

TRIPLE-M REGISTER BULLETIN



JULY 2008





Nick Bengers J2 fording Alham's Splash on the Kimber Classic
Photo: John Reid



Happy Days - Len and Christine Goff enjoying their K2
Photo: L. Goff

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July 2008

EDITORIAL – Phil Bayne-Powell

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The last month has been pretty hectic in the Editorial camp, with the Flat Cap and Whippet weekend following the Regency Run, and a fortnight after the excellent Yorkshire rally we had MG Silverstone.

There was a good turn out of nearly 40 cars for a mainly sunny weekend touring the Yorkshire Moors. We climbed, or descended, nearly every steep hill that Terry Hartley could find in the area. It was also good to see two cars over from Europe joining in. The narrow winding lanes were ideal Triple-M country, allowing one to use the power and road-holding of our cars to the maximum. A very nice end touch was that everyone received their own individual 2009 calendar of the event with a picture of their own car on the front. Let's hope that Terry and Bob Walker can be persuaded to do it again in two year's time.

Silverstone had better weather than last year, and five triple-M cars entered the California Cup, but the Register team were unable to retain the Register Trophy for another year, being narrowly beaten by the T-types from Northern Ireland. The Triple-M entry in the Sprint was a two horse race, won by the editorial C-type in its first track competition since its rebuild.

On 10th August, one of the oldest running Triple-M events will take place at Pepperharrow, just south of Guildford. A leisurely picnic lunch allows you to meet old and new friends, before the serious driving tests take place in the afternoon.

There has been a lot of movement of cars recently, with Alan Hogg selling off his nice ND. Peter Green has sold the "Aramis" NE and has

Front Cover:-Our cars in the beautiful Yorkshire countryside on the Flat Cap and Whippet weekend- photo M. Robertson

acquired K3015. Also up for sale are the R-type of Mark Piercy, which has been thoroughly sorted, and the "Q-type" of Tom Dark. Also for sale in the Silverstone paddock was the K2 of Brian Sayers, which has been on the market for some time at a very inflated figure - I don't think a K2 is worth a six figure sum.

The Editorial cars are not in a very good state as I write this. The ND broke its stub axle on the A43 near Brackley on its way up to the Flat Cap and Whippet weekend, when our Aussie friend Malcolm Robertson was driving. Fortunately he had just come round a roundabout, and was able to bring it into the roadside without further incident, although the wing and running board are a mess:-



Broken ND on the A43

Once it had been low-loaded home, I got the C-type out and joined the rally at their lunchtime stop at Runswick Bay.

Our Jarvis M-type is still trying to shed its nearside rear wheel, both coming back from the Regency Run and also MG Silverstone; this is despite the new stainless steel nuts from Andy King.

Our Jarvis F-type has at last had its body tub painted to match the condition of the rest of the car, and has also had its new clutch thrust fitted (kindly made up by Bob Walker), so now we have sweet clutch changes. However the Dynamo has shed its original cotton covered windings, and needs a new shaft and armature. It also could do with a hood and maybe some sidescreens to finish the refurbishment off.

The D-type group now have a website (www.mgdgroup.org)

The SW Centre Kimber Classic Trial and Driving Tests - By John Reid

The 21st revival of the Kimber Classic Trial, initiated in the south west in 1937, was held on April 19th. In true trials tradition, drawing the curtains on Saturday morning revealed a day to focus the mind on the harsher events of earlier years (and still run by the MCC), but without the damaging aspects. Mud and water abounded, but approximately 80 miles of Dorset and Somerset countryside, linked with some interesting byways and splendid views, produced a 'Grand Day Out'. The revival was first organised back in 1987 by Alan Grassam, as a one off to celebrate 50yrs of MGCC SW trials. Twenty years later, Alan has passed the Clerk of the Course baton to Bruce Weston, who together with Andrew Owst and Bill Bennett, put together a package of the right stuff. Well done to all, and thanks to the marshals for manning the sections.

Twenty eight of the thirty entrants gathered on a cold and rainy morning at the Sherborne Hotel to see the first car away at 9.15 am, after scrutineering and signing on, with the rest being flagged off by Andrew at one minute intervals. There were ten sections including several special timed tests. Section 1, Windmill Hill, was reached in 10 miles, and was laid out as for a Production Car Trial with 12 gates, followed by timed special tests. Four cars were clean, but many spinning to a stop between 1 and 4. Personally I am not in favour of mixing PCT type scoring with the Clean/Fail used for all the other sections, and I would also like to see the timed sections included in calculating the results, rather than being there only as a tie-breaker. Jump off soapbox!

**Patrick Gardner and
J2 ready for action**



Stoney Lane, the second special test was in Poplars Farm, followed by a 16 mile run to Grassam's Folly; rumour has it named after viewing the nearby impressive Cerne Abbas Giant. Section 4 was Honeypitts, first used in the 1928 Exeter Trial, and a true classic. A certain P-type got itself beached between the ruts, but was quickly put back on the straight and narrow by friendly helpers. Coombe Lane, with a stop and restart, was last before the traditional lunch stop at the Sparkford Inn.

By now it had stopped raining, though there was still a cold easterly wind blowing to numb the fingers. First section after lunch was Batcombe, and then to the regular favourite of Alham's Splash – the timed test through the ford at Lower Alham Farm. A reasonable amount of water produced some spectacular attempts, but I believe only Patrick Gardner in his J2 came to a halt in the middle, gesticulating wildly to his man to sort the problem. A time of less than 20 seconds was pretty good, with eleven cars being under 15 secs. FTD went to Jim Burrige's blown P in 12.56 - a real shame that these times are not included to sort the results.

Having dried out your ignition and the inside of the car (especially the Morgan entry!) Section 8 took you to Honeycliffe which was used on the first Kimber in 1937, followed by Pitcombe and Hell Ladder Lane, before a ten mile run back to the Sherborne Hotel to sign off sign off and collect your Finisher's Certificate. Although it had been a chilly and somewhat wet day, everybody seemed to have enjoyed this character building event.



Alex Reid's beached PA

When all the right buttons had been pressed on the spreadsheet, the results showed that The Kimber Trophy was won by Peter Jones in his TC, Peter being part of the Three Stooges Team of TCs who took the team award. David Sapp clinched the Spencer Trophy with the best performance of the day in his Morgan 4/4 in Class 9. Jim Burridge, driving his father's blown PB was 1st in Classes 1&2 - a better performance in the Windmill special test would have given the Jones TC a close run for the Kimber Trophy. George and Jo Ward are previous winners of the Kimber and their unfailing support gave them 2nd in Class 1&2 – only reaching 1 on the PCT section moved them disproportionately down the field. The Dutch took an award back to Holland, with Albert Koolna/J2 achieving 3rd in Class 1&2. Alan Tewes in his MGB was awarded the J E S Jones Memorial trophy for best performance in Classes 4 – 8. If you want to receive your award, you will need to attend the SW Centre Annual Dinner which is not till March 2009 and quite a drive for those not from the SW...I do think it would be nice if the trophies (or at least a souvenir) could be presented at the evening dinner so the moment is captured, even if they are taken away later for engraving. I for one don't even know what the awards look like!


There was the usual enjoyable informal dinner in the evening at the Sherborne Hotel, where the highlight was the presentation to Alan and Pauline Grassam of a splendid engraved salver to acknowledge twenty years of organising the Kimber. This was well deserved and accepted with loud and generous applause from all present.



Thijs de Groot and Cathelijne Spoelestra from Holland

On the Sunday morning Alan and Pauline organised the driving tests in the field at Rocke's Barn, the home of Barry Foster and Hamish McNinch. Six timed tests were laid out around the grassy field, the usual mixture of round and round the cones (except those who drove over them, George!), scooping water out of the trough, putting a pig in a poke, and so on. Two rounds were required for each competitor and when the wheels had stopped spinning on the long grass, Alexander and Katie Reid (PA) were on top 11 marks ahead of Thijs de Groot in his J2. It was good to see Steve Dear, a past master at driving tests and trials, putting in a spirited performance in the Wolseley Hornet Special, ending 5th. He was also in the top three of the Kimber Trial special tests but was let down by a poor score on the PCT section.

