

TRIPLE-M REGISTER BULLETIN

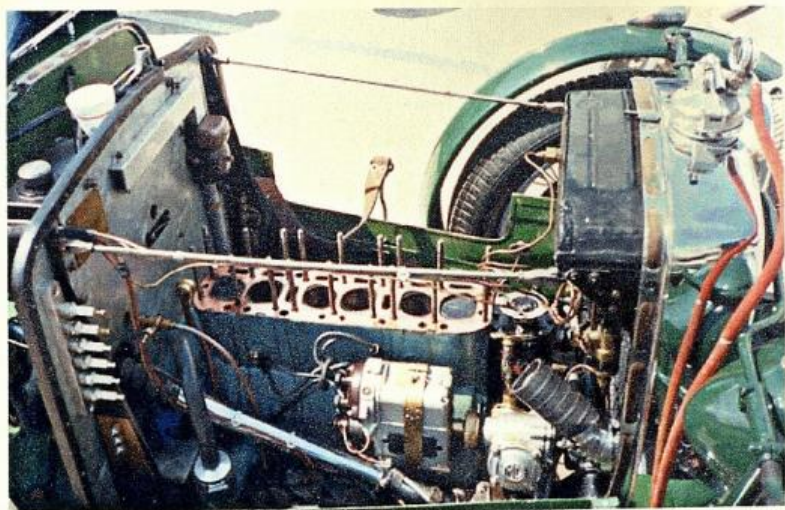


AUGUST 2002





Hamish McNinch's newly found C-type (C260) being 'driven' by Stefan Vernyns
Photo: Barry Foster



Colin Alderman's headless K3 at Silverstone, after dropping a valve.
Note slight imprint on No. 1 piston.

Photo : Editor

MG CAR CLUB TRIPLE-M REGISTER BULLETIN AUGUST 2002

EDITORIAL – Phil Bayne-Powell

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MG Silverstone has now been and gone, and I hope you all had a good weekend, meeting friends and buying those missing parts from the spares stands, and possibly competing in one event or other. The Register's main accolade was being presented with the Nuffield Gold Cup, for our 40th Birthday celebrations and display of cars last year. Take the credit, George Eagle, and the rest of the organisation. Mike Allison was given a Life Membership for his contribution to the club; well deserved too!

There were 27 Triple-M cars racing over the week-end, including SEVEN genuine K3s!! two J4s and two C-types. See report later for further details. Also we won the Register Trophy in the California Cup driving tests, with the three M-types of Robbie Bugbird (now Mrs Bayne-Powell, having married my son, Jeremy, last August!), Colin Reynolds, and James Mumford.

I didn't stop all weekend, being constantly button-holed by old and new members. Ron Grant came to tell me he had bought a genuine Laystall J4 crankshaft, which had my name on the box. This was because many years ago, I acquired the remains of the Simister J4, and had to get a crank. In the end the car, and crank, went back to the vendor, as we couldn't agree a price.

It was nice to meet so many of our overseas friends; Reed and Linda Yates were over from Texas, and had just managed to run in their new blown N-type, that they had collected from Len Bull- now I don't remember seeing him over the week-end. Chris Nolan was over from the States, representing Moss California, and has nearly finished his L-type. Phillippe Douchet was in fine fettle, but hadn't bought his K3 over, as he was displaying, and racing, his Harewood T-type special.

Front cover:- Prescott paddock at last year's birthday celebrations – to be repeated again this month. (Photo; Robin Hamblett)

Marc de France was representing the few French Triple-M owners, and has now got his restored N-type on the road, but hadn't brought it to Silverstone. Teja Fischer had left his K1 at home, but came in a very nice Arnolt TD coupe. Stephan Vernyns, from Belgium was showing his K3 rear cross-tube and fittings, and Jan Schoonen from Holland was picking up some headlamps from me. There were many others that I didn't get to see.

It was good to see Jim Green out and about after his health problems earlier in the year, when he had to back out of giving a talk to the Vintage MG guys at their AGM. Jim, you will remember, worked for Jarvis of Wimbledon in the 1930s, and came with me in the Jarvis M-type on the track parade last year. It was also nice to meet up with various Dieppe Raiders from our last rally.

The Triple-F Trophy was presented to Andrew Bradshaw in the Paddock after the Saturday racing. This was for his services in the vast improvement in the Safety Fast notes.


Unfortunately our C-type was not running, as we had to take the brand new engine out, before the car had even got on the road. We found that the new front housing had been incorrectly drilled, so that the oil-way hole didn't line up with the delivery hole in the oil pump casting. I counterbored the oil pump, and angle drilled it to connect the two holes, which were offset by 6mm (1/4"). This did not cure the problem because the incorrect drilling had hit a blow hole in the casting, which allowed oil to escape back into the engine, thus preventing any built up of pressure. At the time of writing this, the engine is back, after being sorted by Colin Tieche, and will be back in the chassis any day now, ready for final tuning and MOT. If all goes well it will be out at our Prescott week-end, so all keep your fingers crossed for us!

So now we have our Prescott week-end on the 24-25th August to look forward to. Some people seemed to think it was something to do with the VSCC meeting, which is completely different. Our event is a special Triple-M event for our cars only, allowing you to try your hand at a hill climb without any pressure, for as many times as you like (at £1 a time). Around this we have weaved a whole two days of entertainment for drivers and family alike. The Saturday has the Pride of Ownership on arrival up to lunchtime, being organised by Mike Linward, and after lunch there is a tour round the Cotswolds, taking in

the pre-war trials hills, and based on the Abingdon to Abingdon route, that is being arranged by John Reid.


In the evening is the gala dinner (7.30 for 8pm) dress formal/casual. This takes place in the club house overlooking the course. There will be a fixed menu (with vegetarian option). There will be a raffle with some good prizes, such as Len Goff's Mille Miglia print, and Malcolm Green's book on the 6-cylinder cars, together with reproduction leaflets and works photographs, as well as the odd bottle of booze. Len Goff has kindly produced a limited edition print for us. If you have any spare bottles or other suitable items for the raffle, please bring them with you and give them to Rodney Lambert who is organising this part of things. He is also chasing up some donations from the trade as well. Mike Hawke will be giving us an after dinner speech and Mike Linward will be giving out the prizes for the Pride of Ownership.

The Sunday is going to be full of activity. The hill will be open for runs from 10-1pm and 2-4pm. Each run costs £1, and tickets will be available at the signing on post, where you will need to sign a disclaimer; these tickets will be collected from you on the start line each time you go up.



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We have also arranged for the Bugatti Trust Museum to be open for us for free from 10-4pm. This is well worth a visit to admire the engineering.

We also have two tours to Sudeley Castle and the Glos. and Warwicks steam railway, respectively. These are only 20 miles long, and should take less than an hour each.

As well as all this, the Prescott Lodge will be open for teas/coffees and lunch on both days, and there is also likely to be a trade presence, although the extent is unknown at the time of typing. We therefore have a self-contained venue for everything Triple-M for the two days. What more could you wish for?

Your return home on the Sunday should be reasonably easy, as the big rush will be on the Bank Holiday Monday, although you may wish to stay over and do the tours you didn't get to go on the Sunday.

The following week end, the Dieppe Raiders are off to the Dieppe Retro, with fun and games on each day either side. This is now fully booked.

Car movements recently are that the Gerry Goguen J4005 has been sold and has gone to Essex. Peter Green is thinking of selling the NE 'Aramis' with either body style, its present trials body or the TT body. This of course is the actual 1934 TT winner. Also coming up for sale is the ex-Roger Sweet single seater K-type which used to give ERAs a run for their money. Also the ex-Hamilton C-type is back on the market, after the Japanese buyer pulled out; contact Colin Tieche for more details.

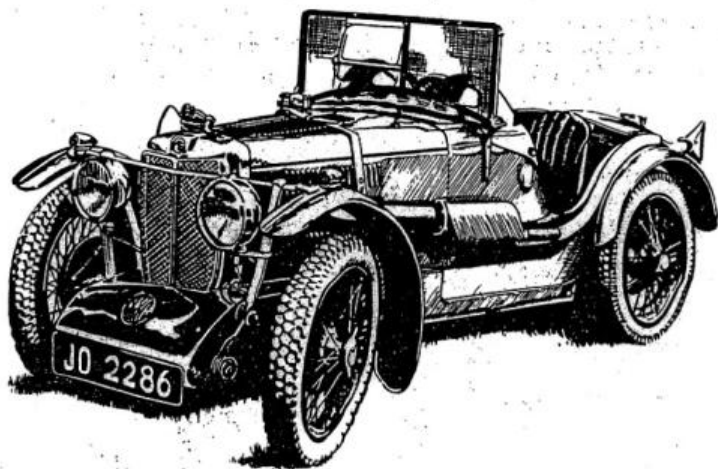
Talking of Gerry Goguen is sad, since he passed away only a few weeks back. Gerry was a great MG enthusiast, as well as a trumpet player in the Boston Symphony Orchestra. He started Abingdon Spares in Connecticut, as a sideline to his music. Whenever they were touring, he used to go off to the local dealers, or scrapyards and buy up old stock – usually for T-types or MGAs, but occasionally Triple-M stuff. He regularly came to Beaulieu and filled containers full of his swag. He also used to deal with the MG Car Co, and the parts were sent out in stout timber packaging, with which he built the Abingdon Spares office!

He also built up a very extensive Museum in Westminster, which he took me, and Peter Tabb, on a personal tour, when we were over in New England, with the Triple-M Raid, in 1991. (A video of that three week Triple-M Raid is still available from me for £9, if anyone is interested.)

He had a K3 and a J4, which he was racing one time and when it unfortunately rolled - as J4s like to do - his fingers were caught between the road and the steering wheel he was still holding onto; this effectively finished his trumpet career. (See the full obituary by Chris Nolan later.)

Talking about J4s rolling, I was talking to John Adams about this at Silverstone, and saying that Colin Tieche had rolled his twice, and in the 30s, Watson was killed at Brooklands when driving the Elwes' car. John pointed out that MGs designed their cars to slide, and putting modern, smaller and fatter wheels on, encourages them to turn over; he used 4.00 x 19" tyres front and back and says it handles a dream.

Just a quick reminder about what happens when your envelopes run out. The last envelope will have LAST SAE written on the flap, but also inside will be an insert reminding you to send me further envelopes. If by some remote chance you do not get your envelopes to me by the time the next issue comes out, I will either get it to you late, or else send you the missed issue with the following one, so as to keep your collection complete!! If you forget for two issues, four months, I will send you a reminder, and a request that if you have sold the car on, that you let me know to whom it has gone. Some people have sold their cars, but still wish to receive the Bulletin, which is good. The system is such that I can tell how many more Bulletins each person is to receive, and if they have renewed.



