second in class in the 2002 Irish Centenary 1000 Rally. Husband, Roger, is the club Chairman, and no slouch either, entering rallies, trials, hill climbs and speed events in his TC, or else his very potent 1936 Riley 12/4.

Jeff Rawlings, the club's Newsheet Editor, who competes successfully in trials and rallies etc with his supercharged PA; along with his wife Penny and TC they are a formidable team.

Jack Gardner is a very keen MG man, winning more than his share, either in his PA, or his MG special.

Norman and Michael Taylor, a father and son team, with a long time MG experience, competing in sprints and hill climbs.

Dr Mike Armstrong, who is a dyed in the wool MG guru, as was his father before him. Mike has one or two MGs – 9 or 10 at the last count. He has done it all, be it Circuit of Ireland, Retros, trials, rallies. He is no mean competitor in his racing TC either. Lately reduced to competing in a humble J2 (*Just goes to show that a humble Triple-M car is better than a T-type!* – Ed.)

John Greer who competes in his J2 in club events, but likes hill climbs best; he is looking forward to being competitive in 2004, 2005....

**Next year is the rally organised by the Circle Triple-M of Luxembourg, which many people have expressed an interest in attending. I shall be arranging a party, going out via the Sea-Cat to Ostend, stopping overnight at a mini-chateau in Cambrai, and similarly on the way back. More details in the next Bulletin. Ed.**

# **Black Horse Driving Tests**

## **10<sup>TH</sup> August - From Patrick Gardner**

This year's tests were held on a day, which turned out to be the hottest day since records began! Fortunately, the field used had an elevated location with a welcome breeze, and a clump of mature trees affording an ideal picnic spot, and ample shade for both competitors and their cars.

A good entry of 18 Triple-M and other cars was received, with many friends, marshals and spectators.

After a leisurely lunchtime BBQ/picnic, things started somewhat later than planned, due no doubt to the heat of the day. Six tests were attempted and entries ranged from Phil BP in his very smart Jarvis bodied M-type, and newcomer David Boyd in his equally immaculate M-type, through the normal range of J and P-types entered by the Bengier clan, George and Jo Ward, with Tom Mason and Dudley Hooley sharing Patrick Gardner's blown P-type, to the potent blown ND of Jeremy Bayne-Powell, not forgetting Rosemary BP's beautiful Allingham bodied NA.

Our Registrar, Bob Clare in his lovely Cresta bodied N-type, and son Stephen in the family PA, had to leave before finishing all the tests. Colin Wallace in his P-type decided not to stay for the tests, whether due to economic pressures (entry fees were only £3.50) or due to other pressing engagements.

Interlopers included Martin Warner in his Vauxhall 30/98, Peter Mace in his newly acquired and magnificent 20hp Vintage Rolls Royce tourer, and Patrick Gardner in his Riley Lynx.

Buddy and Elaine Shapiro entered their excellent TA (with XPAG engine), and Oliver Richardson left his J-type behind and came in his magnificently restored family TC.

The modern machinery was represented by Robbie Bugbird in her Midget, who took the Ladies award, and young Alexander Gardner in his white MGA, entering his first competitive event.

An excellent day's sport was enjoyed by all, thanks to the hard work of the organisers and the marshals, who toiled through "the extreme heat of the day".

We hope more people will join us for his relaxing day out, with a bit of a fun competition.

## Results:-

### Black Horse Trophy

Winner	Tom Mason	PA s/c
2 <sup>nd</sup>	Jeremy Bayne-Powell	ND s/c
3 <sup>rd</sup>	Phil Bayne-Powell	Jarvis M-type
4 <sup>th</sup>	George Ward	PA
5 <sup>th</sup>	Rosemary Bayne-Powell	NA Allingham
6 <sup>th</sup>	David Boyd	M-type
7 <sup>th</sup>	Nick Bengier	J2
8 <sup>th</sup>	Jo Ward	PA

Ladies Award	Robbie Bugbird	Midget
Modern Car Award	Alexander Gardner	MGA

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## **S.E. Centre Penshurst Place, Summer Gathering - 17<sup>th</sup> August**

The centre's main event of the year took place in the spacious grounds of Penshurst Place, the home of Lord De Lyle and Dudley.

Three different runs in through the local lanes were organised, from Godstone, Farningham and Uckfield; These attracted 60 cars.

415 people were booked in, for a lovely hot day's activities, which included Concours, Pride of Ownership, Driving Tests, and a Gymkhana. So there was enough laid on to suit all tastes; while others could walk round the grounds, or visit the house, or play in the Venture Playground!

Nearby a kiosk kept people well supplied with ice creams and other snacks.

Two traders stands were there, one offering Triple-M spares for those who needed a replacement remote control, or other parts!!

The Autotests were quite complex, with a good memory necessary; some people had to stop half way round to consult the diagrams! In the pre-55 class Triple-M cars came 2<sup>nd</sup> and 3<sup>rd</sup> – Colin Reynolds in his 12/12 non-factory replica M-type, followed by Annette Bayne-Powell in the Jarvis M-type. These short wheelbase M-types, with a bit of extra poke, are ideal cars for this sort of thing. The Editor had only done the first test, when the gear selector arm broke on the ND, much to his disgust, as he was going to show the youngsters how to do it!

The Pride of Ownership class, for Vintage, S.V.W. and Triple-M cars, was won by Jimmy Adams with his P-type special. They had recently been to Italy for the Italian MG event. This car only has two aero screens for wind protection. Peter and Averille Lyne came second with their Two-seater F-type, that left Abingdon as a Salonette, 3<sup>rd</sup> and 4<sup>th</sup> were Keith Portsmore and Rosemary Bayne-Powell in their respective NA Allinghams! 5<sup>th</sup> was Jeremy Bayne-Powell's ND and Colin Reynolds came 6<sup>th</sup> with his replica of a 12/12 M-type.

The Gymkhana was a test for the passengers as much as for the drivers. Driving blindfold through a zig-zag course of cones is very disorienting! And as for dressing up in ladies clothes to punt a wheel round the car.....this was more for the spectators I think! The pre-55 class was won by Jeremy Bayne-Powell in his mother's NA

Allingham, as his dad had broken the ND, which he was entered in! Keith Portsmore, in another NA Allingham, came second. This was a clean sweep for 50% of all Allingham cars that exist!

The day was soon gone, with so many people to talk to and cars to admire. As usual the event was well organised by the SE Centre, and well all went home happier and browner!

## RESULTS

### Pride of Ownership

- |                 |                       |              |
|-----------------|-----------------------|--------------|
| 1 <sup>st</sup> | Jimmy Adams           | PA           |
| 2 <sup>nd</sup> | Averille Lyne         | F1           |
| 3 <sup>rd</sup> | Keith Portsmore       | NA Allingham |
| 4 <sup>th</sup> | Rosemary Bayne-Powell | NA Allingham |
| 5 <sup>th</sup> | Jeremy Bayne-Powell   | ND s/c       |
| 6 <sup>th</sup> | Colin Reynolds        | M-type       |

### Autotests

#### Pre-55 class

- |                 |                      |               |
|-----------------|----------------------|---------------|
| 2 <sup>nd</sup> | Colin Reynolds       | M-type        |
| 3 <sup>rd</sup> | Annette Bayne-Powell | Jarvis M-type |

### Gymkhana

#### Pre-55 class

- |                 |                     |               |
|-----------------|---------------------|---------------|
| 1 <sup>st</sup> | Jeremy Bayne-Powell | NA Allingham  |
| 2 <sup>nd</sup> | Keith Portsmore     | ditto!        |
| 3 <sup>rd</sup> | Colin Reynolds      | M-type        |
| 4 <sup>th</sup> | Rosemary B-P        | NA Allingham  |
| 5 <sup>th</sup> | Annette B-P         | Jarvis M-type |

*Regret to announce that Syd Beer has just died - Ed.*

# Grand Prix Historique de Cognoy

by Barry Foster

Cognoy, which is just outside Geneva, held a race in 1904. This year's event was to celebrate its 100<sup>th</sup> anniversary(!)

