

# **TRIPLE-M REGISTER BULLETIN**



**SEPTEMBER 2008**





*A study in hoods and rears at the Summer Gathering.  
Richard Jenkins' NA 'Miledi', Peter Hemmings KN and Ken Hall's NA*



*Peter Fenischel in Brandon Smith-Hilliard's K3001 having just together won  
the pre-war Index of Performance at the Le Mans Classic*

Photo: G. Holdsworth



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**September 2008**

**EDITORIAL – Phil Bayne-Powell**

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Well summer seems to have forgotten we are here this year, despite one week of temperatures that we had forgotten about. It hasn't quite been hoods up all the time, but the sunny days have sure been missed.

Firstly I would like to apologise for the bad reproduction of the internal black and white photographs in the last Bulletin. These were not printed as the approved proof, and we have taken this up with the printers to ensure this does not happen again.

Peter Green's Summer Gathering was a great success, with a good turnout of interesting cars, despite the poor weather. However Peter had Plan B well organised, with just about enough under-cover accommodation for all in his garages, where interesting cars could be examined, as well as some interesting memorabilia. Some of the parts to be identified in the bags were much more difficult to work out this year; the transponder holder was a bit below the belt!

A month later, 16 Triple-M cars turned up for the Black Horse Driving Tests at Pepperharrow, and after a picnic lunch three generations of Triple-M nuts tackled six tests. This event gets better each year, and is a nice relaxing outing, even if you do not take part in the competition.

The annual Dinner and Prizegiving will be at The Steventon House Hotel again, on 11<sup>th</sup> October. The food is always excellent, and we hope a few more people will make the effort to turn up this year, as numbers have been dwindling recently.

**Front Cover:- Triple-M paddock at this year's Classic Le Mans, with Philippe Douchet's K3, Adam Singer's C-type, Brandon Smith-Hilliard's K3 and Henri Leyson's PA**

We are sorry to hear that Barry Foster had a nasty accident on the track at Mugello in Italy with the "RAT", which rolled three times, fortunately throwing Barry out early on so that he was not badly damaged, although the car needs a full rebuild. We wish him a speedy recovery and the C-type too.

At the end of this year the Bulletin will have been running with the new subscription system for a year, so the committee has decided that, as from 2009, everyone will be on the subscription system, despite the fact that a few may have SAEs still outstanding. We have had to add extra stamps to all past SAEs, as the new look Bulletin needed 78p stamps instead of the original 36p. All those affected will be notified in the November issue of the Bulletin.

Please remember that if you want parts or cars advertised in this Bulletin, (for which there is no charge), we should like a contribution to the Hints and Tips section of the Bulletin.

The C-type is going well despite still dropping oil. It won its class at the Silverstone Sprint, its first track event since the restoration. I am now looking forward to Wiscombe Hill Climb. At the end of June, we were the only genuine Double 12 MG car partaking in the Brooklands/Mercedes Double Twelve Festival; we had a special display and Le Mans start leading into three laps of the Mercedes test track. Most of the other cars were Rileys or Bentleys. Some weeks ago a cracked main oil feed pipe to the oil filter was causing a continuous stream of oil to come out, adding to the oil already coming out at the rear. The pipe has now been renewed with a smother bend to the engine, so that particular leak has been sorted.

The Jarvis F-type is now having a hood and sidescreens made to finish off the recent rebuild. The dynamo had thrown its windings, and so I had to take it out. This involves removing the water outlet at the front of the head – the only Triple-M car that requires this! After putting the newly overhauled dynamo back, the water gasket failed and flooded the new dynamo! I hope it is not back to square one.

Terry Hartley has had many people showing interest in the 2009 calendar, which was produced for the Flat Cap and Whippet weekend entrants. He is prepared to run an extra print batch of additional copies for those who are interested. The cost would be £16.00 each including UK post and packing for a low quantity, but this could become cheaper if there was sufficient interest. Contact Terry on 0113 294 1329 or [t.hartley555@ntlworld.com](mailto:t.hartley555@ntlworld.com)



# The Triple-M Summer Gathering,

Sunday 6<sup>th</sup> July 2008

By Keith Leaver

We would have loved to say that the day got off to a good start with the sunshine bursting through our windows at Wisteria Cottage, but as we opened the curtains and made tea, we were to be disappointed. We had just returned from a lovely week's holiday in South Devon, where we had been blessed with absolutely gorgeous English Riviera weather. Come rain or shine however we have always supported the Triple-M's Summer Gathering held at Peter Green's home, and thoroughly look forward to this opportunity to meeting up with follow MG friends after Silverstone.

Our annual pilgrimage to the Triple-M Summer Gathering was now set up for the day. As we are no longer locals, and with 'Bertie' in dry dock with its head gasket blown several weeks' previously at Silverstone, the weather was closing in, we were both pleased that our 2 hour journey was going to be in our modern car. Our waxed Barbours being the orders of the day; these we reassuringly packed for our British summer weather ahead.

As we set off, our journey would take us partly across country from Tetbury, and then to junction 17 M4 and eastbound; with the windscreen wipers now on their fastest speed, headlights/driving lights on and with a safe speed now down to 45 MPH, this looked set in for the day.

Susan felt under a certain amount of pressure to complete the MG puzzle in less time than last year, and during the journey I did experience a slight showing of pre-match nerves. Not surprising under the conditions, our journey was considerably longer than our optimistic 2 hours.

The party appeared to be gathering momentum as we approached Greenacres; for a while we both thought we would be the last to arrive and, despite the mornings persistent rain, a very warm welcome was received. We were given the now very familiar envelope, with the days' itinerary, ladies' quiz, instructions for PoO judging etc.

It was pretty obvious to me that team PG had previewed last weeks' weather forecast. Peter, Andrew and Pat were sporting their

bronzed legs with shorts of various lengths, all very typically English, did someone say it's Pimm's time. We made our apologies, and were excited upon meeting up with our friends. 24 Triple-M cars had braved the atrocious weather, these now encircled the manicured lawns at Greenacres. It was nice to see three M-types there with Oliver Richardson's newly restored, blue, car and Brian Basset's car out again after a bit of a rest. Two C-types driven by Cooksey and the Bulletin Editor was nice to see. Richard Jenkins brought his "Musketeer" replica, "Miledi" to complement Bryan Ditchman's D'Artagnan!

The dining kicked-off soon after our arrival at Greenacres, and judging by comment overheard, the standard of catering was par-excellence, and certainly a contender of TV's Master Chef; so Jamie Oliver, you had better watch out, Team PG is about! Soon after lunch, our intrepid sportsmen were on the starting grid for the afternoon's driving tests; Ken Robinson took-up pole position, followed closely by Alex Reid.



Looking over Mike Cleary's class winning M-type  
towards Oliver Richardson's new M-type



At 3.30 the heavens opened up with a vengeance - rain now bouncing off the drive and garden gazebo. A quick dash across the lawns and sanctuary beneath the sheds, where much of the remainder of the day was to be spent. Peter took this opportunity to present the well-deserved prizes.

In the Pride of Ownership, Ken Hall's very nicely original NA took first prize in the 6-cylinder class, just beating Peter Hemmings' KN tourer, while Mike Cleary's M-type took the 4-cylinder class. The ladies had their own quiz which was won by Patricia Emmerson (her other half owns the ex-Trevor Komorany Stiles F-type with N-type engine that he raced for many years).

Tim Metcalf continued with his success on and off the track by coming first with 'guess the length' of the hose, and Dick Morbey and Rosemary Bayne-Powell tied for overall winners of the gymkhana. It was also nice to see the Allison family out in force.

Despite the weather, everybody thoroughly enjoyed themselves on the day, Mike Linward asked for us to show our appreciation to the Ladies' and Gent's of Team PG and their fabulous hospitality, which we repeat herewith. With the day's events approaching a close, we can certainly say that the Triple-M Summer Gathering is here to stay and not even the British weather could put a dampening on the event.

### Results for Pride of Ownership, 6 cylinder cars

1	Ken Hall	NA
2	Peter Hemmings	KN
3	Peter Prosser	KN
4=	Bob Clare	NB
	Peter Green	K3
6=	Ian Davison	L1
	Richard Jenkins	NA
8=	Geoffrey Jarvis	L2
	Bill Abbott	NB
10=	David Allison	NA
	Bryan Ditchman	L1
	Jane Metcalfe	NB
	Rosemary Bayne-Powell	NA

## Results for Pride of Ownership, 4 cylinder cars

1	Mike Cleary	M
2	Terry Holden	J2
3	Philip Bayne-Powell	C
4	Dick Morbey	PA
5	Oliver Richardson	M
6	Brian Bassett	M
7=	Paul Duncombe	PA
	David Cooksey	C
9	Paul Miller	J2
10=	Elizabeth Taylor	PB
	Ken Robinson	J2

## Results for Ladies Picture Quiz

1	Patricia Emmerson
2	Jacquie Abbott
3=	Pam Hall
	Val Cleary
	Jane Metcalfe
6	Valerie Davison
7=	Liz Thorn
	Valerie Duncombe
	Anne Allison
10=	Rosemary Bayne-Powell
	Bernice Williamson
12=	Gill Morbey
	Wendy Cooksey

## Results of How long is the Pipe

1	Tim Metcalfe	8	Bob Husdon
2	Peter Prosser	9	Rosemary B-Powell
3	Dick Morbey	10	Steve Gilbert
4	Bryan Ditchman	11	Philip Bayne-Powell
5	Terry Holden	12	Bill Abbott
6	Mike Allison	13	Paul Miller
7	Andrew Bradshaw		



## Results of Guess the number of items

1	Jane Hill	13	Terry Holden
2	Bill Abbott	14	Valerie Davison
3	Andrew Bradshaw	15	Sandie Robinson
4	Paul Miller	16	Dick Morbey
5	Bryan Ditchman	17	Brian Bassett
6	Bob Champ	18	Mike Allison
7	Chris Wood	19	Tom Allison
8	Peter Miller	20	Oliver Richardson
9	Ken Robinson	21	Valerie Duncombe
10	Claire Allison	22	Susan Leaver
11	John Reid	23	Nathan Metcalfe
12	Jane Metcalfe		

## Results of What is it?

1	Oliver Richardson
2=	Andrew Bradshaw & Bob Hudson
4	Bill Abbott
5=	Bryan Ditchman & Bob Clare
7	Mike Allison
8=	Dick Morbey & Ken Robinson
10	Rosemary Bayne-Powell
11	Chris Wood
12	Brian Bassett
13	Terry Holden

## Results Gymkhana Overall

1=	Dick Morbey	PA
	Rosemary Bayne-Powell	NA
3	Richard Jenkins	NA
4	Jeffrey Jarvis	L2
5	Alex Reid	PA
6	Ken Robinson	J2
7	Bob Clare	NB
8	Bill Abbott	NB

### Gymkhana - Results of coasting to a halt test

1	Dick Morbey	PA
2	Rosemary Bayne-Powell	NA
3	Alex Reid	PA
4	Geoffrey Jarvis	L2
5	Bob Clare	NB
6	Richard Jenkins	NA
7	Ken Robinson	J2
8	Bill Abbott	NB

### Gymkhana - Results of Ball throwing test

1	Dick Morbey	PA
2=	Alex Reid	PA
	Richard Jenkins	NA
	Rosemary Bayne-Powell	NA
5	Ken Robinson	J2
6=	Bob Clare	NB
	Geoffrey Jarvis	L2

### Gymkhana - Results of Width test

1=	Richard Jenkins	NA
	Geoffrey Jarvis	L2
3	Ken Robinsons	J2
4=	Bill Abbott	NB
	Rosemary Bayne-Powell	NA
6	Dick Morbey	PA
7=	Alex Reid	PA
	Bob Clare	NB

Dick and Gill Morbey  
enjoying the rain, as  
they try to erect the  
hood on their PA





## **Le Mans Classic – 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> July 2008**

### **From Graham Holdsworth**

Rachael and I went to the Le Mans Classic weekend (in the MGA I must admit). What a fabulous event.