So after 21 years the Kimber weekend has come of age - a most enjoyable time spent in good company, and many thanks to the new management for continuing the tradition. See you all next year - come and have a go!

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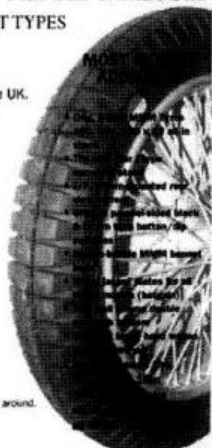
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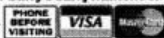
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**Silver Speed Kings at SeeRed
VSCC Team Relay Race
Donington Park – May 2008
By Peter Fenichel**

MGs lead a successful charge on track

Most club racers would agree that an event that adds a team element to the proceedings results in an even more enjoyable dimension to racing! This was certainly true for those who participated in this, the 5th year running, of what is now called the "White House Memorial Team Relay Race" at the VSCC's SeeRed meeting at Donington Park over the weekend of 31 May. A two hour, ideally 4 car 4 driver, affair with minimum and maximum race stints and required pit stops, which brings a reliability and endurance challenge to what is normally fairly short historic sprint races on scratch or handicap. Added to this is a team handicap element which seeks to "normalise" the significant differences in the 20 teams entered between engine capacity and speeds amongst our pre-war sports cars, all running with obligatory lights, wings, batteries, MOT, etc.

Two MG teams participated... "MG Triple-M's" made up of Peter Fenichel and John Dutton sharing Peter's K1/s Special, Brandon Smith-Hilliard in the ex-Howe K3 (K3001) and Tim Metcalfe in his N-Type (Tim was drafted into the team at the 11th hour this year to stand in for Paul Mullins K Special, and Barry Foster C-Type; both last minute non-starters). The "MG Octagon's" team comprised David Downes NA, Fred Boothby in Hamish McNinch's PA and Tristan Last in Richard Last's N-Type.

For those who recall the Team Race last year, this year was thankfully drama free – last year 2007 was an ambitious year for the Triple-M race participants with an all MG race earlier in the day combined with 4 teams entered in the Relay Race. Mechanical difficulties quickly presented themselves, with several cars as non-starters for the Relay race later in the day, and then bad luck arriving twice during the Race with Ed Mullins' early accident coming off the chicane, with Ed and car making serious contact with the start/finish straight concrete wall (luckily Ed was shaken but uninjured). This was followed later in the race by Peter Plaskitt rolling his P-Type on the exit to Redgate, resulting in the race being red flagged, and

unfortunately Peter coming off with a broken arm, and rather more substantial bruising. All in all putting a damper on the proceedings!

As you will be able to see from the race results our 2008 efforts were very much less dramatic, and thankfully very smooth, error and accident free. The results were really quite impressive, reflecting some considerable good luck this year with engine reliability and competent driving, given that our MGs are largely at the lower end of the VSCC scale in terms of capacity and horsepower.

For the "MG Triple-M's" Peter Fenichel led off at the start and the initial half hour stint doing 17 laps, recording a best lap time of 1:44.84. Brandon Smith-Hilliard followed in his K3, completing a further 16 laps holding the team's scratch position with consistent laps in the 1:50sec's. Tim Metcalf was on for the 3rd half hour in his N-Type, and again provided a smooth and consistent sector doing another 16 laps all within 1:50sec's. John Dutton was the finisher taking over from Tim on the 49th lap in the shared K1/s. John managed a further 14 laps, unfortunately impacted by a developing "misfire" and an overheating problem on the K1/s Special. John's best time of 1:47.33 was somewhat slower than his normal lap times in this car at Donington. The "misfire" turned out to be a broken rocker arm, but more fundamentally the overheating problem was a serious cracked block, where the attendant "leakage" appears to have been progressively worsening over each race lap!

The "MG Triple-M's" team recorded a very creditable 6th overall, doing 63 laps over the 2 hours, and with the use of their "7 credit laps" finished 7th on handicap.



The "MG Octagon's" were led off the line by Tristan Last in the unblown N-Type. With only 3 cars and 3 drivers the team needed to adopt a different strategy from the "Triple-M's", and from the off had planned to keep the early stints shorter, with Tristan earmarked to take up the final finishing sector (as the 4th car/driver). Under VSCC rules teams are limited to a maximum of 35 minutes on track per stint/driver, with a minimum stint set at 20 minutes. Penalties are given for a range of infractions (speeding in the pit lane, etc.), but the most common penalty comes from breakdowns on the track where car/driver fail to complete the minimum's time set – others of course may fall prey to actually remaining on the track for too long! Following Tristan's initial 16 laps, during which he recorded a best lap of 1:55.19, he was followed by David Downes in his NA for the next 16 laps – David's best being a very solid 1:50.55. Third on track was Fred Boothby in the McNinch PA for 11 laps. Again a very consistent performance with laps in the 2:00.00 range, setting up the team well for the finishing stint. Tristan completed a further 16 laps, albeit with one minor "spin", but also recording another 1:55.59 and brought the team home in 14th place overall. However, when the VSCC applied the Team's 11 lap credit, that placed them 5th on handicap!



Both teams ran penalty free for the 2 hours, and turned in what other competitor's assured us was a surprising performance against some stiff competition, and a credit to the MG marque. Beautiful cars being used the way they were intended, good weather and some good fortune on the track this year left the drivers and friends who were in attendance with some very broad smiles all around.

FLAT CAPS 'N ALL

*Malcolm Robertson travelled from Downunder
to experience flat cap motoring at its invigorating best...
and to give us this report*

In his editorial comments in the May Bulletin, Philip Bayne-Powell kindly referred to my return to the UK this year to participate in the Flat Cap and Whippet weekend (31 May - 1 June) as "dedication". In part he is right of course. Anyone who has owned MGs continuously since he could drive a car must be dedicated, but if you ask around among my family and friends, *dedication* doesn't seem to be the word that springs to mind. In hushed tones they look askance at me, and mutter among themselves behind the backs of their hands about wasting time and money, about early onset dementia, about various afflictions ranging from myopia, to anglophilia to madness.

Triple-M owners will understand of course, and if these same friends and family could have been present in Yorkshire and seen the joy on the faces of the drivers and passengers alike as forty Triple-M MGs blasted around the North York moors, climbed the feared one in three Chimney Bank at Rosedale Abbey, or picked their way down through dale and ford, they might have begun to glean their own understanding of the pleasures that our sort of dedication brings. They would see the stresses of modern life fall away, youthful vigour and a lightness of step return, and happiness permeate through each and every participant in the weekend's events. Everyone associated with the run returned home smiling and feeling years younger!

Naturally there were some casualties along the way, the odd stub axle sheering, a diff or two stripping, flat tyres, failed electrics and even some unexplained gremlins in the works, but that is all part of the fun. Nobody died, no cars were written off, and no permanent injuries sustained. In fact, overall it could be reported that most cars came away in better condition than they arrived - a bit of exercise is good for everyone.

My biggest disappointment was that I didn't see a single Whippet! Plenty of flat caps, but not a single Whippet - oh well, maybe next time Terry or Bob will bring one along as mascot for the weekend.

Speaking of Terry and Bob, what a fabulous organising duo these two are. The routes travelled were simply brilliant, covering every sort of "Englishness" an expatriate colonial could wish for. The accommodation at East Ayton was gorgeous; all the catering at the different venues each day was impeccable. I couldn't fault the daily instructions, which had me and my driver arriving at checkpoints and destinations without a hitch, despite the sun being in the wrong part of the sky most of the time.

The official list showed 38 cars entered. A mouth-watering selection of the most interesting Triple-M cars from around the UK and from Europe. Two C-types, the Haine M-type, Ted Hack's D, four Fs, four Js, Peter Sutcliffe's L, thirteen Ps, eight Ns and the Hemmings KN. The Bayne-Powell ND withdrew due to a broken stub axle on the way up and was replaced with the C-type, and there were a few ring-ins, a nice open Wolseley and a couple of MG VA tourers.