Directeur De Course was Triple-M stalwart, Patrick Dimier (who has a Cresta bodied N-type amongst other things), so a good entry of MGs was essential. the event was run as a demonstration, with a Bentley Mulsanne as a pace car! the entries were arranged in age related classes.

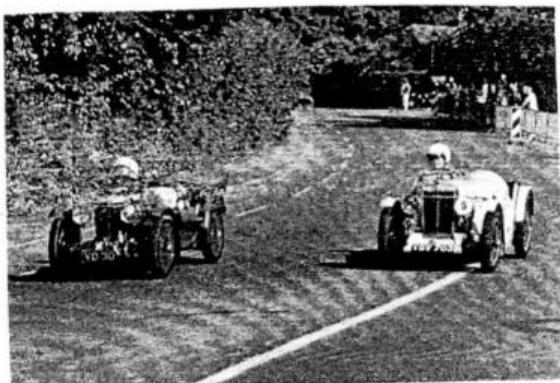
Class A had a good collection of C6 Amilcars and MGs. Class B had the bigger pre-war cars, including Bugatti allsorts, and K-type MGs.

The Triple-M entries included the following:-

1931	C-type
1932	F-type 2-seater S/C
1933	J2 "Fowler Special"
1933	L1 2-seater S/C
1933	L2 ex-Tommy Wisdom Alpine Rally car
1934	K3
1935	KN special (1933 K3 Spec)
1936	KN Special S/C

Each group had a practice and four runs, though several cars had an extra run, by joining another class! The favoured routine was to get on the back row, an delay for as long as possible to get a clear track!

The weather was excellent, the gala dinner at the Town Hall was superb; altogether an excellent event.



## **Triple-M Committee Meeting**

### **21<sup>st</sup> September**

Concern has been expressed at the many diverse collections of Triple-M information. Some of this has been accumulated after years of painstaking research, but has never been published. It would be useful to our inheritors of the Register, if this information could be saved for posterity, by letting the Register have a copy of this information, and or arranging for it to be bequeathed to the Register.

The Treasurer reported a healthy bank balance, and told us that the Sherborne weekend had made a profit of £360. This was good news as we do not want to make a loss on these annual events, but at the same time, they are not there to make a profit for the Register; their aim is to provide a cost effective weekend for the Register and members alike. many letter had been sent to the organisers thanking them for the event

The Registrar said he had now finished his trawl through the M-types, but brought up the recording of new replacement blocks. It was agreed that these would be recorded. Many blocks are replacements for the original block, which the owners are keeping to one side as part of the car's provenance, if it ever is to be sold. The Registrar would like to be told if the original block is with the owner/car.

Ted Hack had written in to ask if he could set up a sub-group for the D-types. Other people run a link for other models, e.g. F-types, and L-types. It was felt that these contacts could be made more widely known, through the web site and the Bulletin. It was therefore proposed to advertise these model contacts in future. If anyone is already running one of these model groups, and would like to be confirmed as the contact man, please contact the webmaster or the editor.

The role of the Area Reps was discussed, and a draft of the guidelines prepared. It was noted that there are no Area Reps for the Yorkshire, Midlands, Lincs and Devon & Cornwall centres. If anyone would like to act as Area Rep for these centres, please contact a committee member.

Next year's programme was confirmed as Classic Kimber Trial on 25th April, centered around Sherborne, the Circle MMM rally in Luxembourg in July, the Black Horse driving tests in August. The



main event will be the Prescott weekend over the August Bank Holiday. The final event will be the Annual dinner in October.

The website has been very successful, and since starting in June has received hits from 1342 different people. Various things are to be amended following comments, including details of how to put your car into the "for sale" section.

## SPEED CHAMPIONSHIP 2003

### To 27<sup>th</sup> September

<u>Positio</u> <u>n</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	K3/s	Peter Green	43
2 <sup>nd</sup>	K3/s	Colin Alderman	32
3 <sup>rd</sup>	PB	Elizabeth Taylor	29
4 <sup>th</sup>	J2/s	Ken Robinson	19
5 <sup>th</sup>	K2/s	John Dutton	14
=6 <sup>th</sup>	NB/s	Tim Metcalfe	13
=6 <sup>th</sup>	J2	Mike Hawke	13
=8 <sup>th</sup>	PB/s	Gerald Burridge	12
=8 <sup>th</sup>	J2/s	Geraint Lewis	12
=10 <sup>th</sup>	L1	Andrew Morland	11
=10 <sup>th</sup>	PB	Andrew Taylor	11
=12 <sup>th</sup>	NB/s	Mike Allison	10
=12 <sup>th</sup>	PB/s	Mike Dowley	10
=14 <sup>th</sup>	J4/s	Peter Altenbach	9
=14 <sup>th</sup>	12/12 Rep	Colin Lambert	9
=16 <sup>th</sup>	L2/s	John Clark	8
=16 <sup>th</sup>	PB	Sue Alderman	8
=16 <sup>th</sup>	NA, K3/s tc	Richard Last	8
19 <sup>th</sup>	NB/s	Jane Metcalfe	6
=20 <sup>th</sup>	NB/s	Reed Yates	5
=20 <sup>th</sup>	NE	Oliver Richardson	5
=20 <sup>th</sup>	L/s ss	George Rozwadowski	5
=20 <sup>th</sup>	PB/s ss	Ed Gibbard	5
=20 <sup>th</sup>	M	Frank Ashley	5

# C.O.T.Y. 2003

## To 27<sup>th</sup> September

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	2175	PB	JB 7524	Elizabeth Taylor Sue Alderman Andrew Taylor	112
2 <sup>nd</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor	92
3 <sup>rd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	91
4 <sup>th</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	80
=5 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	77
=5 <sup>th</sup>	317	Jarvis M	GP 1856	Annette Bayne-Powell	77
7 <sup>th</sup>	162	ND/s	BKL 265	Philip Bayne-Powell Peter Tabb	73
=8 <sup>th</sup>	212	NE	JB 4750	Peter Green Oliver Richardson	64
=8 <sup>th</sup>	724	J2	HS 7065	Rodney Lambert	64
9 <sup>th</sup>	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson John Bayliss	59
10 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel	54
11 <sup>th</sup>	1171	NA All'ham	MG 3538	Keith Portsmouth	50
12 <sup>th</sup>	600	J2/s	WJ 7070	Ken Robinson	46
13 <sup>th</sup>	2028	NB/s	MG 3694	Mike Allison Jane & Tim Metcalfe	45
14 <sup>th</sup>	1642	K3/s	JB 7531	Colin Alderman	44
15 <sup>th</sup>	208	J2/s	CH 0875	Ed Taylor	43
16 <sup>th</sup>	2195	F1	MG 5054	Harry Hinkling	42
17 <sup>th</sup>	2459	PB	-	Terry Egan	40
=18 <sup>th</sup>	1140	J2	JL 753	Mike Linward/ Ian MacKay	39
=18 <sup>th</sup>	2472	L1	MG 162	John Gillett	39
=18 <sup>th</sup>	2482	NA	-	Andrew Fock	39
=18 <sup>th</sup>	1537	PA/s	LV 8989	Tim Beckh & Tom Mason	39
=22 <sup>nd</sup>	1460	J2	AGY 339	Keith Hall	37
=22 <sup>nd</sup>	2769	12/12 Rep	GG 3340	Colin Lambert	37
=24 <sup>th</sup>	2794	J2/s	YY 1362	Alastair Clarke	35
=24 <sup>th</sup>	2481	NA	-	Doug Keith	35
26 <sup>th</sup>	2381	PB/s	CHO 349	Bill Bennett	34
=27 <sup>th</sup>	258	NA	-	Walter Magilton	33
=27 <sup>th</sup>	920	PA/s	TG 8337	George & Jo Ward	33
=27 <sup>th</sup>	2188	M	GH 4434	Colin Reynolds	33
=30 <sup>th</sup>	2011	K2/s	-	John Dutton	32