There were nearly 400 cars competing in 6 Plateau (Grids) covering the years from 1923 to 1979. Each Grid had three 45 minute races, one on Saturday, one during the night and one on Sunday.

Friday evening and Saturday morning were spent viewing acres of classic and vintage cars, including many makes rarely seen over here, such as BNC, René Bonnet and DB. After enjoying some excellent French food, excitement rose on Saturday afternoon as the pre-war cars assembled for a simulated "Le Mans" start.

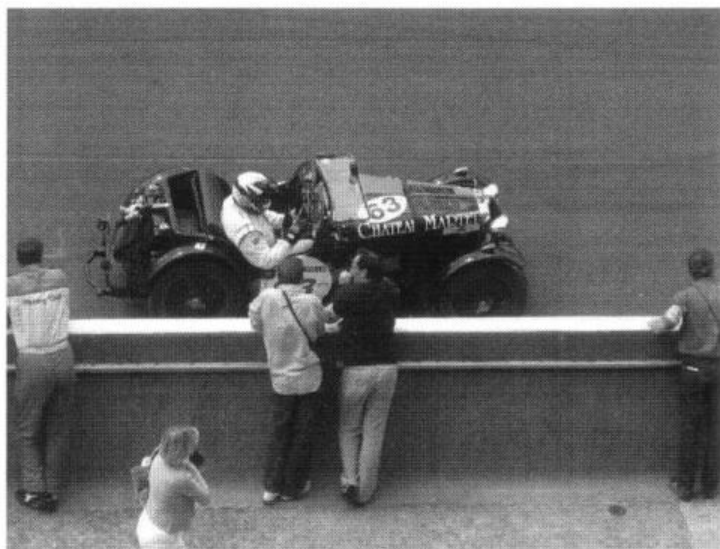
The organisation was excellent, the first race ("our" cars, 1923-1939) starting at 4pm on Saturday and, after continuous racing, the last race (1972-1979) finishing at 4pm on Sunday! Whether you like C-type MGs or C-type Jaguars, Riley Brooklands or Rondeau 379s, virtually every type of car that raced at Le Mans was there. For one raised on 60's endurance racing, the sight of three Porsche 917s blasting down the pit straight brought a lump to my throat. But one of the most magical sights was K3001 powering through the Dunlop Esses at midnight, silhouetted in the floodlights.

Each grid of cars had its own paddock, and the pre-war one was where we spent most time. Many familiar cars and faces were seen, including four MMM entries:- C0291, of the Singer family, a beautiful, original Le Mans car; PA1039, again, I am assured by its Belgian owner Henri Leysen, an original Le Mans car – what a rarity! K3001, of Brandon Smith-Hilliard shared with Peter Fenichel, and the K3 of Philippe Douchet and Bob Jones.

The PA expired in the first race, but all the other cars ran well with K3001 winning the handicap prize! The Talbots won all three races decisively.

The jubilation when this Grid returned to their paddock after their third race had to be seen to be believed. The Bugatti teams were first with the Champagne, followed closely by the Bentley Boys. A weekend of so many sights and sounds too numerous to recall in this brief report.

A lovely scenic drive back to Caen on Monday on almost deserted roads (Bastille Day – no trucks, no traffic) in beautiful weather rounded off this wonderful weekend. Rachael points out that it would have been even better had she been driving the PB!



Ex Le Mans P-type of Henri Leysen



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## **Black Horse Driving Tests 10<sup>th</sup> August**

**By Patrick Gardner & Nick Bengner**

Following the disappointment of having to cancel last year's event due to the Foot and Mouth outbreak at Pirbright, it is good to report that this year's meeting saw an increase of nearly 50% increase in entries over previous years.

The weather was kind and 16 Triple-M cars arrived to do battle, plus a number of other Triple-M, Vintage and later MGs that came to support. Val Davidson turned up in her new toy, the ex-Joe Marriott M-type, which looks like a Jarvis creation, but the logbook calls it a Carlton bodied car. This is destined for some serious trialling work, and Ian has spent a lot of time developing the most out of the engine.

A special class had been included to try and encourage as many of these cars to attend; five of these cars turned up, and David Boyd was chuffed to win the class.

Thanks to the generosity of Robert Fuller the owner of Pepperharrow Farm, we had the pick of the locations, with ample space for a good variety for the six tests, and room to spare for the younger generations to put in some driving experience, prior to facing the hazards of modern roads and traffic.

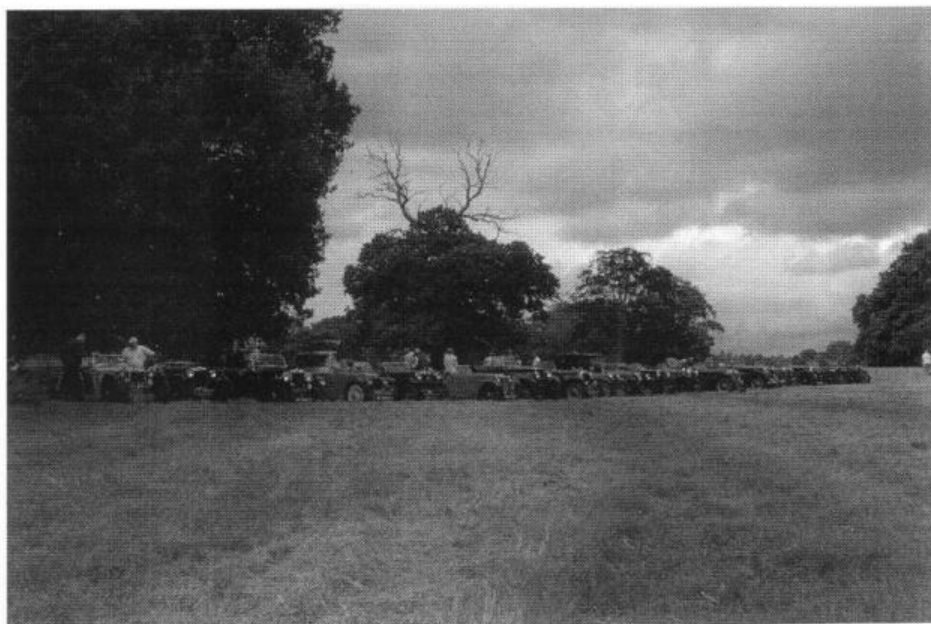
Most people arrived before lunch and partook of picnics or barbecues, and caught up with old friends, before getting down to the tests in the afternoon. Many grandchildren were brought along to give them an idea of what they will be inheriting from their parents/grandparents. Jeremy Bayne-Powell's daughter, 2 year old Sophie, even had a go at the test collecting cups off poles!

The tests were set out with marker poles and canes when the poles ran out! The straw field had been cut, but straw found its way into every part of the cars. The field was a bit bumpy, which restricted the speed on the tests. Peter Mace brought along his 18/80 saloon, which was not ideal for the tests.

This event is designed to be very much a family day out, which was much enjoyed by all, Our thanks go to all the helpers, who ensured the tests went off without a hitch. Attached is a list of the results, from which you will see that the Bayne-Powells, who have been supporting the event for many years, rather swept the board, with Annette also winning the Ladies Prize.

## Black Horse Results

1 <sup>st</sup>	Jeremy Bayne-Powell	NA Allingham
2 <sup>nd</sup>	Bob Clare	PA
3 <sup>rd</sup>	Philip Bayne-Powell	C-type
4 <sup>th</sup>	Nick Benger	J2
5 <sup>th</sup>	Alexander Gardner	J2
6 <sup>th</sup>	George Ward	PA
7 <sup>th</sup>	Bryan Ditchman	L-type "D'Artagnan"
8 <sup>th</sup>	David Boyd	M-type
9 <sup>th</sup>	John Haine	M-type
10 <sup>th</sup>	Partick Gardner	M-type
11 <sup>th</sup>	Peter Hemmings	M-type
12 <sup>th</sup>	Annette Bayne-Powell	Jarvis M-type
13 <sup>th</sup>	Sally Hewitt	J2
14 <sup>th</sup>	Val Davidson	Carlton M-type



A fine turnout of cars at Pepperharrow

## **FUTURE EVENTS**

<b>7<sup>th</sup> September</b>	<b>MGCC Brands Hatch Race</b>	<b>01235 555552</b>
<b>13<sup>th</sup> Sept</b>	<b>Brighton Speed Trials</b>	
<b>13<sup>th</sup> September</b>	<b>MG Wiscombe Park hill climb</b>	<b>01963440941</b>
<b>19-21<sup>st</sup> Sept.</b>	<b>Goodwood Revival meeting</b>	<b>01243755000</b>
<b>4-5<sup>th</sup> Oct.</b>	<b>MGCC Snetterton Race</b>	<b>01235 555552</b>
<b>11<sup>th</sup> Oct</b>	<b>Annual Dinner and Prizegiving</b>	<b>01628 665055</b>
<b>25<sup>th</sup> Oct</b>	<b>VSCC Goodwood Sprint</b>	<b>01608 644777</b>
<b>14-16<sup>th</sup> Nov</b>	<b>NEC Classic Car Show</b>	<b>0871 945 6000</b>

### **The Royal Windsor MG Heritage Festival** **April 2009**

The Rotary Club of Windsor and Eton, in conjunction with the main MG car clubs, are organising, in April 2009, a fund raising event in Windsor for The Prince Philip Trust Fund (the date has not been finally agreed with Her Majesty The Queen and Prince Philip, but it will be either the 18<sup>th</sup> or 25<sup>th</sup> April). It is the organisers' intention that there will be a total of 300 cars which will cover all the models and their variants ever produced by MG.

