

# TRIPLE-M REGISTER BULLETIN



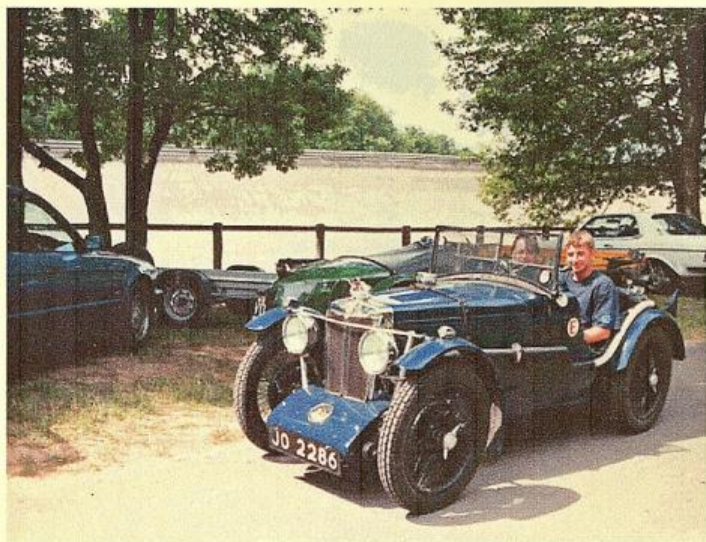
**OCTOBER 2004**





*Christian Hoptner and J2 at Pardon, at the Prescott Weekend*

Photo: Ian Coxon



*Mark Green in the ex-Colin Tieche C-type C027 at Monthlery's final meeting*

Photo: B. Foster

# **TRIPLE-M REGISTER**

## **BULLETIN**

**October 2004**

**EDITORIAL – Phil Bayne-Powell**

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The Prescott weekend went of well, with generally good weather, except for a heavy shower on the Sunday, and we hope all those who came enjoyed themselves. We had to join forces with the local Rotary club to help cover our costs, as we were heading for a loss-making event, due to a lack of entries. However the financial assistance enabled us to provide three free runs up the hill for all entrants.

The gala dinner was a great success with good food, and Gordon Crosby or Brian de Grineau framed prints as prizes for the Pride of Ownership and rally competitions. A vast selection of raffle prizes was overwhelming and our thanks to all those who contributed.

The evening was enlivened with a great speech from Frank Allocca, who was present from New Jersey with his lovely J4 replica. He gave us a tale of MG camaraderie, with which we all identified. We also had John and Brenda Hancock from New Zealand with their J2, and Alan and Genny Herring from Australia, making it a truly international event. Unfortunately Rod Ptak from Canada, although entered, couldn't make it in the end.

The Sunday runs up the hill were well taken up, and I had 7 runs up in the C-type, which was really getting the hang of it towards the end!

Unfortunately one person clouded the event, by substituting his badly cracked P-type dipstick for someone else's perfect example. This sort of underhand behaviour is not what we expect from fellow Triple-M owners, and if the culprit will sent the stolen dipstick back to me (in a plain envelope), I will return it to its rightful owner.

**Front Cover** : Gill Collins at 85mph passing the grandstands at Le Mans in his J2, during the MGCC France rally

I have been recently reproducing in the Bulletin some lovely P-type detail sketches, which have been kindly supplied and drawn by Peter Down. These details are likely to be as close as you could get to the condition when the car left the factory, as Peter bought the car in 1958, and I think he said that there were only two owners before that.

Our crashed ND has now been brought back to Colin Tieche for repair. He has checked the chassis, which fortunately is not distorted; the front axle took the brunt of the impact, and is bent back by  $3\frac{3}{4}$ " and bent up by  $2\frac{5}{8}$ ", and consequently beyond repair. I fortunately found another one in my spares shed, although it has worn king pin eyes.

The cause of the accident appears to be due to a Nylatron bush fitted to the top of the steering column, instead of the original felt. As the chassis flexed over cambered French roads, it locked up on going round a bend, and then could not be straightened up, so taking it straight onto the crash barrier. Colin says that there needs to be tolerance at the top of the column tube to allow the column itself to move when the chassis and steering box twists. Therefore it appears that a solid bush at the top of these columns is not a good idea. We should like to receive any comments over this point.

We should also like to record another lucky escape for our Chairman. Peter was trailing his K3 back from the Nurburgring, and was driving along the M25 at about midnight, when two yobbos came racing past him, and spun into the side of Peter's BMW. This was spun round a number of times, fortunately unhitching the trailer in the process; this allowed the K3 and trailer to spin onto the grassy side and to avoid any harm, but the modern car was an absolute mess. Peter was fortunately unhurt. Subsequent inspection however, has revealed that the near-side crosstube holding the eye of the rear spring has sheared at the chassis bracket. It seems there was rusting there before, and the accident has highlighted a weakness; a new tube, which of course goes right the way across to the off side, has therefore got to be replaced, which is not a 5 minute job.

In the last Bulletin, I may have given the impression, in the Notes of the Committtee meeting, that the rebuilding of the Club House was going ahead. It is only the proposals to develop the site that are going ahead, following a Council decision to stay in Abingdon – which I agree is right, after trying for many years to get back into Abingdon.

The plans have been modified further as a result of feed back and the costs are now being firmed up. After this the proposals will be put to an Extraordinary General meeting for approval.

I am sorry if some of you have had no response recently from my home e-mail address, but this got a touch of the vapours, and went on strike at the end of July; I have only in the last few weeks been able to get reconnected.

A special event being planned for next October is a 70 year celebration of the forming of the first Cream Cracker team, which will be set in the Chilterns, being arranged by John Reid, and others.

As I have been having trouble sorting out the carburation on the C-type, I decided to take it up to Southern Carburettors (Unit 6, Nelson Trading Estate, Morden Road, Wimbledon, London SW19, 3BL. Tel. 020 8540 2723) who have sorted out previous cars for me, on their rolling road. I left it with them all day. They found two holes in the power curve at 2700 and 4200rpm, where there was a 5bhp drop. The needle (RA in a 100 jet) was found to be too rich so they put in a GK, and this has now made the power delivery much smoother. There was no increase in bhp, which was a mere 38 bhp, at 5250rpm at 4psi boost (They should produce 52.5bhp with a 10-12psi boost). It looks like I shall need the repro Powerplus that Curtis Liposcak is making up!

## John James MMM & 'T' Spares

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

Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4.50 each. Vertical Drive pinion and camshaft gear sets (spiral bevel) for most MMM £150 (dynamo/crankshaft gear sets also available). Front hubs for most MMM £52 each, Rear hubs for most MMM £54 each. Spinners, engraved Rudge Whitworth £32 each. Half shafts for most MMM £32.50 each, PA/PB leaf springs front £52.50 each, rear £60 each. Brake shoe pull-off springs 8" brakes £2 each, 12" £2.45 each., Oilite bushes for 12" backplates £1.50 each. Hub retaining ring (all models) £9 each, tab washer for same £1 each, tab washer for differential £1 each, Clutch springs, set of 12 for P/N £24 set, set of 6 for D/J/F £18 set. "Mouse trap" springs for P/N clutch £2.40 each. Bearings at low prices e.g. Front hub inner and outer (ball races) for most MMM £13 per hub, heavy duty bearing c/w 2 dust shields for rear bearing carrier £30 each.

\*\*\*\*\*NEW! Front and rear trunnions for road springs only £2.75 each!\*\*\*\*\*

\*\*\*\*\*NEW! Valve springs (doubles) £30/£45 a set 4/6 cylinder engines\*\*\*\*\*

\*\*\*\*\*NEW! P/N/L Valves made from 214/N with plasma nitrided stems £14 each \*\*\*\*\*

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

# Report on Triple-M Prescott weekend

27<sup>th</sup> to 29<sup>th</sup> August 2004.

from George Eagle

Prescott hill climb, owned by the Bugatti Owners Club, is set in the beautiful and scenic Cotswolds, the nearest town being Winchcombe. Our event was based on the Hotel De La Bere - an old manor house set in its own large grounds with ample secure parking for our cars. There were 17 rooms reserved by entrants. We had our own separate dining area on Friday evening 26<sup>th</sup>, thus ensuring the weekend got off to a good social start; the bonus was that several non-residents decided to also dine at the hotel. The car park was a Triple-M delight with some 30 cars parked. The award for the longest drive to Prescott must surely belong to Ian Coxon, who drove all the way from Falmouth, Cornwall, in the rain and in the Bank holiday traffic. (*Not forgetting Christian Hoptner who came all the way from Germany, although not in one day - Ed.*)

On Saturday morning we moved to the paddock area of the Prescott hill climb to sign on, also there was Pride of Ownership (POO) concours. The entry totalled 41 cars ranging from Ted Hack's D type, and Peter Relph's M-type through all the models, including the PA Airline owned by Curt Jensen for over 40 years. It was also very pleasing to welcome Christian Hoptner, who bought his J2 from Germany, Frank Allocca who came over from the USA to drive his recently acquired J4 replica, and John and Brenda Hancock who had shipped their J2 from New Zealand to tour Europe.

After the POO, entrants were able to enjoy a scenic tour with the route and quiz set by the Bayne-Powell's. This ended at Sudeley Castle, Winchcombe. We had negotiated a discount on the entry fee to the castle, and had our own dedicated and roped off car park; it looked fantastic with about 30 cars parked in the welcome sunshine. Allan and Genny Herring were passengers in Chris Lewis's PB 4 seater, it was a good job the weather was fine, as they may not have all fitted in with the hood up. Those who chose not to do the tour were free to enjoy the other attractions in the area.

The Gala dinner was held on Saturday evening at Prescott Lodge, overlooking the paddock area, and with distant views over the Cotswolds. We had 73 people sit down to a very enjoyable evening

meal. Allan and Jeanne Herring, John and Helen Gillett, all on holiday from Australia, joined us for the weekend. There was a raffle, and Frank Allocca gave a very amusing "off the cuff" after dinner speech, during which he recalled the problems encountered with his recently purchased J4 replica. These had been rectified at short notice by Barry Foster. Frank had only collected the car from Barry on the 26<sup>th</sup> and driven it up to the Hotel De La Bere that afternoon! Frank also said how much he enjoyed the company and camaraderie of his fellow Triple-M owners. Once again the Cotswolds echoed to the sound of Triple-M cars being driven from Prescott after the dinner – the prize for the noisiest cars definitely belonged jointly to the blown C types of Bob Hudson and Phil Bayne-Powell.