=30 <sup>th</sup>	1049	PB/s	VH 8637	Gerald Burrige	32
=30 <sup>th</sup>	209	J4/s	AGP 291	John Adams	32
33 <sup>rd</sup>	1521	C/s	RX 8591	Dave Cooksey Oliver Richardson	31
34 <sup>th</sup>	2782	L1	-	Dino Mattea	30
35 <sup>th</sup>	949	L1	OD 6008	Katharine Morland	29
=36 <sup>th</sup>	1804	PA	MG 3848	John & Alexander Reid	28
=36 <sup>th</sup>	1647	NB	JB 6864	Bill Abbott	28
=36 <sup>th</sup>	158	PA	BJO 800	Peter Down	28
=39 <sup>th</sup>	1501	J2/s	HY 8219	Geraint Lewis	27
=39 <sup>th</sup>	2388	M	-	Ian Mawson	27
=39 <sup>th</sup>	664	PA	BLB 209	Paul Duncombe	27
42 <sup>nd</sup>	1428	J2	DG 6142	Nick Bengier	26
=43 <sup>rd</sup>	148	M	OY 1548	John Haine	25
=43 <sup>rd</sup>	27	J2-PA/s	DVR 740	Carol Cooper	25
=43 <sup>rd</sup>	609	PB/s	ARY 614	Mike Dowley	25
=43 <sup>rd</sup>	670	PA	BFY 711	Richard Holl	25
=43 <sup>rd</sup>	1595	M	PG 1045	Frank Ashley	25
=48 <sup>th</sup>	1081	J2	AMB 787	Graham Ash	24
=48 <sup>th</sup>	1208	PB	BOK 244	Keith Leaver	24
50 <sup>th</sup>	397	M	SC 9559	Alex Peacop	23
=51 <sup>st</sup>	81	C/s	JK 1932	Bob Hudson	22
=51 <sup>st</sup>	1600	D	PO 5751	Ted Hack	22
=53 <sup>rd</sup>	338	NB	ADG 886	Alan Grassam	21
=53 <sup>rd</sup>	3294	J2	AUC 218	Christian Höptner	21
=53 <sup>rd</sup>	2227	KN	MG 4282	Peter Hemmings	21
56 <sup>th</sup>	1168	PB 4str	MG 4283	Chris & Elizabeth Lewis	20
=57 <sup>th</sup>	3072	PB	WSJ 159	Neil Skerratt	19
=57 <sup>th</sup>	1270	NB Cresta	MG 4750	Bob Clare	19
=59 <sup>th</sup>	907	K1	ADH 360	Ian MacKay Mike Linward	17
=59 <sup>th</sup>	968	PA	BU 8079	Roger Davies	17
=59 <sup>th</sup>	2821	F1	MG 1375	Norman Williams	17
=62 <sup>nd</sup>	749	PA/s	MG 3394	Peter Warne	15
=62 <sup>nd</sup>	1533	PA-PB	WV 5012	Dick Morbey	15
=62 <sup>nd</sup>	1659	PA	VL 5643	Terry Davies	15
=65 <sup>th</sup>	2141	PA/s	RC 3349	Derek Richards	14
=65 <sup>th</sup>	105	KN/s	BFY 658	Michael Coles	14
=67 <sup>th</sup>	3272	J2/s	APG 718	Colin Bird	13
=67 <sup>th</sup>	541	PA Airline	TH 6498	Gert Jensen	13
=67 <sup>th</sup>	1475	NA	BPG 7	Nick Dean	13
=67 <sup>th</sup>	1463	NA/s	BUU 964	David Downes	13
=67 <sup>th</sup>	534	NA	HH 8103	Bill Bennett	13

=72 <sup>nd</sup>	1888	NA	CGJ 295	Richard Last	11
=72 <sup>nd</sup>	3145	L1 Turner ss	-	George Rozwadowski	11
=75 <sup>th</sup>	1367	PA	MG 3921	John Wells	10
=75 <sup>th</sup>	2291	C/s	JK 2340	William Ainscough	10
=75 <sup>th</sup>	3173	PB	APW 774	David Sherman	10
=75 <sup>th</sup>	1974	F1	PJ 1713	Averille Lyne	10
=78 <sup>th</sup>	1699	J2/s	MG 2783	Colin Biles	9
=78 <sup>th</sup>	1925	PA	BPG 994	Bob Clare	9
=78 <sup>th</sup>	1	NA/s	JB 3852	Mike Allison	9
=78 <sup>th</sup>	1036	PB	CXV 671	John James	9
=78 <sup>th</sup>	625	F1	OV 9757	Ewan Harris	9
=78 <sup>th</sup>	1591	J2	YJ 892	David Stansbie	9
=84 <sup>th</sup>	348	M	VU 4037	James Mumford	8
=84 <sup>th</sup>	3070	K3/s tc	MG 2525	Richard Last	8
=84 <sup>th</sup>	879	K3/s	GPJ 820	Jim Nilsson	8
=84 <sup>th</sup>	180	L2/s	MG 2603	John Clark	8
=88 <sup>th</sup>	181	C/s	GT 6828	Robin Gordon	7
=88 <sup>th</sup>	391	J4/s	KY 4963	Peter Altenbach	7
=88 <sup>th</sup>	1200	PA/s	JB 3854	Alan Grassam	7
=88 <sup>th</sup>	1931	C/s	VD 30	Barry Foster Mark Green	7
=88 <sup>th</sup>	1985	K3/s	CS 3009	Philippe Douchet	7
=88 <sup>th</sup>	1896	M	VSJ 285	Miss G. M. Carr	7
=94 <sup>th</sup>	2492	PA	WP 6540	Richard Lee	6
=94 <sup>th</sup>	1571	NB/s	JAS 922	Reed Yates	6
=94 <sup>th</sup>	1278	F1	MG 1313	Ian Goddard	6
=94 <sup>th</sup>	399	J2	APG 144	R. C. Martin	6
=94 <sup>th</sup>	182	K3/s	JB 4184	Michael Windsor-Price Steve Hyett	6
=94 <sup>th</sup>	1532	M	WD 4147	David Boyd	6
100 <sup>th</sup>	2430	PA	-	Geoffrey O'Connell	4
=101 <sup>st</sup>	3009	J2	AGO 497	Peter Hemmings	3
=101 <sup>st</sup>	2074	PA	ZA 2026	Jack Gardner	3
=101 <sup>st</sup>	2694	J2-PA/s	Kayne Spl.	Mike Painter	3
=104 <sup>th</sup>	941	M	UU 3634	Duncan Lang	2
=104 <sup>th</sup>	2123	PA	MG 3441	Ron Spinks	2
=104 <sup>th</sup>	2591	PA	MG 3242	Colin McLachlan	2
=104 <sup>th</sup>	1870	PA	AYY 38	Malcolm Kirby	2
=104 <sup>th</sup>	2789	PA	VYC 529	Keith Jackson	2
=104 <sup>th</sup>	2229	PA	JK 4823	David Stewart	2
=104 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	2
=104 <sup>th</sup>	2703	PA 4str	MG 3452	Tony Wild	2
=104 <sup>th</sup>	1065	PA	MG 4440	Ernie Page	2