The cars that are selected by the organisers will take part in a parade on the Saturday through the streets of Windsor, which will finish with a Royal review in the inner quadrangle at Windsor Castle. Following the Royal review, the cars will leave the inner quadrangle of Windsor Castle, through the private gate, into the Frogmore Parade Ground area of Windsor Great Park, where they will assemble for viewing by the public, who will gain entry by buying a souvenir





# Car of the Year 2008

## Scores to 22<sup>nd</sup> August

<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	111
2 <sup>nd</sup>	2200	C/s	RX 8306	Philip Bayne-Powell	68
3 <sup>rd</sup>	2134	K1/s Spl.	MG 3094	Peter Fenichel John Dutton	60
4 <sup>th</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Jeremy Bayne-Powell	59
5 <sup>th</sup>	1804	PA	MG 3848	Alex Reid John Reid	54
6 <sup>th</sup>	1426	NA/s	Bellevue Spl.	Ian Baxter	53
7 <sup>th</sup>	2362	NA	BTT 726	Richard Jenkins	50
8 <sup>th</sup>	2631	K3/s	JB 1472	Brandon Smith-Hilliard Peter Fenichel	49
9 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green	47
10 <sup>th</sup> =	1270	NB Cresta	MG 4750	Bob Clare	44
“	3	J2	DG 5404	Mike Hawke	44
12 <sup>th</sup>	1463	NA/s	BUU 964	David Downes Barry Foster	43
13 <sup>th</sup> =	1931	C/s	VD 30	Barry Foster	35
“	2028	NB/s	MG 3694	Jane Metcalfe Tim Metcalfe	35
“	609	PB/s	ARY 614	Mike Dowley	35
16 <sup>th</sup> =	1533	PA-PB	WV 5012	Dick Morbey	33
“	148	M	OY 1548	John Haine	33
“	1235	L1/s	JB 6878	Bryan Ditchman	33
19 <sup>th</sup>	656	PB/s	JC 3269	James Gunn Rebecca Gunn	32
20 <sup>th</sup>	2694	J2-PB/s	Kayne Spl.	Mike Painter	31
21 <sup>st</sup>	1049	PB/s	VH 8637	Gerald Burridge Jim Burridge	30
22 <sup>nd</sup> =	1985	K3/s	CS 3009	Philippe Douchet Bob Jones	29
“	920	PA/s	TG 8337	George Ward	29
24 <sup>th</sup>	600	J2/s	WJ 7070	Ken Robinson	28
25 <sup>th</sup> =	3420	PA	BMH 34	Andrew Bradshaw	27
“	2495	J2	AKN 535	Dave Pendlebury-Brown	27
27 <sup>th</sup>	2077	K1-KN/s ss	-	Annie Templeton	26
28 <sup>th</sup> =	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	25
“	1997	NA	MG 3271	John Dutton	25

				David Dutton	
"	2517	M	SV 6402	Roger Glister	25
"	1521	C/s	RX 8591	Dave Cooksey	25
				Oliver Richardson	
"	1428	J2	DG 6142	Nick Bengner	25
33 <sup>rd</sup> =	1140	J2	JL 753	Mike Linward	24
"	3070	K3/s tc	MG 2525	Richard Last	24
"	1917	J1/s	VSV 521	Stuart Evans	24
"	411	L2	JB 1649	Geoffrey Jarvis	24
"	2291	C/s	JK 2340	Adam Singer	24
				Joe Singer	
				Rachel Singer	
38 <sup>th</sup> =	348	M	VU 4037	James Mumford	22
"	3246	J2	AL-37-86	Albert Koolna	22
"	1647	NB	JB 6864	Bill Abbott	22
"	2141	PA/s	RC 3349	Derek Richards	22
42 <sup>nd</sup>	2175	PB	JB 7524	Elizabeth Taylor	21
43 <sup>rd</sup> =	80	J2	DE-46-64	Henri de Jong	20
"	2697	PB/s	CRE 569	Mark Recce	20
"	108	M	OU 4824	Mike Dalby	20
46 <sup>th</sup>	2227	KN	MG 4282	Peter Hemmings	19
47 <sup>th</sup> =	597	PB/s	VV 4538	Peter Haynes	18
"	2960	J2	AM-30-25	Thijs de Groot	18
"	2793	NA	JN 4402	Ken Hall	18
"	845	M	PG 5027	Mike Cleary	18
"	2695	J1-J2/s ss	-	Garth Howat	18
				Ben Howat	
"	1888	NA	CGJ 295	Richard Last	18
				Tristan Last	
53 <sup>rd</sup> =	679	J2	MG 2787	Terry Holden	17
"	2011	K2/s	JO 7531	John Dutton	17
"	1164	PA	YSV 703	Fred Boothby	17
56 <sup>th</sup> =	1991	KN/s Saloon	ELF 409	Peter Prosser	16
"	2215	PB/s	JB 7525	Richard Frankel	16
58 <sup>th</sup>	-	KN/s	OHL 3	David Hince	15
				Richard Pilkington	
59 <sup>th</sup> =	27	J2-PA/s	DRV 740	Carol Cooper	14
				George Cooper	
"	2193	NB	DUB 679	Terry Hartley	14
"	3303	M	LS 2464	Oliver Richardson	14
"	1532	M	WD 4147	David Boyd	14
"	1883	J2	PO 8865	Patrick Gardner	14
				Alexander Gardner	
64 <sup>th</sup> =	950	L1/s	MG 2349	Ian Davison	13
"	1751	M	UV 7468	Brian Bassett	13

“	2133	KN/s ss	-	Andy King	13
67 <sup>th</sup> =	664	PA/s	BLB 209	Paul Duncombe	12
“	2147	NA/s	AAO 797	Robert Dean	12
“	317	Jarvis M	GP 1856	Annette Bayne-Powell	12
70 <sup>th</sup> =	397	M 12/12	SC 9559	Alex Peacop	11
“	1168	PB 4str	MG 4283	Chris Lewis	11
72 <sup>nd</sup> =	3018	PB	MG 4516	Graham Holdsworth	10
“	3272	J2/s	APG 718	Colin Bird	10
“	1486	K3/s	JB 3181	Howard Maguire	10
“	3302	J2/s	KS 6104	Andrew Harrington	10
“	1419	J2	AGJ 540	Paul Miller	10
“	1925	PA	BPG 994	Bob Clare	10
78 <sup>th</sup> =	1367	PA/s	MG 3921	John Wells	9
“	105	KN/s	BFY 658	Argen van Gelderen	9
“	1	NA/s	JB 3852	David Allison	9
“	250	PA	MG 3294	Andrew Bradshaw	9
82 <sup>nd</sup> =	1000	PB/s	JB 7521	Ian Williamson	8
“	3130	PB/s	JB 7136	Jeanne Temple	8
84 <sup>th</sup> =	1516	K3/s ss	-	Jeremy Hawke	7
“	865	J2	GY 2874	Allan Gould	7
“	2761	K1/s	MG 2794	Paul Mullins Edward Mullins John Dutton	7
87 <sup>th</sup> =	2715	KN/s	CG 8379	Tanya Lewis	5
“	1976	J2/s	JF 5278	Gil Collins	5
89 <sup>th</sup> =	65	PA/s	DPH 228	Nigel Gibbons	4
“	2703	PA 4str.	MG 3452	Tony Wild	4
“	2789	PA 4str.	VYC 529	Keith Jackson	4
“	2591	PA	MG 3242	Colin McLachlan	4
“	2957	PA 4str.	JC 2222	Geoff James	4
“	283	M	SVS 374	Patrick Gardner	4
95 <sup>th</sup> =	761	J2/s	APU 280	David Downes	2
“	833	PB	VH 8903	Barry Smith	2
“	749	PA/s	MG 3394	Peter Warne	2
“	1710	F1 Jarvis	IU 2474	Peter Tabb / Philip Bayne-Powell	2
“	3027	PA	TJ 9043	Michael Legg	2
“	1278	F1	MG 1313	Ian Goddard	2
“	3427	J2	XAS 214	Charlie Cartwright	2
“	1870	PA	AYY 38	Malcolm Kirby	2
“	2823	F1	GY 5141	Robert Walker	2
“	1607	F1	HZR 714	Stefaan Vernyns	2



"	1777	PA	BEV 518	Ron Warr	2
"	2686	NB	MG 4844	Alan Hogg	2
"	81	C/s	JK 1932	Bob Hudson	2
"	1600	D	PO 5751	Ted Hack	2
"	1659	PA	VL 5643	Terry Davies	2
"	670	PA	BFY 711	Richard Holl	2
"	968	PA	BU 8079	Roger Davies	2
"	633	NA	LAS 368	Tony Hay	2
"	1823	PA	WO 9320	Terry Andrews	2
"	3063	F1	IA 9830	John & Lou Shorten	2
"	1971	F2	WM 8548	Terry Wilson	2
"	2229	PA	JK 4823	David Stewart	2
"	-	J2	OC 4719	Mark Chamberlain	2
"	1936	L1	JB 1646	Peter Sutcliffe	2
"	1297	NB	BVB 561	John Thomson	2
"	1595	M	PG 1045	Frank Ashley	2
"	2170	PB	CLX 112	Mark Dolton	2
"	800	J2	MG 2174	Sally Hewitt	2
"	2579	M	MG 874	Valerie Davison	2
124 <sup>th</sup>	3298	PA/s	OSL 309	Stuart Procter	1

The following events are those new events that have had results added since last time in the Car of the Year scores above

21 <sup>st</sup> /22 <sup>nd</sup> June	VSCC Loton Park Hill Climb	Full
29 <sup>th</sup> June	MGCC SE Centre Summer Navisat	Full
6 <sup>th</sup> July	Triple-M Summer Gathering	Full
6 <sup>th</sup> July	VSCC Shelsley Walsh Hill Climb	Full
11 <sup>th</sup> -13 <sup>th</sup> July	Le Mans Classic Race Meeting	Full
20 <sup>th</sup> July	MGCC Dorset Day Out – Navigation Run	Part
26 <sup>th</sup> July	HSCC Silverstone Pre-war Sports Car Race	Full
2 <sup>nd</sup> /3 <sup>rd</sup> August	VSCC Prescott Hill Climb	Full
3 <sup>rd</sup> August	MGCC Chew Valley Gymkhana	Part
10 <sup>th</sup> August	Black Horse, Pepper Harrow Driving Tests	Full
17 <sup>th</sup> August	VSCC Mallory Park	Full

# SPEED CHAMPIONSHIP 2008

## Scores to 28<sup>th</sup> August

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup> =	KN/s	Andy King	14
“	PB/s	Mike Dowley	14
“	NA	Tristan Last	14
4 <sup>th</sup>	PA	Andrew Bradshaw	13
5 <sup>th</sup> =	K1/s	Peter Fenichel	12
“	K2/s	John Dutton	12
7 <sup>th</sup> =	KN/s	Annie Templeton	11
“	PA	Fred Boothby	11
9 <sup>th</sup> =	KN/s	Tanya Lewis	10
“	C/s	Oliver Richardson	10
11 <sup>th</sup>	PB/s	Richard Frankel	9
12 <sup>th</sup>	J2-PA/s	Mike Painter	8
13 <sup>th</sup> =	NA/s	Robert Dean	7
“	K3/s	Howard Maguire	7
“	C/s	Philip Bayne-Powell	7
16 <sup>th</sup> =	NB/s	Jane Metcalfe	6
“	J2/s	Andrew Harrington	6
18 <sup>th</sup> =	J2/s	Gil Collins	5
“	K3/s ss	Richard Last	5
“	PB/s	Mark Reece	5
“	K3/s	Peter Green	5
“	KN/s	Arjn van Gelderen	5
“	J2-PA/s	George Cooper	5