The Triple-F Trophy

(in the form of a broken crank set into a brass plinth)

RULES:-

1. There are no rules.
2. The Triple-F trophy is awarded with no pre-defined winning criteria.
3. The current holder of the trophy must nominate a Triple-M owner who, in his/her opinion, has achieved meritorious 'performance' within the Triple-M world during the previous year.
4. The presentation may be given at any time of the year.
5. the presentation must be carried out in the company of other appreciative Triple-M owners.
6. The new winner should be unaware of the presentation before hand.
7. The presentation should be carried out in such a way, that it is easy for the winner to buy everyone present a drink.

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Classic Kimber Trial – 27th April

Report from Alan Grassam

Colin Biles' immaculate blown J2 took the premier award of the Kimber Trophy. Peter Warne won a first class award in the ex-lan Davison PA, which both looks smarter, and goes better, than when lan owned it.

It was good to see George Ward winning a second class award in his PA, which looks just as tatty as it did 30 years ago.

The Team prize went to the Anglia Danglers, made up of Mike Linward, George Ward and Peter Warne.

The only casualty at this event was the clerk of the course, Alan Grassam, who broke a front wing stay, while failing the section, Common Lane, in his own village. Incidentally his was the only car to fail that section!

An excellent dinner was enjoyed at The Swan in Wells.

Next year's event will leave out all the rougher sections, so that it will be possible for you to come along and play, without the risk of breaking anything. Yes, really! Watch this space for further details.

Results:-

Nick Bengier	J2	12 pts	
Partrick Gardner	PA	6pts	- 3rd in Class
George Ward	PA	6pts	- 2 nd in Class
Peter Warne	PA	6pts	- 1 st in Class
Bryan Ditchman	L	14pts	
Peter Hemmings	J2	28pts	
Mike Linward	J2	17pts	
Colin Biles	J2	5pts	KIMBER TROPHY
Graham Arrondelle	PA	20pts	

The Journey to Hambye

(For the Triple-M European Rally)

by Paul Duncombe

Ever since completing the main mechanical work in restoring my PA in June 2000, I had had an interest in joining one of the sorties into France organised by Philip Bayne-Powell. Once I learned that a trip was being organised for the first weekend in June this year, I asked Philip to include Valerie and me on the ferry leaving on Saturday 1st June. We would be visiting La Rairie at Hambye, home of John and Lavinia Bevington. Hambye is situated about 30km from Granville, which is on the west coast of the Cotentin peninsular.

I needed to consider what spares to take. I had completely rebuilt every component on the car two years earlier, and so decided not to take, for example halfshafts/hubs and differentials!! A rebuild kit for the electric pump, and flexible coupling for the camshaft drive, plus a condenser, coil and plugs were the principle items. Oh yes, and a can of Barrs leaks - it's specified for my Jaguar, so it'll do for the PA (or should that be the other way round).

With the ferry leaving Newhaven at 7.30am on the Saturday morning, we decided to book a B&B for the night before at Seaford (only three miles or so to the ferry in the morning). Having done this, we found that our friends Peter & Marian Down, and Neil & Patsy Skerratt would join us there.

With Phil's maps, I decided to draw up tulip diagrams for the run across Normandy (and back), so that household authority cum navigator Valerie, would have a less demanding task if we got separated for any reason from the main party. I had also recently completed a project to fit a digital speedo, and trip unit to the PA, hinged back under the dash when not required (to be the subject of another article), and this could be set to metric units whenever required - so the tulips were made out in kilometres from the start.

On the appointed day, on our way down to Newhaven, we stopped at a Little Chef for an American breakfast (at lunch time), which we both enjoy, but Valerie complains about, because it does not meet with what the ladies call an appropriate diet. We had no sooner ordered our meal, sitting within sight of the car, when a coach load of French tourists appeared. In a matter of minutes there were five Frenchmen gathered round the car and I briefly considered a

collection to help pay for the meal. One of them even got down on his knees to lift the tonneau flap at the door to peer inside - they were also fascinated by my 1934 tax disc. Some had photos taken of them posing in front of the car.

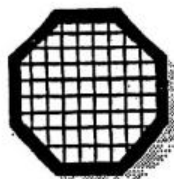
After lunch on the second half of our journey to Seaford, we were passed by a F--d whose passenger was busy filming us. They disappeared into the distance, but we came cross them again at a lay-by. They had parked up to film us again as we went by, and I instructed my navigator to wave, while I just flashed the teeth (needing both hands on the wheel).

We were the first to arrive at the B&B at about four o'clock, and were directed to the parking, which I had ensured they had when I booked. The garages were of the pre fabricated concrete variety. One was up a steep driveway, so one car could park inside, and another would be out on the driveway itself. The garage had no doors. The problem was it was well sheltered from the road, and seemed to me to be less secure on account of this, than in the roadway. When the others arrived, the other garage, which Neil Skerratt tried, had such a steep entrance, that the PB ground clearance was totally inadequate to get it inside.

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We needed some other parking, and across the road was a car park, bounded by a brick wall, which was used by some local council offices. This looked adequate enough and after obtaining permission, it was decided to park there for the night.

We found the cars safe and sound in the morning, but as we were driving to the ferry terminal at 6.45am, my rev counter seemed to get the jitters, with the needle leaping around all over the place. Was this to be the first failure, I wondered. However, by the time we were rolling onto the ferry, it had decided to behave itself, and I put it down to the poor thing being left outside in the cold all night. We were finally parked in the ferry on a sloping ramp, which initially gave me some concern (fly-off handbrakes and all that), because there were some expensive looking motorbikes ahead, but with the car put in gear, and some soft rubber wedges provided by the "parkers" I felt happy enough.

On board, the ladies soon organised some refreshments, and the crossing got underway. As one who has felt seasick in an after deck bar on the QE2, on a crossing from New York, I was relieved to find the channel was very calm, and the crossing proceeded without incident. Except that Philip asked me if Valerie and I would lead the five other cars (4 x PAs, 1 x PB and Bob Clare's six cylinder Cresta N type) for the 150 miles to Hambye and the Bevington's farmhouse. The four faster cars would be travelling separately. At this point I was happy to agree, because as you already know, I had the tulip's with me! My navigator was less sure about this commitment, but showed a characteristic willingness to give it a go.

At Dieppe, with good sunny weather, our six cars regrouped and we set off into Dieppe itself, with Val and I hoping we could emerge on the correct road to our next way point. At this moment, I would rather have been piloting/navigating a light aircraft - definitely easier. We saw Philip after a few hundred yards standing by his car, and as we passed him, some instructions were received about not turning right over the bridge ahead of us, and after some further careful driving, we were on the open road, on track, with everyone together.

It was very early into the journey, that we came to appreciate just what people meant, when we had been told of the Frenchman's (and Frenchwoman's, come to that) interest in old cars. We were in France during the Jubilee weekend, and I can confirm that we got more waves from the French than the queen did back home. From

motorbikes and old ladies to lorries, cars and white van man, we were feted all the way. It has to be seen to be believed.

We were, of course, travelling on relatively minor roads. Not for us the autoroutes and tolls. Imagine my concern then, when, with the other five cars behind us, and travelling at a fair clip downhill, we came upon tollbooths. Ye Gods, mild panic from yours truly. We were at Tancarville, 53 miles out of Dieppe, and the only thought in my mind was to avoid any autoroute. I swung around on the U bend in front of the booths and stopped; the five other cars pulled up as best they could, much to the consternation of other motorists. My navigator of course couldn't understand my problem, and I resolved to speak to her later, nor could Bob Clare, who pointed out that this was only a tollbooth for the bridge crossing over the Seine, a few hundred feet below us. Confusion over, I managed to drive, on purpose, a few yards on the left to get back into the line of booths. I reflected that it would have been useful to know about this in advance, and that things would not have been so chaotic, if I had not had five other cars behind me. Well, it made a diversion, so to speak, that is interesting to reflect back on, but any of you that follow on this journey, remember the Tancarville tollbridge.

A little later, our thoughts started to turn towards a suitable stopping place for a bite to eat. Some were getting anxious about the meal stop. Thirty miles after Tancarville, we arrived at Pont L'Eveque looking first for petrol and then food. The first petrol station we found was completely devoid of any vehicles, and much to our delight we found all six pumps quickly occupied by Triple M cars - I noticed this as I was walking to the pay desk, and quickly ran back to the car for the camera. It made a good shot for the album.

It was now a free for all to find something to eat, and I think it was Bob Clare who lead out of the filling station, and the next thing I knew he had pulled over and was talking to Philip B-P! He directed us across the road to a car park (very large), from where we were able to join the six cylinder crews for liquid and other refreshments, etc (particularly the etc). So remember, Tancarville bridge toll and Pont L'Eveque for lunch. And by the way, since returning from France, I have been told that there is a good motor museum at Pont L'Eveque.

After the break, with 80 miles to run, we set off on the N175 for our next waypoint, at the junction of the peripherique on the eastern end of Caen. This section went off without mishap, except that somewhere en route I smelt petrol. Such a sign is not to be ignored,

ever. I have never liked HT leads and carburettors on the same side of the engine. As soon as possible I pulled over, and we all parked up on the verge. On lifting the bonnet, a stream of petrol was seen issuing from the front carb, so I switched off quickly, and investigated further. The float chamber to carb body bolt was loose. I considered for a moment how embarrassing it would have been to have lost the bolt completely, and resolved to obtain a spare. Did anyone else in the party have one I wonder?. It took a few seconds to fix, and we were soon on our way. Later, at Hambye, I used a new trick (for me) to cure the problem. With only loctite available in my spares kit, I decided to place the thinnest smear of loctite on all the sealing surfaces, but not the bolt thread, for fear of contaminating the inside of the jet assembly, and then tightened the bolt as usual. Six hundred miles later the float chamber is still being held tight. (Of course, it might not come off too easily when I want it to.....).

On the ferry over, I had asked Phil what the junction was at the end of the N175, where we were to join the Caen peripherique. The map was not too clear on this point, and Phil said he thought it was a tee junction. Fine, this made sense, but when we got there it wasn't. It was a four way roundabout. Well you can't remember everything. The result was, that I led the cars straight across, but then pulled up, as I suspected something wasn't right. We appeared to be north of a junction, which just might put us onto the Caen peripherique which we wanted. In the distance to the south were some road signs. The trouble was no-one could make out the wording on the signs. Try as we might with hands shading eyes, we could not decipher the signs. Then, like magic, Neil 'be prepared' Skerratt came to the rescue with a pair of binoculars! Apparently, he always carries a pair in case of an opportunity to watch any wildlife - you know, birds etc. These enabled us to confirm that going back to the roundabout, and taking a right, and then almost immediately right again, would put us onto the northern sector of the peripherique. Fantastic, so off we went, and were soon hurtling along a very busy three lane peripherique towards our next junction near Caen/Carpiquet airport. Unfortunately, at the time we made the 'u' turn back near the roundabout Bill Cullen was tail end Charlie, and as five of us turned right off the roundabout there was a bang from one of Bill's rear tyres enforcing a stop - for him at least - the rest of us were so busy negotiating the 'on' ramp to the peripherique that Bill got left behind. Understandable, but not very matey.

