



'T' REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 18 APRIL 2015



TF 791 CRF NEARLY READY FOR THE PAINT SHOP AFTER 45 YEARS

A Message from the Chairman of the MG Car Club 'T' Register - Geoff Matthews

As I write this note I am on a train to London to attend a meeting of our Communications Sub-Committee! For some time we have wanted to review our member communication strategy and I would like to ask for your assistance. I would like ANY member (including committee members) who read this note to send an email to me at geoff@ostlersbarn.co.uk to acknowledge that you do read TRN! If you do not have access to email please write to me at Ostlers Barn, Advent, Camelford, PL32 9QF or telephone me on 01840 214972. If all you do is simply tell me you have read this it will be very helpful but any additional comments on the content of this piece will also be welcome. Please do it NOW!

We are reviewing our methods of communication which are at present, a regular monthly paragraph in "Safety Fast", with every four months an extended four page newsletter. We do not intend this to change as it is the main club communication method. In addition we also produce this newsletter in electronic form for free download with a paper copy available by special request for a nominal charge. We distribute about 40 copies in this way and on average there are approximately 900 'hits' on the website for download each quarter but this is not an accurate record of readership and that is why an email or alternative notification would be hugely helpful to us. Please do it NOW!

We are also intending to update the website and we hope many of you are now accessing our facebook page at www.tregister.org. We know this is being used but, interestingly, most of the activity on this page does not appear to be our usual membership. Many are from overseas or in Europe and we believe the page is becoming increasingly good value to our members and of course non-members who, we hope will eventually be encouraged to join the Club!

The main question facing our sub-committee is, therefore, HOW IMPORTANT TO OUR MEMBERS IS TRN? The production of this newsletter, which you may recall was originally known as "Totally T Type" but renamed TRN in 2011 due to circumstances upon which we will not dwell upon here, has been our main communication vehicle for over 5 years but we now feel that it may not be as important to you our members as it used to be and we question whether the considerable effort put in by our Editor is of any value.

If it is of value to YOU, please do let us know or otherwise we may well feel that the time has come to direct all our efforts to our electronic presence through the T Register website where all of the information contained in TRN would be available in electronic form. Please do respond as, without your feedback, you may find changes are made with which you disagree! So please do it NOW!

Enough of that, and of me I suspect, so I will close by wishing you a super T Type Summer and hope to see as many of you as possible during the year.

Geoff Matthews

TRN APRIL 2015 TABLE OF CONTENTS

Page	2	A message from the Chairman	Geoff Matthews
Page	3	The Editorial	John Ward
Page	4	Cover Story	Martin White
Page	5	Recent events	John Ward
Page	9	Forthcoming events	John Ward
Page	11	Unraveling the history of a TC	David Wardell
Page	12	Harry Lester & the Monkey Stable	Stewart Penfound
Page	16	Officers & Committee	

EDITORIAL

Nearly halfway through the T Register calendar already and I have not driven the TF yet this year. You may recall my troubles with the water pump that I mentioned last time, well suffice to say when I removed it from the block there was the inevitable play on the spindle bearing that warranted serious consideration. Taking stock of this I already had 2 water pumps sitting on the shelf somewhere and the current one that had failed was only about 5 years old. Bearing in mind that the original one in the car when I bought it in 1968 was one of those still on the garage shelf and only changed in 2000 when the car was rebuilt, made me begin to think.

I had heard about some companies that were manufacturing and retailing up-rated pumps to fit the XPAG but upon investigation the cost was enormous and I was not sure about the exact fit to the block and I had already had had to rethread one of the bolt holes.

Concerned about the quality of replacement parts these days I began to think about refurbishing the old one and came across a company in Wolverhampton which would fit new bearings and completely overhaul the unit. A long chat with them told me this was the way to go and I dispatched the original pump (from 1968) off to them and within a week it was back. Now fitted, the bolts and studs slotted in perfectly of course, only to get the radiator and the hoses on, fill up and off we go. It remains to be seen how long the pump will last but with improved bearings I can only believe that it was the right move. The company; E.P. Services were excellent. (01902 452914 - ask for Paul King)

You will see from Geoff Matthews message above that following the AGM and the election of some new committee members it is now usually a good time to reflect on the past but also to consider the way forward.

It is clear that we live in an electronic age and mankind can never go backwards and so it is fitting that we consider how to endorse this and yet maintain the traditions that we have established to date in the Register.

Over the years there have been many attempts to keep you informed and advised of events past and present and roughly every 10 years the newsletter format has undergone radical change and today is no different, do consider Geoff's request and let us know your thoughts. We shall of course continue to create and publish TRN for the rest of 2015 but next year, who knows?