## P. J. HALLEWELL ENGINEERING

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# SLADE TROPHY 2008

## Scores to 28<sup>th</sup> August

<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	Jim Burridge	10
"	M	John Haine	10
4 <sup>th</sup> =	PA/s	George Ward	9
"	J2/s	Colin Bird	9
6 <sup>th</sup>	J2	Albert Koolna	8
7 <sup>th</sup>	NA	Richard Jenkins	7
8 <sup>th</sup> =	PA	Alexander Reid	6
"	PB/s	Gerald Burridge	6
"	PB/s	Ian Williamson	6
"	PA/s	John Wells	6
12 <sup>th</sup>	J2	Henri de Jong	5
13 <sup>th</sup>	J2	Mike Linward	4
14 <sup>th</sup> =	PA/s	Nigel Gibbons	3
"	PB/s	Barry Smith	3
16 <sup>th</sup>	J2/s	Ken Robinson	2
17 <sup>th</sup>	J2	Patrick Gardner	1



Goldie Gardner's K3007 in the pits during the

**1935 Brooklands BRDC 500 race  
Racing Challenge Trophy 2008  
The Betty Haig Cup  
Scores to 28<sup>th</sup> August**

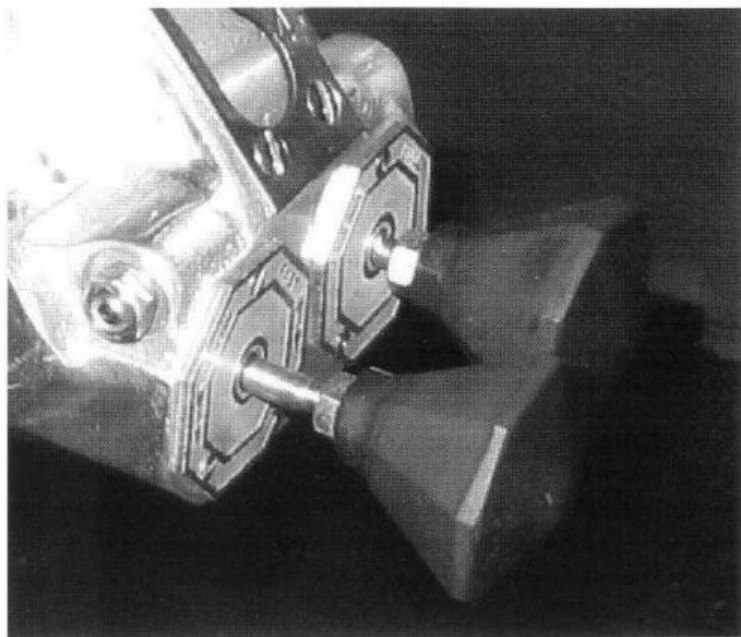
<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1st	K1/s	Peter Fenichel		0.421
	K1-KN/s	Anne Templeton	3	0.411
	ss			
	PB/s	Richard Frankel	3	0.438
	PB/s	Mike Dowley	3	0.450
	J2-PA/s	Mike Painter	3	0.544
	K2/s	John Dutton	2	0.322
	J1/s	Stuart Evans	2	0.350
	KN/s	Tanya Lewis	2	0.436
	NA/s	Robert Dean	2	0.449
	K3/s ss, NA	Richard Last	2	0.500
	PB/s	Peter Haynes	2	0.548
	NB/s	Jane Metcalfe	2	0.800
	C/s	Oliver Richardson	2	0.900
	KN/s	Andy King	2	0.978
	J2/s	Gil Collins	2	1.000
	PB/s	Mark Reece	1	0.200
	K3/s	Howard Maguire	1	0.400
	KN/s	Arjen van Galderen	1	0.500
	PA	Andrew Bradshaw	1	0.500
	NA/s	David Downes	1	0.586
	K3/s	Peter Green	1	0.667
	NA	Tristan Last	1	1.000
	PA	Fred Boothby	1	1.000
	J2-PA/s	George Cooper	1	1.000



## Making Hens' Teeth

By Paul Duncombe

When I installed an ENV 75 pre-selector gearbox in my blown PA, I had intended to use a Q type remote gear change. On the day I collected the remote and drive coupling from the supplier, I was offered a K type remote. This is a much more substantial looking device than the Q type, and I preferred it, offering as it did the possibility of neatly incorporating the choke and slow running controls. The picture shows the final installation.



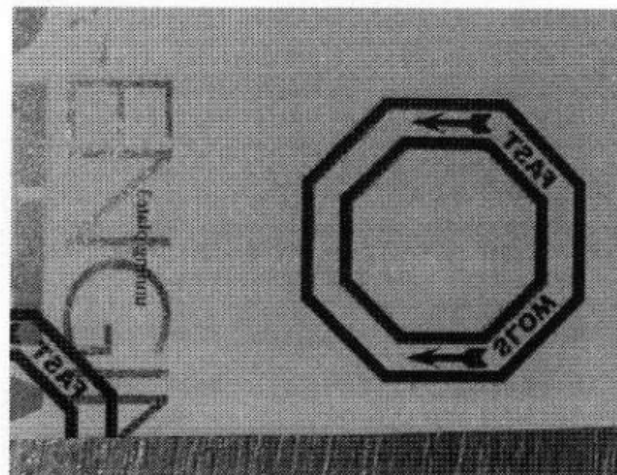
However, to finish it off nicely, I needed the two brass labels, which could be screwed to the end of the remote. I was advised that these definitely came under the heading of hens' teeth. Fortunately, Peter Green had a K type remote with

original labels, and he kindly photographed them for me. All I had to do was to produce some copies, except that one of the pair would be a 'choke pull' label instead of 'off, reserve, main'; the other would be a 'slow fast' label.

A brief sortie onto the web soon provided some ideas for using an etch process. I sourced some suitable brass plate, polished on one side, and set to work. First, I needed artwork for the octagonal design. This was produced on my computer, and at the touch of a button a reverse image was produced. The negative image for the slow running label is shown below.

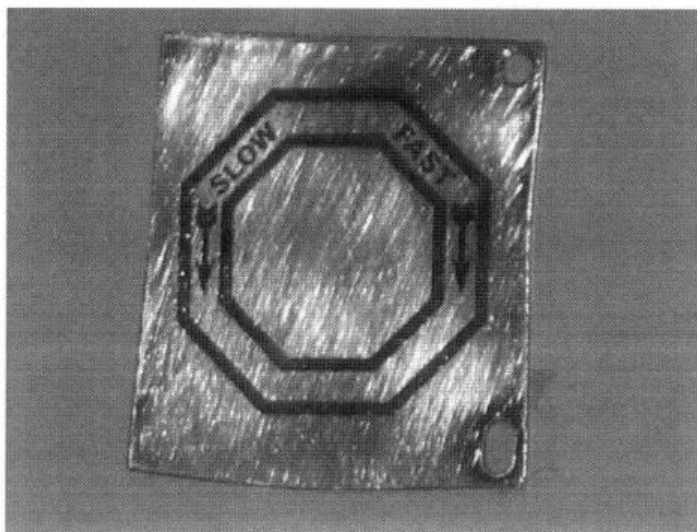


Now the clever bit started. Using a HP III laser jet printer, adjusted to lay down a maximum weight of toner, I printed the image onto a glossy magazine page. It doesn't matter if the page has some printing on it already, although I managed to find some blank areas.



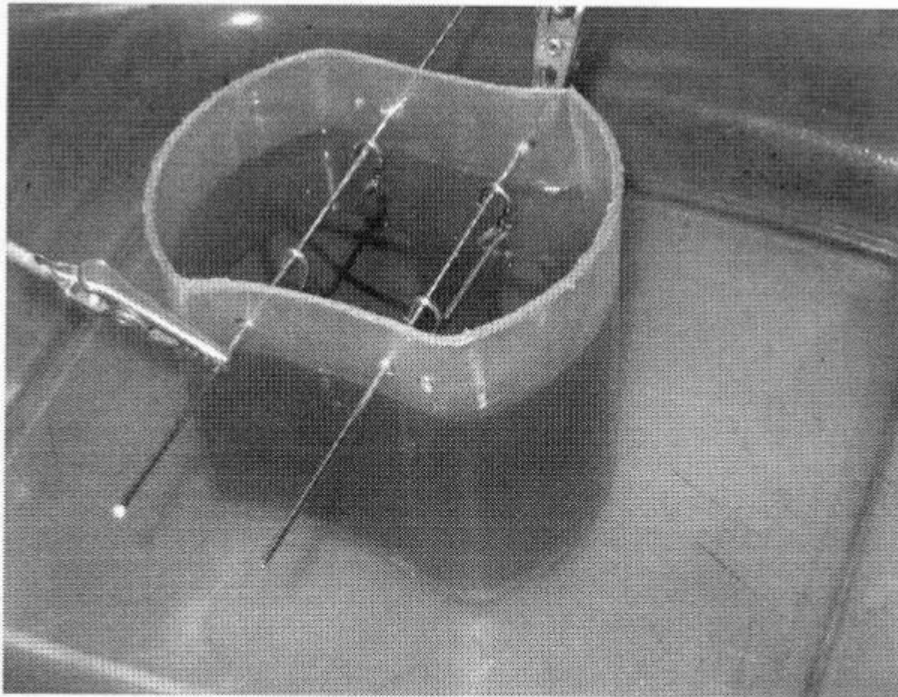
The reason for using the glossy magazine page is that the page surface is sealed, and the toner image sits on top of it.

Then, using a square (approx. 1 ½ x 1 ½ inch) of the brass sheet, carefully degreased, I laid the image on the magazine page on top of the polished brass surface. The brass was held in place by two screws onto a piece of wood, and the magazine page was located by sticky tape onto the same piece of wood. Making sure my wife was elsewhere, I then used the household iron, on high heat, to iron the toner image onto the brass. The toner melts and transfers to the brass. After soaking the brass and paper in warm water for 5 minutes or so, I was able to carefully peel the paper away from the toner leaving a positive toner image on the brass. I had to go through this process a number of times before becoming skilled enough to obtain an unblemished image.



The next step involved some electro chemistry. What is actually a plating bath in reverse is used to etch the brass. The brass under the toner, being protected, is not dissolved, the remainder is. The photo shows the small etching bath I made from the bottom of a plastic jug approximately 4 inches in

diameter and 4 inches deep. My wife only discovered later what happened to the jug – I survived the discovery.

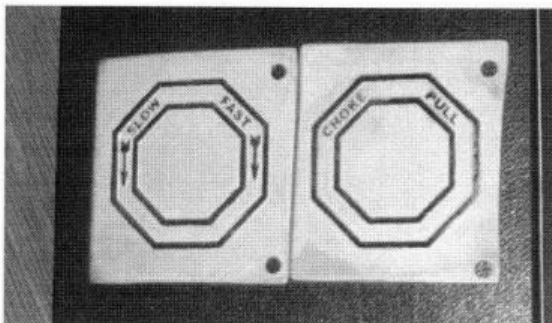


The etch solution was aqueous saturated copper sulphate. I bought the copper sulphate on the web for a few pounds. For those of you like me who sometimes paid insufficient attention to their chemistry teacher, the saturated solution was made by dissolving sufficient copper sulphate in water, until some crystals remained undissolved at the bottom of the mixing vessel.