Sunday was the day for the runs up Prescott hill, the local Rotarian's motor club joining us; their entry ranged from an Austin 7 saloon right up to XK Jaguars and a Cobra replica. Our entry was boosted by Colin and Sue Alderman's K3014, John Adams in J4003, Robert Ward and Brian Rhead in their PA's, whilst Len and Chris Goff were spectators with K2015. Rodney Lambert organised the successful Bring and Buy stall, and both Barry Walker and Andy King had trade stands – the latter exhibiting his newly acquired ex-Roger Sweet single seat K type racer.

The extended Bugatti Trust Museum was also open for the day. This is an extremely interesting museum and the exhibits were enhanced with the presence of a genuine Bugatti Royale belonging to the VW group. It had been brought to the UK as part of the 75<sup>th</sup> Bugatti anniversary event based at Prescott earlier in the summer. As a further bonus, the Royale was started up and driven from Prescott on its way back to Germany. Frank Allocca found the museum to be of particular interest, as he discovered numerous period photos of his Type 35B Bugatti, at one stage it was driven to a record time up the hill for lady drivers.

Those who drove their cars up the hill thoroughly enjoyed the experience, and needless to say there were some very spirited drives including Colin Alderman in his K3, and John Adams in the J4. Unfortunately John was stopped from driving because the car exceeded the noise regulations (105db). Mike Allison was also very rapid in his Monte Carlo NA, until clutch maladies in his ENV box led to a ride home on a break down truck. Our Australian friends also enjoyed rides up the hill as passengers.

The comments on the event from all entrants was very favourable. The weekend was held in a very happy and relaxed atmosphere, added to which was the enjoyment of driving our Triple-M cars in very picturesque scenery on un-crowded minor roads, and of course up the historic Prescott hill.

On a personal note my enjoyment was thoroughly enhanced by the very generous loan by Peter Green of his NE, Aramis, a lovely car that goes as well as it looks.

In closing I would like to thank our sponsors Barry Walker who supported the event, and Mike Dowley of Sports and Vintage Motors who sponsored the Pride of Ownership concours. Thanks are also due to Andy King for bringing his trade stand, exhibiting the K type, that had not been seen for many years, and his contribution to our funds.

One P-type owner experienced the only downside to the event when he discovered someone had swopped a very poor engine oil dipstick for his good one. The person concerned should return the item in an unmarked envelope.

### Results of the Scenic Run Competition:-

Position	Entrant	Car	Points
1 <sup>st</sup>	Mike & Ann Hawke	J2	22
2 <sup>nd</sup>	Richard & Anne Holl	PA	22
3 <sup>rd</sup> =	Chris & Elizabeth Lewis (with Alan & Genny Heering)	PA	21
3 <sup>rd</sup> =	Terry & Freda Davies	PA	21
5 <sup>th</sup> =	Keith & Anne Portsmore	NA	20
5 <sup>th</sup> =	Ted and Janet Hack	D	20
7 <sup>th</sup>	Keith & Susan Leaver	PB	19 <sup>1/2</sup>
8 <sup>th</sup>	Dick Morbey	PA	19
9 <sup>th</sup>	Ian Coxen	PA	17
10 <sup>th</sup> =	Terry & Margaret Andrews	PA	16
10 <sup>th</sup> =	John & Brenda Hancock	J2	16
12 <sup>th</sup>	Paul & Valerie Duncombe	PA	15 <sup>1/2</sup>
13 <sup>th</sup> =	Roger Davies	PA	15
13 <sup>th</sup> =	Bob & Sandra Hudson	C	15
15 <sup>th</sup>	Mike & Marion Pancheri	PA	13 <sup>1/2</sup>
16 <sup>th</sup>	Rodney Lambert	J2	13
17 <sup>th</sup>	Gert Jensen	Airline PA	12 <sup>1/2</sup>
18 <sup>th</sup>	David & Angela Stansbie	J2	10



## Results of the Pride of Ownership:-

### **Class A – Small Cam, Four Cylinder Cars**

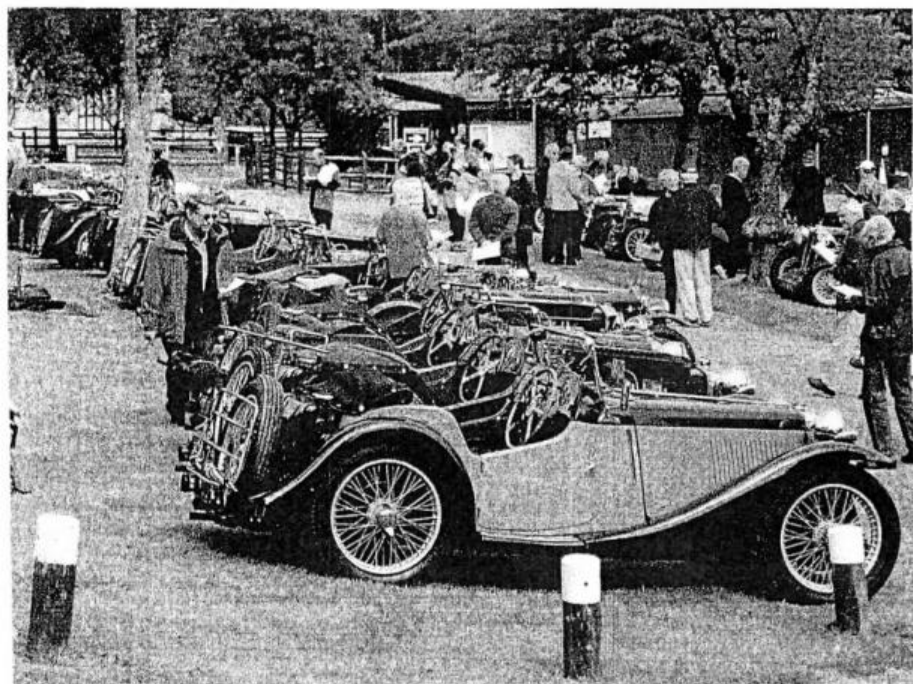
	Name	Car:	Registration Number:
1.	Ted Hack	D	PO 5751
2.	Bob Hudson	C/s	JK 1932
3.	Frank Allocca	J2/s	JY 1146
4.	Rodney Lambert	J2	HS 7065
5.	John Hancock	J2	MGJ 2
6.	Peter Relph	M	SV 8647
7.	Christian Höptner	J2	DU-FG 86 H
8.	Mike Hawke	J2	DG 5405
9.	Philip Bayne-Powell	C/s	RX 8306
10.	Mike Linward	J2	JL 753

### **Class B – P. Types**

	Name	Car:	Registration Number:
1.	Roger Davies	PA/s	BU 8079
2.	Keith Leaver	PB	BOK 244
3.	Terry Andrews	PA	WO 9320
4.	Paul Duncombe	PA	BLB 209
5.	Peter Down	PA	BJO 800
6.	Gert Jensen	PA Airline	TH 6498
7.	Richard Holl	PA	BFY 711
8.	Terry Davies	PA	VL 5643
9.	Chris Lewis	PB 4str	MG 4283
10.	Mike Pancheri	PA/s	US 8752
11.	Ian Coxen	PA	ABP 497

## Class C – Six Cylinder Cars - all types

	Name	Car:	Registration Number:
1.	Keith Hall	NA	YS 7798
2.	Peter Hemmings	KN	MG 4282
3.	Mike Allison	NA/s	JB 3852
4.	Bob Clare	NB Cresta	MG 4750
5.	Keith Portsmore	NA Allingham	MG 3538
6.	Norman Williams	F1	MG 1375
7.	Euan Harris	F1	OV 9757
8.	Rosemary Bayne-Powell	NA Allingham	BYU 271
9.	George Eagle	NE	JB 4750
10.	John Neighbour	NA	AVG 865



# JY 1146 at Prescott

By Frank Allocca

The last instalment of motoring in JY1146 was published in the October issue of Safety Fast. I had entrusted the car to Barry Foster to correct the frictionless clutch, and prepare the car for the Triple M Prescott weekend. The repairs were on schedule, and the trip was set in motion.

I had booked my flight for early morning, Sunday August. 22nd. I needed to be at the airport two hours before the flight and needed to depart at 5:15AM. Upon kissing my dear wife, Janet, on the cheek to say good-bye, I received a sleepy grunt in reply.

As I was only planning to be away for nine days, I was able to carry my luggage aboard my flight. Upon settling in my seat, I thought a quick call to Janet to say a proper good-bye would pay dividends in the future. Much to my surprise, there was a message from Barry saying that if I could cancel my flight it would be prudent. His message indicated that he had just returned from his final road test to find that the flywheel had come loose, and he might not be able to correct the problem in time for me to attend the weekend event. I gathered my luggage and deplaned. On the trip home, I called Barry and discussed the problem. We decided that if he were able to mend the car by mid-week, I would rebook my flight and arrive on Wednesday evening.

What occurred next was amazing! Barry removed the engine, disassembled the flywheel and crankshaft, and the following morning drove them to Ken Robinson's in Slough, with the hopes that they might be reground, and be ready the next day. Ken put aside his planned work and set to the task.

When I purchased the car, Roger Chamberlain had indicated that he had experienced the flywheel coming loose during his ownership. Something was causing the failure, and as Barry had just fitted the new clutch, it indicated the need for further investigation. Ken Robinson found that the crankshaft, when manufactured, had not

been properly machined, and the last few threads were not cut as deeply as the beginning ones, thus causing the nut to tighten on the threads, and not fully on the flywheel.

With this flaw corrected, Barry recovered the bits on Tuesday afternoon, drove home and worked into the night to assemble the engine. When I arrived the next evening, the engine had been fitted to the car. On Thursday morning Barry and I set about finishing the installation of the transmission, radiator, blower, drive shaft, and final assembly of the interior. As we filled the radiator, water began leaking around the drain plug. We removed and disassembled the radiator, Barry soldered a brass patch around the drain plug, and within an hour the engine was running. As Barry and Maisie had kindly provided lodgings, I invited them to a dinner at The Devonshire Angel, in nearby Long Sutton. It was an enjoyable but late evening. We awoke to rain that was forecasted to clear by midday. A leisurely morning was spent making final adjustments. By two, the skies had cleared, and I said good-bye to my hosts, and departed for Southam in Gloucestershire.

The run to the weekend hotel should have taken two hours, but due to the start of the Bank Holiday weekend, and my route through Bath, I arrived just in time for cocktails. Getting in and out of Bath took just over one hour, a true test for the clutch. An urgent need to relieve some internal pressure occasioned a quick pit stop along the way. Upon restarting the J2, I found that it had lost a cylinder. Since I was thirsty, and only a few miles from the hotel, I decided to press on and investigate the problem there. A plug wire that had come loose on the distributor was the culprit. This was the only mechanical drama of the weekend.