A fairly concentrated bit of driving for ten kilometres or so got us safely off the peripherique at Caen/Carpiquet airport, and we then had to pick up the D9 west. At this point I again had trouble with an unexpected roundabout, and thought we had made a mistake when we hadn't. As is my usual tactic in these circumstances, I circled the roundabout furiously re-reading the signs. This culminated in parts of the convoy parked on either side of the road, with some bemused gendarmes looking on. It was at this point, that firstly I realised we had lost Bill Cullen, and secondly, that we could continue on our route by going straight over the roundabout southwards. Later on, whilst negotiating a long righthand curve, I could see that we had collected a sixth Triple MMer. Yes, the delay at Caen/Carpiquet had enabled Bill to catch up, but he must have changed that wheel in a very short time. Anyway it was good to have us all together again.

The next 75km proved uneventful, and we arrived at Hambye after five hours of driving time, and congratulated ourselves on getting there. For Valerie and me it was our first trip across the channel in the PA, and a great confidence booster regarding the PA's reliability.



MIDGET



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The actual activities in and around Hambye are being reported on elsewhere (*See Roger and Liz Davies' report after this - Ed*)- but we still had to get home three days later.....

It had taken us five hours of actual motoring time to do the 150 miles down to Hambye - we expected therefore that it would take the same time back, and we had a 1pm ferry to catch at Dieppe. Depending upon how you calculate contingency time, comfort stops etc, the concensus was that the four cylinder cars would need to leave Hambye at 6.00am on the Tuesday. John Bevington very kindly agreed to provide breakfast for us at 5.30am. At around 5.00am that morning, I met Neil Skerratt on the landing of our gite. We were both dressed in towels. He told me it was raining. Don't be silly it can't be - he's joking. Unfortunately my ears are not as good as they used to be, but Val's are, and even she hadn't heard a thing, so I checked and it was raining, seriously raining, not early morning mist, and it was very dark. This was going to be a new experience for Val and me; a five hour plus journey, in the wet, and pitch dark at least for starters. I made the decision that navigator and self would don full waterproofs for the trip round to the Bevington's for brekkers, ie leave the hood at the bottom of the boot under all the spares and other items. The Clares, Duncombes, and Skerratts, all quietly loaded their vehicles in the pouring rain. Peter Down was quietly cursing his car (unusual for him), because his hood didn't seem to want to button down at the nearside - later sorted. The peacocks at the gite were deathly quiet, and so was the dog. Both probably realised we were not in the best of moods. What a morning! At breakfast, Neil and Patsy decided that they would take their chances later from Cherbourg. I thought about asking Neil for the binoculars! Val and I breakfasted with our waterproofs on. I'm afraid I was not in discussion mode, and decided unilaterally to start the journey with the hood still down. The other four cars had their hoods up. Finally our forlorn little convoy of five cars, lead by Bob Clare with Val and me as tail end Charlie, made our way down the Bevington's driveway, the rain seeming to be in for the duration, still pitch dark and all lights on. The cows in the neighbouring field watched us go, and I knew exactly what they were thinking. As we pulled onto the highway I prayed that all the nuts and bolts for which I was responsible (~98% of the total) held tight, and all the electrons continued to flow round the circuits as

ordained by the makers, and any fatigue cracks (are there any undetected?) would not propagate any further.

And everything continued to work, except in the early stages when Bob Clare's windscreen wipers needed a good talking to. Close by Caen, a small navigational error was quickly resolved, and we once again approached the peripherique with some trepidation, owing to the fact that rain was making road conditions quite nasty.

We were all together going up the 'on' ramp, and as it became our turn to launch ourselves into the early morning peripherique rush hour, which is busier than you might think, given the paucity of vehicles about on minor roads, I asked Val to ensure it was clear to proceed. It was, but as I joined the nearside lane, I automatically looked behind and there was white van man blocking the nearside lane, to ensure we had a safe entry onto the peripherique behind the others. "Bonjour mon ami, merci beaucoup". An unlikely event in the UK I thought!

The next few minutes were the hairiest I have yet encountered in the PA. Rain and spray in all directions, and vehicles threatening to become entangled at any moment, was definitely a situation which, if things went at all wrong, was likely to be a trigger for a major RTA. I counted down the junction numbers, and was finally relieved to see in the rain sodden distance, Bob Clare turning off to head for the N175 and calmer waters. Later on Peter Down gave me a very graphic description of how he felt at this point, trying to maintain station behind Bob as leader.

Of course, we made Pont L'Eveque a stop, and by this time the weather was improving. The cafe we had used on the way down was closed, so we strolled across the road to another. All very straight forward - or was it.....?

Up the curving climb to the Tancarville tollbridge, we recalled the confusion of three days earlier, and followed the others on to Bolbec. Bolbec was about 7km behind us, when the convoy was stopped; leader Bob advising a left turn onto the D40 to Fauville-en-Caux, to correct a small navigational error which had occurred in Bolbec. At some point on this journey, I forget which, we had gone into a town with Peter following Bob, but Peter had momentarily lost sight of Bob approaching a junction. A truck had interposed itself between the two cars. As luck would have it, Bob turned right, Peter didn't see this and carried straight on. Too late, he saw Bob disappearing down the street on his right. The next few minutes needed to be seen to be

believed, and full marks for the tolerant French traffic. Four cars reversed in sequence into an arched alleyway on the right, turned left out of the alleyway, drove forward a few yards, and then turned left again to catch up with Bob, who by this time had realised what was happening and stopped!

Eventually we all arrived at Bacqueville, 20km from Dieppe. Bacqueville has a very nice tree lined square, and car park with plenty of shops and eateries. Bob pulled into the car park, and advised we had the best part of 45 minutes to kill. We all got some coffee and eats, and at the appointed time we left for Dieppe. Easy peezy. Confidence 100%. We had made an early start which had held us in good stead so far.

We had just picked up the ferry signs in Dieppe, 20 minutes later, when going downhill on a stretch of dual carriageway, Stephen Clare, in Dad's PA, who had been just in front of me on the trip back, pulled into the kerb and lifted the bonnet. I pulled in, and the other three cars in front of Stephen disappeared into the blue. Ho Ho! After a quick look under the bonnet, with me hoping he would now close it, and fire up, Stephen walked back to me, pleaded something less than full knowledge of P types, and said his throttle spring had broken. On top of this, he also told me it had completely disappeared. I walked to his car and confirmed this. Female navigators and knicker elastic were looming large in my mind at the time. I asked Stephen, somewhat hopefully, if he had an elastic band. He didn't know, but started a search in the underbonnet toolbox and, eureka!, he pulled out the most perished elastic band I have ever seen. It survived a very gentle trial extension, so I looped it around the steering column and onto the rear carb butterfly arm, and Stephen was away - and knickers were left intact.

Approaching the car ferry, we could see the other cars parked up waiting to board. When we were finally all on board, Bob told us that on taking an exit from a roundabout, whilst Stephen and I were at the roadside, the three leading cars had found themselves in a supermarket carpark, and couldn't, for some little while, find the exit. He also confirmed that he had two spare throttle springs in his kit!

Another calm crossing was enjoyed by all. However, at Newhaven Peter Down found his car with a puncture, quickly fixed, and there was one last event to record. On the way down the A27 towards Worthing and home, Bob Clare saw Neil Skerratt going in the opposite direction towards home, at Colchester having successfully

caught the Cherbourg ferry. Val and I finally got home to Maidenhead in the early evening, with the mileage for the day standing at around 235 miles, and for the last five days something like 560.

I can thoroughly recommend such a trip to all those, who have not taken their car abroad - try it, you'll like it. Val and I would like to record our thanks to the organisers, John and Phil, for such a great time. We will definitely do something similar again.

Triple M Visit to Normandy June 2002

From Liz and Roger Davies

We had been to Normandy in the PA twice before, and when I read that Philip was organising another trip for 2002 I quickly applied. The decision was not hard to make, because the roads are excellent, the people are really interested in the cars, and the hospitality and food are excellent.

Most of the group were travelling from Newhaven to Dieppe, but because we were travelling from the Cotswolds, I decided to take the easier route on the Portsmouth to Cherbourg fast crossing.

The first problem was that the sailings on Saturday 1st June were on a bank holiday, and not only were most of them sold, but the price jumped up out of all proportion. A quick call to Brian Rainbow and he immediately recommended that I contact Craig Thorley of Motor Sport Travel (01759.301010). What a difference that made, there were sailings available at sensible rates, which he promptly discounted by a considerable amount.

For accommodation we paid extra for a room at the local hotel, the Auberge De 'Abbaye', yes you guessed correctly it is close to the ruins of an Abbey. And the rest was up to the weather.

We travelled to Portsmouth on the Thursday, and stopped overnight at the local Travel Inn, rising early to catch the 07:00 sailing, and arrived in Cherbourg mid morning. Out of Cherbourg, we took the coast road, stopping wherever, and whenever, to savour the views and taste the local beverages, finishing up at the hotel just outside the village of Hambye in the late afternoon. The Allain family made us very welcome and escorted us to our room, which was very

comfortable. It is a very good inexpensive hotel that comes highly recommended.

Saturday we were off for a tour of the local villages and coastline, before returning to the la Rairie, the home of John and Levinia Bevington, our hosts for the weekend. Needless to say, Phillip and Rosemary, and several other cars were already parked up, with what seemed like a French Onion seller, complete with beret, bolting the spotlight back on to the Allingham. Apparently after travelling all the way to La Rairie, the light dropped off when they reversed into a parking place! That night we had an excellent welcome supper at La Rairie, before retiring for the night.

The following morning we were up early for breakfast on the pavement outside the Pomme d'Or, followed by a Rally. By some coincidence it was the same questions as on a previous trip with the Arden MG club, but it did not help us much, because of a problem with the old memory chips. Perhaps one day we will agree on the number of windows in the water tower! After lunch at La Rairie, we were off to La Hermitiere Cider Farm, for an interesting tour followed by a tasting of the various brews, varying in strength from un-leaded to aviation fuel. It was interesting how they acknowledged our 'P' type, by putting a sign against the appropriate parking space. Back to La Rairie for aperitifs, followed by a trip on the school bus to a nearby restaurant. (*This was to enable all to drink whatever they wished – Ed.*)

Monday we had breakfast, and then went to the Reo Camembert plant at Lessay. If you thought a slice of the cheese was smelly you should try the factory. After a video and guided tour we had a tasting session and it was wonderful.

Following a nice lunch in a local restaurant, we headed for the Chateau at Pirou, where a guide explained the history. It was interesting to note how far the sea had receded over the years, leaving it almost in the middle of nowhere. Afterwards we were invited to bring our cars into the courtyard for a wide-angle photograph. (*see inside cover for photo – Ed.*)

Another good day followed by tea, aperitifs and dinner at La Rairie, with the all-essential prize giving. Needless to say our personal efforts in the rally had not been good enough, however the good food and company made it most enjoyable.