The event started at East Ayton Lodge with supper on Friday evening at which the camaraderie of the group was already apparent as old friends caught up with their recent activities and new friends introduced themselves. Entertainment in the form of a cleverly crafted murder mystery with MG overtones was integrated with the meal and put on by a local thespian group. Colin McLachlan was declared the solver of the murder, no doubt using the same skills he uses to solve murderous problems on the P-type to keep it running.



James Heaton carrying out puncture repairs

Saturday morning dawned clear and bright and a full day's driving had been organised covering a range of terrain from rural country lanes to the deserted wilds of the moors. In three separate stages, steep and winding inclines tested power to weight ratios and equally steep declines had those possessing 8 inch brakes wishing they'd upgraded to twelves last time they had the chance. Terry and Bob's route instructions contained lots of local information on points of interest, and from time to time participants could be seen taking short detours to catch up on Roman ruins and other features.

Starting at East Ayton, the first stage ended 35 miles later at the isolated but picturesque village of Rosedale Abbey where morning tea was taken at the Coach House Inn. The second stage began with a quick blast up the Chimney Bank and back onto the moors for a further 35 miles up hill and down dale to finish for a leisurely luncheon at the Cliffemount Hotel over-looking the North Sea and Runswick Bay, north of Whitby. The carpark at the hotel, overflowing with Triple-M cars, attracted a huge number of spectators, some of whom had "chased" the rally to take a closer look.



The final stage for the day was a very pleasant 48 mile run along the coast through Whitby and *Heartbeat* country, and into the Dalby Forest, ending back at East Ayton Lodge.

While repairs were effected to some entrants, others managed a quick kip before another delicious dinner, this time with live entertainment from Terry Hartley rather than the local thespians.

Sunday dawned grey and wet, so hoods were quickly erected on those whose cars enjoyed such luxuries while others simply tightened the neck straps on their waterproofs, donned goggles and hunched down behind the aeroscreens. The first destination was Scarborough's famous 2.43 mile Oliver's Mount Circuit for motor bicycles. Deemed too tight for cars, the circuit is just right for Triple-M MGs, which tackled the track in pouring rain at the bottom and dense cloud at the top of the Mount. Not a good day for taking in the view and the route instructions were rapidly turning into pulp.

The weather improved as the morning wore on and the rally moved away from the coast towards its conclusion and luncheon stop at Castle Howard. Our route took us through gorgeous wold farming country along tiny rural lanes and into villages with romantic names such as Foxholes, Butterwick and Kirby Grindalythe. Blink and you miss them. At Castle Howard we parked in a specially reserved grassed area where our personal security guard kept watch over our charges while we enjoyed soup and sandwiches in the Grecian Hall before touring the Castle.



The impressive line up at Castle Howard

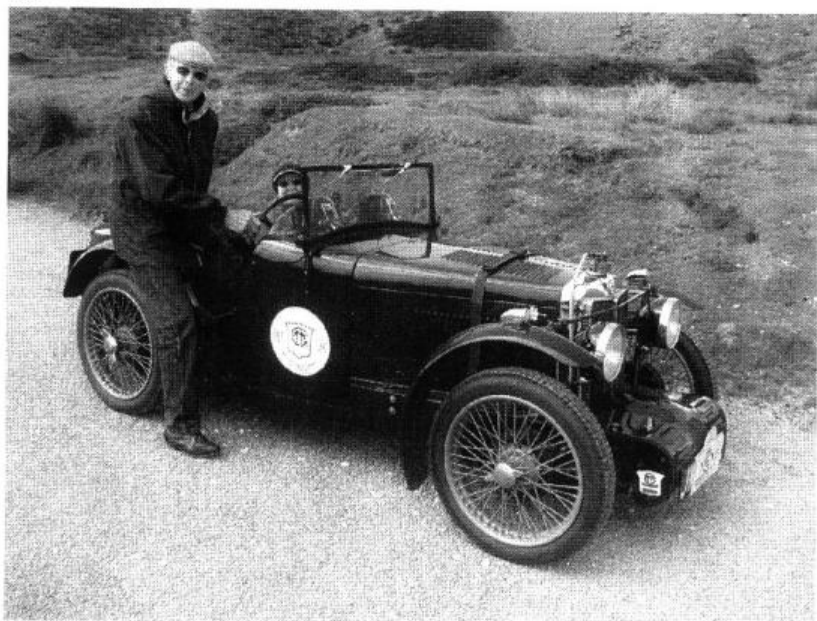
And what an incredible place the castle is. Not so much a castle in the traditional sense, but a huge country manor house steeped in the tragic history of the Howard family, yet still a proud testament to the family's tenacious grip on its wealth and its place in England's society. As a poor colonial with a convict past, there were too many family

portraits for me - I felt more comfortable outside on the grass discussing with Bob the skills of the artisans who had built the place!

Castle Howard was designed by Sir John Vanburgh in 1699, and it took 100 years to finish. It was the ancestral home of the Howard family, of which the best known member was Katherine Howard, who married Henry VIII. Parts of the house had been recently used for the new film of *Brideshead Revisited*. The money from the film company is to be put towards restoring those parts, which haven't been repaired after the disastrous fire in 1940, when the central section including the famous dome were destroyed

Soon fond farewells were being said. As old friends slapped each other on the back and new friends promised to meet again next year, the Triple-M flat cappers fired up their vertical dynamos and, with a quick wave to Terry and Bob, dispersed to all points of the compass.

"We'll be back next time," you could hear them all saying, "don't forget the whippet!"



Bob and Sandra Hudson with their C-type

Report on the Triple-M Committee Meeting 8th June 2008. From George Eagle

The Chairman advised the Committee that Philip Bayne-Powell has decided to resign from the Committee but was pleased he will continue in his role as Bulletin Editor. There will be 16 K3's at Silverstone, including EX135, unfortunately the Australian owners will not be participating. Four of the K3's will be racing.

George Eagle reported the arrangements for the 75th anniversary of the L types are well in hand. There will be parade laps on Saturday, and the cars will be featured in the arena on Sunday, along with a commentary/interview of the drivers. Cars in the display will be J Clark's Alpine/Brooklands L2, Malcolm Newman's Ashton-Rigby L2, J Wilson's L1 tourer, David Stansbie's L2 and Arnaud Jacob's L1 Saloonette.

The Treasurer reported that cash held remains healthy but there is a need to seek better interest rates – to this end a meeting has been arranged with the Barclays Bank.

The Registrar reported five new registrations since the last meeting; these include 2 M types, J2, L1 and a PA. The highest Register number as at 9th March 2008 was 3470 and number of currently registered cars is 3031. The project of scanning early registrations is now complete, and a trickle of re-appearances has already begun; these cars are immediately re-instated provided they remain essentially complete vehicles.

The Librarian has purchased further copies of Ed Taylor's popular J3 book for sale at Silverstone. Len Goff's book on K3015/2 will also be available for sale.

The Committee congratulated Dick Morbey on the very good and interesting content in his 4 page report in the latest issue of *Safety Fast!* He reported there is plenty of material available from members. Philip Bayne-Powell is drafting an article on "How to buy a Triple-M car" and will send this to Dick Morbey for editing prior to publication in *Safety Fast!*

The new Bulletin subscriptions are going well, Subscriptions Co-ordinator Paul White is creating a database as the old SAE's run out.

The new Yearbook will be out in time for Silverstone, despite a last minute problem and change of printers. Due to a printing error there will be 32 colour pages – the norm is to provide 8 pages of colour and 64 pages of black and white. Burlington Press, who only had a limited time available, responded well to our predicament and have done an excellent job. It was agreed the order be increased from 800 to 1000 copies as the run on cost is minimal.

The web site review is ongoing, including possible inclusion of historic photos, adding the Bulletin, updating library information.

The John Kidder trophy has been awarded to Stefaan Vernyns from Belgium, this is in the gift of the Committee to award annually to any member who in their opinion has made a good contribution to the Triple-M Register during the year. The decision to grant the award, for 2008, to Stefaan was unanimous.

An investigation is being undertaken into the feasibility of producing out of date Yearbooks on DVD.