=104 <sup>th</sup>	2692	J2	SW 4156	Brian Galbraith	2
=104 <sup>th</sup>	1525	KN/s	DSV 201	Patrick Gardner	2
=104 <sup>th</sup>	1164	PA	YSV 703	Hamish McNinch	2
=104 <sup>th</sup>		PA/s		Fred Boothby	2
=104 <sup>th</sup>	2695	J1-J2/s ss		Alan Painter	2
=104 <sup>th</sup>	1982	PA	TJ 6108	Anthony Howat	2
=119 <sup>th</sup>	1976	J2/s	JF 5278	Stuart Moore	2
=119 <sup>th</sup>	782	PA	ABP 497	Gilbert Collins	1
				Ian Coxen	1

## SLADE TROPHY 2003

### To 27<sup>th</sup> September

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	32
=2 <sup>nd</sup>	PB/s	Ian Williamson	14
=2 <sup>nd</sup>	PA	John Wells	14
4 <sup>th</sup>	J2/s	Colin Biles	13
5 <sup>th</sup>	PB/s	Gerald Burridge	12
6 <sup>th</sup>	J2/s	Colin Bird	11
7 <sup>th</sup>	PA/s	Tim Beckh	10
8 <sup>th</sup>	PB/s	John Bayliss	9
9 <sup>th</sup>	PA/s	Peter Warne	8
10 <sup>th</sup>	J2	Nick Benger	7
11 <sup>th</sup>	PA/s	George Ward	6
12 <sup>th</sup>	J2	Mike Linward	5
13 <sup>th</sup>	J2	Graham Ash	3
14 <sup>th</sup>	J2	Peter Hemmings	2
=15 <sup>th</sup>	J2/s	Ken Robinson	1
=15 <sup>th</sup>	PA	Derek Richards	1
=15 <sup>th</sup>	PA	John Reid	1
=15 <sup>th</sup>	PB	Neil Skerratt	1
=15 <sup>th</sup>	PA/s	Nigel Gibbons	1

# **An Account of 6000 miles in an N-type by "Grand Vitesse" of the Motor (First printed in July 24<sup>th</sup> 1934)**

There are some cars that you never like, there are some you grow to like, and there are other that you like the moment you take the wheel – the N-type MG Magnette is one of the last-named type.

Its most outstanding characteristic is its great smoothness. Everything the car does is done in a most gentlemanly manner. The exhaust note is subdued, the six-cylinder 1286cc engine is silky in its silence.

now the first thing that will be asked on reading this account of the car, and the first thing that is always asked by those who gather round the machine, when it is left for a moment, is of course "how fast will it go?" I had better settle that matter straight away. After the car had covered 6000 miles, when nothing had been done in the way of tuning, save to drain the sump at the correct intervals, when the tappets were still unchecked, the plugs uncleaned, and the carburettors in the same setting as when the car was taken over at Abingdon, it was taken down to Brooklands, and treated unmercifully. Indeed the things we did to that car would give the ordinary motorist a very sinking feeling.

The average speed for a lap was 76.62 mph; the speed for a half mile on the flat was 82.30 mph.

Now all this was with full touring equipment, two up, hood furled and windscreen flat – and on the road with fewer bumps and with little less wind, these speeds might even be improved. As they stand, they are sufficient evidence of the capability to set up unusually gratifying averages on the road, and to give most other cars a run for their money.

The Magnette is sufficiently related to its racing prototype to relay on rpm for bhp to the extent that the engine is far happier at 4000 rpm than at 2000 rpm, and in consequence things begin comparatively slowly, until at something about 4000 rpm or 4500 rpm, the squab of the bucket seat suddenly hits you in the back – and

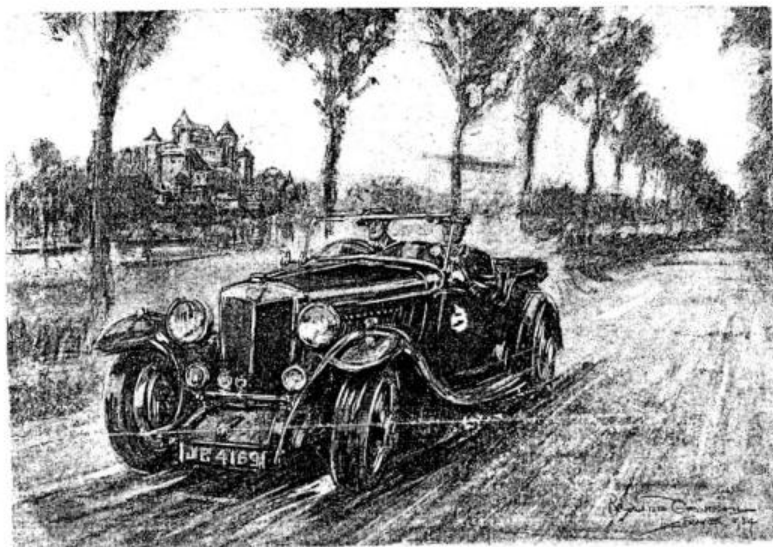
away flies the car up to 6000 rpm in a very short space of time indeed.

To appreciate the Magnette to the full, it is necessary to make good use of the neat little remote control gear lever. The change is a delight – *wump!* third, *wump!* top again. But in order to produce that kick in the back at 4500 rpm, it is best *to wump* into second from top if you have been cruising at anything much below its normal main road gait of 60-65 mph (4000-4500 rpm).

Once this characteristic is appreciated, the car is sheer fun. the engine turns over so smoothly, with its four bearing crankshaft, that there need be no hesitation to rev things a little, and indeed the harder the engine works, the better it appears to be running.

During the course of piling up the first 6000 miles with the car, the occasion arose to take it over to Le Mans in connection with covering that race for *The Motor*, and we took the car on the course after dark during the practising to see how it handled.

As a matter of fact, there was so much to see, so many cars to be watched at so many corners, that when the time had come to go home to bed, we had not covered a single lap of the circuit flat out all the way round. Suffice it to say then, that the Magnette went very well indeed, and handled very nicely.



The Magnette is rather sensitive to shock absorber tension and tyre pressures. But before this joyous rush round the Sarthe circuit on that still, hot, hay-scented night, these things were practically dead right, and the machine handled beautifully. In fact on the home leg round Arnage, and so to the pits, we comfortably held a practising competitor in front, and overtook him on the acceleration out of the Pontlieue hairpin. We did time the car once, going down past the Cafe de l'Hippodrome, and clocked 76 mph over the kilometre, with the revs mounting steadily as we clicked the watch at the end.

The steering is a joy, much higher geared than I have met before from the Abingdon factory, but withal very light and steady. It may be personal whim, but I do like steering which needs only the flexing of the wrists on fast, main road bends instead of definite movement of the arms. The N-type Magnette requires only half a turn of the wheel from straight ahead to full lock in either direction.

One can corner as fast as one likes without body roll or that nasty swaying feeling which some cars seem to have, and at no speed do the front wheels shimmy or tramp. The whole car feels rock steady, even when enthusiasm prompts a little cornering with the tyre shrieking, that the limit of safety has been more or less reached on four wheels.

Of course it is on those long dead straight, tree-lined Continental roads that the N-type Magnette really comes into its own. The little car will drone steadily along, hour after hour, at between 60 and 65 mph, with occasional bursts of 70-75 mph down the gradients on the same throttle opening. As a matter of fact, it was not a very steep decline which sent the needle quivering up to the 5800 rpm mark.

So much for the really outstanding performance of this genuine 80 mph car. Now to the bodywork. The two front seats are of the bucket type, fitting snugly and giving the driver a nice, fairly high seating position, so that without towering above the windscreen, one can see both front wings. There is no doubt that to sit well out of the car, instead of having one's eyes almost level with the top of the bonnet, definitely makes for faster and safer motoring by producing that one essential – control.