Tuesday morning everyone was up for an early breakfast and departure, only to find that it was now raining quite heavily, so it was wet gear for some, and hoods up for others.

Our journey back to Cherbourg was pretty miserable, but when we arrived the rain stopped and the sun began to shine. After a swift crossing to Portsmouth, we progressed up the A34 towards home. It was during this run, after flashing my headlights several times, to advise the big lorries to pull in, that I had a total power failure and glided silently into a lay-by. Up with the bonnet but nothing obviously amiss, then I noticed that the ignition key was in the off position. With the key turned back on, the engine promptly fired into life, and we continued home to the Cotswolds. In future the big lorries can look after themselves!

This was another very enjoyable trip and those who are thinking about joining in for the first time, should get on and do it.

On behalf of everyone, thank you Philip and Rosemary, John and Lavinia, and everyone else involved.

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Triple-M Committee Meeting - 23rd June

The main club will not be levying any hire charges for the transponders that are now required for racing. These are able to record cars positions far more accurately than the old method.

The rules for the Triple-F Trophy have been drawn up (*these have been set out earlier in the Bulletin – Ed.*).

The John Kidder memorial award is a new award. This will be made to the person who the committee considers have made a notable MMM contribution or performance in the year. The first recipient was to Mike Hawke who had entered 500 events and accumulated a huge number of points over the years.

The Registrar reported 11 new cars, and will be writing to those with duplicate chassis numbers to explain the committee's decision to call the second factory issued chassis number #####/2; this will only be the register's file designation, and is not intended that it should be put on the car.

Competition secretary reported that there had been two events in the Speed Trophy – Colerne and Loton. Mike Hawke is currently leading. Peter Green/Elizabeth Taylor 2nd, and Jeremy Hawke 3rd.

Roger Thomas (SE Rep) had organised a successful display of Triple-M trials cars at the MCC/MAC recent celebrations at Brooklands, and is proposing to visit all the natters in his area to liase with members and get their views, using a questionnaire form. This was felt to be the way forward for other centre reps.

The Librarian reported that the Yearbook was published in time for the April Brooklands meeting. Malcolm and Andrea Green will run the Register stand at Silverstone which was gratefully accepted.

The Bulletin Editor reported that the costs are now below £100 per issue. Old SAE postage costs are still being brought up to the 33p rate. Complementary copies were sent to all those who had entered the 40th birthday celebrations, but were not on the Bulletin mailing list, with entry forms for them to enter our Prescott meeting. If members have lapsed for two issues then a reminder is sent. All Bulletin advertisers get a free copy of the Bulletin; and the North American MMM Register get an exchange copy, as now do the Pre-War MG Register of Australia. We are getting a better response from members now, but the hints and tips section needs better input and the races reports are nearly non-existent.

This year's Yearbook is now out and selling well. Next year's issue is already coming together, and it is hoped to improve on the quality. Nick Wright has indicated that the 2003 Yearbook will be his last, so a replacement will be required.

The web site is still being developed.

A very detailed research has been carried out by Colin Butchers on QA 0251 which resolves a lot of the history of this car, and answers a lot of queries. *(Hopefully, this excellent piece of work will be produced in next year's Yearbook – Ed).*

The next meeting will be held on Sunday 22nd September.

Silverstone Meeting – 20/21st July

There were 27 Triple-M cars lined up for practice on the Saturday. After only a few laps Carol Cooper had to come in as she had broken the gear lever – tough lot these Scottish lasses! Fortunately Hamish McNinch was able to supply a replacement, which was cranked to suit his driving position, so Carol had to get used to a different position. Stuart Evans was particularly unlucky to have his rear main bearing give up and sprayed oil all over the clutch which meant he was out of the racing. This was his last event to get his signatures to upgrade his licence, so that he could drive in the Le Mans Classic event. His J-type has a C-type body on it; his front mounted blower is driven by a double chain, connecting two side by side gears, enabling an element of flexibility.

Colin Alderman, with the ex- Max Zingg K3014, had pulled the cotter end off No1 valve, which had hit the piston top, but fortunately hadn't pulled completely through, or damaged the piston. He was all for giving up, but the Green team swung into action and soon had the head off, and a new valve and guide (courtesy of Mike Dowley) fitted, and all back in time for the Walker Freight Trophy race. I was surprised to see that cotters were being used on a racing engine, as the works always used circlips, which take out less material from the valve. Also, the head gasket was a standard copper/asbestos job, whereas nearly all racing engines has solid copper gaskets.

Ian Davidson had stripped some teeth off his crown wheel, and was replacing the whole diff unit with his spare.

John Adams' J4 is using a little Wade blower giving a useful 12 psi boost. The engine revs up to 7000rpm without problems! Also he is using 18" wheels with 4.00 section tyres blown up to 38psi, to get the car to slide nice and controlled.

David Downes has been competing with his N-type for 4 years now, and has a Bob Jones chain-driven side mounted Volumex blower under the bonnet, giving a useful 6psi boost. He has also changed to a column gear change for the pre-selector gearbox.

Patrick Gardner's nice K3 Replica has been competing for well over 10 years. He now has a Volumex front-mounted blower fitted, geared 1:1.1, instead of the Marshall he used to have. He was having misfiring problems in practice.

Paul Mullin's K1/K3 racer has been built up by Bob Jones, with his beefed up front axle and brakes. It used to run on dope, but is now set up to run on petrol for reliability. The vertical dynamo has been replaced by a tower, taking a vertical drive shaft to the cam. He has the larger Armstrong pre-selector gearbox fitted. His front mounted Volumex blower is giving 10psi boost.

It was also nice to see Reed Yates exercising his new N-type road/race car that Len Bull has been preparing; it has a nice swage line across the doors with the colour change from green to black.

The line up for the race was as follows (with best practice times).

No 9	Richard Last	K3009	1:52.3
No29	George Rozwadowski	Turner MG	1:53.9
No.30	Annie Templeton	K-type	1:56.4
No.20	Paul Mullins	K-type	1:58.3
No. 3	Bob Jones	L special	2:04.1
No.23	Michael Coles	K-type	2:05.2
No. 19	Mike Allison	NA	2:06.7
No.10	John Dutton	NA	2:10.5
No. 17	Gunther Stamm	K3017	2:11.3
No. 36	Dave Cooksey	C-type	2:12.2
No. 37	Ian Davison	P-type	2:12.3
No. 27	John Adams	J4	2:12.5
No. 24	Reed Yates	N-type	2:13.0
No. 2	Barry Foster	C-type	2:13.1
No. 11	Peter Green	K3011	2:15.7

No. 25	Peter Altenbach	J4	2:15.8
No. 21	David Downes	NA	2:19.3
No. 12	Patrick Gardner	K3 Rep	2:20.3
No. 4	Hamish McNinch	PA	2:21.1
No. 39	John Bishop	PB	2:22.2
No. 5	Andrew Taylor	PB Cracker	2:23.2
No. 1	Richard Holmes	PA	2:29.2
No. 28	Stuart Evans (<i>non-started</i>)	J special	2:37.0
No. 16	Gilbert Collins	J2	2:40.7
No. 14	Colin Alderman	K3014	2:42.9
No. 52	Geoffrey O'Connell	PA	2:45.6
No. 18	Carol Cooper	J2	5:23.4

At the start there was a rush for the first corner, which was won by Richard Last, just in front of Annie Templeton's single seater K-type and George Rozwadowski. Bob Jones in the very road-looking L-type was 4th, followed by Paul Mullins' rapid K3 replica, and then Mike Allison in the N-type.

On the second lap, Annie Templeton had lost second place to George Rozwadowski, and Paul Mullins had got past Bob Jones, but still being followed by Mike Allison, and Michael Coles. These seven cars stayed in the same order to the finish with the gaps gradually opening out.

Gunther Stamm had made a bad start, and was down in 10th place, but by the end of the race had fought his way up to 8th place, in front of Ian Davison and John Adams, who were leading the 4-cylinder cars. Barry Foster and Dave Cooksey were fighting for 12th place, with Dave in front for all of the race.

Only one car failed to finish, which was Geoffrey O'Connell in the PA.

The class winners were Hamish McNinch in Class A (unblown 4-cylinder road-going cars), John Dutton in class B (unblown 6-cylinder road going cars), Gunther Stamm in class C (1100cc stripped unblown/ blown road-going cars), Paul Mullins in class D (over 1100cc stripped unblown/blown road-going cars, and class E went to George Rozwadowski (over 1100cc blown and stripped cars). At the finish George was lapping 2³/₄ seconds faster than his fastest practise time!!

The Results:-

Driver	Car	Time/Laps	H/cap	Best Lap
Richard Last	Parnell K3	15:03.2(8)	7th	1:50.3
G. Rozwadowski	Turner MG	15:04.1(8)	12th	1:49.9
Annie Templeton	KN	15:22.3(8)	13th	1:52.2
Paul Mullins	K1	16:16.1(8)	8th	1:59.4
Bob Jones	L-type	16:37.4(8)	17th	2:01.5
Mike Allison	NA	16:55.8(8)	9th	2:04.3
Michael Coles	K-type	16:58.7(8)	5th	2:04.9
Gunther Stamm	K3	15:14.7(7)	10th	2:07.3
Ian Davison	J-type	15:16.4(7)	1st	2:08.5
John Adams	J4	15:23.0(7)	19th	2:08.2
John Dutton	NA	15:31.8(7)	18th	2:09.5
Barry Foster	C-type	15:36.0(7)	2nd	2:11.3
Dave Cooksey	C-type	15:36.2(7)	3rd	2:11.2
John Bishop	PB	15:46.8(7)	20th	2:11.4
Peter Green	K3	15:50.5(7)	25th	2:10.1
Reed Yates	N-type	16:01.1(7)	22nd	2:13.0
David Downes	NA	16:10.0(7)	21st	2:14.6
Peter Altenbach	J4	16:10.5(7)	14th	2:15.1
Patrick Gardner	K3 Rep	16:50.4(7)	11th	2:20.8
Hamish McNinch	PA	16:54.2.(7)	4th	2:22.2
Andrew Taylor	PB cracker	17:10.4(7)	15th	2:23.6
Colin Alderman	K3	15:25.2(6)	23rd	2:28.8
Richard Holmes	PA	15:26.1(6)	16th	2:30.2
Carol Cooper	J2	15:58.8(6)	6th	2:36.4
Gilbert Collins	J2	16:19.(6)	24th	2:37.0
Geoffrey O'Connell	PA	DNF(1)	-	2:31.2

On the Sunday there was the Kimber Trophy Race for pre-56 cars, for which 7 Triple-M cars turned up on the grid. This race was run with the Thornley trophy race for Midgets, MGAs and MGBs; even so Richard Last was on the 5th row of the grid, with George Rozwadowski in the Turner MG two rows behind, and Annie Templeton two rows behind him.