The brass plate to be etched was hung from a length of welding wire, using copper wire 'S' shaped hooks from a discarded length of heavy domestic wiring, into the copper sulphate solution. A similar sized piece of brass was hung opposite it, and about 1 ½ inches away. With a current flowing the same amount of copper which was taken off the brass plate with the toner (the anode +ve) was plated out on the blank plate (the cathode -ve). The power source I used was a battery charger with an output of about 4 amps, so the current density on the etched plate was approximately 1-2 amps. At this current density the etch depth was approximately 4 thou per hour. A 5-6 thou etch will provide a very good relief. Lifting the plate occasionally will help to dislodge any sludge build up and



maintain an even etch. A toothbrush, not the wife's, can be used if necessary to lightly brush the surface. The photo shows a pair of labels before I realised that I had not included the circle in the centre. I took no photos of the correct ones until they were mounted on the remote! It did not take too long before I had made another pair. Cellulose thinners easily removed the toner. The labels only needed careful trimming and drilling for the control rods and countersunk screws before mounting on the remote.



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- ENGINE COMPONENTS
- BRAKES
- SHOCK ABSORBERS
- PINS
- PUMPS
- ELECTRICAL BONES
- DISTRIBUTORS
- GASKETS
- WHEELS
- HORSES/CLIPS
- CH/PINIONS
- RAD GRILLES
- LAMPS OF ALL DESCRIPTIONS -
- BLOCKS/HEADS
- LOOMS
- CASTINGS
- CHROMEWORK
- WOOD
- INSTRUMENTS
- PANELS
- WINGS
- BODIES
- UPHOLSTERY
- BATTERIES
- CABLES
- MIRRORS

**OLD SPARES**

(usually in stock but subject to availability)  
The last on-tap s/hand MMM spares service in the UK.

- ENGINES
- CHASSIS PARTS
- GEARBOXES
- MANFOLDS
- RADIATORS
- SHELLS/GRILLES
- WHEELS
- BRAKES
- DRIVESHAFTS
- AXLES
- HUBS
- LAMPS OF ALL DESCRIPTIONS -  
(restored and unrestored)
- SHOCK ABSORBERS
- DIFFERENTIALS
- CARBURETTORS
- ROCKER BOXES
- GENERATORS
- STARTER MOTORS
- TANKS/BOWNETS
- HOOD FRAMES
- WINGS

**MOST WANTED ADDITIONS**

- Orig. Safety Valve (type 4000, 4001, 4002 & 4003) - 1000
- The real gear pump
- 1/2" / 1/4" / 3/8" / 1/2" / 5/8" / 3/4" / 1" / 1 1/4" / 1 1/2" / 1 3/4" / 2" / 2 1/4" / 2 1/2" / 2 3/4" / 3" / 3 1/4" / 3 1/2" / 3 3/4" / 4" / 4 1/4" / 4 1/2" / 4 3/4" / 5" / 5 1/4" / 5 1/2" / 5 3/4" / 6" / 6 1/4" / 6 1/2" / 6 3/4" / 7" / 7 1/4" / 7 1/2" / 7 3/4" / 8" / 8 1/4" / 8 1/2" / 8 3/4" / 9" / 9 1/4" / 9 1/2" / 9 3/4" / 10" / 10 1/4" / 10 1/2" / 10 3/4" / 11" / 11 1/4" / 11 1/2" / 11 3/4" / 12" / 12 1/4" / 12 1/2" / 12 3/4" / 13" / 13 1/4" / 13 1/2" / 13 3/4" / 14" / 14 1/4" / 14 1/2" / 14 3/4" / 15" / 15 1/4" / 15 1/2" / 15 3/4" / 16" / 16 1/4" / 16 1/2" / 16 3/4" / 17" / 17 1/4" / 17 1/2" / 17 3/4" / 18" / 18 1/4" / 18 1/2" / 18 3/4" / 19" / 19 1/4" / 19 1/2" / 19 3/4" / 20" / 20 1/4" / 20 1/2" / 20 3/4" / 21" / 21 1/4" / 21 1/2" / 21 3/4" / 22" / 22 1/4" / 22 1/2" / 22 3/4" / 23" / 23 1/4" / 23 1/2" / 23 3/4" / 24" / 24 1/4" / 24 1/2" / 24 3/4" / 25" / 25 1/4" / 25 1/2" / 25 3/4" / 26" / 26 1/4" / 26 1/2" / 26 3/4" / 27" / 27 1/4" / 27 1/2" / 27 3/4" / 28" / 28 1/4" / 28 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## **MG J2 Engine Assembly (later type)**

**A simple guide. - By\_Simon Cauthery**

This assumes that no drastic mods have been done and all components are in good condition with main bearing and con rod bearings set up correctly beforehand.

1. Lay out all components in approx. order on floor or bench including gaskets, nuts, bolts, washers etc.

2. Bolt rear main hub to flywheel using special bolts, making sure that the keyway is positioned so that the 1/4 mark on the flywheel lines up with the crank position.

3. Upend block onto flywheel housing using gasket and sealant and bolt together. Fit banjo bolt to end of oil gallery with annealed copper washer, and lock up using the special locking plate.

4. Place flywheel on bench with timber spacers below to take weight off the projecting locating pins, and lower the block/flywheel housing over it and engaging with the main bearing.

5. Insert crank into block (key in position) and into flywheel hub taper.

6. Insert front main ball bearing (assuming an original type can still be used) into front housing and secure with ring and locking tabs, making sure the oil drain cut-outs are correctly aligned.

7. Fit gasket and sealant and push front housing over crank and onto the block, lining up with the locating dowel. Pull in to final position with the securing bolts tightened in sequence.

8. Ensure keys are in position and drive on the dynamo bevel gear (larger diameter towards block!) until flush with bearing inner race.

9. Drive on skew gear (gear end first) followed by outrigger bearing inner race sleeve (oil return scroll facing out).

10. Insert outrigger bearing into outer cover/front mount, and measure the difference between where the bearing inner race

butts onto the sleeve and the front face of the gear housing, minus how much the bearing projects from the outer cover, and fit shims to suit so that the crank turns freely, then bolt up and check again. Be careful to see that the oil return slot is facing down. The bronze outer cover can go on now with gasket and sealant (oil slot down, also) and starter dog fitted.

11. All the above is with an original crank. It would be desirable to incorporate oil seals at both ends but I am not sure how this can be done with an existing set-up.

12. Engine can now be put on its side and the crank nut fitted and tightened as described by others, followed by fitting the gearbox input shaft spigot bearing.

13. The pistons can now be inserted through the top of the bore using proper ring clamp or (in my case), a jubilee clip. Only go as far as the gudgeon pin hole, and insert each connecting rod, in right order, up from below. It's a bit of a fiddle but the small end can be located better in the piston by using a mandrel slightly smaller in diameter than the 5/8", and tapered, then the pin can be pushed in from the opposite side, (this is with fully floating type pins).

14. The big end caps can now be bolted up and split pinned, oil pump fitted, and it's just a matter then of fitting all the other bolt on bits as and when needed, (clutch, dynamo, starter, distributor, oil pipes, etc.). Note when fitting oil pump to align it so the distributor rotor arm will point to No 1 cylinder at firing point.

15. Make sure everything still turns easily and fit sump.

Well, that was how I did it on a previously disassembled engine and I have to say I haven't actually run it! I did the exercise to make sure I had a complete engine, and the bits would be less likely to be lost or damaged. It would need stripping again to remetal the main bearing, and for sleeving as the bores are now plus 60thou and worn! This should all be taken as a perhaps more easily understood sequence, always bearing in mind expert published advice from the likes of Blower, Howell and others.

# **FREIK**

(The private life of the Freikaiserwagen)

**By Rob and Hugh Dunsterville**

This book details the amazing achievements of a group of enthusiast amateurs to build a special to tackle the might of the fastest cars of their day.

David Fry was only 18, but the oldest son of Cecil Fry who owned the world famous chocolate factory in Bristol. David had sold his 4-seater PA MG (ADD 284) in 1935 to Hugh Dunsterville, then 21 years old, to buy a new NA Magnette (BHY 431). They then competed together in these MGs in various local competitions, as well as racing old cheap cars in CAPA grass track events run by Dick Caesar. In 1936 with David Price (PA), they gained a Silver Team Award in the London to Lands End Trial.

In 1936 they decided they would build a special for sprints and hill climbs, and would follow the rear engined layout pioneered by Porsche when he designed the Auto Union grand Prix car. They realised they had not much experience so consulted Dick Caesar on the best way to go. So for a few pounds they bought a GN Cyclecar with a solid back axle and a Morgan 3-wheeler with 1097cc V-twin Anzani engine. The independent front suspension of the Morgan replaced the GN front and the engine was mounted at the back driving the solid back axle with the GN 4-chain transmission.

The car first appeared in the 1936 Blackwell Hill climb near Bristol, where Hugh came second in class despite colliding with the bank near the finish. It was at this meeting that David met his second cousin, Joe, who was to become the car's regular driver with David.

Before the end of the year, they had visited Robin Jackson in the Robinery at Brooklands, who was a huge help in developing the car over the ensuing years. Hugh and Joe took the car with them to Cambridge University where they were studying engineering and medicine, and modified it over the winter with a



Blackburne V-twin 1097cc engine. An all-enveloping body was fitted, but following trials was found to cause overheating. The car ran with minimal bodywork after that – just sufficient panels to satisfy the scrutineers! This of course helped keep the weight down, and the air cooled Anzani allowed the radiator to be discarded too.

In 1937 the two Frys used the car at sprints and Hillclimbs around the country, and also entered their two MGs. The Friek usually came first or second in class at these meetings and at Shelsley Walsh put up the fastest time for an unblown car. The car weighed  $6\frac{3}{4}$ cwts at this stage and produced about 100bhp. For the 1938 season a Marshall blower was added, and more class wins were achieved, but at Prescott Joe hit the sleepers at Orchard and badly damaged the chassis.

After the war the car was rebuilt on another GN chassis, and again was very competitive, (now weighing just 570lbs), setting a new 1100cc class record at Shelsley in 1947. For 1948 a new IOTA chassis was used and the engine and chassis modified even more. This resulted in a FTD at the Bouley Bay hill climb in Jersey, beating Raymond Mays in his ERA, and Dennis Poore's 3.8 Alfa.

1949 saw the final development with twin Marshall blowers, and amongst the awards in that year the crowning achievement was at Shelsley Walsh, where Joe put up the fastest time of the day, as well as setting a new hill climb record by two hundredth of a second from Mays, who had held the post for many years, as well as Dennis Poore's Alfa. This gave him 4<sup>th</sup> place in the 1949 RAC Hill Climb championship.

1950 was the last year for this remarkable car, as Joe had a fatal crash at Shelsley and David moved on to other things as a result.

The full life of this amazing car is well set out in this book, with excellent photographs of the car, and also the MGs adding to the detail. This 112 page book is available from The Midland Automobile Club (Shelsley Walsh Hill Climb, Worcester, WR6 6RP. [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)) at a price of £15 (inc P&P).

# To Finish is to Win

By Harry Hickling

This book describes the amazing journey taken by Harry and his wife Cathy in the Peking to Paris rally last year. They did this in a 1938 SA MG travelling some 13,500 kilometres over some of the roughest roads imaginable.

Despite having an SA already on the road, Harry decided to build up their rally car from a spare chassis and parts that he had for his running car. But to make life more difficult he wanted a Keller style body built on it.

This was a logistic exercise of extreme complexity as there was only 18 months to do the work and then get it tested before shipping to Peking now Beijing. In the end they took 22 months and so had only a few weeks of testing.