The date of the next meeting is 7th September 2008.



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Silverstone's California Cup 14th June

This year there were five Triple-M cars competing, with three cars making up a team to defend the Register Trophy, which we have won for the last two years.

The event was in the usual car park, on the right of the main entrance road. There were five tests to tackle, with three attempts at each test, with the best two times being added together to give the score – so one had to be able to be good at least twice, allowing for one bad or wrong test which tended to happen to quite a few of our entries!

The Triple-M team was made up of the M-types of James Mumford and Annette Bayne-Powell, which the Editorial C-type making the third car. Also competing was Mike Hawke in his evergreen J2, and Alex Reid in a PA. We were up against a Vintage team of 18/80s, which we thought we should be able to beat, but also a team of T-types from Ulster, who were going to give us a run for our money.

The tests were the same as last year, which helped who had entered last year. The organisation of this event always seems to be low key but smooth.

There were a few problems, mainly due to engine temperature rising while waiting for the runs. We took the bonnet side off the M-type to help cool it, which usually helps, but then had to bump start it towards the end, which seemed to afflict quite a few hot Midgets too.

James Mumford was not quite as fast as usual, still remembering that he tipped it onto its side at its last driving test! Dad was having trouble posting better times than daughter Annette, who was only a couple of seconds off James' times.

The fastest Triple-M car was Mike Hawke, who was deceptively neat and tidy. He eventually won the class with 383.4 points (and the Kimber Trek Trophy), closely followed by James with 390.7 points. The C-type managed to beat the Jarvis M-type with 405.2 points to 412.7 points. Alex Reid scored 420.5 points.

Unfortunately we were not able to beat the Ulster T-type team who raked up a combined score of 1138.8 points to our 1208.6 points. The Vintage team clocked up 1685.8 points which was a noble effort, in totally unsuitable cars!

The Ulster invasion resulted in them winning both the California Cup and the BMC Trophy.

We all had a good time, but would like to see more Triple-M cars entering next year.



The editorial C-type in action

Silverstone Sprint 15th June

This year's sprint marked the first track outing for the Editorial C-type, which is still dribbling oil from the bell housing, but now an undertray has been fitted, it doesn't make such large puddles!!

Peter Fenschel was entered, but suffered a cracked block to his K-type the day before; it was a two horse race therefore, with Andrew Harrington in Fred Boothby's PA being the sole competition. This was his first competition, and was using the P-type as his J2 wasn't ready in time.

The course was the usual one at the far end of the circuit using the Hanger Straight, down to Stowe and finishing just after the tight Abbey bend. This year they had added a double chicane halfway down the straight, which as you approached look like a solid wall of tyres with no way through!

I had made up a nice timing strut for the C-type to fix to the front number plate, but the day before still needed a fire extinguisher. There was none to be had in the Traders Village, but one of our track guys told me of a firm just near the main entrance that did racing

gear. So I got myself a 1.75kgs fire extinguisher to replace the now banned dry powder extinguisher that I had used before. These new fire extinguishers are large, 4" diameter and 15" tall, and there is not much space in a C-type!

I arrived early to get scrutineered, and thought I would be refused due to the battery being exposed just behind the passenger's seat; however he was more interested in taping up my positive battery terminal. The engine sounded rather rattley, so I investigated and found the dynamo top fork was loose on its keyway. I had no option but to take it out then and there in the paddock, never an easy job. The stepped key was found to have been chattering in the keyway, which was somewhat belled out, and the key itself severely worn. I turned the key round and tightened it all up on the ground, and was pleased to find that the drive was now locked solid – but for how long? Con French came and assisted me to put it all back together and we had a car back on form.

We had missed practice, so I was allowed to queue barge to catch up with the runs. Not having had time to walk the course I cooked it at Abbey and did a nice 180 degree spin! Andrew had done 90.24 secs in his second practice, so I need to better that, but was still a bit wary of pushing the revs on a cobbled up dynamo, especially as the rev counter itself, had given up working! My first run was down to 90.27secs, still not quick enough. However I gradually got the time down to 81.66 secs which beat Andrew's best time of 85.17secs, and win the class.

This was the C-type's first track event since being restored five years ago, and to win the class on its first outing was very satisfying. Mind you a blown C-type should be able to beat an unblown P-type!

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FUTURE EVENTS

17 th May- 31 st August	"MG at Speed" Exhibition at Abingdon Town Hall	01235 523703
6 th July	Chairman's Summer Gathering	01753 643468
11-13 th July	Goodwood Festival of Speed	01243755000
19 th July	Cornbury Park Sprint	01234 708220
3 rd Aug	MGCC Curborough Sprint	01384 263627
10 th Aug	Black Horse Driving Tests	01372 452133
17 th Aug	MGCC Cadwell Park Race	01235 555552
8 th -14 th Aug	Swiss European Rally	www.meeting2008@mgcc.ch
29 th -31 st Aug	Dieppe Retro	33 235.82.49.29
7 th September	MGCC Brands Hatch Race	01235 555552
13 th Sept	Brighton Speed Trials	
13 th September	MG Wiscombe Park hill climb	01963440941
19-21 st Sept.	Goodwood Revival meeting	01243755000
4-5 th Oct.	MGCC Snetterton Race	01235 555552
11 th Oct	Annual Dinner and Prizegiving	01628 665055
14-16 th Nov	NEC Classic Car Show	0871 945 6000

Car of the Year 2008

Scores to 27th June

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	111
2 nd	2200	C/s	RX 8306	Philip Bayne-Powell	43
3 rd	1804	PA	MG 3848	Alex Reid John Reid	38
4 th	1426	NA/s	Bellevue Spl.	Ian Baxter	33
=5 th	3	J2	DG 5404	Mike Hawke	30
“	148	M	OY 1548	John Haine	30
7 th	2134	K1/s Spl.	MG 3094	Peter Fenichel	29
8 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	28
9 th	3420	PA	BMH 34	Andrew Bradshaw	27
10 th	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	25
=11 th	1140	J2	JL 753	Mike Linward	24
“	3070	K3/s tc	MG 2525	Richard Last	24
“	1917	J1/s	VSV 521	Stuart Evans	24
14 th	920	PA/s	TG 8337	George Ward	23
15 th	348	M	VU 4037	James Mumford	22
=16 th	2362	NA	BTT 726	Richard Jenkins	21
“	1049	PB/s	VH 8637	Gerald Burridge Jim Burridge	21
=18 th	80	J2	DE-46-64	Henri de Jong	20
“	2697	PB/s	CRE 569	Mark Reece	20
“	108	M	OU 4824	Mike Dalby	20
=21 st	2077	K1-KN/s ss	-	Annie Templeton	18
“	2517	M	SV 6402	Roger Glister	18
“	597	PB/s	VV 4538	Peter Haynes	18
24 th	1428	J2	DG 6142	Nick Bengier	17
=25 th	27	J2-PA/s	DRV 740	Carol Cooper George Cooper	14
“	2193	NB	DUB 679	Terry Hartley	14
27 th	2028	NB/s	MG 3694	Jane Metcalfe	13
28 th	609	PB/s	ARY 614	Mike Dowley	12
=29 th	1888	NA	CGJ 295	Tristan Last	11
“	2133	KN/s ss	-	Andy King	11
“	2011	K2/s	JO 7531	John Dutton	11
“	1997	NA	MG 3271	John Dutton	11