After the first lap the order was as the grid with Tim Metcalfe in the Allison N-type in 4th place, and reed Yates in his new blown N-type

in 5th. On the second lap George Rozwadowski had got past Richard Last, and held it to the finish. On lap 4, Annie Templeton was ahead of Richard Last, who I think had spun; but he gave chase, and retook second place on lap 7. On the last lap, Annie Templeton pulled into the pits without taking the chequered flag.

The Allison car finished ahead of Reed Yates, and Carol Cooper was the last of the finishers, as Gilbert Collins had broken a gear lever on lap 5.

Gymkhana Results

T-types and Triple-M class

1 st	Jeremy Bayne-Powell	ND s/c
2 nd	Rosemary Bayne-Powell	NA
3 rd	Annette Bayne-Powell	Jarvis M-type

Pride of Ownership

T-types and Triple-M class

1 st	Rodney Lambert	J2
2 nd	Roger Davies	PA
5 th	Rosemary Bayne-Powell	NA
7 th	Annette Bayne-Powell	M-type

" DEMON "

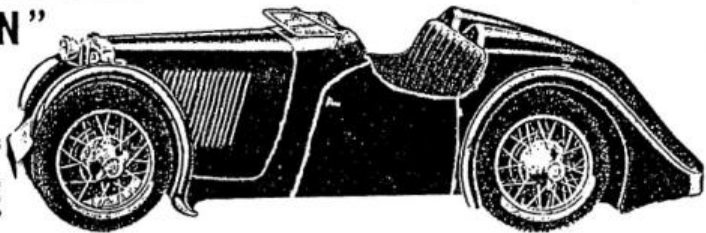
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Dieppe Raiders News

The Triple-M European Rally was a great success, with good weather, good company and good cars. We 'lost' two cars, as John neighbour was having trouble with his N-type, and came in his MGB, while John Haine had rattles on his M-type, and decided not to risk it, but still came in a modern car.

This still left 12 Triple-M cars to create a stirring sight wherever we went. We have two reports of the week-ends happenings, with Roger and Liz Davies report, and Paul and Valerie Dunscombe's experiences getting there and back. Everyone thoroughly enjoyed themselves and were sorry it was over so quickly. So for those who missed out this year, make sure you get in on the act next year.

The Centenary of the Circuit of Ardennes took place on 12-14th July, and judging from the report in the Daily Telegraph went off very well. I don't know of anyone who took part.

The Dieppe Retro is our next event, and we have 5 Triple-M cars, together with 4 Vintage MGs. We have organised two days of activities either side of the Sunday's event, with some serious eating and drinking included.

There is still probably time to enter the Classic Manx week-end on 18th-22nd September, if you phone 01624 670150.

Alan Grassam is running Le Kimber weekend again, centred on John Bevingtons farmhouse at Hambye. Give Alan a ring on 01935 863673 if you are interested in joining the frolics!

For those who missed out on this year's foreign trips, please put a note in the garage to remind you to join in the enjoyment to be had from Continental motoring, together with good eating and drinking with a great bunch of fellow enthusiasts and their better halves.

Visitors From Across the Pond

By Ray Masters

In April of this year, I had the pleasure of meeting up again with Brian Kelly, who was over from America. Now Brian, whom I got to know many years ago, before he emigrated to California, owns a couple of P-types. Chassis No. PA 0512 is with him in the States, and the other is 'stored in boxes' over here. Both are Triple-M registered cars.

He now resides near Kansas City and was telling me how he bought PA 0512 in poor condition in the States, and spent seven years restoring it. From the photos I've seen, he has done a superb job.

I believe the restoration was done using a large container (as used for exporting goods), as a garage cum workshop on a factory site. The understanding site owner laid on lighting and power to the container, and Brian visited at leisure to refurbish the P-type. Since completion, he has used it extensively for visits to GoF meetings, etc.

Whilst over here he informed me that longtime NE owner, Pete Thelander and his wife Fran, were also in the UK, and would be meeting up with Brian, before going on to visit Triple-M members in Scotland, and driving in a club run in that country.

It was a pleasure to meet Pete and Fran – I have known of his NE ownership since the 60s, and we had much to talk about, and many photos to peruse. (*Pete's NE is correctly painted red, because it was to be driven by Nuvolari in the 1934 TT, following his win with the K3 in the 1933 TT; however Nuvolari was unable to take up his drive, and the car was driven by Bill Everitt, still painted red – Ed.*)

After a poke around my incomplete PA in the garage, we then made a quick visit to two interesting Triple-M cars and their owners a short distance from where I live. The first was to Robin Gordon's C-type, which was of particular interest to both Peter and Brian, because they both know Mac Reynolds, and his C-type in Chicago, and the ex-Margaret Sharpe car, now owned by Frank Diaz. Having

owned his car for 45 years (like many other Triple-M owners) Robin is able to speak with some authority on his, and many other C-types.

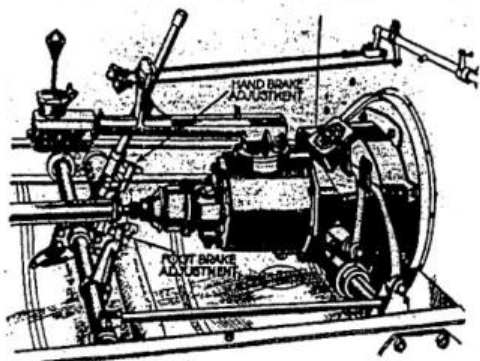
Brian was able to reciprocate, by passing on some useful information on the 'new' C-type recently bought by somebody in Lancashire, and also offered to investigate further the early history of Robin's car on a visit to Essex, to be made before returning home.

I then took our American friends to see Bob Brassington. Now those of you who know Bob will know what I mean when I call him, with the greatest respect, a 'character'! There are few more dyed-in-the-wool pre-war MG owners, who use their cars as they were meant to be used. He has rallied his NB 2-seater in Scotland, Spain, France and even Madeira. In addition, he has a number of Ariel motorbikes (he is the Owner's Club President, no less), and is a great raconteur to boot.

I can tell you that the Thelanders and Brian were enthralled, and I felt that I couldn't have chosen better than these two owners, and their cars, for our visitors to meet – thank you chaps. I am sure that our friends took some pleasant memories back with them.

Unfortunately, Pete and Fran had to depart to Scotland that day, but the following night, Brian, Robin and myself, together with our wives, had an enjoyable Indian meal and chatted to the early hours, covering many aspects of Triple-M cars and owners, past and present.

I look forward to Brian's next visit later in the year, and perhaps learn of more of happenings 'across the pond'.



Details of the gear box and propeller-shaft drive. Both butterfly adjustments for the brakes protrude through the floorboards for

Dickie Green

Half-dicer and exponent of the clutchless gear change

William Jeffries Green was born in 1912, and started his trialling in 1934, driving his J2, MJ 3111, now owned by Jeremy Prince. He continued trialling until the war broke out.

From an analysis of his period photographs and his 76 trophies, together with discussions over those unique times, it is apparent that he was 'at it' nearly every week-end for around 5 years.

His most loved car was his PB, MJ 9898, which he purchased new at Gell's Garage in Bedford; second to this was the TA, BJB 412. In between he drove JB 9447 and ABL 965 for the works teams, and another TA (owned by him), BBM 1. In 1935 he trialled a Fraser Nash, AHX 484.

His amazing recall of the events, cars and his passengers has been of immense help to Roger Thomas and myself in analysing and captioning 85 of his photos, which have been compiled in an album, as a tribute to Dickie and his exploits.

Some of his Trophies have been passed on, with his blessing to present-day trialists, where they relate to owners of MMM trials, who regularly compete, and in particular, those relating to his J2.

About 30 pots and trophies have been put aside to enable 2 or 3 to be awarded every year at the Kimber Dinner, as the Dickie Green Trophies, and presented to those trialling individuals displaying special efforts during the year, whether as competitors, marshalls and/or making a notable contribution to MGCC trialling, but never winning a trophy.

Dickie's MGCC trophies and MCC trophy collection will hopefully be displayed at Kimber House, as a tribute to Dickie, along with the photo album in due course; there is still room in the album for any more photos, should anyone like to donate them. Please contact Roger Thomas or myself.

Meanwhile this remarkable sportsman, though somewhat infirm is 90 this year, and bright as a button, living in a nursing home in Milton Keynes, he would be delighted to see anyone wishing to have a chat over old times.

In conclusion, Mike Hawke recounts a relatively recent tale from 1996, when as MGCC Chairman, he was attending an SVW Rally. He quotes as follows:- "it was high summer and the SVW boys were

having a two-day meeting in the Cotswolds. I planned to join them on day two, so set out early for their hotel, which was on the A417, just to the north of Cirencester, almost exactly opposite where Jeremy Prince and Dickie Green's J2 live.

I arrived before any of the SVW types were up and about, so parked the J2 on the end of a row of much larger machinery to await developments. A large elderly gentleman asked me if he could take some photographs, and the conversation went something like this:-

LEG:- I did my apprenticeship on these you know.

Self:- Oh at Abingdon?

LEG:- No. at Bedford.

Self:- You must have been at Gell's.

LEG:- (slightly taken aback) Yes, that's right.

Self:- Did you have any dealings with Dickie Green?

LEG:- (even more taken aback) Yes, he was always breaking his car.

Self:- One of his cars lives just across the road.

LEG retires to take photos, having had enough for one morning.

Times don't change much!!

Article provided by Bryan Ditchman (Tel No. 0118 932 6346)

The Story of MG PA Reg No CG7379 - PA/0548

By David Ryder-Richardson

Early in the morning of 3rd April 1934, Captain Frank Ryder Richardson, Royal Marines, set off from Saxmundham, Suffolk in his MG Magnette, heading for Aldershot, where he had been trained. He was accompanied by his 13 year old nephew, John Ryder Richardson, who went along for the ride. The reason for this journey was to collect Frank's brand new MG PA Midget from Haslemere Motors, Morris Depot, Aldershot. John, who is a retired doctor and still lives in Saxmundham, remembers the day very clearly; not for the excitement of the new sports car, but for the fact that, having collected the car, his uncle took him to the Officers' Mess where John partook of his very first alcoholic drink, a half pint of bitter shandy!

Two years later, Frank married Joan Le Bas, a girl living in the neighbouring village of Kelsale. Following the wedding in London, there was a brief honeymoon with the MG, and then they were off to Egypt, where Frank had been posted. They were able to take the car with them.

Sadly, some eighteen months later, Frank died very suddenly of meningitis, which he is thought to have contracted after bathing in a dirty swimming pool in Cairo. Joan, his widow, returned home, bringing the car with her. We believe that the car was sold shortly thereafter, and nothing more was heard of it; it was assumed to have been scrapped at some stage.