Once in Beijing they met up with the other 130 competitors, whose cars ranged from a 1907 Itala to such classic as Alfa Romeo Guilietta, Morgan Plus 4 and Triumph TR3A. The route was carefully set out by the Endurance Rally Association, with comprehensive route books. Support crews were also provided to help mend broken down cars, but most cars were relying on their own endeavours and spares.

Once on the rally they were soon into hostile country, with broken up roads, which then deteriorated into unmade roads across Mongolia. Only the GPS navigation system enabled cars to keep to the correct route, which was essential in case of breakdown.

On Day 4 the chassis broke! This was welded up, but broke again the next day, so they found an old tyre which they used between the chassis and front axle to continue on their way. That evening it was welded up again properly, and they continue the next day across the Gobi desert with the rest of the running rally cars. If cars didn't make it to the overnight stop, then they were left to their own devices as the support crews then carried on to the next stage.

Day 8 the water jacket plate let go, dumping all their water into the desert. With much help from the locals they made it to the camp, and proceeded to change the cylinder head gasket, which had blown due to the lack of water. They change the head gasket, and then again, all without success. This is the lowest point of the rally as with still 26 days to go until Paris is reached, they have to consider abandoning the rally, and ship the car home.

How they reached Paris eventually, and within time, to receive a bronze medal is a fascinating story, which I will not spoil here, as you really need to read this book to appreciate the further trials and tribulations, from corrupt Russian policeman and sparse accommodation. Offsetting these problems were stunning villages and towns where they stopped or past through, and the great camaraderie of the competitors who went out of their way to help those in distress.

Out of the 128 starters, an amazing 118 cars actually made it to Paris. The only other MG was a 1956 ZA Magnette driven by the De Souza's; they also finished despite many setbacks.

This book also covers the preparation work that had to go into the car, and at the end there is a list of the spares they took with them, but forgot to include a cam follower which broke up in the later stages of the rally, meaning they had to drive on 5 cylinders. The book is very readable as you are wondering what is going to happen on the next page, and your reviewer read it in virtually one go as it was impossible to put down

The book is available from the MG Car Club at £25.

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Colin Butchers produced an article on the Brighton to Beer Trials in the 2005 Yearbook, but his schedule of all the MG cars and drivers that took part never got published for various reasons. We are therefore reproducing it herewith, and I hope you will find the extensive detail of interest, and perhaps find your car mentioned.

M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
R. M. Andrews											Le Mans PA PA1661 (JB6156)
H.M. Avery				M Type							
A.L. Baker									NA0416(s) (BJJ143)		
E.H. Banfield											
J.A. Bastock					J2 J2144 (OJ3305)	F0863 (LJ5460) J2 J2594 (WP2915)	PA Cracker (JB3854)	L/N Spl "Porthos" (JB6866)	TA Musketeer "Porthos" (ABL963)	TA Musketeer "Porthos" (BBL83)	TA Musketeer "Porthos" (BBL83)
Miss P. Blathwayt						PA0573 (NJ3328)					
I.A.W. Bowman						PA0787 (AWL734)					
F.B. Bryden										TA	
D.B. Burrage										PB	
A.E. Bussey								N Type			
K.F. Cable								PA			
C.A.H. Cann						F1172 (EV7125)					
M.T.U. Collier					J2 J2773 (APB92)						
D.C. Collins	M Type (GJ4961)										
R.W.G. Collins								NA (NJ6991)	NA (NJ6991)		
E G S Cook								N Type (CGY199)	N Type (CGY199)	N Type (CGY199)	
A C Cookson			J2		J2	J2					





M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
R. Emmins											PA (JO5529)
Miss D.B.M. Evans						J2 J3280 (AGY339)	NA0634 (BLL492)				
D.G. Evans						J2 J3129 (ALM401)					
K.D. Evans					J2 J2193 (YY1168)		NA0633 (BLL491)				
P.S. Flower							.	J2 J3113 (YD6854)	J2 J3113 (YD6854)		
F.N. Foster		M Type (VY4639)									
J.H. Freeman				Model not known	J3 J3769 (UF9995)						
Mrs Iris Goodall						J2 J4232 (AYF248)					
R. Gower			18/80 (FL8943)								
W.J. Green						J2 J4227 (MJ3111)		PB(s) PB0593 (MJ9898)	PB(s) PB0593 (MJ9898)	TA Musketeer "Porthos" (ABL963)	TA Musketeer (BJB412)
W.H. Haden			M Type 2M0946		J2 J2073 (DG5166)	PA0255 (DG8535)	PA0255 (DG8535)				
E.J. Haesendonck											
H.C. Hamilton			M Type								
G.H. Harrington					F1 F0947 (PN9482)	NA (NJ3400)	NA (NJ3400)				

M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
D. E. Harris										TA (ELR2)	
S. M. Harrocks							PA (ALJ566) J2	PB(s)			
A. Hayes											
R.B. Hays		M Type									
H. Hearn					J2 J2467 (AKJ101) J2						
A.C. Hess				J2 J2005 (JB552)							
J.H. Hibbitt						J2 J4103 (AUW161)					
W.E. Holland					Magna						
J.M. Horan						J2 J3663 (MG2762)					
A.K. Hunt						PA					
A.G. Imhof									TA (JB9445)	TA Cracker (BBL81)	
J.E.S. Jones						J2 J3113 (YD6854)	J2 J3113 (YD6854)	PB Cracker (JB7525)	TA Cracker (ABL964)	TA Cracker (BBL80)	
J.F. Kemp						J2 J2863 (OJ6978)	J2 J2863 (OJ6978)				
F. Kindell							NE Musketeer "Porthos" (JB4608)				
G. Kinsey- Morgan									J2		

M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
P. Knowland					J2						
A.B. Langley					J2 J2594 (WP2915)			L/N Spl "Aramis" (JB6867)	TA Musketeer "Aramis" (ABL965)	TA Musketeer "Aramis" (BBL84)	TA Musketeer "Aramis" (BBL84)
L. Levy				C0287 (GX9693)							
H.S. Linfield			M Type(s) (RX5971)	Model not known							
C.J. Linzell		M Type	M Type (HX8107)								
R. Littlewood- Clark			M Type (KR4806)								
Mrs M. Lockhart						J2 J2597 (APA257)					
J. Lucy								PB(s) PB0666 (BDV480)			
R. A. Macdermid					J2 J2416 (JB859)	PA Cracker (JB3639)	PA Cracker (JB3639)	L/N Spl "Athos" (JB6865)	TA Musketeer "Athos" (ABL961)	TA Musketeer "Athos" (BBL82)	
D. McLean			M Type			J2 J2103 (GY3516)					
E.T. Marchant										Model not known	
L. Maxwell						L Type					
C.A.N. May						J2 J3371 (OC1741)				PB Cracker (JB7521)	

M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
Miss E.F. May			M Type (GF9495) 18/80								
R.M. Mere					Magna						
Miss D. Montague- Johnson											
J.G. Murray								PA PA2106 (AKV654)		PA PA2106 (AKV654)	
C.W. Nash							NE Musketeer "Aramis" (JB4750)				
Colin Paul									L Magna		
G.F. Pentony									J2 J4136 (P08865)		
P.K. Potter							PA(s) PA1290 (TJ6340)				
G.J. Rea					M Type (DG4034)						
H.E. Richards									PA(s)		
A.C. Rigby (Ashton Rigby)					L2054 (ACD134)						
Mrs Cecil Riley						J2 J3370 (KV5437)					
G.H. Robins				FO904 (OY2560)							
A.R.B. Round								PB			
K.A. Scates								PA (BGN444)			
S.R. Seelly							Magna				



M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
F. Sforza				F Type (MG1419)	F Type (MG1419)						
K.R.W. Shackel				.			McEvoy Midget				
M.W. Sheppard						J2					
J. Shewell- Cooper					J2 J3481 (ALR222)	J2 J3481 (ALR222)					
O.J.H. Simon						J2 J4268 (AUC756)					
A.W.F. Smith					J2 J2714 (YY4)	J2 J2714 (YY4)					
A.P. Squire						J2 J2526 (ALP363)					
J.H. Summerfield					K1(s) K0300 (JB1705)	PA(s) PA1323 (JB4611)					
P.B. Tanner								J3 J3768 (YG4293)			
C.W. Taylor										TA (s) (BBM1)	
G.E. Taylor				M Type (PL8120)							
Miss K. Taylor								PB(s) PB0558			
T.C. Taylor					J2 J2228 (JD2741)						
E.A. Tebbs					M Type 2M0836						

M.G. COMPETITORS IN THE BRIGHTON - BEER TRIALS

Driver	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
J.R. Temple				Jarvis M 2M2787 (MG1027)							
J.W. Thornley			M Type (PG9883)	M Type (PG9883)			Believed ND				
T.A.W. Thorpe				M Type 2M0917 (GF3503)							
C. Threadgold						PA0696 (MG3141)					
J.M. Toulmin						PA Cracker (TJ5000)	PA Cracker (TJ5000)	PB Cracker (JB7521)			
D.B. Tubbs						M Type or PA					
L. J. Turner						K3 K3018 (BPD403)	PA				
D. Walker										J2	
J.H. Waller								PA (BXB97)			
A.E. Walters	M Type										
V.G.K. Walters								PA1020			
G.C. Walton								PB0580 (CLC710)			
Mrs N.M. Warburg											
H.M. Wardrop			M Type (MG764)			L Type					
C.R. Wason					F Type						



## YOUR LETTERS

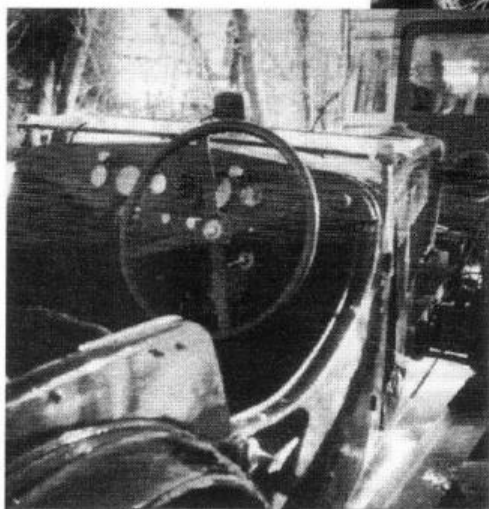
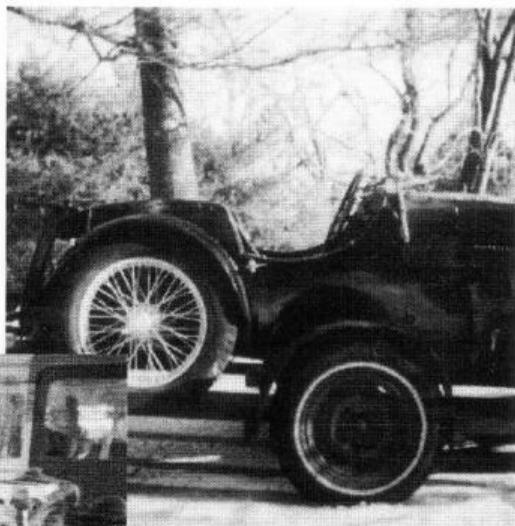
### From Chris Nowlan

Hi F-type trivia wizards,

I stumbled across the attached snapshots taken in the early 70's of an F-type that Jerry Goguen bought in the UK. I never did figure out exactly what it was, and presumed it was just an amateurishly made body on an F1 chassis.