At the evening meal I was able to reconnect with the Bob and Sandra Hudson and Paul and Valerie Duncombe, whom I had travelled with to Luxembourg in July. I dined beside Anne and Mike Allison. Since it had been over four years since I had seen Anne, our evening was filled with stories of family, cars and past events. Mike had visited the US in 2001 and raced my K1 Special, K0277, at Lime Rock Park in our Vintage Sports Car Club season finale. On that occasion I asked Mike to speak at our dinner and with short notice, he delivered a splendid talk. Philip Bayne-Powell bestowed that task

on me at the Prescott Lodge Dinner; my words were short and hopefully sweet.

Our Sunday schedule was to include as many runs up the hill as our car and pocketbook would permit. This was my first encounter with Prescott, and since it would have been poor form to run off the course, I took my time. By the second run, a small amount of "red mist" had descended, and I improved my ascent by a considerable margin. Since this was a demonstration event, no times were taken. It would have been nice to know my exact times for future reference.

As the morning progressed, the line for runs increased and the skies were darkening. So a visit to the Bugatti Museum seemed in order. A few years ago I acquired a Type 35 B that had spent the last fifty years in California. I had planned to research its history on this trip. I was able to locate twenty-one photos of my car to add to its file. The amount of data on file at the Trust is amazing, and will require additional visits. The Trust had on display the first Type 41 'Royale', chassis number 41111. At one time it was owned by Jack Lemon Burton, who also owned my Type 35. The Type 35 was a 21<sup>st</sup> birthday present from his father. Lemon Burton was a founding member of the Bugatti Owners Club, and was very active in club events.

As the heavens had opened, I was able to chat with George Eagle and John Reid in the lobby of the Trust. During the conversation, I asked if George knew of a member whose car was not running and might like to look after my J2 until next spring. Much to my surprise, John said that his Trials car was in pieces, and he would love to use and store my car. This was more of a boon than I had first imagined. John is a very respected engineer. He is recently retired from Ilmore Engineering and his latest hobby is restoring vintage aircraft. (My mother always said "God takes care of the needy").

JY1146 is now in John's garage, which is just under his bedroom. I can now tell my friends in the States, that a neat English chap is storing my car under his bed.

My next event is the Caledonian Weekend Rally next spring.

Travels with JY 1146 to be continued!

**Prescott Serendipity:-** *as one of the prizes I had bought a reproduction of a Gordon Crosby print of an N-type winning the Glacier Cup in the 1934 Alpine Trial. Whilst wandering amongst the cars on the Saturday, I happened to read the details of Mike Allison's Monte Carlo car, that he had posted on the windscreen. In it he mentioned the fact the prior to the Monte, the car had won a Cup in the 1934 Alpine Trial. I wondered if this was the same car shown in the Gordon Crosby print, so I asked Mike at the Gala dinner, and he confirmed it was the same car. What a coincidence!*

## **Triple-M Committee Meeting 19<sup>th</sup> September**

The Chairman reported that the Mary Harris Trophy, is now in the hands of Tim Metcalfe, (after winning it at Silverstone), who will be getting this historic trophy valued.

Bob Hudson was welcomed to the committee in his role as Safety Fast editor. The new Yearbook Co-Editors are John Reid and Roger Thomas.

The Treasurer reported that we would probably make a good profit on the Prescott weekend, due to combining with the Rotarians. A goodly figure of £150 was made on the raffle, and the Bring and Buy stand made £30 (10% of the £300 takings).

The Registrar, Bob Clare, believes that the 12/12 M-type driven by Sistedad, has turned up. It was in Germany before the war, and was taken to Switzerland where it was sold. Its provenance is being checked out.

Ron Gammons has bought Pete Thelander's K2 with an Airline look-alike body. This car has been built on a spare chassis bought from the M.G.Car Co. after the war for £10. It therefore has no chassis number, and is being given a new number.

Philippe Douchet has bought BLL 493 from Philip Walker; this is one of the Evans, special N-types.

The new Librarians, Jackie and Charlie Hayter are getting to grips with their new role, and are hoping to develop and publicise what they can offer. The Len Goff K3 print is still available, at £12 (including P&P) for UK and Europe, and £15 for the rest of the world. It comes in a cardboard tube for protection.

The Annual dinner is being held at the Steventon House Hotel on 13<sup>th</sup> November, close to Steventon village, which is south of Abingdon near Didcot. There will be a scenic run on the Saturday afternoon organised by John Harris, and a Pride of Ownership on the Sunday morning as usual.

Next year's Triple-M programme of events will be starting off with the Classic Kimber Trial. The usual Raid to Normandy will take place at John and Lavinia Bevington's new place in the middle of Hambye. The Black Horse Driving Tests will again take place in August.

But the main event will be a rally in the Midlands, which is being organised by Ray Masters and his merry men, in an effort to try and get events taking place North of Watford!!

Jos Wantz is trying to get a Triple-M contingent to attend the Circuit des Ardennes on July 2<sup>nd</sup>-3<sup>rd</sup>. (*see later – Ed.*)

Keith Hall recommends the Caledonian Run, which takes place over the Mayday Bank Holiday weekend, and next year they are coming south across the border, and making it a longer event.

Christian Hoptner is also trying to get a party together to go to the Nurburgring, where the full circuit is going to be open for untimed runs.

Bob Hudson and Paul Duncombe are looking into arranging another Raid to America, with the stateside assistance of Frank Allocca. This will be in the New England area again in October to take in the wonderful colours of the fall. The idea is that it will be centred on two locations, with day trips out to the various places of interest. Prices and further details will be forthcoming.

A 70<sup>th</sup> birthday celebration of the formation of the Cream Cracker team is being organised by Roger Thomas and his team for next October, around the annual dinner in the Chilterns. It will be similar to the last celebrations in the Costwolds, where the Singers and Austins joined us. More details will be given in future Bulletins/Safety Fast

# Black Horse Driving Tests

August 15<sup>th</sup>

Patrick Gardner put on another splendid set of driving tests, on the Pepperharrow Estate near Godalming. A picnic lunch started off the event, with old friends settling down for a leisurely session with camp chairs and hampers.

The field was much better than previous ones, with plenty of space, and not quite so bumpy as before, although the editor's C-type found it uncomfortable for its short wheelbase. Some very tortuous routes were to be followed, requiring a good memory, or constant checks on the next cone to be rounded!

A width test was also done, with the doors open. Those without doors had to extend their arms instead.

This year drivers were not allowed to passenger other people before doing the tests. So various wives and children were roped in to make it truly a family event I was very lucky to get Jane Westbrook, who was most competitive, and helped us to do well.

Other makes were allowed in to help make up the lack of a full Triple-M entry, so we had David Washbourne's very unwieldy SA saloon and a couple of MGAs. Patrick had several of his cars driven by other people, as usual.

In all 12 cars took part, of which nine were Triple-M. When the results were announced, Tim Bekh was declared the Winner, and was presented with the Black Horse Trophy. Your Editor came in second with the C-type, its first competition success since its restoration.

## Results:-

1 <sup>st</sup>	Tim Bekh	J2	508 pts
2 <sup>nd</sup>	Philip B-P	C-type	539 pts
3 <sup>rd</sup>	Henry Catchpole	M-type	572 pts
4 <sup>th</sup>	George Ward	PA	583 pts
5 <sup>th</sup>	Nick Bengier	J2	629 pts
6 <sup>th</sup>	Alex Gardner	MGA	660 pts
7 <sup>th</sup>	Tom Mason	J2	677 pts
8 <sup>th</sup>	Rosemary B-P	NA Allingham	682 pts
9 <sup>th</sup>	Jo Ward	PA	715 pts
10 <sup>th</sup>	Nick Westbrook	MGA	772 pts
11 <sup>th</sup>	Patrick Gardner	Styles F-type	908 pts





# Circuit des Ardennes

## Introduction

Nowadays everybody knows the Formula One Grand Prix of Spa-Francorchamps. Very few people know that the very first automobile race, held on a closed circuit, took place in Belgium in 1902. It started in Bastogne (nowadays famous for the WWII "Battle of the Bulge" of 1944), passed through Longlier, Habay-la-Neuve, Martelange back to Bastogne,

At that time, automobile races drove from town to town, so for example: Paris-Rouen (1894), Paris-Bordeaux (1895); Paris-Marseille (1896) or Paris-Amsterdam (1898).

Due to several problems (no night drive; crossing of rails of Trains and so on), organizers of that time decided to realize races on a closed circuit.

Baron Pierre de Crawhez, at that time president of the Belgian Automobile Club's sport authority, innovated in 1902 with a long distance race on a closed circuit with no other stops allowed as at the pits.

This race was to be called "Circuit des Ardennes".

The Ardennes is a countryside with hills and vales and goes from northern France through Belgium, passes into Luxembourg where it is named "Oesling" and goes into Germany where it is called "Eifel".

In 1907, due to only a few participants one decided to transfer the race to Spa.

## The 2002 Memorial Run of the "Circuit des Ardennes"

A special formed club organized in 2002 the first Memorial Run with nearly 400 participants!

The run, with the participation of two of the original 1902 cars, started in Bastogne, went to St.Hubert, Neufchâteau, Habay-la-Neuve, Arlon to go back to Bastogne again. Most of the initial streets of the 1902 race are still intact (+/- 80 %) and the circuit passes alongside the Luxembourg-Belgian Border. In 2002 there were only two Triple M cars, Ton Maathuis, K Rep. and my J2, which finally was a non-starter, due to health problems of myself. Other cars were TC's, TD's and a mass of local MGA's and MGB's.

## The 2005 Memorial Run of the "Circuit des Ardennes"

The organizers decided to do a further Memorial Run in 2005, from July 2<sup>nd</sup> to July 3<sup>rd</sup>, 2005. This run will do some 125 kilometers (+/- 80 miles)

Interested people should exclusively contact as soon as possible the organizers at: "Circuit des Ardennes" PO Box 18 in B-1050 Brussels 5.

Information can be obtained at Jacques Deneef in Brussels phone: (+32) 2 640 57 62, fax: (+32) 2 640 84 82).

How far are we, Cercle Triple M, involved in the 2005 run?

*To be honest: not at all!* At the 5<sup>th</sup> Triple M Rally in Luxembourg (July 1<sup>st</sup> to July 4<sup>th</sup>, 2004), we simply decided to bring as many Triple M and/or Vintage MGs as possible together for the 2005 run.