Joan remarried a couple of years later. Her new husband, Dr Jack Ryder Richardson, was an older brother of Frank. He lived in Whitchurch, Bucks, where he had a thriving medical practice. They were my parents.

We now jump forward several decades. In 1997 my cousin, Mike Ryder Richardson (son of Dr John from Saxmundham), called me to say that he had just been phoned by a girl, with whom he had worked some ten years before in Hong Kong. She told him that she had recently married a man from Cratfield in Suffolk, Brian Harrison, who had a couple of old cars in his barn. One of these was a little MG, bought by Brian in April 1997, and she found in the file a document, showing the original owner as Captain Frank Ryder Richardson. She wondered if this man was any relation of Mike's! Mike explained that Frank had been his Great Uncle. It was agreed that if the car was ever to be sold, Mike would be contacted.

In July 2001, a further phone call was received by Mike and, to cut an even longer story short, my wife and I dashed to Suffolk at the first opportunity, and acquired the car on 26th July 2001.

My subsequent researches have revealed that the poor little car had belonged to students from Cambridge, probably in the late sixties, who supercharged it, and used it in competitions. Naturally enough, they managed to blow the engine to bits! The car then languished in a field, but soon got into the ownership of David Laws of Elsworth near Cambridge. He acquired it, he thinks through a Roy Walker, in a swap for a Morris Eight. By this time the car was in bits, and David never did get around to rebuilding it.

In the 80's the bits were sold to a Doctor Hook (good name!) from Over near Cambridge. He dismantled the car down to the last nut and bolt, and stored it carefully in tea chests. He started the rebuild,

but only got as far as the chassis, before running out of enthusiasm. On Sunday 6th December 1992, the car was acquired by John Foster of Holmesfield, Sheffield, and correspondence from that time shows that it took "some local burly chaps" to load it onto John's trailer.

Over the next two years or so, the MG was completely restored and reassembled by Beacon Garage in Gringley-on-the-Hill, near Doncaster, a business in which John Foster had an interest. The work was carried out by the proprietor, Mr Ball, who sourced the vast majority of the parts needed from Sports and Vintage Motors Limited of Shrewsbury. A very complete photographic record was made during the rebuild, and all receipts have been kept and filed. The Octagon Car Club, to whom the car had been known from 1979, helped John Foster to retain the original registration number, CG 7379. The MG Car Club came up with copies of the original make card, purchase receipt and early correspondence between Captain Frank Ryder Richardson and the factory. It seems that there were problems with the rev counter cable, a faulty front wheel and slackness in the steering; all these were sorted out under guarantee.

Information about the car's history between the late 30's and the mid 70's is virtually non-existent. There is mention of a Gordon P Moseley of Wakefield, who contacted the factory regarding a core plug for the car - was he a motor fettler? One N. W. Skiggs of 11 Selsdon Road, South Croydon contacted the factory in February 1946, asking for a radiator thermometer and various other servicing parts. A "Nigel" was in touch with the MG Car Club in January 1980, asking for a copy of the car file. Beyond this, there is nothing. If anyone out there can fill in the gaps, I should be very grateful for any information.

The car itself is giving great pleasure to me, my wife and our three driving daughters. We are getting the hang of it, and are bringing it round to the way we like it. Whilst the restoration by John Foster was carried out in a meticulous fashion, the car is now painted in cream with a red chassis, whereas the make card reveals that the body and wheels were originally red. Furthermore, it is fitted with cycle wings, rather than the original swept wings, that show quite clearly on a photograph from the 30's. It is my intention to replace the wings at some stage, and to restore the colour to red. If any reader can point me in the direction of a set of wings, or a manufacturer of them, please do give me a call on 01296 641330 (Aylesbury, Bucks).

Gerry Goguen 1925-2002

Jerry Goguen, an extraordinary MG enthusiast, and renaissance man, passed away peacefully on July 28th after a courageous 15 month battle with cancer.

Born in 1925 in Rumford, Maine, of French Canadian stock, Jerry learned English as a second language, while excelling in music, speed skating and skiing. After a stint in the Army music corps during WWII, he finished his education at the New England Conservatory of Music, before joining the Boston Symphony Orchestra, where his talents with the trumpet, served him well until his retirement in 1979.

Jerry's first MG was a TD model, purchased new in 1953. By 1955, he had opened a small MG and VW dealership in Lunenburg, MA. This venture was, however, short-lived due to operational policy changes within both the BMC and Volkswagen organizations. During the late 1950's and early 60's, Jerry built, rebuilt and recycled many T-series MGs, long before T-series cars were generally considered classics or thought worthy of "restoration."

In the early 1960's, he started to acquire from MG dealers, and distributors across the country, a treasure trove of "obsolete" new, old, stock T-series parts, while touring with the Orchestra. During European tours with the BSO in the mid 1960's, he visited many UK dealers, and established manufacturing contacts that would lead him to become a major contributor to the worldwide preservation of T-series MGs. This inventory and fledgling business grew into Abingdon Spares, Ltd. Jerry was well known in UK Autojumble circles for his never ending quest for NOS parts to add to his growing inventory.

Jerry's interest in Pre-war MGs also grew, and during the 70's & 80's he amassed a large collection of pre & post war MGs, which in time evolved into the Westminster MG Museum. With over 40 different models, including most of the rare Pre-war models, this became what was perhaps the world's largest collection of MGs under single ownership. Jerry was a founding member of the North American MMM Register, and this year's recipient of the Jerry Keuper Award. Jerry sold his interest in Abingdon Spares, Ltd. in 1999, and in recent years had been considerably downsizing his MG collection to a more manageable level. He continued his interest in skiing, and teaching, by serving as a ski instructor at Stratton Mountain, VT., until illness forced his retirement in 2001. Jerry was also a knowledgeable

and keen collector of 18th century American decorative arts and furniture. Jerry is survived by his loving wife, Doris and their daughter, Nicole. He will be sorely missed by all who got the chance to know him.

FUTURE EVENTS

Aug 18 th	SE Centre Gathering, Loseley House	01883 742629
Aug 24-25 th	Triple-M Prescott Week/end	01280 860428
26 th	Abingdon Works Car Show	01235 533174
Aug 31 st -Sept 3 rd	Dieppe Retro Week-End	01483 811428
Sept 1 st	SW Centre Gymkhana, Chew Valley	01934 834429
Sept 6-8 th	Goodwood Festival of Speed	01243 755000
Sept 7 th	MGCC Oulton Park	01235 555552
Sept 7/8th	Beaulieu Autojumble	01590 612803
Sept 14 th	Wiscombe Hill Climb	01761 221893
Sept 14 th	Brighton National Speed Trials	
Sept 15 th	Black Horse Driving Tests-new date	01372 369978
Sept 21/22 nd	Sports Car Festival, Brands Hatch	01235 555552
Sept 29 th	Totally MG Show at Kempton	01235 555552
Sept 29 th	Benjafields Curborough Sprint	Fax 01676 534485
Oct 12/13 th	MGCC 72 nd Anniversary weekend	01235 555552
Oct 26 th	MMM dinner, Blue Flag, Cadmore End	01753 643468

C.O.T.Y. 2002 To 31st July

	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2175	PB	JB 7524	Peter Green Elizabeth Taylor Pat Boghossian	79
2 nd	3	J2	DG 5404	Mike Hawke	62
3 rd =	2733	J2	MG 251	Tom Lock	58
3 rd =	168	F1	MGF 32	Pat O'Connel	58
5 th	2126	J2	MG 2970	Ken Hand	56
6 th	1045	J2/s	MMMMG	Elizabeth Thorpe	53
7 th	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	44
8 th	1164	PA	YSV 703	Hamish McNinch	33
9 th	605	L1/s	MG 2802	Bob Jones Charles Jones	31
10 th	1699	J2/s	MG 2783	Colin Biles	29
11 th =	2949	L1	MG 2442	Arthur Ainsworth	27
11 th =	2769	12/12 Rep	GG 3340	Colin Lambert	27
13 th	3070	K3/s tc	MG 2525	Richard Last	26
14 th =	1997	NA	MG 3855	John Dutton	24
14 th =	27	J2-PA/s	DVR 740	Carol Cooper	24
16 th =	1521	C/s	RX 8591	Dave Cooksey	20
16 th =	2000	K3/s	MG 3570	Peter Green	20
18 th	2761	K1/s	MG 2794	Paul Mullins	19
19 th =	1428	J2	DG 6142	Nick Bengier	18
19 th =	2077	K1/s ss	-	Annie Templeton	18
21 st =	2134	K1/s	MG 3094	Peter Fenichel	17
21 st =	1277	J2/s	MG 2772	Ian Davison	17
23 rd =	397	M	SC 9559	James Peacop Alex Peacop	16
23 rd =	2430	PA		Geoffrey O'Connell	16
25 th =	909	J2-PA/s	FW 3909	Bill Bennett	15
25 th =	1460	J2	AGY 339	Keith Hall	15
27 th =	808	NA/s	MGNBSC	Geoff Owen	14
27 th =	1784	NA/s	FS 4849	Ted Loversidge	14
27 th =	1140	J2	JL 753	Mike Linward	14
27 th =	749	PA/s	MG 3394	Peter Warne	14
27 th =	158	PA	BJO 800	Peter Down	14
32 nd	1894	M	GC 7705	John Bevington Mark Bevington	12

33 rd =	920	PA/s	TG 8337	George Ward	11
33 rd =	1516	K3/s ss	-	Jeremy Hawke	11
33 rd =	1146	K3/s	JB 3182	Gunther Stamm	11
36 th =	1591	J2	YJ 892	David Stansbie	10
36 th =	656	PB/s	JC 3269	James Gunn	10
36 th =	1931	C/s	VD 30	Barry Foster	10
39 th =	1537	PA/s	LV 8989	Patrick Gardner	9
39 th =	1081	J2	AMB 787	Graham Ash	9
39 th =	2028	NB/s	MG 3694	Mike Allison	9
42 nd =	1049	PB/s	VH 8637	Gerald Burrige	8
42 nd =		J2/s		Colin Bird	8
42 nd =	1595	M	PG 1045	Frank Ashley	8
42 nd =	538	NA	NV 4207	David Sharp	8
42 nd =	105	KN/s	BFY 658	Michael Coles	8
42 nd =	1525	KN/s	DSV 201	Patrick Gardner	8
48 th =	1235	L1/s	VD 3010	Bryan Ditchman	7
48 th =	2913	PA/s	MG 3855	Oliver Richardson	7
48 th =	209	J4/s	APG 291	John Adams	7
48 th =	1463	NA/s	BUU 964	David Downes	7
52 nd =	348	M	VU 4037	James Mumford	6
52 nd =	1367	PA/s	MG 3921	John Wells	6
54 th =	919	PA/s	DPB 140	Graham Arrondelle	5
54 th =	1917	J1	VSV 521	Stuart Evans	5
54 th =	1976	J2/s	JF 5278	Gilbert Collins	5
57 th =	3009	J2	AGO 497	Peter Hemmings	4
57 th =		PB/s		Jeanne Temple	4
59 th	2721	PA	BMF 540	John Saward	3
60 th =	1291	J2	J2MG	Chris Rood	2
60 th =	3057	PB	YS 5489	Geoff Smith	2
60 th =	317	Jarvis M	GP 1856	Philip Bayne-Powell	2
60 th =	1	NA/s	JB 3852	Mike Allison	2
60 th =	941	M	UU 3634	Duncan Lang	2
60 th =	2312	D	GG 6097	Michael Cowe	2
60 th =		F1	PJ 4659	Tony Wild	2
60 th =	1065	PA/s	MG 4440	Peter Thelander	2
60 th =	2123	PA	MG 3441	Ron Spinks	2
60 th =	2591	PA	MG 3242	Colin McLachlan	2
60 th =	1870	PA	AYY 38	Malcolm Kirby	2
60 th =	2789	PA	VYC 529	Keith Jackson	2
60 th =	2229	PA	JK 4823	David Stewart	2
73 rd =	341	M	PJ 7970	Mike Rushton	1
73 rd =	1200	PA/s	JB 3854	Alan Grassam	1