Looking at the photos again, it looks perhaps like a coachbuilt special? Jerry sold the car years ago and I've completely lost track of it. MG 1450 does not appear on my MMM rosters. Any suggestions on what it might have been or where it has gone?

Cheers,



## From Keith Portsmore

Dear Philip,

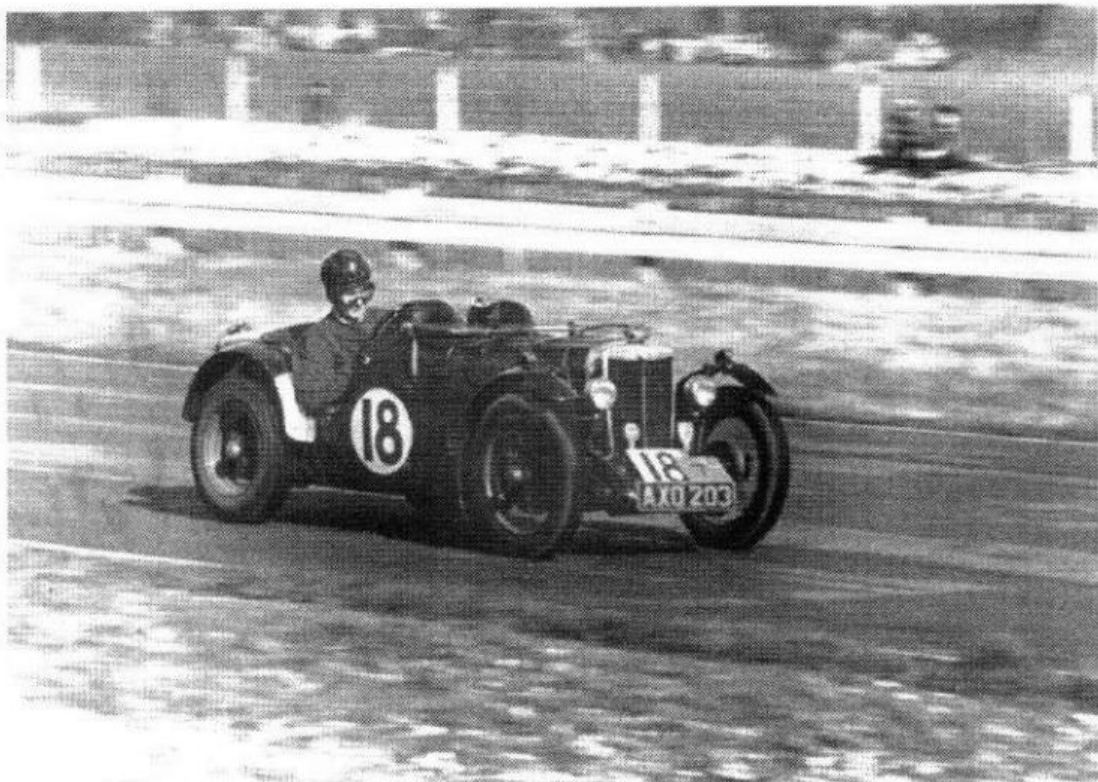
For those who do not know, Anne and I run a B & B down here in South Somerset. The various people that you meet can be very interesting.

Some weeks ago now we had cause to have a guest staying, a Mr R J B Gentry TD, and as so often happens in this house conversation turned to matters MG. It turned out that in the early 50's he owned a C type, and two friends of his at one stage owned a J4 and a NE Magnette.

He promised to send me a photo of his C type. The car registration is AXO203, and chassis No C0283, now owned by Karl-J Wiessmann. It was owned by Mr Gentry in the early 1950's. The storey behind this picture is great!

The event was at Goodwood, date uncertain, but the early 50's is the best I can do. He was drawn for pole position and was waiting on the grid for the "off". The starting marshall came to him and asked him to move onto the grass as soon as the flag went down because there was a certain Mike Hawthorn driving a Riley Sprite behind him, who was keen to pass ASAP. This was our friend's first and last race, so terrified he obliged! Needless to say he did not win, and I was not able to find out how Mike Hawthorn managed either. Nevertheless it is a lovely story and shows that power and influence always helps!

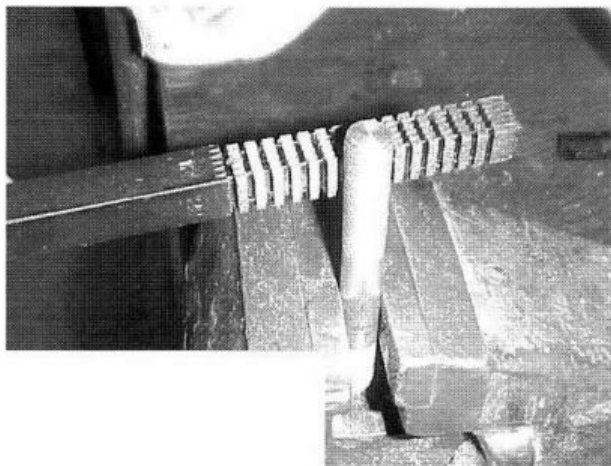
Best wishes





## TIPS AND HINTS

Sykes Pickavant produce an interesting piece of equipment called a thread file. This has different thread pitch restorer on each face, and can be had in Metric or Imperial. They are used parallel to the thread working round the circumference. The nice thing is that it can be used on all sizes of threading, even up to such things as the stub of the rear axle thread. They cost £14.69.



**Ewan Harris** gives us some tips on replacing the camshaft with the radiator in place. It is quite easy to replace the camshaft in the wrong position, as it is not possible to look end on along it to check the position of the lobes, when resetting it with respect to TDC. Also it is not easy to get right as the

camshaft turns when the bearing caps are tightened, due to the spiral bevel gears. The diameter of the flywheel is 12 inches, which gives a circumference of  $31\frac{1}{2}$  inches. Ten degrees is therefore given by  $31\frac{1}{2} \times \frac{10}{360}$  or  $\frac{7}{8}$  inch on the circumference.

Using this measurement rotate the engine until the clearance on No. 1 inlet valve is just taken up. With the standard timing of 15 degrees BTDC, this should happen a little before 1 inch BTDC on the flywheel circumference.

When adjusting the valve clearance for say a 5 thou gap, use the 4 and 6 thou gauges as a "go", "no go" combination, giving an average 5thou setting.

Following the ND's front stub axle breakage, I was advised to get hold of some new stub axle pins (at £61.40) that John James get from Canadian Bob Grunau who makes these. The old stub axle is bored out and these pins are pressed in from the inside. Unfortunately the N-type stub axle has a recess behind the kingpin, so these new pins cannot be used with the standard N-type stub axle. However a T-type stub axle does not have this recess; so I got hold of one of these and had the stub axle pin fitted. The difference in the T-type stub axle is that the top and bottom king pin carrier is thicker in the vertical dimension, so a plain straight king pin bush is used instead of the top hat king pin bush for the N-type. The depth of the front axle that fits between the king pin bushes however is exactly the same, the top hat bush taking up the extra thickness on the N-type. John James can be contacted on 0117 986 4224. These stub axle pins are used on most of the racing T-types.

On the next page is a drawing of the modern vertical dynamo that Wood Autos make for our cars. Their address is Colne Road, Huddersfield, Yorks, HD1 3Es, Tel. 01484 422771 their website is [www.woodautos.com](http://www.woodautos.com)

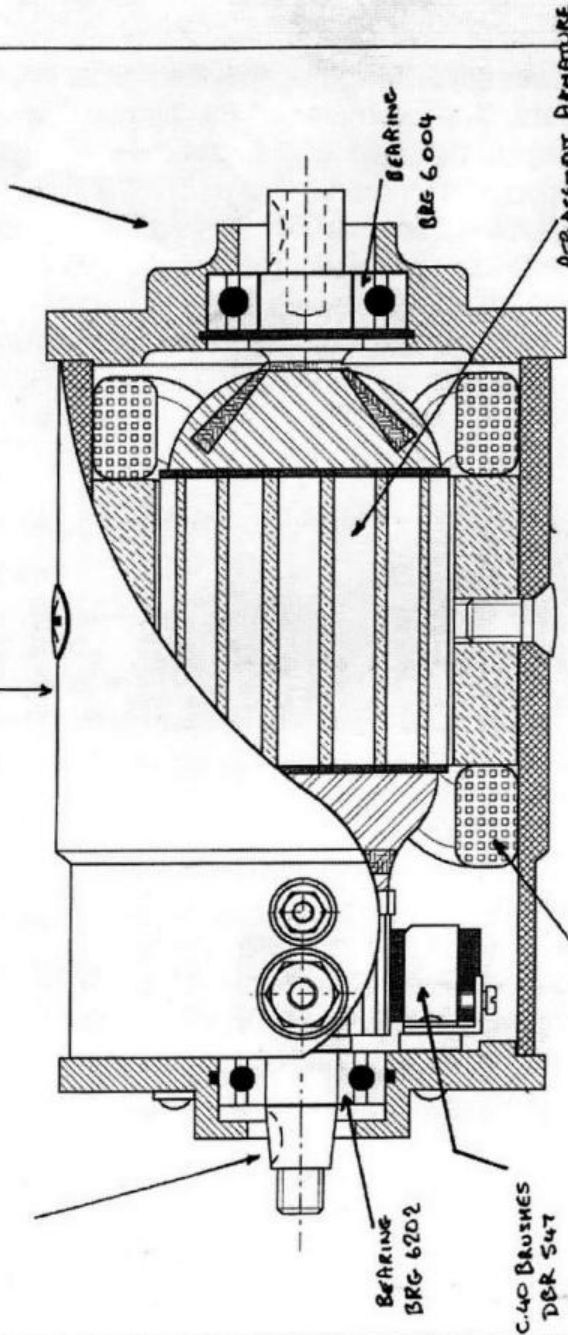
ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.

DO NOT SCALE.

MODIFY DRIVE COUPLING  
AT THIS END TO FIT  
6.0 DEGREE TAPER.

DPS DRIVE GEAR FITS  
ON THIS END & DYNAMO  
BOOTS ON AS DIRECT REPLACEMENT  
FOR DDS.