Inscriptions for the run must therefore be made individually with the organizers in Brussels (Belgium) (see above).

Several of our members live in the neighbourhood of the circuit (5 to 20 kilometers) and in 2002 we were send 80 kms away for the overnight stay! So for 2005 we thought organizing the overnight stay here in Luxembourg, at only 10 to 15 kilometers away from the Belgian city of Bastogne, and that at lower rates than in Bastogne! We simply do not want to be send by the organizers some 80 kilometers away for sleeping!

Our provisional program: Arrival in Bastogne (Belgium) for check in on Friday afternoon (July 1<sup>st</sup>, 2005). Ride over the border into Luxembourg (town of Wiltz) to a good hotel with moderate rates. (€ 51 to € 55 (3 or 4 course menu) per person and per night sharing a double room: includes dinner, overnight stay and breakfast) Common Dinner on Friday evening in that hotel. Natter Night. Saturday morning (July 2<sup>nd</sup>, 2005): After breakfast: Ride to Bastogne for the start of the run. In the evening back to the hotel to Wiltz and common dinner (Triple M & Vintage party and Natter night). Sunday morning (July 3<sup>rd</sup>, 2005): After breakfast: Ride to Bastogne for the 2<sup>nd</sup> day of the run. Dislocation after the run.

If you are interested to take part in our group for the overnight stays and natter nights, please contact as soon as possible:

By post: Cercle Triple M, c/o Jos Wantz, 41 rue de la Paix, L- 4770 Pétange

or by email: [contact@cercle.mmm.lu](mailto:contact@cercle.mmm.lu). or : [jopi@wantz.lu](mailto:jopi@wantz.lu)

You also may send a fax: (+352) 23 65 01 57. **No phone please!**

Please do not forget: we only arrange overnight stay for Vintage MG- and MMM people! The inscription for the run has to be done by yourself with the organisers in Brussels!

Jos Wantz

Secretary Cercle MMM

# North West News

## From Ray Masters

I have to admit that displaying your Triple-M car at a show (local or otherwise) is not everybody's cup of tea. However, there are advantages. It is a means of getting into the show free – often £1 or £2 is charged for administration when entering. As there is often an autojumble or trade stalls, one can very occasionally find an item for the car (although very rarely these days), or take the opportunity to stock up on consumables, such as WD 40, chassis grease, engine oil etc. below shop prices. This year, as usual, I have attended a few shows of either the general "classic car" type, or the steam fair variety.

Triple-M cars, at all the shows have been notable by their absence however. It is rare to see MG cars of earlier date than T-type, who often do support shows quite well. I can understand the reluctance to be a static display, rather than actually driving in an event, such as a trial or road run, but many owners do neither.

My close friend, Robin Gordon, often joins me at these shows in his 1931 C-type, and I must say that, when that car is parked alongside my P-type, there is no contest as far as the public is concerned! While the P-type is of typical MG appearance i.e. upright radiator, swept wings and wire wheels (often guessed initially as a TC by the uninformed), the C-type is anything but archetypical MG. Few of the visitors have seen a little MG with a pointed tail, outside exhaust, and a dashboard following the shape of the high scuttle, and full of unusual instruments. When Robin starts explaining about such things as the scuttle mounted oil tank keeping the sump topped up via an SU float chamber during races at Brooklands, or the adjustable rear shocks with their helical ball races, I stand no chance of gaining the public's interest!

For the past couple of years, Robin and I have taken our cars to the MGCC NW Centre's concours evening. This year the two Triple-M cars were, as usual, outnumbered by T-types, MGAs, MGBs etc, but Robin's C-type took the Car of the Night award, because of its unusual character. He also won the best pre-war car at the Gawsworth Hall show in May.

As mentioned earlier, the PA is often mistaken for a T-type by the general public, in spite of me having a brief description of the car on the windscreen. They are intrigued when they have pointed out to them the single ohc engine of 850cc, the 4-speed crash gearbox, and the friction shock absorbers – all very different from a modern car. Of course, some people know at least something of the pre-war MGs, but are confused by the variety of models – but so am I by such makes as Riley or Alvis for example, in spite of being involved with pre-war cars for 50 years! Occasionally some are delighted to see a P-type, because they had one back in the 50s, or even pre-war. Note! this has not yet happened with the C-type as far as I can recall!

Please don't get the impression from this article that nobody in the NW uses their Triple-M cars other than Robin and I. Others such as John Goodacre (PA), John Wells (P-type), Gerry Marsden (M-type), and Mike Ellis (NA), are often seen at various events, and there may be other members I do not know of, who probably do more.

I am sure however, that many more could, with a little effort, take their cars out, even if only the few miles to a local show, and get public support for them, before our "nanny" government decides to ban their use altogether.

Hope to hear of you out and about in your ohc MG soon, and do a few words for this excellent publication.

**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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## Future Events

10 <sup>th</sup> Oct	SE Centre Trial, Longfield	01474 708421
16 <sup>th</sup> October	VSCC Goodwood Sprint	01608 644777
17 <sup>th</sup> October	SE Centre Naviscat	01428 652078
22-24 <sup>th</sup> Oct	NEC Classic Car Show (tickets)	0121767 4667
24 <sup>th</sup> October	SW Centre Kimber Trial	01963 440941
13 <sup>th</sup> Nov	Triple-M Dinner, Steventon	01753 643468

### == ROGER F THOMAS ==

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Over 40 years experience working on early MG motor cars.

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

# C.O.T.Y. 2004

## To 30<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>	909	J2-PA/s	FW 3909	Bill Bennett	98
2 <sup>nd</sup>	1140	J2	JL 753	Mike Linward	87
				Neil MacKay	
3 <sup>rd</sup>	3	J2	DG 5404	Mike Hawke	82
4 <sup>th</sup>	27	J2-PA/s	DVR 740	Carol Cooper	64
				George Cooper	
=5 <sup>th</sup>	2695	J1-J2/s ss	-	Anthony Howat	42
"	2591	PA	MG 3242	Colin McLachlan	42
7 <sup>th</sup>	605	L1/s	MG 2802	Bob Jones	39
				Charles Jones	
=8 <sup>th</sup>	1976	J2/s	JF 5278	Gilbert Collins	38
"	2011	K2/s	JO 7531	John Dutton	38
10 <sup>th</sup>	2694	J2-PA/s	Kayne Spl.	Mike Painter	36
11 <sup>th</sup>	691	NA Allham	BYU 271	Rosemary Bayne-Powell	35
				Jeremy Bayne-Powell	
12 <sup>th</sup>	920	PA/s	TG 8337	George Ward	34
=13 <sup>th</sup>	656	PB/s	JC 3269	James Gunn	32
				Rebecca Gunn	
"	600	J2/s	WJ 7070	Ken Robinson	32
15 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	31
16 <sup>th</sup>	789	NA	YS 7798	Keith Hall	30
=17 <sup>th</sup>	1642	K3/s	JB 7531	Colin Alderman	29
				Pat Boghossian	
"	105	KN/s	BFY 658	Michael Coles	29
=19 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green	27
"	1533	PA-PB	WV 5012	Dick Morbey	27
=21 <sup>st</sup>	1428	J2	DG 6142	Nick Bengier	26
"	2175	PB	JB 7524	Elizabeth Taylor	26
				Andrew Taylor	
=23 <sup>rd</sup>	162	ND/s	BKL 265	Philip Bayne-Powell	24
"	2170	PB	CLX 112	Tony Dalton	24
"	3070	K3/s ss	-	Richard Last	24
"	949	L1	OD 6008	Andrew Morland	24
27 <sup>th</sup>	1600	D	PO 5751	Ted Hack	23
28 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel	22
=29 <sup>th</sup>	2123	PA	MG 3441	Ron Spinks	21
"	1049	PB/s	VH 8637	Gerald Burridge	21
"		PA/s		Alan Painter	21
"	1278	F1	MG 1313	Ian Goddard	21
				Charles Goddard	

=33rd	1270	NB Cresta	MG 4750	Bob Clare	20
"	1208	PB	BOK 244	Keith Leaver	20
"	2229	PA	JK 4823	David Stewart	20
"	670	PA	BFY 711	Richard Holl	20
"	2200	C/s	RX 8306	Philip Bayne-Powell	20
=38 <sup>th</sup>	1171	NA All'ham	MG3538	Keith Portsmore	19
"	212	NE	JB 4750	Gunther Stamm	19
=41 <sup>st</sup>	65	PA/s	DPH 228	Nigel Gibbons	18
"	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	18
"	1334	NA	AVG 865	John Neighbour	18
"	3272	J2/s	APG 718	Colin Bird	18
"	1829	J2	TF 9579	Tim Bekh/Tom Mason	18
"	968	PA	BU 8079	Roger Davies	18
"	1659	PA	VL 5643	Terry Davies	18
=48 <sup>th</sup>	2538	M	YJ 42	Nicola Walker	17
"		PA		David Furnell	17
"	81	C/s	JK 1932	Bob Hudson	17
"	1168	PB 4str	MG 4283	Chris Lewis	17
=52 <sup>nd</sup>	310	NA/s	BLL 492	Dean Butler Michael Windsor-Price	16
"	1823	PA	WO 9320	Terry Andrews	16
"	2070	J2/s	JY 1146	Frank Allocca	16
=55 <sup>th</sup>	724	J2	HS 7065	Rodney Lambert	15
"	664	PA	BLB 209	Paul Duncombe	15
"	1463	NA/s	BUU 964	David Downes	15
=58 <sup>th</sup>	676	PA/s	WP 5939	Roger Thomas	14
"	1081	J2	AMB 787	Graham Ash	14
"	158	PA	BJO 800	Peter Down	14
"	1931	C/s	VD 30	Barry Foster	14
62 <sup>nd</sup>	541	PA Airline	TH 6498	Gert Jensen	13
=63 <sup>rd</sup>	1521	C/s	RX 8591	Dave Cooksey Oliver Richardson	12
"	377	PA	ATU 634	Geoff Rawlings	12
"	2992	M	GF 7859	Carol Corry	12
=67 <sup>th</sup>	330	M	VK 5424	Tom Dark	11
"	1516	K3/s ss	-	Jeremy Hawke	11
"	2028	NB/s	MG 3694	Tim Metcalfe	11
"	1870	PA	AYY 38	Malcolm Kirby	11
=67th	209	J4/s	AGP 291	John Adams	11
=72 <sup>nd</sup>	2141	PA/s	RC 3349	Derek Richards	10
"	1650	M	DV 4449	Henry Catchpole	10