SPEED CHAMPIONSHIP 2002 to 20th July

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
=1 st	PB, K3/s	Peter Green	28
=1 st	PA	Hamish McNinch	28
3 rd	PB	Elizabeth Taylor	27
4 th	J2/s	Ian Davison	23
5 th	C/s	Barry Foster	21
6 th	C/s	Dave Cooksey	19
7 th =	J2	Mike Hawke	15
7 th =	KN/s	Michael Coles	15
9 th =	K3/s ss	Jeremy Hawke	13
9 th =	J2-PA/s	Carol Cooper	13
11 th	PB	Pat Boghossian	12
12 th =	12/12 Rep.	Colin Lambert	11
12 th =	K3/s tc ss	Richard Last	11
14 th	K1/s	Paul Mullins	9
15 th	NB/s	Mike Allison	7
16 th =	PA	Jenny Clarke	5
16 th =	J2	Keith Hall	5
16 th =	J2/s	John Adams	5
16 th =	NA/s	David Downes	5
16 th =	NA	John Dutton	5
16 th =	KN/s	Patrick Gardner	5
16 th =	L1/s	Bob Jones	5
16 th =	K3/s	Gunther Stamm	5
16 th =	K1/s ss	Annie Templeton	5



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YOUR LETTERS

From Anthony Littlejohn

Dear Philip,

Thanks for all the hard work that goes into the Bulletin, I really look forward to receiving it. Lovely to re-read that article by Geoff Coles, he was fanatical about clean engines, and particularly about setting up the vertical drive carefully. His cars were immaculate. I recall, I think, that he also wrote a piece explaining his method of setting up Triple M brakes, so that they really stop the car. Yes, even the 8 inch variety can be made most efficient. His cars stopped on a sixpence. If you have that article in a back copy, it would also be an interesting re-print. *(This will be reprinted shortly - Ed.)*

Coldstream. I have used this in the cars for some time now, without any apparent problem. It used to be called 'Xtreme', and I don't know why the name changed. Its use was recommended to me by an old friend, who lives in The New Forest, and who is a real 'guru' when it comes to engines. The product is both a coolant and an anti-freeze, and it is kind to Aluminium, and to iron alike. You put it into the system neat (I buy my supply in 25 litre cans from A.R.E, our local factor). The manufacturer is Comma, and they advertise the product as having a 4 year life in use. It's good in that you can mix water into it, out on a run, if you need to top up in an emergency. But obviously after doing that, the whole lot would need to be drained out, and replaced, if the anti-freeze, and anti-corrosion benefits are to be retained. I cannot recall the price, but do not think it is dear, given the protection it offers to the internals.

Happy motoring,

Yours,

From David Ryder-Richardson

Dear Philip,

It is a while since we last met at Brooklands - I hope that you are keeping well.

Last August I purchased a 1934 PA, reg no CG7379. It was one of those "have to have" moments, since the car is the very one that took my Mother on her first honeymoon, her first husband (who was my Father's younger brother!!) having owned the car from new. We all thought that it must have been scrapped years ago, as we had heard nothing of it since 1937! It was a chance phone call to a younger cousin of mine that traced it. It is a very long, and somewhat complicated set of circumstances with which I shall certainly bore you one day! *(As you have already read his interesting story, I don't think you could say it was boring— Ed)*

I have just started to get stuck into it, having gone on to two days per week on the glide path to retirement. I am not happy with the way it runs, but do not know enough about the model to say what the problem is. Is there anyone local to me, who might give it a drive and point me in the right direction? *(Have put David in touch with Peter Gregory who is close by – Ed.)*

At some stage (probably in the late sixties), it is purported to have been used by students at Cambridge, who supercharged it for competition. Sure enough, they burst the engine, which has been replaced with one upon which the numbers 512A and 135 P are stamped one above the other, on the rear nearside of the block. The block has cast in it MG490/100 and the head 25 JUN 35. Is this a proper PA engine, or what?

I should appreciate the opportunity of speaking to you some time. Until then "Floreat"

From Richard Holl

Dear Philip

A short note to say how much Anne and I enjoyed the few days in France. It was an outstanding trip in every possible way – company, cars, food, activities and even weather; very many thanks for giving us the opportunity to join you. I know how much effort it all takes to set up, and what unique hosts you have found in the Bevingtons.

I hope to see you and Rosemary at Silverstone, if not before. I'm afraid I will be deserting the Triple-M brigade as my early and original MGB is wanted for the display – Oh well!

Please mark us down for any of your future trips, all things being equal.

Yours ever

From Pete Frost

Dear Phil,

The Bulletin gets better, and is eagerly awaited; Hints and Tips would be very useful, now that I have actually started to put my car together, rather than admiring the engine in the lounge!! Any recommendations of suppliers, or renovating services from happy end users would be useful, where the parts come back as expected, in a reasonable time (*this is an oft repeated plea, and is sometimes the fault of the suppliers, who do not make it clear that certain parts advertised are not available off the shelf, and are dependant on enough people to showing interest before investing in a run of the item – this should be made clear by the supplier – Ed.*)

I am sure we could all list a tale of woes on losing an original part.

Your work is much appreciated.

Best regards

From Patsy and Neil Skerratt

Dear Philip and Rosemary,

Many thanks for a magnificent Triple-M weekend in Normandy, which really was better than anything we had expected – but was the sort of event we had hoped for when we bought the PB. The effort put into the organisation must have been enormous, but is probably in direct proportion to your enthusiasm for MMM.

We made a good decision to wait (*the rest of us left in heavy rain at 6am to catch the Dieppe ferry – Ed*) we booked seats on the 11.30 from Cherbourg, left La Rairie at 8am and were at the ferry port by 9.45, where they sell leaded 4-star!!

We crossed with Bob Clare at Lewes on the A27, and returned home via Len Bull's to report, and drop off a bottle.

We should love to join you on the return in September – and again next year, and 2004, and as long as we are fit and have a suitable car, so details in due course would be much appreciated.

Again many thanks for allowing us to join you.

Yours ever

From Charlie Hayter

Dear Phil,

I must say that I think you have done a splendid job turning the Bulletin round – it is certainly now more like I always thought it should be. *(That was my feeling too, which is why I've ended up with the job! – Ed.)*

I think your advice about using the cars more often than for just big MG trips is very sound – I remember re-building the brakes on the J2 once for a trip to France, and I had problems all the way through France; nothing serious, just niggly. If I had done one or two short trips to the pub or shopping, I would have found it out before we went.

Hope to see you again soon.

Regards

From Alan Grassam

Dear Phil,

Congratulations again on the Bulletin, which keeps on getting better and better. How good it is to be able to read about recent events, history, tips, letters and all the other bits and pieces which go together to make such an enjoyable read. Many thanks for your hard work. *(It is hard work when a large proportion of the Bulletin has to be typed out by just two fingers, but contributions by e-mail help make it easier, as these can just be cut and pasted – Ed.)*

On recent events, entries were down to 26 for this year's Kimber Classic Trial, but as usual most of these were MMM. A good day was enjoyed by all, with two new sections, and a driving test to provide fresh challenges. A T-type broke its diff, but this was put down to poor maintenance. The only other damage was to yours truly's Cracker that broke a wing stay when climbing a hill in his own village. Also, in case

you hadn't heard, it was the only car not to climb this section! My wife blames it on my attention being distracted by the floosy who was my bouncer. (Apologises to Neil McKay – she really is a lovely lady, you lucky boy!)

Despite this being the only damage, the organisers have taken note of the fact that entries have dropped off, mainly they believe, due to the roughness of some of the sections, and hence the risk of damage. Consequently, next year's event will have a different route and start, though we will still finish at Wookey Hole Caves, and have our informal dinner at the Swan in Wells. It will genuinely be possible for a concours car to complete the event without any risk of damage. As always, the idea is to give the competitors the flavour of what a real trial was like in the 30s. Indeed we still use one of the hills used on the first Kimber in 1937.

The date for next year is Saturday, 26th April. Further details will be given out in the Bulletin and Safety Fast, and regs will be available in February. If anyone is still not convinced, or would like a chat about what they would be letting themselves in for, in the new format Kimber Classic, please give me a call on 01935 863673.

Finally a tip. I have found that Morris 85/140 gear oil is excellent for our gearboxes and back axles.

Regards

From Tim Edwards

Dear Phil

Earlier this year, I found an article in "The Motor" dated January 3rd 1933, on the MCC London-Exeter. A photograph appears in this article of my F-type Magna JH 3393, climbing Meerhay. In the same article, is a centre spread of a Bryan De Grineau collage of charcoal drawings, showing the entered cars at various stages. I was surprised to see that one of the drawings was of my car, entitled "Competitors filling up before the run at Virginia Water"

Does anyone out there know where I can get copies of the photograph of my car, and a copy, or better still the original, of the De Grineau drawing?

I have tried the usual places i.e. LAT and the Beaulieu library, and of course Gaydon. Beaulieu have not responded to my enquiry yet,

even though I wrote in February. (*It is often better to go there in person, when you will get the better service – Ed.*)

Perhaps there are other places I could try. I hear there is a collector of De Grineau drawings in the States. Does anyone know who this is?

I look forward to hearing from someone with information.

Regards

From Dick Morbey

Dear Philip,

I have just come back from a visit to Suffolk, and took the opportunity to call in to the village of barley in NE Essex, near Royston. This was the scene of a charming 1930s picture of a PA, which can be seen on page 113 of Mike Allison's "The Magic of MG". Just for fun we restaged the photo, and I'm enclosing a copy for your interest.