.....and now next on the agenda, Silverstone MG Live. June 20th – 21st

Yours truly will be organizing the Natter on Saturday at the Specials marquee adjacent to the 'racing boys' paddock so do come along at about 4.30 and have a beer or a wine and some nibbles and definitely talk MG.

Later that evening will be the Presidents Dinner at the Silverstone Golf Club, if you wish to join the reserved T Register table let me know soon and we will save you a place.

Looking forward to the T Party again on August 2nd, make sure you pre book to take advantage of the reduced entrance fees.

The Autumn Tour is the final item on the calendar for 2015, the organizer Gill Hayward is struggling to come to terms with the loss of her husband Edwin but assures us that all will be in order for September and of course much assistance has been proffered by the committee to help were we can.

Must go and finish the T now although it is pouring with rain out here in Essex so not too desperate to drive it today.

Cheers for now

John W

COVER STORY

Another MG saga clearly illustrating the continual need that seems to prevail (we are pleased to say) that is to preserve and restore all T Types from this time forth at all costs.

1954 MGTF 791 CRF

By Martin White

I write this article not only to relate the story of the chequered history of this TF but in the hope that someone will know something about the car prior to 1969.

A metallic green 1250cc TF registration number 791 CRF came off the production line in 1954 and was delivered to someone who lived in the Stoke on Trent area in July.

By the early 60's it had collected quite a few dents. It had the near side front wing replaced and the car was re-sprayed white. The panel fit at the front wasn't too good and the running boards had not been drilled out for the chrome strips so these were left off, any other redundant holes were plugged with filler. At this point it sounds remarkably like the car advertised in the December 1964 issue of Motor Sport by Flying Officer Malik based at RAF Syerston in Nottinghamshire, not a million miles from where it was first registered.

In 1967 it was bought by Barry Morris from South East London and by now it had gained a coat of the inevitable Post Office red paint on top of masses of filler, some of it quite deep as no one had bothered to beat out the dents first.

He used the car for a couple of years and was probably the last person to do so as by 1969 it was in the hands of a young man in Luton who could not get the car to start.

He slapped on a load more filler into the door sills and wheel arches then undersealed it before selling it on again.

So late in 1969 it was bought by Edward Noyce with a view to a total restoration. He could not get the car to start either and his enthusiasm finally died when upon removing the interior and the wings it displayed the full extent of the decay and body rot. He eventually bought a TF which had been fully restored and passed the project to a friend of mine Geoff Baron of MGA fame who never got around to restoring the car having found a 1500 TF and so it was he that eventually sold me the car on April Fool's Day 2014.

After restoring several T Types and MMM's I was not at all daunted by the prospect of restoring this car and this has turned out to be the case. It was not long before I had repaired the body tub and straightened out and welded the panels, wings and running boards.

Shortly after that I had the engine running, the cam followers had stuck in their guides and the valves would not close, I am hoping this does not re-occur when I start to use the car!

Anyway after 45 years languishing in the doldrums and one year with me it now runs, stops and steers and as I write this, a respray in green is in the process of being completed.....on the road for August?

And now a mystery..... and maybe someone out there can help with this. Whist working on the car a number of odd things emerged. There was a hole in the floor but this turned out to be nothing but a burn hole from a damaged exhaust pipe. The windscreen had 2 washer jets both on the driver's side and there was a strange bracket bolted to the prop shaft tunnel between the handbrake and the gear stick. This turned out to be the mounting for twin handbrake levers so that the rear wheels could be stopped independently; someone used to play with this car in the mud, but who was it, where and when?

All this must have been in the earlier years before 1967 so if anybody knows about those times please do give me a ring on 01344 424258 which is a Bracknell number in Berkshire.

Martin White

April 2015



T Register Year 2015 so far.....

MG Show & Spares Day Sunday March 1st at the National Agricultural Centre Stoneleigh Warwickshire CV8 2LG

Shared once more with the Triumphs, this opening event of the T Register year reminds us that spring is around the corner and time that the car may need some extra attention following the long winter months spent dormant in the garage. This year we increased our presence at the show, more tables and display areas, clear banners and directions and judging by the activity in general at our stall this proved to be a popular move.

The T Register Rebuild Seminars Saturday March 21st at The Heritage Motor Centre Gaydon Warwickshire CV35 0BJ

For the 35th time these rebuild seminars proved to be a hit with approaching 100 delegates attending a varied range of informative lectures and demonstrations about T Type maintenance and the running of these beloved cars in today's testing and trying road conditions.

As normal we were welcomed with a 'cuppa' on arrival together with a bacon roll particularly appreciated by those who had been on the road early that morning. Lunch was also included in the ticket price with a buffet style choice from the excellent canteen facilities and of course there were hot drinks and biscuits throughout the day between sessions.