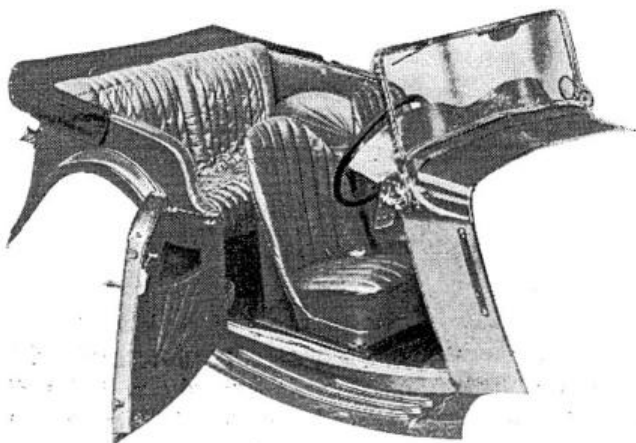


There is plenty of leg room in front (I am myself 6ft 3in long) and the seats are fully adjustable.

The rear seat is little short of a triumph. How on earth Mr Kimber has produced so much room in the space, I can't imagine. The rear seat is of the bench type, pneumatic, and with the cushion shaped to the human form. Nor do the passengers (for four people can ride in the Magnette in real comfort) at the back have their heads high above those in front. The hood goes up easily, and the side curtains are made to clip up all round their edges to the rest of the hood, so that the all-weather equipment is really stable. Inside there is room for a tall man to wear a soft felt hat under the hood.

A point which will appeal to the keen owner-driver is the ease of maintenance, and the general accessibility of everything. Three grease nipples on each side under the bonnet look after the brake cables, the rear springs, the brake crossshaft, the steering column and the steering box. All that is left are two nipples on the front springs, the steering joints and the ordinary points on the front hubs – all of which can be reached without any difficulty at all.

The twin batteries are carried just in front of the back axle. the rear seat comes out in two minutes, a steel shield is lifted, and there you have the back axle (which has a dipper stick in the filler cap – just one of those things....), the hydraulic rear shock absorbers, the twin 6-volt batteries which together produce the required 12 volts, and the rear of the chassis in general.



The foot brake adjustment is by means of a thumb screw above the cockpit floor, the handbrake (a very workmanlike device, which can be reached without stretching, and which is of the racing "spring-off" variety, is similarly equipped.

Under the bonnet, things are just as easy to get at. The oil filler orifice is an enormous affair on top of the camshaft cover, and you can pour in a pint of oil as fast as it will go – no need to gauge a thin trickle. a special tool is provided for the rapid withdrawal of the 14mm plugs (although I haven't had to use it yet).

There are several little items, like that dipstick in the back axle, which one notes down as being good ideas. For instance, the petrol; tap with control of the 2 gallon reserve, protrudes through the fascia board. the two instrument lamps are green coloured, there is a Tecalemit oil filter which makes for great peace of mind, the felt lined tool box stretches right across the bonnet in front of the dash, there is a neat holder for six spare plugs, the starting handle can be used without detaching the front apron – just a few items which make for good-tempered motoring. Herewith a few mechanical details. The engine is a six-cylinder, bore and stroke 57mm and 84mm, capacity 1287cc, taxed at £12. the engine design closely follows the racing Magnettes, and great attention has been paid to the shape of the head, and of the induction system. The inlet and exhaust ports are on opposite sides of the engine.

The clutch is new for this engine, and is well designed. The gear ratios are 5.215, 6.98, 11.9, and 21.5 to 1 (reverse 21.5 also). Cooling is by pump and a fan can be fitted as an extra if desired (*this explains why a pulley wheel is fitted on most cars at the front of the crank – Ed.*)

The track is 3ft 9ins, wheelbase 8ft, overall length 12ft 4ins, overall width 4ft 6ins.

When I collected the car, Mr Kimber, managing director, said "I think you will like this car". After 6000 miles with it, I completely agree.

## J2 Tales

By Mike Hawke

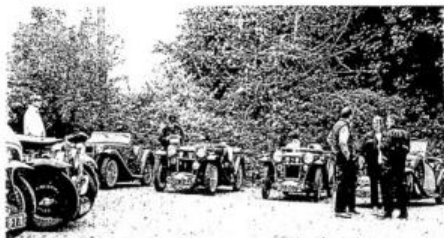
In 1992, Geoff Shirt planned to arrange a rally of 118 MGs at Pendine Sands, to mark the 60<sup>th</sup> anniversary of George Eyston's 118 mph in the 750cc EX 127. He was delighted to be told of some National British Records which might be attempted on the occasion, including the Class I (500cc) standing start mile.

It was decided to slot J2396's 500cc engine (the one we used in both the 1986 and 1989 24 hour record runs) into John Bannell's single seater J2 (J3400), as this might be a little lighter than the 2-seater.

Now John is somewhat bigger than I, so whereas I could get in and out of the car without removing the steering wheel, he could not. On the day, John had a run, got out of the car, replaced the steering wheel loosely on the column, but did not clamp it. I then got in for my run, which I commenced, not realising that the wheel was improperly fixed. On the way down the measured mile, it "came away in me hand, chief".

Fortunately the car was directionally very stable, and carried on over the finishing line of the measured mile, without demolishing the timekeepers or their apparatus. Then what? I could not stop, because the car would sink into the soggy sand (conditions were not at all good, we poor amateurs could not afford to wait for weeks for the right conditions, like the professionals did). the sand was ridged, and the steering column would not stay in one place to allow me to refit a precision item. I had visions of driving on forever along those sands.

After what seemed an age (but probably was not), I got the thing on and clamped it, turned round, and returned to the measured mile for the return run. The timekeeper was waiting patiently. "Have a good run to Newport, sir?" he said.



# YOUR LETTERS

## From Robin Mace

Dear Phil

Thank you for sending the April and June 2003 issues of the Triple- M Register Bulletin. I was most interested in reading them as usual, but particularly as this was a double-dose!

In the April issue, I was fascinated to read about the fate of the Bob Hudson's M-type. I am old enough to remember the story, which was originally reported in "Safety Fast!"

As regards the question of whether the car still exists, I believe it was ultimately broken up for the following reason. When I owned M-type JO 96 many years ago, I was always looking for spares, and purchased various items when the opportunity arose. Amongst these parts, was the rear number plate of Bob's car, NV 959. I still have the plate today. It is of thick pressed aluminium (unlike today's thinner reproductions), manufactured by HOMO LTD, patent No. 233179 (top RH corner), and therefore is probably the original plate fitted to the car when new. Has there been any other response to the article? I haven't read any in subsequent bulletins.

Regards,

## From Gerry Marsden

Phil,

Hope you don't mind me writing, but I was intrigued by your editorial in the August Bulletin. We met, briefly at Silverstone, I came in the red M type WV 771. (It is just visible 4<sup>th</sup> from the right on the bulletin inside front cover - made it at last!).

The main impulse to write, was to share a similar experience on my journey home from Silverstone, as your daughter experienced in the Jarvis, the previous Friday - fuel vaporisation.

I had no problems on Saturday's journey down to Silverstone arriving at around 11am, before the heat of the day, and it was a coolish morning. From Silverstone, we left the circuit straight after the parade laps on Sunday. There was something of a jam to get

out, so the engine was quite hot on leaving the circuit. The A5 is fairly narrow, it was busy, and one is conscious in the "M" of holding things up a bit, so the right foot tends to go down. Fine, I find the car can now motor comfortably at 40/50, slowing down of course, on the hills. It was also a very hot day that Sunday. Before long, the car coughed, spluttered, as if running out of fuel. We had to pull off the road 2 or 3 times to cool down: lifting the bonnet, the heat from the engine compartment was incredible, but the car did not boil. It re-started easily each time after about 10 minutes.