The enamel sign in the 1930s picture proclaims the pub to be the Fox and Hounds. Unfortunately, this burnt down some years ago, and the gantry was moved and re-erected at the Wagon and Horses pub, although this appears to have been renamed the Fox and Hounds in recent times. So much for history and originality!

Nonetheless it is a charming scene, and may be worth including in a future Bulletin. (*Yes we have reproduced it in this issue's cover photographs – note that the fox has opened up a larger gap to the following hounds in the past years! In fact the gantry has been made longer and all the silhouettes opened out – Ed.*)

Kind regards.

From Denise Welch

Dear Mr Bayne-Powell,

Is it possible to obtain a copy of the Triple-M Yearbook for 2001 please?

I've no doubt that I am requesting a Miracle, but when I explain my reasons, you will understand.

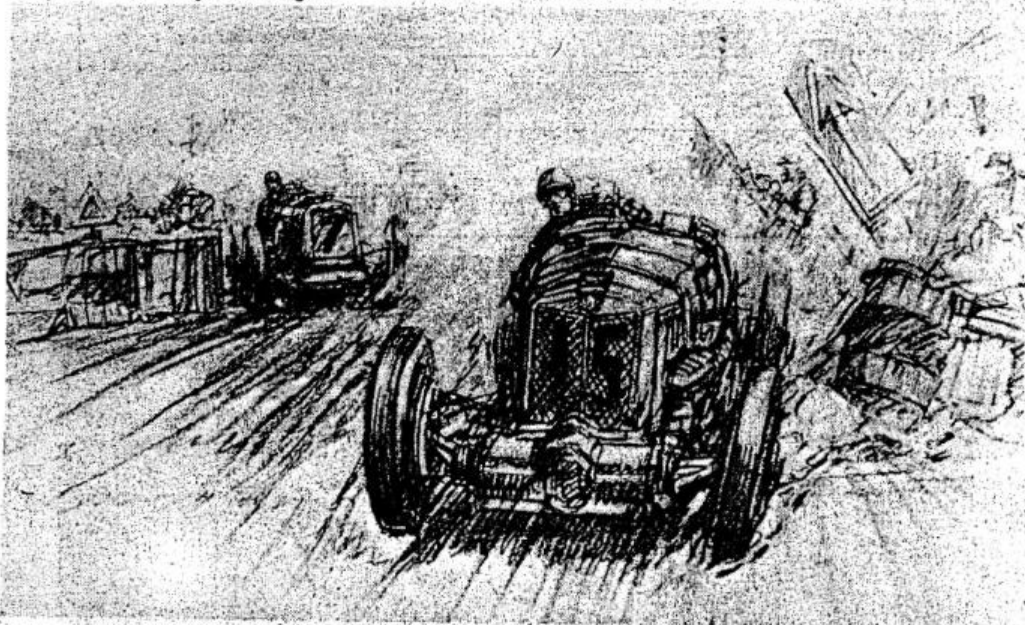
A young friend of our, who is a member of the MG Car Club (one Peter Mace-Ed) brought round his copy to show my husband. In it is an article by Sam Bennett, and my husband's name is mentioned (Cliff Welch). He started work at the MG Car Company in Abingdon when it first came into being, and I thought it would be nice to have a copy to keep for ourselves (*this has been arranged-Ed*)

I have suggested to him that I would write down his recollections, of which the article inspired quite a few, and send them to you, in case you would like to include them at some time or another. (*I have been in touch and asked her to collect as much information to pass on to you guys – Peter Mace had taken some tape recordings, so we may also get some feedback from that – Ed.*)

Incidentally, he will be 91 this year. I look forward to hearing from you.

Yours sincerely

*International Trophy, Brooklands, 1934:
Marshals had a busy day mending the
chicane barriers—scattered here by C. J.
Dodson's supercharged K3 Magnette which
finished eighth*



TIPS AND HINTS

Derek Chinn (Tel No. 01234 772280) can repair and restore all types of supercharger i.e. Wade, Marshall, Zoller, Cozette, Arnott, Powerplus and Centric; he also manufactures blowers and other components.

Greygate Chemical Products Ltd (Tel. 01530 839222 or fax 01530837084) produce a specialised plastic polish that restores badly faded or scratched windows to crystal clear condition. The price is only £5 for a 100ml bottle.

David Gregory of Gregory Autoparts (166 High Street, Scunthorpe, N. Lincs, DN15 6EH. Tel. 01724 844225) is in the middle of producing the FT27 spot light, for which he has sourced the original glasses.

Mike Dowley tells me that he now has the M-type bonnet catches back in stock after a period when these were not available.

When taking an engine out of P/N/K/L types, and over the top of the front cross member, it helps to get the full rotation of the gearbox on its crosstube, by releasing the gear lever extension, where it mounts on top of the box. Otherwise the full rotation is prevented by the rear of the remote fouling the top of the prop shaft tunnel,

CARS FOR SALE

Geoffrey O'Connell (Tel No. 02392 375570) has a 1933 J2 for sale in good condition, fully restored, and on the road £22,500. he also has a 1934 PA based competition car with J4 type body; supercharged and ready to race, £27,500.

SPARES FOR SALE

David Walker, (4 Shooters Hill Road, Blackheath, London SE3 7BD, Tel: 020 8858 4701) has for sale 2 front and 2 back PA wings (one needs much work), and a J2 petrol tank for disposal. £50/pair for the wings and £50 for the petrol tank sounds reasonable?

Alan Whitham (Lea Bank, Demage Lane, Lea-by-Backford, Chester, CH1 6NU. Tel No. 01244 85 1605) has for sale a PA chassis, with trunnion boxes, in good condition; £1250. Also he has a J4 replica kit of parts including a Marshall blower, ENV crosstube gearbox, J2 chassis, axles, steering, engine (including a new block and 750cc crank), 12" brakes, radiator, dashboard and instruments. Details on request.

Derek Moore (25 Woodborough Drive, Winscombe, N. Somerset, BS25 1HR) has an original 'P' type rear main bearing flange for sale, £50, also an 'F' type fly wheel.

Pat Boghossian (Tel: 01628 665713 (H) or 07990 531057 (M).) has for sale a PB Close Ratio gearbox with bell housing, totally rebuilt and ready to install; £650. Polished Stainless Steel tubing for steering column, 1.5M length, surplus to requirement; £25. Also, rear mounting plate for Volumex Supercharger, contoured to fit around unit and mount on the rear four studs; £20.

Bob Clare, (39, Hillside Ave., Worthing BN14 9QS, tel: 01903 203698, e-mail 100570.2213@compuserve.com) has for sale new Triple-M handbrake knobs, chromed brass, original pattern. Batch made as result of losing "Molly's" on Dieppe Raiders Normandy trip, £7.50 each + p&p.

Tony Jenkins. (Bridge Farm, 80 West St, Comberton, CAMBRIDGE, CB3 7DS. Tel 01223 263751) has for sale a piece of history. MMM Infoletters from No 29 (1974) to 145 (2001) as a complete set. Offers.

WANTED

Alan Whitham (Lea Bank, Demage Lane, Lea-by-Backford, Chester, CH1 6NU. Tel No. 01244 851605) wants a K/L engine front main bearing housing, K/L oil pump top, KD rear main bearing bellhousing, pair of main bearing cheeses for K/L/N.

David Brown (Charmwood, Misty lane, Battle, East Sussex, TN3 30RE; Tel No. 01424 870336) is in need of a P-type front engine housing.

Alan Grassam (The Old Post Office Cottage, 7 Broadstone Villas, High Street, Hardington Manderville, Yeovil, Somerset, BA22 9PJ Tel No. 01935 863673) is searching for a PB/NB 30mph dash warning light.

Alan Scott (13 Amberley Road, Roffey, W. Sussex, RH12 4LJ, Tel. 01403 259780) is in need of a front engine/radiator mount for his J2, also a windscreen frame and propshaft tunnel.

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

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Anglia: Mike Linward, address above.

South East: Roger Thomas, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey. GU3 2 HU.

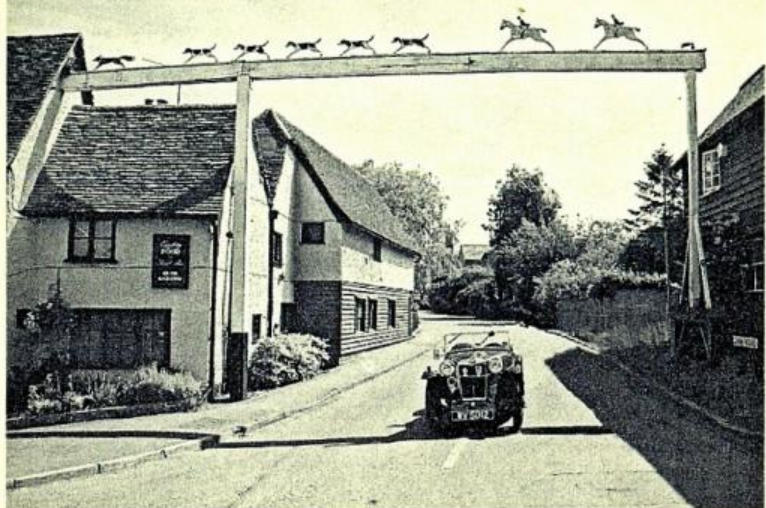
South West: Alan Grassam, The Old Post Office, 7 Broadside Villas, Hardington, Yeovil, Somerset, BA22 9PJ.

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

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

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

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



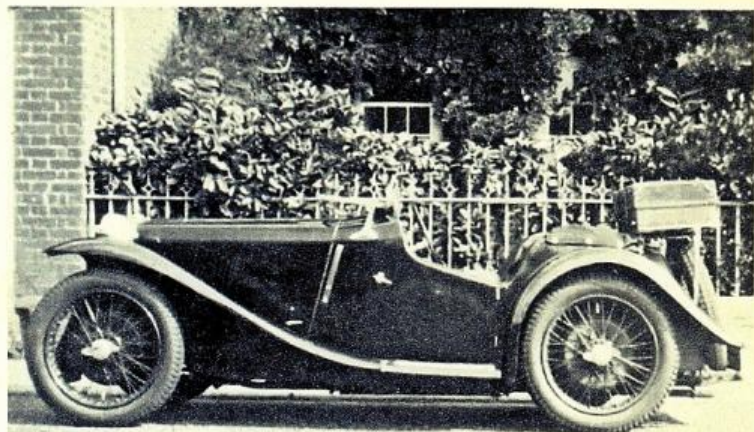
*Dick Morbey's PA re-enacting a M.G. Car Co. publicity shot of the 1930s
(cf Magic of the Marque - p. 113)*

Photo: Dick Morbey



Reed Yates' new blown N-type with the Allison equipie at Silverstone

Photo: Editor



David Ryder-Richardson's mother's honeymoon PA - now back in the family
Photo: D. Ryder-Richardson Collection



Line up of European Triple-M Rally cars at the Chateau at Pirou
Photo: Editor