"	2694	J2-PB/s	Kayne Spl.	Mike Painter	11
=34 th	3018	PB	MG 4516	Graham Holdsworth	10
"	1532	M	WD 4147	David Boyd	10
"	3272	J2/s	APG 718	Colin Bird	10
"	1164	PA	YSV 703	Fred Boothby	10
"	1486	K3/s	JB 3181	Howard Maguire	10
"	317	Jarvis M	GP 1856	Annette Bayne-Powell	10
"	3302	J2/s	KS 6104	Andrew Harrington	10
"	2215	PB/s	JB 7525	Richard Frankel	10
"	2147	NA/s	AAO 797	Robert Dean	10
"	-	KN/s	OHL 3	David Hince	10
				Richard Pilkington	
=44 th	1367	PA/s	MG 3921	John Wells	9
"	105	KN/s	BFY 658	Argen van Gelderen	9
=46 th	1000	PB/s	JB 7521	Ian Williamson	8
"	2000	K3/s	MG 3570	Peter Green	8
"	1521	C/s	RX 8591	Oliver Richardson	8
=49 th	1270	NB Cresta	MG 4750	Bob Clare	7
"	1516	K3/s ss	-	Jeremy Hawke	7
"	2631	K3/s	JB 1472	Brandon Smith-	7
				Hilliard	
"	865	J2	GY 2874	Peter Fenichel	7
				Allan Gould	
=53 rd	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
"	2695	J1-J2/s ss	-	Garth Howat	4
"	1463	NA/s	BUU 964	David Downes	4
=60 th	600	J2/s	WJ 7070	Ken Robinson	3
"	656	PB/s	JC 3269	Rebecca Gunn	3
=62 nd	1533	PA-PB	WV 5012	Dick Morbey	2
"	833	PB	VH 8903	Barry Smith	2
"	749	PA/s	MG 3394	Peter Warne	2
"	1710	F1 Jarvis	IU 2474	Peter Tabb /	2
				Philip Bayne-Powell	
"	1883	J2	PO 8865	Patrick Gardner	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
“	2141	PA/s	RC 3349	Derek Richards	2
“	2227	KN	MG 4282	Peter Hemmings	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
“	1647	NB	JB 6864	Bill Abbott	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
“	1235	L1/s	JB 6878	Bryan Ditchman	2
92 nd	2761	K1/s	MG 2794	Edward Mullins	1

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2008 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

5 th /6 th January	MCC Exeter Trial
12 th January	MGCC Scottish Centre 75 th Anniversary Event
13 th January	VSCC Brooklands New Year Driving Tests
27 th January	North Devon Motor Club, Exmoor Trial
3 rd February	Stroud & District M.C., Cotswold Cloud Trial
16 th February	VSCC Exmoor Fringe Trial
16 th February	Fell Side Auto Club, Northern Trial
16 th /17 th February	Footman James, Bristol Classic Car Show
24 th February	Holsworthy Motor Club, Chairman's Trial
30 th March	MGCC SE Centre Naviscat

21 st /22 nd March	MCC Land's End Trial
19 th April	MGCC SW Kimber Classic Trial
20 th April	MGCC SW Kimber Gymkhana
20 th April	MGCC SE Centre Nescot Auto Tests
20 th April	Ross & District Motor Club, Kyrle Trial
26 th April	VSCC Silverstone Race Meeting
4 th May	VSCC Curborough Speed Trial
5 th May	MGCC Wessex Sprint
5 th May	MGCC Caledonian Centre 3-Day Rally
11 th May	VSCC Wiscombe Park Hill Climb
18 th May	Ilkley & District Motor Club, Ilkley Classic Trial
31 st May	MCC Land's End Centenary Celebration
1 st June	Triple-M Register Flat Cap & Whippet Weekend
7 th June	BARC/VSCC Harewood Hill Climb
14 th June	VSCC Oulton Park Race Meeting
14 th June	MGCC Silverstone California Cup Driving Tests
14 th June	MGCC Silverstone Gymkhana
14 th June	MGCC Silverstone Race Meeting
15 th June	MGCC Silverstone Sprint

We are now entering the busiest time of the year for events and competitions, with potentially something to do every weekend - and during the week as well, for the really keen. Keeping up with the results becomes almost a full time job, so apologies in advance if your particular event is not covered; a gentle reminder to the Comp.Sec. is all that is required to put things right.

The top of the COTY table is dominated by Bill Bennett's J2, but this is hardly surprising as Bill and Liz have already completed their ten scoring events this year - in fact they have currently done eleven but remember only the best ten scores count. So Bill will only improve from now on by doing significantly better in the second half of the year than he has in the first. A difficult task for him to achieve.

In the recent MCC Land's End Centenary Celebration Trial, Bill and Liz not only won their Class, but also were deemed to have produced the best performance of the Event. Others taking part in the Centenary Celebration were Gerald and Trish Burrige, Bryan Ditchman and Roger Thomas, and Mike Dalby who was unlucky enough to suffer a broken differential on the run, and did not finish. Mike is currently looking for a new CW&P for the M type. In spite of his good performance, Bill Bennett's J2 suffered some damage after

an unfortunate accident. However, there is an incentive for Bill to complete the repairs over the summer, so that he can compete in the MCC Edinburgh in October, in which he has another 'Triple' interest.

In early May, the Caledonian Centre held their traditional Three Day Scenic Tour, this year starting at Cumbernauld, to the east of Glasgow before travelling to Pitlochry via a circuitous route taking in some spectacular Scottish scenery, much of it along single track country roads. Sixty-one cars took part, of which nine were Triple-M, which is a good proportion.

One of the furthest travelled was Charlie and Pat Cartwright's J2 all the way from Penzance. Charlie had read about the event in previous years, and recognised the F type now owned by Ian Goddard, as the car he once owned, and was determined to see it, and possibly drive it once more. The J2 had only been purchased a short time before the event, and Charlie had never travelled any distance in the car. Charlie was determined to drive the J2 from Penzance to Glasgow and back, but not surprisingly, Pat Cartwright was a little apprehensive of the journey, and decided to travel to Scotland by train, leaving Charlie to drive, and navigate, on his own, a little matter of seven days on the road in each direction.

The Flat Cap & Whippet weekend was a great social success, reported elsewhere in this Bulletin, and several entrants from the South were able to use the event as a staging post towards the Shetland Classic Motor Show on the following weekend.

The Show takes place every two years and has developed from small beginnings, with cars just from the Shetland Isles, into an International event with cars from Continental Europe and Australia, as well as the UK mainland. The event is staged in and around the Clickimin Leisure Complex at Lerwick on the Main Island, and Triple-M interest at the event was maintained by Allan Gould's beautifully presented J2, which fortunately did not have far to travel, as Allen lives in the Shetlands.

Featured Car Clubs this year were the Bentley Drivers Club, with nine cars including three Derby Bentleys; the Lagonda Car Club, which brought along twenty-two cars, including the W.O. Bentley prototype V12, looking exceptionally elegant; and the Bean Car Club, sporting seven of their number – thought to be the largest collection of Beans ever assembled in the Register's 50 year history. Triple-M owners George and Jo Ward brought along their 14/45 Hadfield Bean

two-seater, recently acquired from New Zealand, and Triple-M luminary Mike Coles had his lovingly restored 18/50 Bean Tourer. Could there be scope for a large Triple-M presence in 2010 as a warm up to our 50th Anniversary celebrations?

As well as cars, there were cycles, motorcycles, vintage tractors, stationary engines- all working-, commercial vehicles and a whole area of the Centre devoted to model engines and motoring memorabilia.

The local Land Rover Group put on a demonstration of rebuilding a road legal Land Rover 90 onto a new galvanised chassis inside two days. The 'old' car was driven into the arena on Saturday with its new chassis on a trailer, and the 'new' car was driven out on Sunday afternoon, trailering its knackered chassis to the breakers. Very impressive, particularly as they had virtually finished the job by Saturday evening, and had to slow down considerably to fill the time until the show's finish on Sunday.



Allan Gould's J2 at the Shetland Car Show

MG Silverstone - 75th Anniversary of the K3

Peter Green managed to get 16 cars together for the K3 display in the club Marquee. It was a tremendous sight to see so many historic K3s together in one place. To celebrate the occasion we record here the cars that were in the display with some of their histories.

K3001 Reg. No. JB 1472 (owned by Brandon Smith-Hilliard). This was one of the 1933 Mille Miglia team cars, finishing second to K3003 in class, driven by Earl Howe and Hugh Hamilton. This car had Earl Howe's racing colours of blue/silver/blue in the side stripes along the car. Had the 1933 Isle of Man lightweight body fitted off K3003. Repainted White and loaned to Bobby Kohlrausch.