"	2227	KN	MG 4282	Peter Hemmings	10
"	782	PA	ABP 497	Ian Coxen	10
=76 <sup>th</sup>	815	KN/s	MG 4314	Martin Warner	9
"		J2		Bart Spoelstra	9
"	1460	J2	AGY 339	Keith Hall	9
"	907	K1	ADH 360	Ian MacKay	9
"	2789	PA	VYC 529	Keith Jackson	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	1	NA/s	JB 3852	Mike Allison	9
"	1591	J2	YJ 892	David Stansbie	9
"	73	PA/s	US 8752	Mike Pancheri	9
85 <sup>th</sup>	80	J2	DE-46-64	Henri de Jong	8
86 <sup>th</sup>	2891	M	SV 8647	Peter Relph	7
=87 <sup>th</sup>	1537	PA/s	LV 8989	Tim Beckh	6
"	3315	L1/s	TAS 513	Rodney Stansfield	6
"	2821	F1	MG 1375	Norman Williams	6
"	625	F1	OV 9757	Ewan Harris	6
"	423	J2	DU-FG 86 H	Christian Höptner	6
=92 <sup>nd</sup>	538	NA	NV 4207	David Sharp	5
"	1571	NB/s	JAS 922	Reed Yates	5
"	397	M	SC 9559	James Peacop	5
=95 <sup>th</sup>	348	M	VU 4037	James Mumford	4
"	1966	PA	JW 4625	John Joynes	4
"	1985	K3/s	CS 3009	Philippe Douchet	4
"	2816	K1/s	RD 5278	Bob Pattison	4
"	2715	KN/s	CG 8379	Nichols Upton	4
"	1164	PA	YSV 703	Hamish McNinch Fred Boothby	4
=101 <sup>st</sup>	182	K3/s	JB 4184	Dean Butler	3
"	3311	F1 Stiles	WM 7730	Patrick Gardner	3
=103 <sup>rd</sup>	1896	M	VSJ 285	Gillian Carr	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	705	PA	AVP 342	Derek Moore	2
"	1189	M	JY 8840	Keith Portsmouth	2
"	3072	PB/s	WSJ 159	Neil Skerratt	2
"	1187	PA	EO 5823	Colin Wallace	2
"		NA		Robert Dean	2
"	2361	NA/s	EP 5892	Robin Butler	2
=103rd	2761	K1/s	MG 2794	Paul Mullins	2
"	477	C/s	JO 2286	Mark Green	2
113 <sup>th</sup>	2769	12/12 Rep	GG 3340	Colin Lambert	1

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

10 <sup>th</sup> January	MCC Exeter Trial	Partial Results
11 <sup>th</sup> January	VSCC Brooklands Driving Tests	Full Results
18 <sup>th</sup> January	MAC Clee Hills Trial	Partial
25 <sup>th</sup> January	VSCC Measham Rally	Full
25 <sup>th</sup> January	North Devon MC Exmoor Trial	Partial
1 <sup>st</sup> February	S&DMC Cotswold Cloud Trial	Partial
21 <sup>st</sup> February	VSCC Pomeroy	Full
21 <sup>st</sup> February	MGCC Midland Spring Trial	Partial
6 <sup>th</sup> March	VSCC John Harris Trial	Full
14 <sup>th</sup> March	MGCC SE Navisat	Partial
27 <sup>th</sup> March	Fellside MC Northern Trial	Partial
10 <sup>th</sup> April	MCC Land's End Trial	Partial
11 <sup>th</sup> April	Gosport Show for Classic Cars	Partial
24 <sup>th</sup> April	VSCC Silverstone Race Meeting	Full
24 <sup>th</sup> April	MGCC SW Kimber Classic Trial	Full
25 <sup>th</sup> April	MGCC SW Kimber Driving Tests	Full
25 <sup>th</sup> April	Ross & District MC Kyrle Trial	Partial
2 <sup>nd</sup> May	Monklands SCC Forestburn Hillclimb	Full
2 <sup>nd</sup> May	VSCC Curborough Sprint	Full
1 <sup>st</sup> /2 <sup>nd</sup> May	MGCC Caledonian Weekend Rally	Partial
1 <sup>st</sup> /2 <sup>nd</sup> May	MGCC Caledonian Weekend Concours	Partial
3 <sup>rd</sup> May	MGCC SW Colerne (Wessex) Sprint	Full
9 <sup>th</sup> May	VSCC Wiscombe Park Hillclimb	Full
16 <sup>th</sup> May	Swansea MC Lllys Fran Hillclimb	Full
22 <sup>nd</sup> May	BRC Cornbury Park Sprint	Full
6 <sup>th</sup> June	MGCC SW Charmy Down Gymkhana	Partial
5 <sup>th</sup> -6 <sup>th</sup> June	VSCC Silverstone Historic Tribute Race	Full
6 <sup>th</sup> June	MGCC SW Charmy Down Gymkhana	Full
19 <sup>th</sup> June	Grand Prix de l'Age d'Or Montlhery	Partial
27 <sup>th</sup> June	MGCC SW Oaksey Concours	Full
27 <sup>th</sup> June	MGCC SW Oaksey Gymkhana	Full
4 <sup>th</sup> July	VSCC Shelsley Walsh Hill Climb	Full

11 <sup>th</sup> July	MGCC SW Dorset Run	Partial
22 <sup>nd</sup> July	MG Club de France – Le Mans Anniversary	Partial
24 <sup>th</sup> July	MGCC Silverstone Race 8	Full
25 <sup>th</sup> July	MGCC Silverstone Sprint	Full
25 <sup>th</sup> July	MGCC Silverstone Gymkhana	Partial
25 <sup>th</sup> July	MGCC Silverstone Driving Tests	Partial
25 <sup>th</sup> July	VSCC Mallory Park Race Meeting	Full
7 <sup>th</sup> /8 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
14 <sup>th</sup> /15 <sup>th</sup> Aug.	Classic Car Festival – Assen	Partial
22 <sup>nd</sup> August	Monklands S.C.C. Forrestburn Hillclimb	Full
22 <sup>nd</sup> August	MGCC SW Chew Valley	Full
27 <sup>th</sup> /29 <sup>th</sup> Aug.	Triple-M Prescott Weekend	Full
11 <sup>th</sup>	MGCC Wiscombe Park Hillclimb	Full
September		
11 <sup>th</sup> /12 <sup>th</sup>	VSCC Donington Park Race Meeting	Full
Sept.		
25 <sup>th</sup> /26 <sup>th</sup>	VSCC Loton Park Hillclimb	Full
Sept.		

### SLADE TROPHY 2004 To 30<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	28
2 <sup>nd</sup>	PB/s	Gerald Burridge	15
3 <sup>rd</sup>	J2/s	Colin Bird	13
4 <sup>th</sup>	J2	Mike Linward	12
5 <sup>th</sup>	PA/s	George Ward	9
6 <sup>th</sup>	KN/s	Martin Warner	8
7 <sup>th</sup>	PA/s	Roger Thomas	7
8 <sup>th</sup>	PA	Tony Dalton	6
9 <sup>th</sup>	PA/s	Tim Beckh	5
10 <sup>th</sup>	PA/s	Nigel Gibbons	4
11 <sup>th</sup>	PA	John Joynes	3
12 <sup>th</sup>	J2	Bart Spoelstra	2

## SPEED CHAMPIONSHIP 2004 To 30<sup>th</sup> September

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	K3/s	Peter Green	28
2 <sup>nd</sup>	K3/s	Colin Alderman	23
3 <sup>rd</sup>	NB/s	Tim Metcalfe	19
=4 <sup>th</sup>	PA/s	Peter Altenbach	18
"	L1	Andrew Morland	18
6 <sup>th</sup>	K3/s ss	Richard Last	17
=7 <sup>th</sup>	NE	Gunther Stamm	16
"	J2/s	Ken Robinson	16
9 <sup>th</sup>	NA/s	Robert Dean	14
10 <sup>th</sup>	PB	Andrew Taylor	13
11 <sup>th</sup>	K2/s	John Dutton	11
=12 <sup>th</sup>	J2-PA/s	Carol Cooper	10
"	KN/s	Michael Coles	10
"	NB/s	Reed Yates	10
"	K3/s	Philippe Douchet	10
16 <sup>th</sup>	J2	Neil MacKay	9
17 <sup>th</sup>	C/s	Dave Cooksey	8
=18 <sup>th</sup>	PB	Elizabeth Taylor	7
"	J2	Mike Linward	7
"	NA	John Neighbour	7
"	K3/s ss	Jeremy Hawke	7
22 <sup>nd</sup>	J4/s	John Adams	6
23 <sup>rd</sup>	K3/s	Pat Boghossian	3



## **Bonzo the Bitza reborn** **(The story so far) – By Bill Cullen**

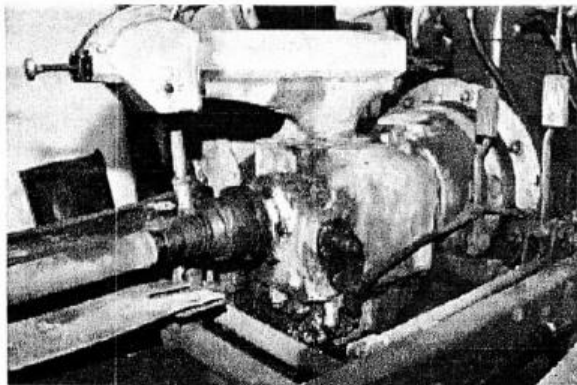
The acquisition story:

It all started whilst on the MMM Luxembourg rally with our 1934 MG PA. We had taken our PA on many trips abroad, but the Luxembourg meeting had been the furthest travelled so far, and it was clear that long distant journeys in a 849cc engine car, whilst fun, requires an awful lot of gear changes to maintain a reasonable road speed over varying road conditions, and it would seem a six cylinder car would give a more flexible and powerful drive.

This was of course born out whilst talking to our companions in the group driving six cylinder MG's. However the purchase of a restored six cylinder was beyond my financial means, even a part restored one. However during a conversation with Mike Allison on the subject, he did mention he might know of a six cylinder car, which was in a pretty poor condition, and the owner wanted to part with it. Without hesitation I asked Mike to ask the owner if I could look at the car. Mike further warned me that the car was a mixture of 1930,s MG's. I had no concerns in regards to the restoration, as most of the work required would be done by myself; most of my working life I have worked as an aircraft/motor technician, only on the body restoration would I require help, subject to of course seeing the car.