The T Register Chairman Geoff Matthews welcomed all and in particular quite a handful of attendees who by a show of hands declared it to be their first visit to this event, which is always encouraging and hopefully they were suitably pleased to be there.



Just inside the main entrance we were confronted by Jeff Marsden's immaculate T Racer, how can it look so good and yet still be regularly up in the front of the grid on every race day?

Following a slight reshuffle of speakers, the 2 lecture rooms were soon in business with the varied programme of subjects that had been expertly brought together by Barry Knight with the assistance and encouragement of Alan Wakefield who had done a great job for the previous 4 years.



The Coil and the Capacitor – Eric Worpe

As we have come to expect Eric presented us with a total history of the development of the coil and its component parts from its invention right through to modern day problem solving and improvements, such a wealth of in depth detail, look out for these notes if they appear in the future.

The SU Fuel Pump – Peter Cole



A regular contributor to our seminars on electrical components, Peter outlined all the trials and tribulations with the SU fuel pump and its temperamental performance due to the original built in points system. A well known advocate for modernisation and improvements to gain reliability in our cars, the electronic way is the only way is his philosophy as he showed and explained to the attentive gathering.

T Type Gearboxes – Gerry Brown

From TA to TF Gerry has rebuilt and restored more gearboxes than he cares to remember and armed with all the props and bench examples to hand he passed on his enormous wealth of experience gained both as a very competitive T racer in the 60's and 70's and his proven business success over many years in building and renovating not only gearboxes but all aspects of restoration and rebuilds of T Type engines and components.



An audience with Gerry Brown

Fitting MGB Disc Brakes to the TD – Ron Drake

On the familiar theme of improving and upgrading certain functions in the T Type both on the grounds of safety and performance, Ron can be relied upon to be an innovator. With a long career in the engineering business nothing daunts him and there is always a way that improvements can be achieved.

Long considered to be a shortfall in the design of the T, bearing in mind the TD was such an improvement from the TC, the braking system has always been in question. In his eyes, the answer is to buy the MGB front braking system from a well known supplier with all the salient parts and by a little persuasion (engineeringly speaking) you can stop as efficiently and as safely as a modern.



Getting Started in T type Competition – Jeff Marsden & Geoff Mathews

Some little time ago when Jeff Marsden gave up the day job, the thought of what to do next in life crossed his mind, having already got a TD, it occurred to him it would be good fun to be a little more active and even competitive in an old MG, why not he said and more importantly the boss agreed and so he did.

A suitable TC racer was purchased and after many months and no doubt quite some investment in hours and parts, you can see from the picture at the beginning of this edition, the end result, and what is more important apart from looks this car is quick and competitive. The moral is that it does not have to be expensive to join in but the more you spend the more it grabs hold of you. The key is car safety for you and others and scrutineers are correctly vigilant, the rest is

about equipment and clothing, knowing the rules and regulations, so just pay your entry fee and get going.....

Geoff Matthews on the other hand just met up with someone and talked about MG ownership which was shortly followed by the purchase of a certain TA which had had a long career as a competition car in trials, sprints and hill climbs. It seemed a shame not to continue along this route so he duly bought the gear, overalls, shoes, helmet etc obtained a competition licence, joined up with his mate and off they went to a hill climb. Now with a few more events under his belt and some minor running repairs and tweaking of the TA he is looking forward to this season's trials, again the motto is why not !!!

History of Tyre Development and Classic Tyres - Chris Marcham of Vintage Tyres

Having just tried to cajole all of you to get out there and be competitive in the T, what is one of the most important aspects of safety on the car but tyres. Chris Marcham Managing Director of Vintage Tyres explained all recent developments in providing tyres for classic, veteran and vintage cars and motorcycles and which are best suited for T Types. He started the business in 1962 and since then has been supplying the needs for classic vehicle enthusiasts for 50 years, based at the National Motor Museum at Beaulieu.



Insurance Considerations for your T Types – Peter Best of Peter Best Insurance Services.

A past chairman of the MG Car Club and the current owner of at least 3 TF's, Peter was ideally suited to tell us all about the latest developments and legislation in regard to insuring our classic and prized possessions explaining some of the current pitfalls in the marketplace and why to be wary. The vexed question of agreed valuations was a topic for considerable debate on a question and answers basis.

The T Register AGM

The AGM immediately followed after the last of the seminars and it was good to note the number of members who stayed on in support of the committee and officers who after all only have your interests at heart and continue to provide their unpaid services on your behalf.