K3005 Reg. No. AGT 235 (owned by Karl Weismann of Germany) Supplied as a rolling chassis and fitted with a 4-seater body by Whittingham and Mitchell for Eustace Watkins. Went to Sweden in 1938, where it was owned by Bo Frick for over 25 years. Still fitted with its original body and No.9 Powerplus blower.

K3007 (owned by Jeremy Hawke) sold to Ron Horton who used it regularly in races and hill climbs, as well as gaining several national and International Class G (1100cc) records. For 1934 it was fitted with an offset single-seater body by Jensens. In 1935 it was sold to Goldie Gardner who raced it and broke more class G records in 1936 and 1937. The engine was taken out for use in EX135 and a new engine fitted by MGs; sold to Jennings in Singapore where a body was made locally. The remains were found by Mike Hawke and rebuilt to 1935 specification.

K3009 Reg. No. MG 2525 (owned by Richard Last) First owned by Robin Mere, who sold it to Hugh Hamilton at the end of 1933; he fitted an offset single-seater body, and in 1934 won his class and set the 1100cc record at the Klausen Hill Climb, and then won the 1100cc class at the Coppa Acerbo, Pescara. It then went to Ron Horton for 1934/5. Then it was sold to Reg Parnell, who fitted a single seater body and a McEvoy-Pomeroy twin cam head. In 1937/8 Lancia independent front suspension was fitted. It then was bought by Ian Nockolls. It is now back to its 1939 twin cam single seater configuration.

K3011 Reg. No. MG 3570 (owned by Peter Green) Chassis delivered to Jarvis of Wimbledon and fitted with its present body by

Thomson and Taylor for Whitney Straight. Straight raced it in the UK and in Italy, where he won the 1100cc race at Pescara for the Coppa Acerbo, beating four Maseratis. Was bought in 1934 by Dick Seaman, who won the 1500cc voiturette Prix de Berne race, and then 3rd in the Coppa Acerbo behind Hamilton and Cecchini. Sold to Reggie Tongue in 1935, and then to Sam Collier. The car returned to England with the present owner and currently holds ten national Class G records.

K3013 reg. No. AML 103 (owned by Gerhard Maier of Germany) Sold to Stanhope Garage as a demonstrator, then to University Motors. Donkin drove it in 1934 at Brooklands, Shelsley Walsh and the Isle of Man. In 1934 it was converted to single seater with a cowled radiator. In 1935 sold to A. Ashton-Rigby who competed at Brooklands, Donington and Shelsley Walsh. In 1937 it was owned by R.R.Jackson In 1939 was bought by G.B.C.Summer who fitted the high tailed single seater body from Harvey Noble's Q-type. Bought by the current owner in 1985 and rebuilt to original.

K3014 (owned by Terry Bramall) This car was originally exported to Switzerland, and successfully raced by K Becker; it stayed in Switzerland and took part in races and hill climbs. It was bought by Max Zingg in 1977, who fully restored it to its present condition.

K3015 original Reg. No. JB 3180 (owned by Peter Green) This was one of the team cars in the 1934 Mille Miglia, and was driven by Johnny Lurani and C. Penn Hughes to finish 2nd in the 1100cc class. Car then loaned to Goldie Gardner, and fitted with a pointed tail body, finishing 3rd overall in the 1934 500 Mile Race. In 1935 it was bought by J.H.T.Smith and raced at Brooklands and Donington. For 1936 the body was modified and lightened by Bellvue Garages, and it continued to race at Brooklands and Donington. The car was dismantled in 1936/7, the body going onto K3004, and the chassis and other bits to MacArthur in Ireland (who owned K3006) It was brought back to the UK in the 1960s and it is nearing a rebuilt to 1934 Mille Miglia configuration.

K3015/2 reg. No. JB 3180 (owned by Len Goff) Over the winter of 1936/7 J.H.T.Smith built up a second car with a new works chassis and a single seater body.. It came 4th in the 1937 Cork GP, and raced at Brooklands, Donington and Crystal Palace, winning the Sydenham Trophy there, and then coming 3rd in class in the 200 Mile Race at Brooklands. At the end of 1938 it was rebuilt again with hydraulic brakes and monoposto body. It was bought back by J.H.T.Smith and

competed regularly after the war in MG Car Club and other events. It was bought by a dealer who couldn't sell it with the track body, so rebuilt it with a Mille Miglia slab tank body.

K3016 Reg. No. JB 3181 (owned by Howard Maguire) This was one of the team cars in the 1934 Mille Miglia, where it was driven by Eddie Hall, but didn't finish. Sold in 1935 to Lyster Jackson in Australia where it competed up to 1939. In 1947 it was bought by Otto Stone who raced it successfully from 1947 to 1957. It was then bought by Rod Hiley, who sold to at an UK auction to Peter Green, who passed it on to the present owner. This car is one of the most original K3s, having all its original mechanics and body.

K3017 Reg. No. JB 3182 (owned by Gunther Stamm) This was Earl Howe's entry in the 1934 Mille Miglia, but crashed out. It was repaired and sold to George Hartwell who competed with it in 1934 and 1935. Sir Alastair MacRobert competed with it in British and Irish events in 1936 and 7, gaining a 6th and 5th places in the Cork and Limerick Grand Prix. In 1938 it went to M. Duke Wooley and was maintained by Monaco Motors, and raced at Brooklands and Donington. It then went to California, from where the present owner bought it in 1985.

K3020 reg. No. JB 4184 (owned by Dean Butler of the USA) This car was supplied to George Eyston for his 1934 team, and Dodson drove it to 2nd place in the Mannin Beg. It went to Czechoslovakia for Dick Seaman to drive in the Masaryk Junior Grand Prix. It went to South Africa for Seaman to drive in the East London 100 race. It started the 1935 Mille Miglia driven by Pellegrini, but didn't finish. It was sold to Victor Ltd of Belfast, and L.R. Briggs raced it in Ulster races in 1936. It disappeared until 1951, when it was for sale at Chiltern Cars in unblown form, fitted with a lowered K2 body and screen. It then went to the States fitted with a Powerplus blower. It was rebuilt to original configuration and was bought by the present owner who races it in vintage events in the USA and UK.

K3023 – EX135 “the Magic Magnette” (owned by the Heritage Motor Centre) This car was specially built by the works for George Eyston for racing and record breaking using a long wheel base chassis ENV 4-speed manual box and offset final drive to allow the driver to sit lower in the body. Two bodies were made; one named the “Humbug” was streamlined and painted in cream and brown stripes and used for the Brooklands outer circuit and record breaking. The

other was a cream and brown body for road racing. Eyston came 3rd in the 1934 Mannin Beg and 1st in the Brooklands British Empire Trophy. He finished 1934 by breaking Class G records at Montlhery. In 1935 the car was bought by Donald Letts (of diary connection), and maintained by Bellevue Garages. It competed in the International Trophy and British Empire Trophy in 1935 and also the 1936 Brooklands 500 Mile Race. In 1938 Goldie Gardner bought the car and had Reid Railton design a body specifically for record breaking. In 1938 and 39 it broke many Class G records. After the war Gardner used it from 1946 to 1952 to break over 50 International records from 350cc to 2000cc, using a K£, Jaguar, XPAG and Wolseley engines.

K3026 Reg. No. 1934 MG (owned by Peter Gregory) This car was supplied to George Eyston for his 1934 team. It ran in the International Trophy and the Mannin Beg in the Isle of Man where Handley crashed it. The MG Car Co rebuilt the crashed car on a new chassis. In 1938 the chassis was repaired by the works, and sold to C.C.H.Wagstaff with K3 axles which were used in a Riley engined special raced before the war. The car was dismantled by Wagstaff and sold in 1994. The MG parts were used in a complete reconstruction to 1934 specification.

K3026 (owned by Philippe Douchet) The car, now on a new chassis, raced in the 1934 British Empire Trophy, and then went to Czechoslovakia for George Eyston to drive in the Czech Junior GP. It was then sold locally to J.Pohl who raced in for the next three years, finally crashing in the 1937 Czech GP. The car was rebuilt and modified into an independently sprung Skoda special. In the 1980s the current owner bought the K3 chassis and other MG parts including most of the body; it has now been fully rebuilt to original specification.