The heat seems to be in the exhaust manifold. I run on lead free petrol, and clearly the stuff burns hotter. I was using BP "leaner greener" (or some such name). I have had this problem on and off since I first put the car back on the road, after completely uprating the engine some 5 years ago (Phoenix crank new valves, guides, seats, camshaft - the lot.) Last year I had the carb completely refurbished by Burlen, and thought with the eradication of "slop" on the spindle, and with the right mixture, the problem might go away: but no!

Once we got up to Burton on Trent, I held back on the throttle to prevent generating unnecessary heat, it also clouded over and we had less trouble. I refuelled at Ashbourne with some bog standard fuel, and rather dreaded the long steep crawl out of the town on the Leek Road. I have a J2 4-speed box on the car, which is necessary, living as we do up in the Pennines, and this hill is a long third gear haul for about 4 miles. It coughed and spluttered once near the top, but recovered without stopping, and I had no further problems all the way home; some 50 miles or so with town traffic, and even the M60 motorway, provided I kept the touring speed nearer 35/40 than 45/50.

So it seems the phenomenon is related to ambient temperature, use of throttle and possibly, the type of lead free fuel consumed. I have not run the car on 4-star nor used fuel additives, or LRP since the engine rebuild. Should I try these?

I am toying with raising the compression, as this fuel is designed for high compression engines. If the fuel burns more completely in the combustion chamber, would that reduce residual heat in the exhaust manifold? Would that help, I wonder?

Could this problem be damaging the engine?

I have re-piped the fuel lines away from the heat, and fitted a fairly thick Klingerite gasket on the carb. I do not really want to start

playing with heat shields, but can't think what to do – I rather like driving the car at the high speeds it is capable of, now the bottom end has been sorted out. (*On our Jarvis M-type, I have changed the fuel pipe to the carb with a flexible pipe, as fitted to the later J and P types, which seems to have helped matters, except in very hot conditions. On my Arnolt TD I have fitted insulating blocks to the manifold/carb flanges, which is one of the tricks on that non-crossflow head – I don't have any problems with fuel vaporisation on that car – Ed.*) I rather like driving the car at the high speeds it is capable of, now the bottom end has been sorted. Other Triple-M friends seem to have less off a problem, but of course all the later cars have higher compressions, and crossflow heads, so the manifold temperature has little effect on the inlet conditions. Is it worth putting this to the readers, for any other ideas/experiences, or has this already been discussed (I have been out of the scene for some years)? The more people I speak to, the more suspicion falls on the petrol companies and what they are putting into these fuels.

Yours with the usual octagons.

## From Christian Hoptner

Dear Phil

Much thanks for undertaking the huge task of producing the Bulletin. Each issue is eagerly awaited. For me it is a wonderful two monthly edition of the Yearbook.

The Triple-M Summer meeting at Sherborne was such a good event, that I decided to write an article for the Bulletin, if of interest and appropriate. (*Certainly of interest to have a report from a German participant, which is printed earlier in this Bulletin. - Ed.*) Also enclosed are some pictures I have taken during the weekend. The pictures are not as good as I would have liked, but this time I was more interested in driving than in photographing!

My own J2 is at the moment being run in, and I try to use it as often as time permits. These little MGs are real gems! I will keep you informed, and intend to produce another article on the subject of running in and sorting out small problems at a later date, if of interest.

I am deeply interested in an article of Geoff Coles on adjusting the 8 inch brakes properly. It would be nice if you could send me a copy of this article, if available, or better still to publish it in the Bulletin. *(I hope to publish this in the next Bulletin – Ed.)*

Kind Regards

## From Robin Gordon

Dear Phil

I thought this photo of mine may be of use for the Bulletin, as it shows that there is Triple-M activity in the North-West.

The cars are: front to back Bob Brassington's NB, my own C-type, and Ray Master's PA, with a TA beyond.

The occasion is the revived Gold Cup meeting at Oulton Park – now a historic event, on 25<sup>th</sup> August.

Several one-make clubs had a presence there, and we were part of the MG display, in glorious weather again.

Yours octagonally



## From Martin White

Dear Phil

Having advertised for some spares for my J2, I ended up with enough body parts (unintentionally, I might add) to warrant looking for a chassis to put them on. Much to my surprise, I ended up with J3563, and I now have most of a J2 bar the engine and gearbox..It was fitted with a Ford engine, and I intend fitting one of these again to get the car up and running fairly cheaply, to see if I can get my young nephew interested – the old car hobby being very short of young blood.

I enclose a list of the parts I still need, which I hope you can find space for in our Bulletin. (*See wanted section – Ed.*)

Thanks.

## From Lew Palmer

Phil,

This is long overdue, but your editorial in the Triple-M Bulletin of June 2003 prompts me to write.

First the overdue part: Many thanks for my visit last summer while out and about with John Morgan. It's indeed fun to visit with other MMMers and to chat about our respective projects. It looks like you are finally on the road to sorting out the C-type teething issues. Thanks also for the windscreen wiper. Although it is a bit of an odd beast, the armature is doing yeoman's duty in a bit more stock motor.

Secondly, we appreciate the donation of the missing Infoletters, and what that has done to help complete the cross-reference index. HOWEVER, the correct address of the site is:

<http://www.nammmr.com>

From there, one should click on the menu item entitled TECHNICAL and click on Technical Catalog. The file is an Adobe PDF and can be downloaded or viewed on screen.

Cheers,



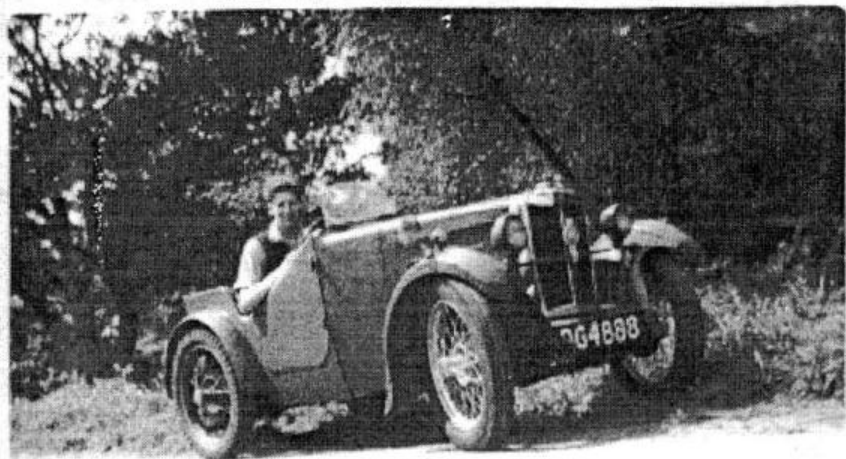
## From Barry Robinson

Dear Phil,

Prompted by the current interest in M Types, and particularly Geoff Mansfield's Coupe, I thought I would tell the tale of my first MG, which I bought, I think in 1955, when I was 16 years old. The car was an M Type, registration number DG4888, and it had been fitted with the crudest of home made bodies, so bad in fact that I stripped the car to the chassis and built a new body during my time as an apprentice Pattern Maker. I later committed the sin of sins and replaced a perfectly good M Type engine, albeit with a slipping clutch, with a Ford 8 engine.

As the car was fitted with an open two seater body when I acquired it, I assumed that this was correct for the car, and only being a young lad at the time, I didn't know that Coupe's even existed. With increased knowledge, I now think the car was in fact built as a Coupe. I still have the original chassis plate. I can't think why I took it off the car, which gives the Car No. C/M3227 and Engine No. MG2984A. I have attached a photograph of the car with me behind the wheel, taken I would think in 1958, and with my home made body on it.

Best Regards,



## From Alan Hogg

Dear Philip,

I enclose some envelopes to enable you to continue sending the very excellent Bulletin, which I and everyone else enjoy and anticipate so much.