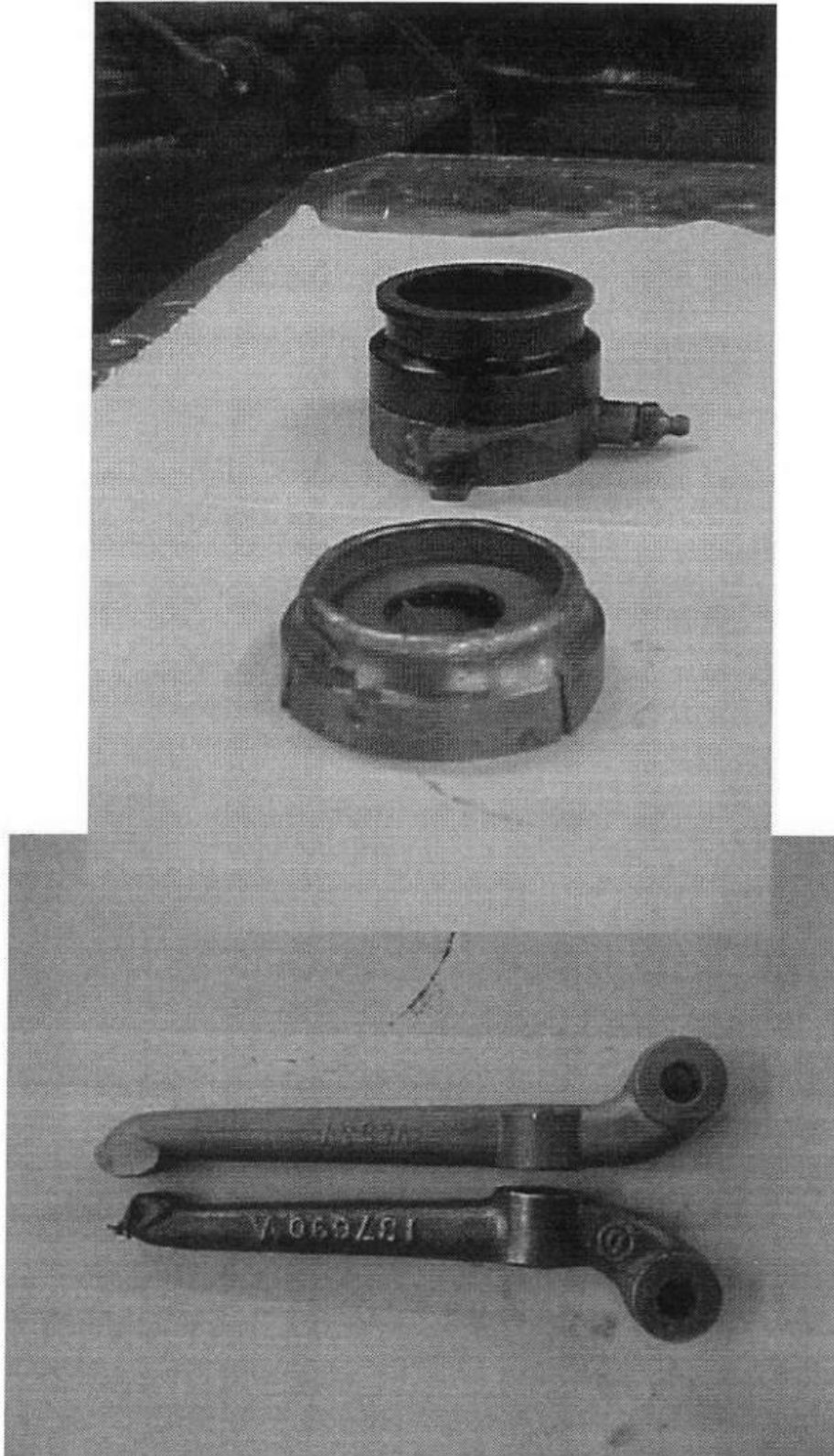
LUCAS C.40 DYNAMO YOUNG  
DRILLED FOR TERMINALS



NOTE :- Drawing shows build up of most parts,  
although some detail omitted for clarity.

DESCRIPTION: C 40 SPECIAL DYNAMO COMPOSITE SECTION.	DRAWN : R.B.	DATE : 23-08-86	UNSPECIFIED TOLERANCES:	SCALE 1 : 1
APPLICATION: VINTAGE M.G. RACING CAR.	CHECKED :	DATE :	No Decimal ± 0.5 mm.	DRAWING No.
REF.	PART No. <b>WG 35</b>		One Decimal ± 0.2 mm.	ISSUE No.
			Two Decimals ± 0.1 mm.	A 001.
			Angles ± 0.1 deg.	

The editorial Jarvis F-type has been having trouble with its clutch release, which had worn down by 3/8" to the necking, which had then eccentrically worn the clutch fingers as shown in the pictures below. New fingers and a new clutch release (kindly machined up by Bob Walker) have now been fitted, and we are it is at last operating the clutch properly!



For anyone wanting some truly excellent metal fabrication work, I can thoroughly recommend James Pettit (11 Wyke Avenue, Ash, Hants Tel. 01252 337721, He has made new aluminium wings for our F-type, as well as a new petrol tank and spare wheel carrier. He is also doing the body on Tom Metcalfe's NB, with new timber where required and final skinning, He can mend virtually any thing in steel, and can weld up broken cast iron too. He has repaired two leaking petrol tanks for me, a job most people will not tackle. He has a very good eye for the detail and how it will look when finished, and only charges £27.50 an hour. Up to now I have kept this gem of a man to myself, but he wants to get into the classic car world, so is happy for this recommendation.

## **SPARES WANTED**

**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook, Hants, RG27 8NA Tel. 0118932 6346)** is still looking for the following P-type parts:-

- Rear wing stays
- 2 No body tub rear feet to U-bolts
- 2No. firewall stays to body tub
- Steering column support bracket
- Rear axle to spring supports
- 2 No. 19" wheels for restoration
- Hand brake cross shaft

**Graham Arrondelle (33 Lechlade Road, Highworth Wilts, SN6 7HQ. Tel. 01793 763364)** needs one 57mm +30 piston, in good condition, or if necessary I would buy a set of four, for his P-type which got damaged when his engine seized following hydraulic lock.



## SPARES FOR SALE

**Ewan Harris (16 Fulda Crescent, crediton, devon, EX17 3 DL Tel. 01763 775672)** still has a pair of new 8" Alfin style brake drums at £150 each incl. P&P

**Allan McNab (Tel. 01438 880556 [ja.mcnab@virgin.net](mailto:ja.mcnab@virgin.net) )** has the following parts for sale:-

### **MG M-type and Morris Minor Spares**

- Cylinder block vgc dated 23/08/31, No. 36400B
- Oil filler
- Water takeoff + fan mtg
- Flywheel and clutch complete
- Clutch coverplate + fingers
- Clutch spring carrier
- 2 Exhaust pipe ends
- 8 Connecting rods – clamp LE
- Four-speed gearbox lever housing
- Propshaft spider and transmission brake drum
- Propshaft
- 2 brake pedals
- Front hub

### **M-type, J-type and Morris Minor**

- 2 Engine front housing
- Crankshaft sleeve
- Distributor DKH4
- 2 NS steering arms
- 2 Rear hubs
- 4 New cylinder liners
- Track rod + 2 spare ends
- J2 seat back

### **J- and P-type**

- 2 Complete stub axles and hubs

- 2 Front hubs
- 5 KO Rudge eared wheel nuts

### **P -Type**

- 4 Connecting rods vgc.
- Complete firewall with Guarantee plate for PA2035/Eng. 2218PA

**Martin Latimer (Woodside Cottage, Woodside, Morley, Derbyshire, DE7 6DG Tel:- 01332 880511) has for sale:-**

For N type Set of 4 No Dunlop Gold Seal tyres and tubes 4.50/5.00-18 good condition with treads around 5 to 6mm,

2 No 18" side laced wire wheels,

1 No Steering box drop arm,

1 No propeller shaft c/w UJ's plus a spare UJ,

1 No front camshaft lower double bearing housing,

1 No front wing stay chassis bracket.

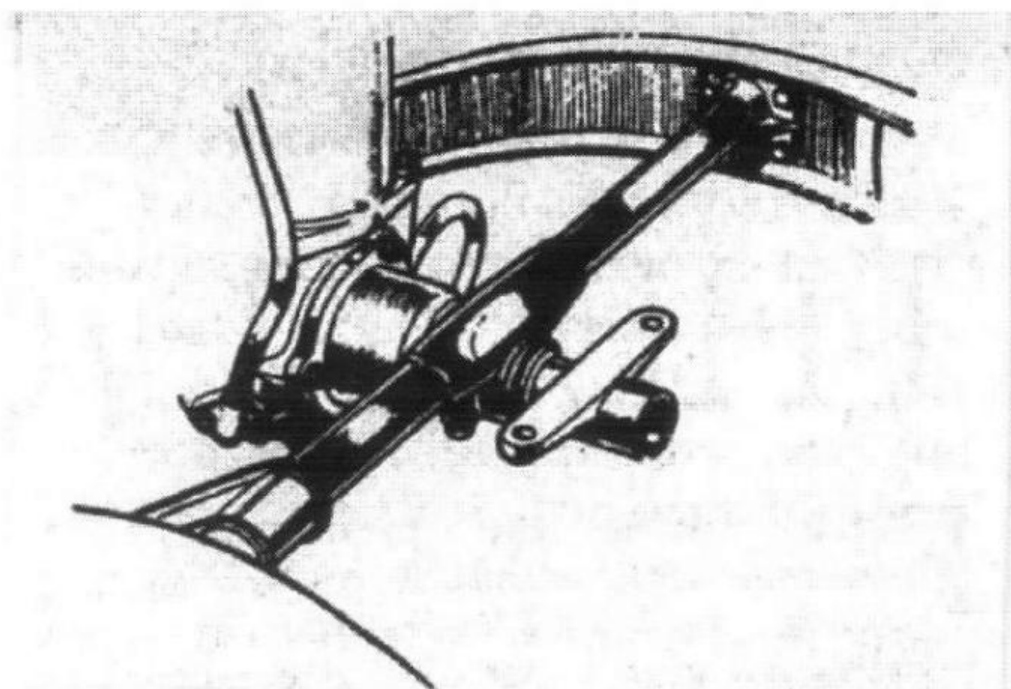
For P or N, 2 No door handles c/w escutcheons good chroming and MG crested, also a wiper motor for windscreen mounting.

The Editor has a brand new Ron Grant Volumex blower finned outlet manifold for sale at £100. Still unsold are a good pair of N-type rear wings' £50; centre laced 48 spoke 18" wheel, with good 4.75/5.00 tyre, £45

## **CARS FOR SALE**

We note that the ex-Ford/Baumer Le Mans C-type is back on the market after being bought only last year by Adam Singer. This is C0291, which finished 6<sup>th</sup> in the 1933 Le Mans race (2<sup>nd</sup> highest MG finisher ever). It is being sold by tender through H&H Sales Ltd The Motor House, Lyncastle Road, Appleton, Warrington, Cheshire WA4 4SN, Tel. 08458 334455. Website is [www.handh.co.uk](http://www.handh.co.uk)

Paul Ashton (e-mail: [pashton@vangenechten.com](mailto:pashton@vangenechten.com) West Sussex. TEL 0044 (0) 1909 512173 mob 0044 (0) 7836 224471) MG J2 1932. recently re-united with its original reg. number RH 6397. Not concours but strong, tidy usable car. New tyres rad.core + hoses. MOT. Offers around £20,000



***Redesigned front engine mounting and radiator support on the Midget Occasional Four.***

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*Registrar and Bulletin Editor trying hard at the Black Horse driving tests*

Photo: I. Davidson



*The editor's C-type braves the Doncaster by-pass, returning from the Flat Cap & Whippet weekend*

Photo: M. Robertson





*Flat Cap & Whippet weekend - Derek Richards (PA) and Peter Hemmings (KN) admiring the beautiful Yorkshire Moors*