K3028 Reg. No. AYH 202 (owned by Doug Hampson of USA) This car was bought for Maurice Baumer and J.L.Ford who raced in five 1934 events, including Le Mans and the 500 Mile Race. In 1935 it was converted to a single seater by Baumer/Ford had no successes. It was used by H.B.Prestwich to win the 1937 Cork Grand Prix. By 1947 it was owned by Bobby Baird of Belfast, and rebuilt on a KN chassis, with two-stage supercharging. Baird used it up to 1950. By 1955 it was in Canada as a rolling chassis, with engine and some other parts. It was bought by Gerry Goguen who rebuilt it in the 1990s.



**Jacques Menier and P. Maillard-Brune after winning
the 1934 Bol D'Or in J4008**

YOUR LETTERS

From Mike Hawke

Dear Phil

I see that John Page, writing in the 2007 Triple-M Yearbook, says that he has never seen Hustyn Hill described or located.

The map reference I have for the start of the hill is O.S. Sheet 200 Ref. 003698, which is about 5 miles WNW of Bodmin. Bryan Ditchman or Colin Butchers may have a more accurate location. We have walked it in our explorations of early trials hills. The landscape is much more wooded than in the early thirties.

Yours sincerely

From Barrie Dean

Dear Phil

I always look forward to the Bulletin dropping through my letterbox, and many thanks are due to you for the same. I found Martin White's article on castor angles interesting as I followed the same route when I first got my N-type on the road. I found the steering impossibly heavy. On checking in "Blower", I found a big difference in castor angles from 3 degrees for M-types to $8\frac{1}{2}$ degrees for P-types. My N-type was nearer to 9 degrees. I now run around with 5-6 degrees with much better results.

A shorter drop arm will also lower the steering ratio. I tried an M-type one, before deciding on what to use. A new one was made up from a splined unfinished blank, which can be obtained from Andy King. These can then be drilled to accept the drag rod end wherever desired. Note that the steering box may have to be moved forward on its mounting to prevent the drag link from fouling the oil pump on full right hand lock.

As most of our members are often steam buffs, they may be interested in a photo in the May issue of the "Railway Bylines Magazine" of a double deck road and rail bridge on the Aston Road, Bristol. The car on the upper, road deck is an M-type RX 8304, which I believe is still on the Register.

All the best

From Len Goff

Dear Phil

I would like to express my very sincere appreciation, along with daughters Kimberley, Melanie and Lindsey, for the lines of condolence in the May Bulletin for our tragic loss of Christine.

I would ask you to convey our gratitude to all those sincere folk who wrote so very many letters and cards of condolence, telephoned words of sympathy, comfort and support, also to those who journeyed to attend Christine's "Life Celebration Service" on the first of April.

Sincere best wishes

From Mark Sellick

Dear Philip,

Many thanks for your splendid efforts with The Bulletin - it goes from strength to strength.

I am writing with particular reference to the March 2008 issue, and the reproduction of the Autocar Advertisement on Page 28. My interest was drawn to the footnote concerning the sole concessionaires for Scotland, i.e. The Scottish Motor Traction Co Ltd of Edinburgh.

My D-Type (now not much more than a chassis) was, according to the factory chassis file, sold via SMT. Unfortunately, the chassis file gives no indication of the original registration number, which I have been trying, so far, unsuccessfully, to discover.

I was therefore wondering whether any other members whose car was sold via SMT had had any success in tracing records of their car's early history?

Best regards,

From George Eagle

Hello Phil

I trust that all is well with you, and that you managed to get the B-P Triple-M fleet safely home after Silverstone.

I was very pleased with the turn out of L types at Silverstone for the 75th anniversary. We had about 15 cars, which I believe must be the highest number of L types ever collected in one place?

I would like, via the Bulletin, to thank the owners for bringing their cars to Silverstone for all to see, and at the same time give special thanks to John Clark (Brooklands/Alpine trial L2), Jonathan Wilson (L1 tourer), David Stansbie (L2 under rebuild), Malcolm Newman (Ashton-Rigby L2) and Arnaud Jacobs who brought his ultra rare L1 Salonette from Belgium.

I attach the L type production statistics as a matter of interest.

The first L type chassis, L0251, was manufactured on 6th January 1933 and the last one was L0736 manufactured on 9th January 1934.

The production figures for the L1's were:-

4 seat tourers	258
Saloons	97
Continental 2 seat coupes	100
Chassis only	<u>31</u>
Total	486

The first L2, chassis number L2001, was manufactured on 5th March 1933 and the last L2090 manufactured on 9th November 1933.

L2 - 2 seat tourers with J2 style bodies 90.

The 2007 printed Triple-M Register shows 145 L1's as surviving. Many of these have been rebuilt with the 2 seater body, as for the L2's, whilst some are racing specials, and others built in the style of the K3. Unfortunately very few Salonettes and Continental Coupes survive, most of the latter are owned by overseas owners.

Best regards


MIDGET

MAGNETTE

MAGNA

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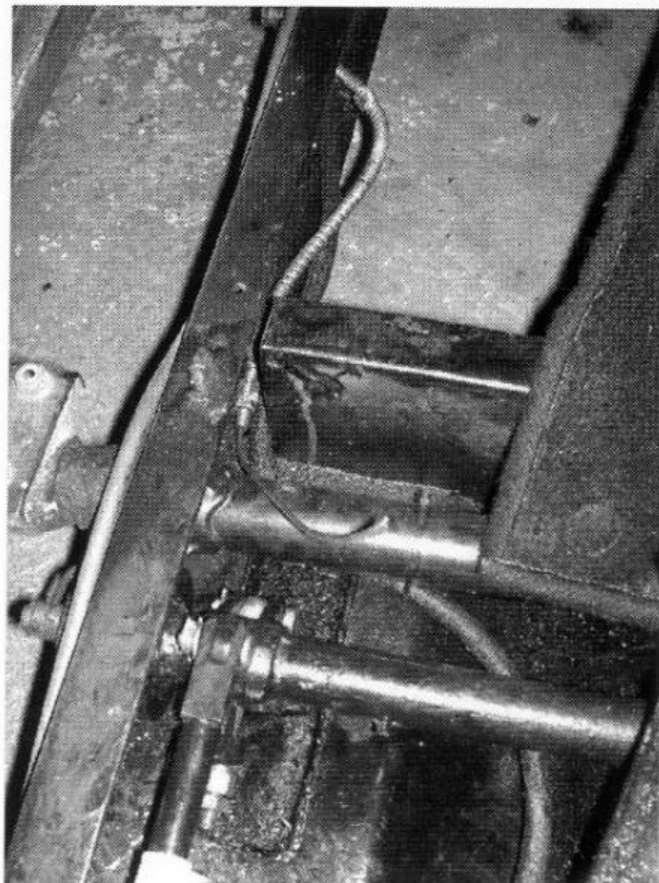

ESTABLISHED
IN 1920

Dear Philip

Brake cable failure on a J2

I was returning from the MOT station recently in my blown J2, flushed with success and clutching my new certificate, when I noticed that the brakes were pulling to the near side. All had been well earlier when I prepared the car for its test, but when I investigated, I found that the rear nearside cable had snapped, just adjacent to the lead ball that holds it in the brake cross shaft pulley. The cables had been on the car for about five years. Mike Dowley, who had supplied the cables, said that he had rarely heard of this occurring, and that each batch of cables was tested to ensure that they could withstand a pull of 700 pounds. He wondered if I had kinked the cable when I fitted it, and over the years it had fretted, and eventually snapped. I have to say that I am capable of all manner of mechanical abuse to Triple-M cars, and this may be the case but I was unaware of it. Your readers may wish to check the fit of the cables in their cars.

Best wishes,



From Martin White

Dear Phil

Thanks in no small part to the wanted adverts in the Bulletin, I was able to drive my J2 CG 5230 out of my garage 8 months to the day after I had bought it in bits. It got me to MG Silverstone two weeks later, and it has just won the Phoenix Reverse Concours for the car most needing restoring. It is now partially dismantled so that I can paint it. I shall have to sell it when it is presentable, as owning 3 J2s is just too greedy! So if anyone fancies a J2 with a BMC engine keep you eye on the Bulletin ads.