Whilst writing, I thought you may wish to know that I had a phone call from Peter Thelander in California recently; he of course owns that lovely NE, which of course has links with your ND (*In 1935 H.B.Shaw fitted the NE engine from Peter's car into the ND, but it has since been changed again, so we cannot help Peter recover his original engine, which would have been nice. – Ed.*)

Peter asked whether I owned NA 0923, engine No. 1208AN, Registration No. MG 4844, which of course is my four-seater NB. He then advised me that he had in his possession, the original instruction manual, together with photographs, and various other information.

The car had been shipped to the States in the late 30s, and was owned by a Mr Frank Forrest, who gave Peter the instruction manual many years ago. All this ties up with the research previously undertaken, and with the various documents that came with the car, detailing the owners. Frank Forrest bought the car from the first owner, who lived in London. The car remained in California until 1991, shortly before I bought the car at auction. Due to Peter's kindness and research, I now have the manual, and sure enough it is the original – so after all these years, another piece of MG history turns up, and car and manual are reunited.

Kind regards.

## From Paul Duncombe

Philip

Having read my note to you, published in the recent Bulletin, I would like to explain that the fifth ball pin referred to was not on the car!!!! It was a "spare" I had. I omitted to point this out, but this explanation might avoid the whole of the Triple-M fraternity wondering what sort of steering arrangement I have on my PA!!

Yours sincerely.

## Tips And Hints

When fitting P/N/L type inlet manifolds, there are two studs inside the manifold, in line with the carburettors, to which nuts and washers need to be fitted. It is difficult to feed these through the carburettor flange opening, without the risk of dropping them inside the manifold, and then for them to slip down the inlet ducts of the head, where they are very difficult, or impossible to get out.

I feed the washers or nuts onto a screwdriver; the end is then inserted through the carburettor hole and held onto the stud. The screwdriver is then tipped up, allowing the washers or nuts to slide down, and drop over the stud. If it doesn't immediately drop over the stud, the end of the screwdriver need to be gently lifted up until the washer drops over the stud.

Washers can also be slipped over the stud using medical forceps, which clamp tight onto the washer until it is in place.

Another way of putting the nuts on is to use a box spanner greased internally to hold the nut, while it is manoeuvred into position.

Barry Foster was recently had a rebuilt J2 engine that had been running well, but started to sound "rattly" at the top. Removal of the cam cover revealed that the exhaust valve rockers were not delivering oil to the rocker/cam faces.

Removal of the rear rocker shaft support showed that the shaft had rotated, and moved backwards, closing off the oil delivery holes to the eccentric bushes.

The fault was in the locating bolt (!) that screws through the rocker support and into the hole in the rocker shaft. The spigotted end should locate in the hole in the rocker shaft to stop the shaft from moving. Both the bolts on this engine were too short to locate the rocker shaft, allowing it to rotate and move backwards.

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paul.bowtell@camerontaylor.co.uk

Barry also had a J2 engine which developed a vibration – which went away with a couple of pounds of oil pressure. The engine was used for some time and then dismantled.

The flywheel and rear flange had not been tightened up properly on the rear taper of the crankshaft; they had come loose, vibrated and friction welded together.



## SPARES FOR SALE

Alan Whitham (Lea Bank, Demage Lane, Lea-by-Backford, Chester, CH1 6NU. Tel. 01244 851605) has for sale:-

**For J/F/M-types** – a pair of J2/F steel long front wing stays, excellent, £150; Adamant steering box and column, complete, £195; J2 original firewall supports, £30; new alloy sump with sump plug, unused, £150; J/D/F/M rear main bearing/flywheel housing, original, undamaged, £250; J/F/C special bronze full flow oil filter unit, with filter, (unit mounts to oil

pump in place of oil pump cover and fits unobtrusively under engine. — neat and effective) £90; J/F/M/D/C camshaft bevel gear, £30; Marshall Type A75 supercharger, unused, for crankshaft drive, complete with rear gear cover, cast alloy inlet and outlet manifold, ideal C/J3/J4/P, £950; J/F Lucas CJF2 cut-out fuse box (no covers), £150; Alloy cover for first motion shaft, to fit most Triple-M manual (Wolseley) gearboxes, £20.

**P and L-type spares:-** L-type alloy inlet manifold for twin carbs, original rare, and undamaged, £250; PA chassis in super condition, very complete, £1250; 12" brake drum, £20; 12" brake drum, without fins (Wolseley Hornet?) £20; 12" brake shoe, £15; pair of P-type bonnet catches, £20.

**K, N & T-type spares:-** N-type radiator matrix complete, good condition, £250; pair T-type brake drums, £40; set of three 16" wire wheels for Triple-M/T-type, shot blasted and primed, very good condition, £120; Pair of T-type, H2 1<sup>1</sup>/<sub>4</sub>" carburettors, overhauled, excellent, £250; K-type manual gearbox clutch bellhousing, damaged, but repairable, £50; N-type crankshaft, needs regrind, £250; 3 No. P/N type con rods, £75.

**Others:-** M/C original Lucas dashboard starter switch (Type ST1), £40; original CJF1 12 volt cut-out for early models; £130; Rotating internal drum for Shorrocks supercharger, new/unused, £75; Morris rear axle casing, 4ft track, with hydraulic brake back plates, ideal for wide axle racer, takes Triple-M diff, good order, as fitted to ex-Len Bull J1 special, £75; pair of alloy pancake air filters, to fit 1<sup>1</sup>/<sub>4</sub>" SU H2 carbs, £10; Lucas LBD 165 headlamp, broken lens, good dipping reflector, rim and body, £20; 2-star diff carrier (Morris? needs new pinion, £35; P-type diff unit, alloy case, 2-star, need new pinion, £35; clutch operating shaft, to fit most Triple-M (Wolseley) gearboxes. £30.

**Tim Edwards (The Firs, The Hopperty, Tadworth, Surrey, KT20 5RQ. Tel. 01737 813025)** has the following F-type spares for sale:- steering column, tube and box, £200; back axle case, £100; 12 volt dynamo, £150; 4 12" brake drums,

£100; flywheel, with relined clutch, £150; new floating clutch plate, £75; crankshaft, £100; set of main bearing "cheeses", £75; original sump, £100; standard camshaft, £25; crankshaft, cam and dynamo bevel gears, £25 each; propshaft, £100.

**Tony Jenkins (15 Stirling Street, Tillicoultry, Clackmannanshire, FK13 6EA, Tel. 01223 263751)** has for sale:- A complete set of new ENV75 pre-selector gearbox brake bands, with top gear cone, £120;

"Tuning and Maintenance of MGs", by Philip Smith; mint 1969 copy £20 +P&P.

"Practical Automobile Engineering" 1947 Edition, good section on Wilson pre-selector gearbox, £15 +P&P.

**Thomas Heikens, (Pieter Wantelaan 28, 2015 EB Haarlem, The Netherlands. Tel/Fax: 0031 23 5245703 E-mail: [Thomas.heikens@stork.com](mailto:Thomas.heikens@stork.com))** has for sale:-

- K3 radiator shell, brand new un-chromed made by Bob Cheridan; £ 625.00.

- For pointed tail K3, complete tank section, consisting of bag tank, approx 65 litre, foam filled in aluminium box, cradle, filler pipes Y connection piece (necks to tank), body part and all fixation parts. This part comes from the K3 replica K0426, made by Bob Jones for Peter Leach, see also link with K3007. £250.00.