Following our return from the Luxembourg (the PA suffered from a dynamo failure and a mis-fire) The dynamo lasted the trip home with the battery being charged once with the loan of Mikes charger, the mis-fire was plugs and a flooding carb.

Of course I was now fired up about the possible purchase and contacted Mike, who subsequently arrange a viewing of the car. Mike also told me that the car was bodied with a "N" type two seater body, but the chassis had been changed at some time with an "F" type, due to an accident to the "N" type chassis. He also advised that the "N" type engine had been fitted, but it had a ENV pre-selector gear box which was out of the MG "Q" type racing car (this type of box was different in regards to being fitted with a larger sump and different gearing)



The viewing date was duly arranged, and Mike kindly said he would meet me there, and bring his trailer to transport the car to my daughter's house, as at that time I only had a small garage in which I kept the PA.

The owner gave me some history on the car, stating that he had used the car in the 1950's whilst in the RAF. The chassis had been changed before he had purchased the car, and he had used the car up till 1955, when it was put in his mother's garage with a view to at least get in to a more usable condition, as by this time it was very tired. (The owner told me that some work had been done to the engine and Mike confirmed that many years ago he had started the engine for the owner)

It was clear that the car had been kept in a garage where water ingress had taken place, as some corrosion was evident, however it all seemed to be there, although being some what in a state, as Mike had warned. It was obvious that the car had been moved from the garage with the water leak, as I believe his mother had subsequently moved, and the car had also been moved. His mother had just died, and the house was to be sold, hence the car was now for sale, as he did not have any room for the car. The car had the rear registration plate and the owner told me he had the logbook at home for this registration, but had not notified the DLVC to obtain the new V5 style of registration document. It was clear that this was to be no quick restoration.

A price was agreed and the owner promised to let me have the spares he had at home, and of course the old logbook.

Mike duly delivered the car, and a few days passed before I could really look over the car and start some research into the car's past, and also to put some restoration plan together, and of course brace myself for the family's comments, which the kinder ones are as follows:

Wife = Did someone pay you to take it off their hands

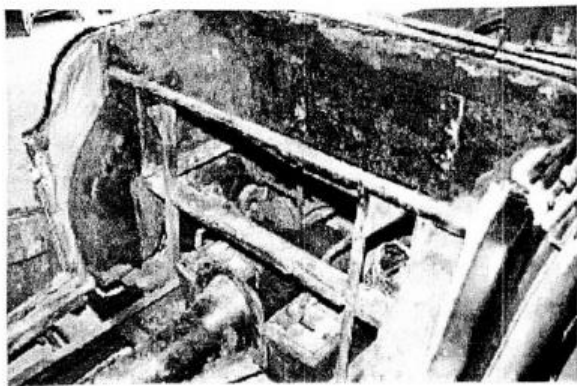
Daughter = Dad you restored some things in your time (this refers to my restoration of quite a few pre 1930 motorcycles and some classic cars/light aircraft over the years, including a restoration of a Tiger Moth or two), but this will take you years.

Grandson = Granddad its very dirty.

## Part Two:

So what is it!

It was clear from my initial inspection of the car, see part one, that a considerable amount of modification had take place to the "F" type chassis, to enable to the NA two seat body to be fitted. This was done by way of extra extensions to the chassis sides and rear brackets welded to across the rear of the chassis, to support the rear of the body.



At first I thought it was a two seat NB, as the door hinges were fitted to the front of the doors, and were the NB long hinges. However closer inspection revealed that these NB hinges had been fitted to the NA body, as all the normal hinge/lock cuts outs where there. Also it had the higher scuttle than the NB.

The rear extension to the chassis (see photo) was also somewhat of a mystery, as this had not been done to fit the NA body, but would appear to have been fitted previously. The reason for this extension was to become clear when the chassis file was acquired from the club archives.

The engine front cross member had been moved slightly rearward to accommodate the "N" type engine, and the gearbox fixing holes in the chassis had also been slightly altered to allow the gearbox cross member to be fitted, as none were required on the "F" type box.

The "F" radiator had been modified by way of slots being cut into both sides to take the headlamp brackets/wing stays. The "F" type wing/head lamp stays had been retained, but modified.

Back to the body. After removing the non standard dash panel and then the trim panels, I found the body's ash frame had been patched up with sections of plywood, and considerable rotting of the frame work had also taken place. It was clear that a complete replacement ash frame would be the answer, and my initial thoughts were to remove the alloy-clad panelling, and step by step remake the ash frame sections.

One of MG owning club members (Keith Portsmore) with experience of making replacement ash frames, including a NA two seater, agreed to come over to view the car and to advise.

Keith duly arrived, and following his inspection we discussed the possibility of the building of a new ash frame for the NA body, which he would be happy to undertake.

However at this stage I had over looked something, as I was under the impression that when the chassis had been modified to take the NA body and the engine, the running gear front & rear axles had been fitted from the N type. Keith pointed out that this had not been the case, as the chassis still retained the 3'6" front and rear axles.

Some further thought was therefore needed on my part.



### Part Three. - Where to next?

History search.

Well now at least I knew that it was a "F" type chassis which retained the "F" type running gear, now modified with 12" brakes and with engine/gearbox changes as outlined in part one, but how should I tackle the re-build and into what?

Firstly I decided to obtain the factory file, if there was one, from the club and duly wrote to John to ask if the file existed. He advised there was a file, and sent me the information. This consisted of the factory chassis log showing a build date of 7/3/32, delivery card showing a delivery to Egertons Ltd on the 6/4/32, as a chassis only. A letter to Egertons dated 1<sup>st</sup> June 32, in regards to the car being delivered to Egertons with an incorrect wheel tyre. MG were to send a replacement and there was a note with regard to another matter which MG state that they, MG, are sorry that Egertons have not received satisfaction, and they, MG, were writing to University Motors in this connection. The letter does not state what the matter was. However in two other letters written to University Motors in September 32, it would appear that University Motors are complaining about some chassis fault, but MG clearly state that they have fitted four-sealer bodies to the "F" type and they have not experienced this problem. Whilst not saying what the problem was. say that they, MG Car Co, delivered the chassis in good condition. MG did however agree to credit an invoice that they had sent. These letters were sent by John Thornley.



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You will re-call that this chassis had had an extension fitted professionally, and I think this must have been fitted by the coachbuilders, Egertons.

I was disappointed that no further documentation was with the file, such as registration number and first owner details, and decided that I would write to the Kithead Trust to see if they could find something on their files, by just using the chassis number.

Meanwhile I recalled the previous owner had told me that he had put the car on the MMM Register, and I was luckily enough to have copies of some Registers supplied to me by the last owner of my PA.

The 1982 MMM Register shows it being registered as a NB (NA), register number 226, and quotes it had a racing history, inc Brooklands, however I don't know where this came from, as there appears to be no reference in the factory file for the N chassis file (NA0609). Does some one know more?

It also appears in the Silver Jubilee register as a NA, but quotes it being fitted with a Q-type pre-selector box.

As I wanted to register this chassis as it is i.e. "F" type, I contacted Bob Clare, and gave him the history etc. Bob gave me some good news, as the duplicate history files he has, showed that within the file there was a certificate of guarantee card, which of course not only shows who the first owner was, but the registration number (DX9913).

I was delighted with this, and also Bob changed all the register details to state that it was in fact an "F" type, fitted with the N body etc, and allowed me to retain the register number issued. Bob also suggested I contact John at the club, to see if he could help in retaining the original registration number.

John has been very helpful, and on his advice the first thing I did was contact the Ipswich archives, which keep the registration books.

Ipswich records had the original registration records. and sent me a copy of this. Armed with this, and John's help, I hope to be able to retain this registration, as I understand it has not been reallocated.

To be continued :

## YOUR LETTERS

### From Sven Ordell (L2039 & L0671)

Dear Phil

Bulletin to a very high standard. Congratulations!

I read the article on four seater handling by Chris Lewis, and might be able to add a few pieces of information.

On looking in the L type manual (First edition June 1933) I see that the recommended pressures for the 4.50X19 tyres are 32 lbs front and rear.

It then goes on to say "These pressures, if desired, may be reduced by 4 lbs per square inch if the car is to be driven at low average speeds, also in the case of Saloon and Four-seaters when the front seats only are occupied."

There the Makers found it convenient to make a recommendation on pressures at different loads.

I run my L2 at 26 lbs front and 30 lbs rear, which makes its handling neutral on tarmac. It oversteers on loose surfaces.

I seem to remember that I used to run the four-seater L on similar pressures, so I think the makers recommendations on rear wheel pressures would make for an exciting handling.

Now that was just a few thoughts inspired by the article in the bulletin.

Best regards to you and family.

### From Kevin Horsey

Phil,

Thanks once again for an excellent MMM Bulletin.

I've recently swapped the gearbox in my PA for a PB box, which has made a big difference. The change was not straightforward, as the new PB box had a non-standard input shaft so the standard P clutch plate wouldn't fit. I used a TD clutch plate, turned down to 7 7/8" from 8", and had to make new modified bolts that hold the

pressure plate in the clutch cover (the ones that are retained by springs on the inside of the pressure plate).

The whole saga kept the PA off the road for almost 3 weeks. I was planning to do the swap in the winter, but the demise of the clutch thrust bearing on the way back from Silverstone (new old stock with less than 2500 miles on it) and oil on the clutch made the job urgent. So far, so good - the clutch action is now very smooth with no signs of slipping, but it did mean that I missed Prescott.

I haven't forgotten the notes on fitting a Bosch 009 distributor which hopefully I'll do this winter, when the car is out of action, having it's J75 blower fitted.

Regards.

## From Chris Chittenden

Dear Philip

Thanks for the reminder about the excellent Bulletin. I have been meaning to send more envelopes for a while, but the pressures of trying to finish building our house, have been distracting me! (*all members who have lapsed are given a last chance to renew their envelopes after six months – some may have sold their cars, but others, like Chris here, had obviously forgotten to send more envelopes, when advised that they had run out – Ed.*)

The PA basket case continues to reside in various locations across Warwickshire and Oxfordshire, but I hope to at least get it all in one place by the end of the year. I look forward to starting to put it together too, but I fear that is still a while away... (*if you are short of time, it helps to get things farmed out during this period, so that they are ready for when you can spare the time – eg. instrument, dynamo or starter overhauls – Ed.*)

Many thanks for continuing the hard work to produce an excellent publication, and one that I know will help me with aspects of the rebuild later. From a personal point of view, I

would like to see more technical articles, but I enjoy reading the general articles too.