Thanks

From Chris Nowlan

Dear MG Friends,

I am really pleased to report that I've completely finished the installation of my, hopefully bullet proof, rear axle conversion on the L2. After breaking up 2 stock and fully rebuilt steel nose 4-star rear axles, it was time for something a bit more capable of handling the power. I'm convinced that the main problem was due to wheel lift on hard inside corners, and the resulting shock loading when the spinning wheel once again hit the pavement. On the race track with a helmet on, it's really hard for me to hear the revs climbing.

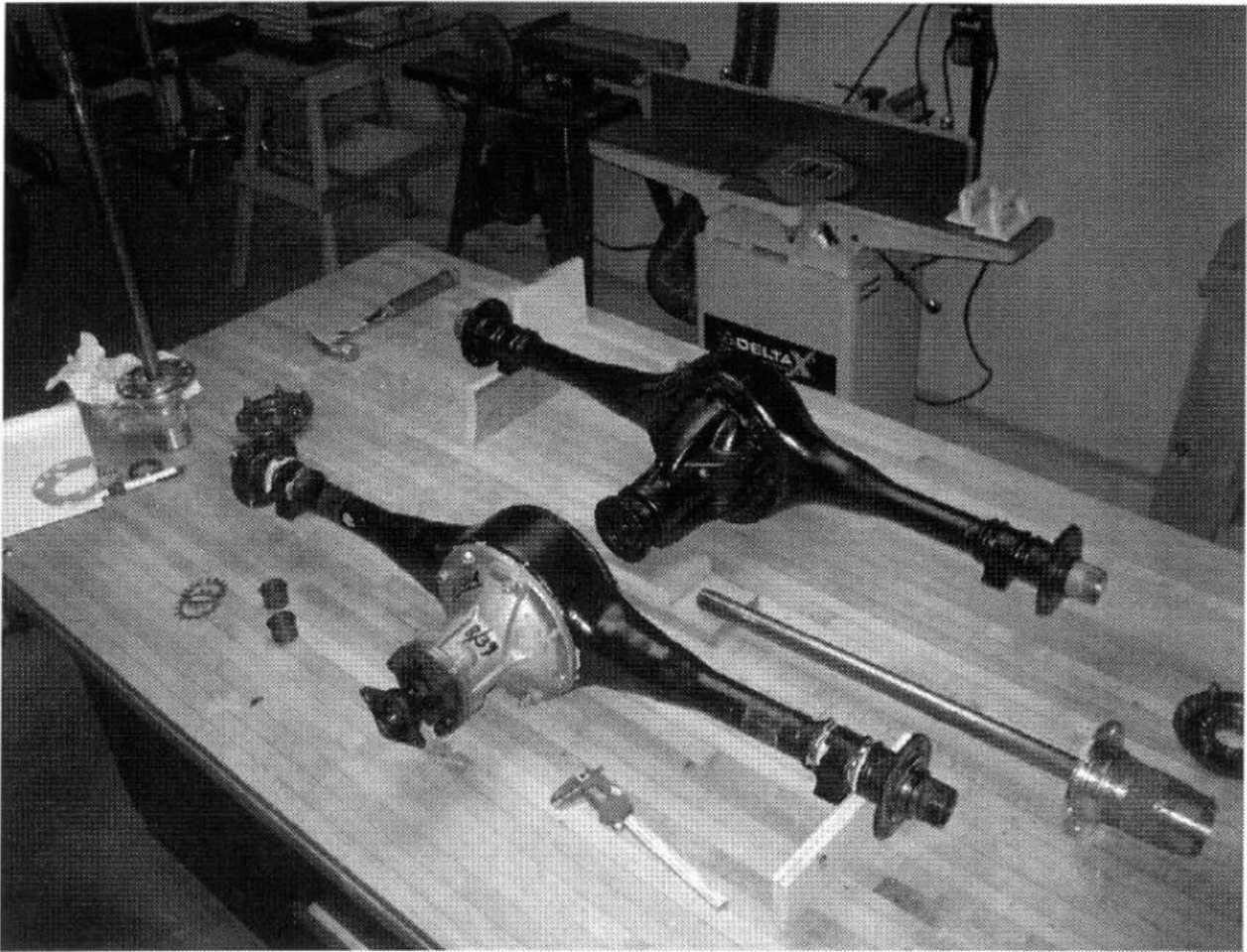
I've grafted the entire center section of a modern Midget rear axle onto the ends of a spare L axle case. The Midget diff is fitted with a Salisbury Limited slip unit and an 8/39 gearset from a Morris Commercial application. I was previously running an 8/39 ratio, which seems perfect for the L2.

I had to have a special set of half shafts made, and the LH is shorter than the right due to the hypoid design, and very narrow propshaft tunnel on the L-type. I was concerned about possible "chatter" going around corners, but find that even when doing donuts at full lock on dry pavement, the axle is completely quiet and smooth. It also does not leak out of the pinion, like the originals did. With a bit of fettling of the welds, and a bit of Bondo, the painted up axle does not look like it's a made-up unit.

The Midget axle design is very similar to the MMM axle and once installed, it is virtually impossible to see the difference. The axle assembly that I removed was the original L2 alloy diff 2-star unit. It's in fine shape but only good for very gentle touring. I'll keep it on the shelf for posterity, and hopefully now have my axle woes behind me.

I'm participating in a VSCCA hillclimb this weekend, so it will be the first serious test, although I've pushed the car hard around town.

Cheers,



TIPS AND HINTS

If a front brake drum starts rubbing on the top section of the backplate, do not grind back the brake drum, but have your stub axle crack tested, as this is the first signs of a stub axle about to break.

Keith Herkes has recently commissioned the re-manufacture of a small batch of the MG Medallions for the MG18/80 bonnet catches. These medallions are the same as those for the MG M-Type. Whilst I believe there may be some slight variations in the catch itself, the medallions should fit all of them.

If any M-Type owner would like to avail themselves of a set or even just the odd one, they are £5.50 each. Contact Keith on 01234 771769 or email kdrm@herkesmg.freeseerve.co.uk.



Martin White suggests that you fit oil warning light in the P/N octagonal dash panel, replacing the pressed MG badge (which can be put aside for later reinstalling). Then on a dark night you will know when all the oil has disappeared from a cracked pipe or similar, and you will not knock out your big end bearings like he did. You need to fit a T-piece where the oil pressure pipe connects and screw in a pressure switch, as used on Morris 1000, Minis etc. Take a wire from the switch to the warning light and connect the other switch terminal to a live feed.

SPARES WANTED

Barrie Dean (143B St Alban's Road, Arnold, Notts, NG5 6GT, Tel. 0115 9208416) is in need of an N-type rocker cover, and a vertical drain housing sump

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU. Tel. 01344 424258), still needs the following items to finish off his J2 restoration:-

Petrol tap

The bracket that fixes the hood frame to the body

Two lengths of 1foot long channelling to repair the windscreen.

SPARES FOR SALE

Barrie Dean (143B St Alban's Road, Arnold, Notts, NG5 6GT, Tel. 0115 9208416) has for sale an M-type reconditioned bronze carburettor, an M-type rear light type TF 201, also a D/J/F dipswitch and horn on mounting column.

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU. Tel. 01344 424258), has for sale a pair of 140 size headlights for £100, and a pair of 150 size headlights for £130. Also an 18" wheel for £25.

CARS WANTED

Colin Murphy (12 Langley Road, St Fergus-Peterhead, Aberdeenshire, AB42 3GD. Tel. 07790265848 or e-mail murphyhome12@yahoo.co.uk) is looking for a J2, any condition considered.

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Klaus Falldorf and J2 with record breaking ME108

Photo: K. Falldorf



*The Editorial Allingham N-type storms up Chimney Bank on the Yorkshire weekend
with Aussie Malcolm Robertson navigating*



Wall to wall K3s celebrating its 75 year anniversary at June's M.G. Silverstone

Photo: Editor