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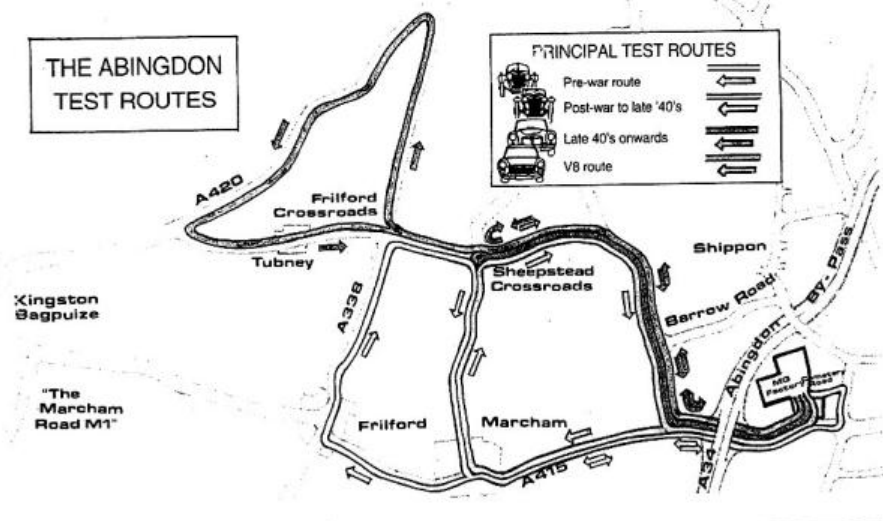
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# WANTED

**Martin White (71 Deepfield Road, Bracknell, Berks, Rg12 2NU Tel. 01344 424258)** requires the following parts for a J2:-

Radiator cap; door handles and locks; bonnet top sections and hinge fixings; bonnet catches; windsceen or parts to make one up; petrol tank-rust not a problem; running boards; rear wing brackets; steering wheel; Ford side valve engine and gearbox; radiator support bracket cut down to suit engine, with clamp to cross member; cross bars from bulkhead to body; octagonal instrument surrounds; one front shock absorber; 3 No 19" side laced wheels.

Martin has 4 No. 16" wire wheels for sale or part exchange.



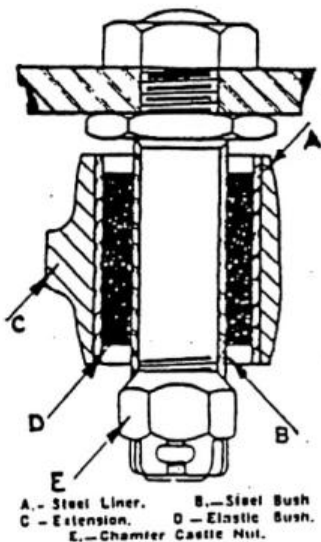
# How to Adjust Hartford Shock Absorbers

## FITTING INSTRUCTIONS.

The illustration shows exactly how the "SILENTBLOC" Coupling at the end of the arms of the Shock Absorbers is to be fitted to the bracket pins. The centre tube is mounted on the chassis pin and locked in position by means of a special cone nut which registers in the chamfer provided at the end of the central tube.

## SPECIAL NOTE.

The cone nut must not be tightened until both arms of the Shock Absorbers are in position on the chassis, so that the "SILENTBLOC" Joint is in the neutral position and any movement of the arms either up or down, will, therefore, flex the elastic material each way from the neutral position.



A.—Steel Liner. B.—Steel Bush  
C.—Extension. D.—Elastic Bush.  
E.—Chamfer Castle Nut.

## ADJUSTMENT

Each Shock Absorber is set to a certain initial tension before it leaves the factory (see schedule). No change in this adjustment should be made until the car has been driven about 100 miles on good and bad roads.

Carefully note the riding qualities of the car. If the spring action seems too free, increase the frictional resistance of each Shock Absorber by turning the centre adjusting nut to the right or clockwise by not more than one graduation at a time.

If the spring action seems too retarded and feels stiff, reduce the frictional resistance again by turning the adjusting nut to the left or counter-clockwise. Careful adjustment in this manner will produce an ideal condition. The springs will still have the required amount of flexibility for easy riding, but spring vibration will be reduced to a minimum and violent rebound effectively eliminated.

Re-adjustment may only become necessary after several thousand miles of car travel, and should be made only when the spring movement seems too free and then the indicator should be moved not more than one-half of a graduation at a time.

It should be noted that the full benefit of the Shock Absorbers will not be felt when the car is travelling at low speeds, as under these conditions the spring movement is very limited, but as the speed increases their effect becomes more pronounced, especially over bad roads when the spring action is most severe.

Testing should therefore be carried out at comparatively high average touring speeds and adjustment made to suit these conditions.

## IMPORTANT.

The frictional resistance required to effectively control the action of the springs is comparatively small, and care should be taken not to increase the pressure when adjusting more than is absolutely necessary to obtain the desired results. The initial Factory setting of the Shock Absorbers is approximately correct under normal conditions, but fast Sporting Cars and for Road and Track Racing a considerable increase in pressure may be required.



## CARS FOR SALE

**Geoff Lockyer (Tel. 01829 732668)** has a PA 2-seater for sale. Green with apple green leather; everything has been replaced; Bob Jones engine; steering and gearbox overhauled by Mike Dowley. Super car. For further details ring Geoff on above number.

**Nick Wright (Tel. 01235 819967 day or 01672 520320 evenings)** has a 1935 PA 2-seater for sale. Double breather engine. Extremely original car, never fully restored, in good running condition. Full and interesting history, including pre- and post-war competitions, with pictures. Last owner 58 years! British Racing Green with beautiful original apple green leather. New tonneau, original hood; all matching numbers. All original bodywork in excellent condition, but paintwork needs tidying. Engine rebuilt with unleaded head. A real rarity in this unmolested condition, and a very reluctant sale. Price £13,500.

**Richard Last (Tel. 01454 319744 or mobile 07889 896854)** is selling his K-type single-seater race car. 1700cc supercharged engine, big valve cylinder head; close ratio pre-selector gearbox; ERA type hydraulic brakes; limited slip differential.

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

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

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

**Lincs:** vacant

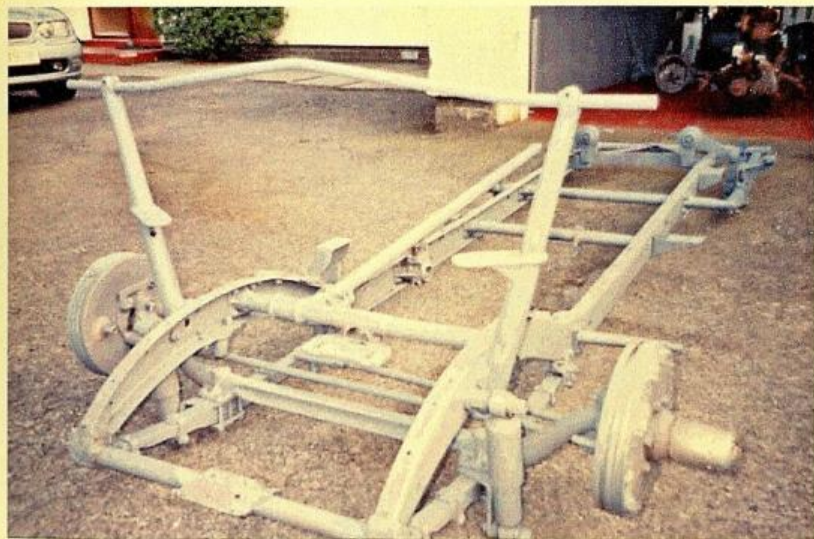
**Scotland:** Ronald Spinks, Caladh, ! Braefoot Lane, Uplawmoor, E. Renfrew. G78 4Dj.

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



*Le Kimber 2002 - cars waiting to climb up the bank!*

Photo: K. Hall



*Another C-type coming out of hiding - Brian Anderson's C0272 after complete shotblasting*



*Brian Bassett's J2 restoration making progress*

Photo: B. Bassett



*John Greer in action with his J2 in the Cultra Hill Climb*

Photo: Greer collection