Many thanks.

## From Gabriel Ohman

Hello Phil,

Thank you for the latest number of the Bulletin. Great fun as always.

It was interesting to read about the Luxembourg Rally (pity you had such a lot of rain) as I was going to enter but had to jump off in the last moment. Anyhow I had prepared the M-type during the winter with a rear mounted 1932 Morris Minor, four seater, saloon tank.

Well, it was very easy. It practically fell into place, but then it is the same chassis really. I chose to have an outside filling up swan neck, since Allan McNab told me he had to unpack his M every time to fill her up and that had been a bore. Suddenly with two 18 litres tanks, the M had become a GT (Grand Tourer) and needed an SU.pump to get that petrol up from rear, and a new slightly more modern bronze bodied float chamber to fix that higher pressure from the pump. It was a pity I couldn't try her in the Lux hills, but apart from the two tanks (now without all the extra Jerry cans, the M must be one of the best MMM cargo tankers). The real joy is finding how much better she goes with that steady flow from the SU instead of that uncertain dripping from the top-tank. But that of course you already know, with your rear tank mounted Jarvis M. Are there a lot of other long range M-types in the club?

The summer has been rather wet here, but we had a nice outing driving on narrow country roads for about 60/70 miles (in the old forested Viking country north of Stockholm). I had the opportunity to follow Sven Ordell's L2 Magna in my newly restored L1 two seater, which was great fun, as I have not done more than around 300 miles and to see how the real thing behaved in the different situations was very interesting.

Hope your ND is out again after its use as a Tank.

Kind regards

## From Gill Collins

Phil,

I didn't go to Silverstone this year, as the powers to be stupidly booked it to coincide with the MG France trip to Le Mans – that took out 60+ cars from Silverstone, and was first out with the blurb.

The J2 went and enjoyed itself with two laps round the circuit, reaching 85mph down the Mulsanne straight. Herewith a photograph of us going past the grandstands (*see front cover – Ed*)

Yours sincerely

## From Mike Hawke

Dear Phil

Many thanks for the August Bulletin. What a service to Tripe-M enthusiasts!

In your review of the 2003 Yearbook, you mention the article on the MG High Speed Van. The background of this car is interesting.

Chassis 2M0773, engine no 523A, a blue 2-seater, completed its build on 1<sup>st</sup> January 1930, and was delivered to University Motors, London. On 14<sup>th</sup> January it was sold to Mr D'Oyly Carte, who had extras of horns, rev counter, and Nivex petrol gauge fitted. The car was registered GC 499.

Mr D'Oyly Carte travelled far in the car, including the European mainland. In April he suffered a serious accident in France. By July the car had been returned to Abingdon and assessed as a write-off.

Cecil Kimber issued a written order to repair the car using "all old material", and surplus used material, an option which was not allowed, presumably, by the insurance company. The

repairs were made and the resulting vehicle was what became known as the High Speed Van, re-registered RX 7784. David and Wendy Cooksey can probably verify that the body is as fitted to the Morris Minor Van (probably second hand too).

It was used by the Works until May 1933, when it was overhauled and sold. Presumably by then second hand M-type bits were becoming scarce, even at the works.

Mr D'Oyly Carte was not put off MGs by his crash. On 10<sup>th</sup> March 1932, he bought F0622, engine No. 868AF, a duo-green 4-seater tourer, registration No.MG 1488, from University Motors. A German home address is given on the guarantee card.

All the above information is in the service files held at Kimber House.

Not backed up by such authoritative sources, but believed to be true, is that the van served an Abingdon grocer as a delivery vehicle for several years. Mr D'Oyly Carte was a member of the family who produced Gilbert and Sullivan light operas (has any G & s buff got a photo of him with one of his MGs?). F0622 was last seen in Berlin in 1937.

The key question is "what car(s) did D'Oyly Carte run between April 1930 and March 1932? Perhaps another MG of which we have no record"

Hope the ND is soon back to rude health; presumably you have no plans to convert it to a Very High Speed Van!

Yours sincerely

## **From Mike Hewson**

Dear Philip

Just a short note to go with my envelopes.

I haven't had any of the cars out this year, as I have been too busy trying to sort out a 1923 Reo T6 Roadster, and the Whittingham and Mitchell Silex Coupe Wolseley Hornet Special.

The M is coming out next spring with a new crank and raring to go.

All the best for now, excuse the short note. Many thanks for a super Bulletin.

Yours sincerely

## **From Dietrich Krahn**

Hallo!

For the next summer we plan a revival of the "Herkules Bergrennen" in Kassel, Germany. This racecourse was one of the most ambitious courses in the 1920s until the Nürburgring was opened in 1927.

Famous race drivers as Rudolf Caracciola, OPEL pilot Carl Jörns and Karl Kappler were racing their cars through Europe's largest and most spectacular "Bergpark" (mountain park) up to the "Herkules" monument at 526 m height.

I would like to invite you to participate as a driver or spectator in the "Herkules Bergrennen", this will happen on July 16th 2005 as a regularity test for Sports and Racing cars from 1923-1939, for example MG, Riley, Austin, Bentley, Bugatti, Amilcar, Mercedes, Opel, Dixi, BMW Aero and Salmson. Besides there will be regularity test for motorcycles up to 1954.

I hope to hear from you soon,

Bei den Tannen 19, 34128 Kassel, Germany.

Tel. 0561/6025937 FAX 0561/14543

email [QuantaSue@aol.com](mailto:QuantaSue@aol.com)



## TIPS & HINTS.

**Speedy Cables (Abercrave, Swansea, SA9 1SQ. Tel. 01639 732213 or 01639 73229. Fax 01639 732238.)** Further to last month's tip, it appears they cannot repair our early speedos and rev-counters, but can still do brake cables and rev/speedo drive cables.

**Kevin Horsey** sends us a couple of tips:-

### 1) Clutch Shaft Lubrication

When changing the gearboxes over, I checked the bellhousing/clutch shaft bearings, and found that on both gearboxes the bearing on the pedal side was worn and sloppy (those on the opposite side were fine).

On each side of the bellhousing is a small hole that lines up with a hole in the bearing, presumably so that a few drops of oil could be applied at intervals to lubricate the clutch shaft. This seems a bit hit and miss and certainly doesn't get the lubricant to the right place, so after making a new bearing, I drilled & tapped both the little holes out to 1/4 BSF, and fitted grease nipples. These are readily accessible from within the car, and easy to lubricate at the same time the clutch withdrawal mechanism is greased.

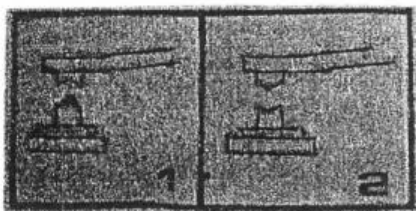
### 2) 140 Gear Oil (and all Classic oils)

I used to be able to buy 140 straight gear oil from my local motor factor, but since they closed, I've been unable to buy it locally. Auto-Performance Products Ltd ([www.a-pp.com](http://www.a-pp.com)) supply Silkolene products, and they are very cheap for carriage. I ordered 5L of 140 gear oil on the internet at £15.32 + VAT, and it arrived by special delivery a day or so later - the carriage charge was only £1.69 which was less than the petrol I used trying to find it locally!!

Several people at Prescott asked where they could buy the Gordon Crosby and Brian de Grineau prints we had as prizes for the competitions. These can be had from the **Vintage Ad Gallery, Atwood House, Claremont Gardens, Epsom, Surrey, KT18 5XF. Tel. 01737 370670.** They cost £5.99 each plus p&p.

**Alan Grassam** says "After having electrical problems on the way back from Luxembourg in my N type a helpful French mechanic explained the following about distributor points and their pattern of wear.

If your points look like 1 in the diagram your condenser is too strong. If your points look like 2 then your condenser is too weak. That is assuming your car is wired as normal with Negative earth. If not, the effects are the reverse.



Many people suffer from corroding bolts holding the side water jacket plates on to the block, leading to leaks. I pass on a tip I was given and have successfully carried out on the M-type's leaking water jacket. Tap out the block with a 7mm Metric tap, and use 7mm bolts to stop the leaks. 7mm is slightly bigger than the 1/4" BSF bolts originally used, and so cut a new thread in the corroded block side. If the corrosion has gone too far this will not be adequate. The nice thing about the 7mm bolts is that the heads are almost the same size as the original BSF bolt heads.

## CARS FOR SALE

Steve Hemingway (The Maltshovel, Shutter Lane, Gotherington, Glos. GL52 9EZ. Tel. 01242 674672 or e-mail [stevehemingway@tiscali.co.uk](mailto:stevehemingway@tiscali.co.uk)) has for sale a supercharged 1932 J2. Less than 3000 miles since complete restoration. All parts refurbished/replaced to original standard. Phoenix crank and rods. Front mounted vane type blower. 2-leading shoe hydraulic brakes. New body. Collingburn bucket seats and upholstery, New tank, bonnet side screens and tonneau cover. A Superb car. £23,500.

Colin Lambert (Stonecroft, Winstone, Glous, GL7 7JU Tel. 01285 821571) is selling his very successful 12/12 M-type. One of the three remaining factory Replicas. Successful Sprint and Hill climb car. 14 awards plus Triple-M Speed Championship winner in 2001, and twice runner up in the Car of the Year. In super condition, with lots of spares. £25,000

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Any part of the 12" cable brake set now available

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P/K/N/TA dash operated petrol reserve systems

(lamps available separately - rods/knobs separate)

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**Pat Boghossian Tel. 01628-665713 (H) or 07795-575325 (M)** has for sale:- A Complete Brand New Interior. Reluctant sale of brand new bucket seats (made by Steve Gilbert ) and beautifully trimmed in superb quality Blue Leather, including the backs. They will fit most if not all MMM cars. They come complete with all matching piping for the different sizes required for the interior, dashboard and wings. Also included is sufficient matching material to complete all the interior panels, including the propshaft tunnel, for a 2-seater sports body. Most reluctant sale due to change of body colour! Please ring for further details. £750.

**Alan Grassam (The Old post Office Cottage, 7 Broadstone Villas, Hardington Mandeville, Yeovil, BA22 9PJ. Tel. 01935 863673.)** has some parts surplus to requirements. For sale or exchange for N type parts.

Set 6 P/N conrods-crack tested - £150.

8/39 C.W.P. 6 bolt excellent condition and crack tested -£125.

P type dynamo in good working order - £150.

3 CJR 3 Control Box/Cut out units, all in good working order, including one unused factory recon. unit, from £125 .

J/P/N 2-brush dynamo, as new, including voltage regulator - £300

New top quality P/N oil pump gears. Only 2 left at £45. These will not be available again.

New 8 bolt C.W.P. sets 8/41 ratio, suitable for all except M and K at £250, if there are sufficient firm orders.

**David Walker (4 Shooters Hill Road, Blackheath, London SE3 7BD. Tel 020 8858 4701)** has for sale a P-type cylinder head cracked between valve seats in one chamber and needing new inserts, measures 3 34/64, hence £250.

Also 4 P-type white metal con rods £100. Worn crank (not crack tested) thrown in with rods.

Also 2 P rear wings, one better than the other; £35 the pair.

**Andrew Morland (Old Glade Cottage, Water lane, Butleigh, Nr. Glastonbury, Somerset, BA6 8SP. Tel. 01458 850398) (2)** has for sale a crack-tested N-type crankshaft, and six rods in good condition for £525 ono, or swap for L-type head or parts.

Also a leather skin in dark blue, enough for a two-seater; £140 or swap for same in beige.

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**Alan Whitham, Lea Bank, Demage Lane, Lea-by-Backford, Chester, CH1 6NU. Tel. 01244 851605) (2) has the following parts for sale:-**

### **P/L Parts**

Set of 4 new 12" brake back plates, black powder coated; £400.

Set of 4 new 12" brake drums in grey primer; £400

P-type chassis, front half, with identity and necessary castings and tubes to rebuild as original or extended to Q/L; £350.

Handbrake cross-shaft unit to fit J/F/P/L, complete powder coated black; £250.

A pair of handbrake cross-shaft pivot pins; £15.

A pair of P/L splined front hubs, with knock-ons; £50.

P brake pedal chassis bracket with pedal fitted, black powder coated; £80.

P brake pedal chassis bracket, black powder coated; £55.

P/L rear axle case, bearing/oil seal ends reconditioned; £235.

Pair P/L half shafts and splined hubs (one new hub and shaft); £100.

P/L rear axle differential cover, black powder coated; £15.

P alloy cased 2-star differential unit complete with good 8/43 cwp, square drive flange, and dip stick; £120.

A pair of rear spring to axle spacer brackets, one without cap; £35.

P radiator, excluding shell; £200.

Pair of front spring brackets, (to absorber arms), black powder coated; £20.

Nearside front spring bracket (to absorber arm), black powder coated; £10.

P gearbox output shaft flange, 4-hole; £25.

P differential input shaft flange, 4-hole; £25.

P propshaft tunnel undertray, black powder coated; £10.

### J/F Parts

J clutch operating shaft (reconditioned) with brass bush; £35.

J engine rear main bearing/flywheel bell housing, undamaged; £235.

J/F/M vertical drive oil drain housing, undamaged; £35.

J/F 2-star differential with bearings, and 8/43 crown wheel (no case); £50.

Pair of J/F steering arms; £40.

Pair of new front alloy tapered packing pieces; £10.

Pair of little used rear Hartford shock absorbers complete with vertical arms; £100.

Pair of rear spring to axle spacer brackets complete, black powder coated; £40.

Rotax DJ4A distributor, needs cap, rotor and dog; £20.

Lucas DJ6A distributor complete, but shaft bushes need replacing; £35.

### N-type parts

Rear axle casing, with diff cover, half shafts, hubs, new bearing carriers, knock ons. All in good condition; £Offers.

Footbrake chassis mounting bracket, powder coated; £50.

Radiator, excluding shell, in very good condition; £250.

Crankshaft with flange, -0.025" on mains, -0.040" on big ends; £150.

Crankshaft, -0.025" on mains, -0.050 on big ends; £50

### Other Parts

T-type front axle with stub axles; £275.

CF2 cut out/fuse box, to fit early MGs (18/80s etc); £130.

Morris 4-foot wide rear axle with 8" hydraulic back plates, ideal for J/P racer/special, good condition; £50.

TA/B/C rear wheel bearing carrier, good condition; £20.

Chromidium 12" brake drum, as Triple-M but no fins; Wolseley? £20.

Lucas DDS5 vertical dynamo case, 12 volt, (no coils), base plate, and top cover with hair crack; £30.

Wilson patent pre-selector gearbox, ideal for 6-cylinder MG; £375.

Scintilla 4-cylinder magneto, good sparks, but rotation needs changing for Triple-M; £80.

Please allow for cost of postage/delivery on all above items.

Due to his own needs, **Bill Bennett**. (Tel.01454 313221 [bennettbil@aol.com](mailto:bennettbil@aol.com)) has had a one off batch of the following gear sets made. The sets remaining are offered on the first come first served basis:-

New MG PB / NB 1st & 2nd gear kits. Made of the highest quality and although standard ratios, have been modified to increase the strength of each gear. The kit consists of new modified dead shaft, 2 hardened spacers, 1st & 2nd double wheel and 1st & 2nd pinion. Price £752 per set (No VAT). (4 No K16 x 22 x 16 metric roller bearings needed, not included).

As above but MG PA / NA ratios. same price. (2)

**Mike Hewson (The Cherry Trees, Bucknall, Woodhall Spa, Lincs; LN10 5DT. Tel 01526 388680)** has for sale:-

P-type bonnet complete with catches and handles

L1 petrol tank rebuilt in the past by Sercks.

Set of J/P body irons.

J/D/F undertray (25" x13" with two holes)

P-type wing to radiator bracket with headlamp and horn mounting.

PB pistons in +40 and +60 thou oversize.



**Mike Hawke, 117 Upper Westwood, Bradford on Avon, Wilts, BA15 2DN. Tel. No. 01225 863801)** has for sale the following items:-

6-cylinder crankshaft, 71mm stroke, ground 0.035"; £80.

Flywheel, clutch plates (no toggles) for mor D-type; £20.

8/41 cwp, Morris Minor size, assembled on alloy housing; £40.

Two 1<sup>1</sup>/<sub>8</sub>" semi-downdraft SU carbs, no needles or links; £100.

9/52 cwp for K-type, 6"long pinion shaft; £30.

J-type inlet manifold, adapted to take belt driven Centric supercharger outlet, with pressure gauge take-off, and early pattern blow off valve; £80.

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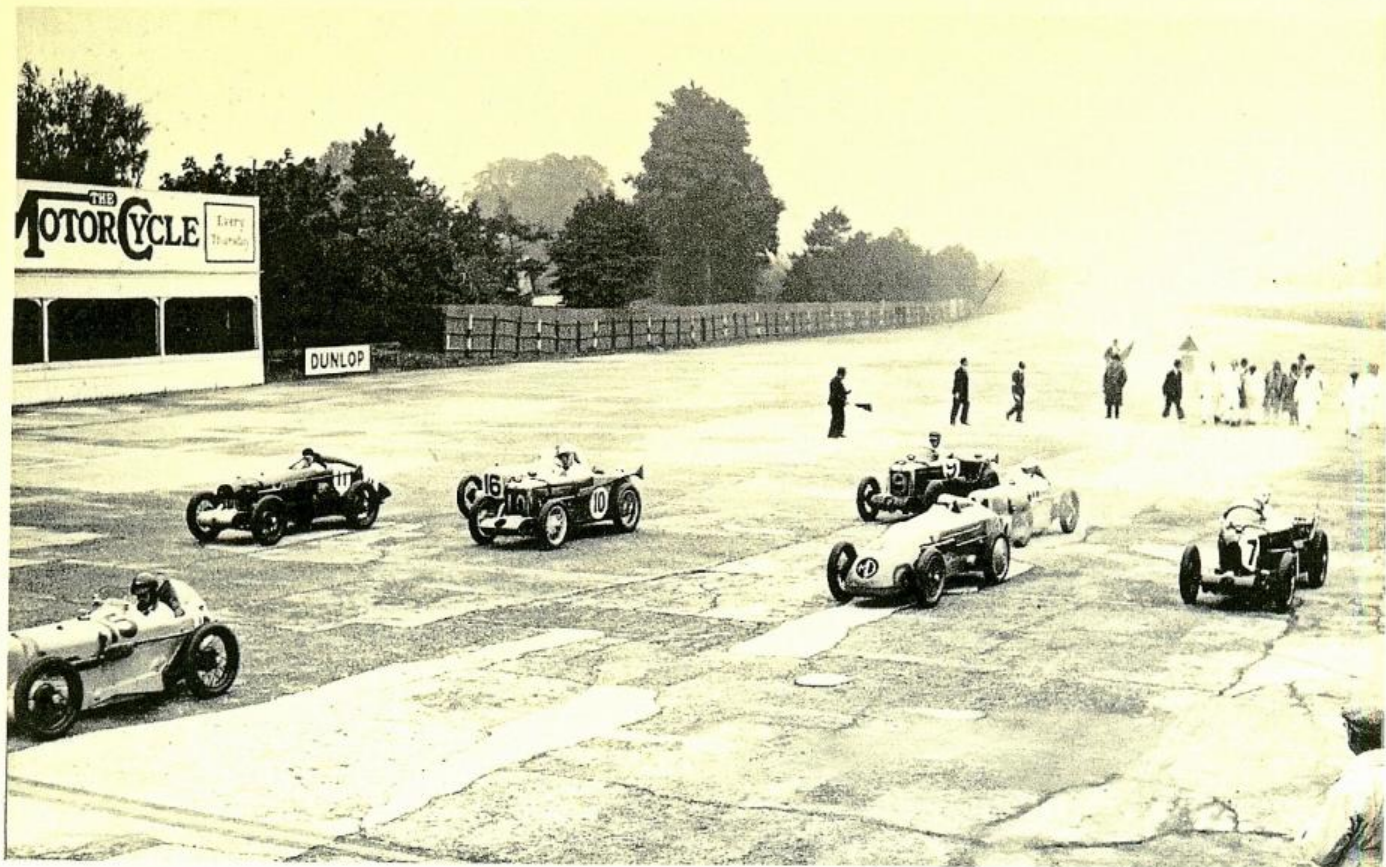


*Silverstone - from left Cream Cracker, K3014, K3026, Seaman K3001,  
Evans N-type, NE Aramis, Parnell K309*

Photo: Dick Morbey



*Prescott 2004 - with r to l Ted Heath's D-type, Mike Pauchen's PA, Editor's C-type*



*1932 BRDC 500 Miles Race at Brooklands*

*Start of the 750 class with Horton's C-type (11), Kenneth Evans C-type (10), and George Eyston in EX127 (8).*

Photo: The Evans Collection in the Brooklands Society Archives