One or two long standing committee men stood down this time and thanks to them for their many years service to the Register. We were pleased to welcome on board Robin Haseldine who has successfully taken over the sometimes difficult task of dealing with the DVLA and car registrations from Roy Miller and Clive Manser who has now formally collected the vast array of records from Roy and assumed the role of The T Register Historian. Martin Price is now our Luffield Trophy representative and of course Jonathan Harmer still heads up the competition and racing section. Moving ahead with the times (unusual for T Types!) we hope that you are now aware that we have a very thriving facebook page on the website and all thanks to David Wardell who also joined the committee at the AGM. All the officers and members of the new committee can be found on our website at www.tregister.org

BROWN & GAMMONS

Investing in keeping MGs on the road

We embarked on a re-engineering programme 5 years ago in order to address the difficulties many MG owners encounter when trying to replace parts that are no longer available or of inferior quality. All the parts are manufactured in the UK and machined from superior quality materials in order that they last longer and in many cases improve the driveability of the car.

We haven't stopped here though. We currently have many projects on the go so watch out for more parts coming soon. We do stock a comprehensive range for all T Series aiming to keep the cars on the road and working as they should. Whether it be mechanical, body or trim we will make every endeavour to help. Our workshops are fully experienced in all MGs but particularly T Series with many total rebuilds to our credit over the past 36+ years of our business. Whether it be a rebuild or just a part or technical advice, contact us.

Ron Gammons was a founder member of the T Register back in 1963 and has owned, raced and loved T Series throughout. Malcolm Gammons cut his racing teeth on the family TC and then built his racing TF. Contact the winners!

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FORTHCOMING EVENTS 2015

MG LIVE SILVERSTONE 2015

MGLive will be **20th-21st June 2015**, so still plenty of time to ensure your presence at the MG Event of the Year.

The designated T Register Parking area will be available as usual, look out for directions and our banners will be in place, the Saturday afternoon natter with a members drink and nibbles will be adjacent to the Racers and Specials paddock from 4.30 onwards and do not forget that if you are going to the Presidents Dinner at the Silverstone Golf Club later and you wish to join the reserved T Register table, let the above scribe know as soon as possible.

Once again the committee will be attempting to provide a stand and a display that will emulate the success we enjoyed last year by winning but others may have a different idea on the matter this time when they saw what the competition had come up with at MG90

THE T REGISTER T PARTY

Once more we head off to Biggleswade and the Shuttleworth Vintage Aero Museum at Old Warden in Bedfordshire, a week later this year on **Sunday 2nd August 2015**. This time we may be joined by the Magnette Register so a turnout of about 65 cars is promised to what has proved to be a very popular social event in our calendar and of course the weather will be just the same as the last two years, blue skies, scudding white clouds, perfect for a picnic.

The Shuttleworth Management Team have once again given us a generous entrance ticket concession whereby pre 60's car and driver get in free and a charge of only £14 for passengers arriving in the same car. All

tickets must be pre booked to take advantage of these terms either by ringing 01767 627924 and ask for Sandra Creevy or you can apply on line to sandra.creevy@shuttleworth.org and she will send you an application form for car and passenger with the entry fees payable. See you all there.

THE 2015 T REGISTER AUTUMN TOUR on 11TH TO 14TH SEPTEMBER to the SOUTH COTSWOLDS

The 2015 Autumn Tour will be based near Wotton under Edge in Gloucestershire half way between Gloucester and Bristol.

The dates are Friday afternoon **September 11th to Monday morning September 14th 2015** and will be at the Tortworth Court Four Pillars Hotel, a magnificent Cotswolds grade 2 listed Victorian mansion offering all the grandeur of an elegant house with character alongside the modern facilities of a four star hotel. Set in its own private grounds of 30 acres including a lake and an arboretum of over 300 rare and protected trees, the hotel complex also boasts a luxury spa and leisure club with work out and gym facilities, you can check all this out and more on their website

www.four-pillars.co.uk/tortworth

At this moment there are just a few places left at the hotel, contact Gill Hayward on 01452740393 or gillhayward50@hotmail.com or you can make your booking direct with the hotel on 01454 263000 quoting "MG T Register Weekend", the hotel will request a deposit at this time of £50. The total price now being £388 for a double room for the 3 nights with breakfast each morning and the Gala Dinner on the Saturday night. Dinner on the Friday and Sunday evening will be at the choice of individuals and not included in the above tariff but it is inclusive of the use of Peels, the hotel spa and leisure facilities.

Other treats that could be in store, dependent on interest, are a guided tour of Highgrove the country home of HRH and subject to weather conditions, the chance to take to the air without an engine!

The 2016 Autumn Tour

Seemingly a very long way ahead at this time but it has become customary at the Autumn Tour to promote the next year's venue and to solicit any interested parties to put their name forward as an expression of interest.

So here we have it, a date for your diary!

Next year we go a little further south down to Dorset. Geoff Matthews and Chris Sundt are going to arrange this trip and entertain us in the land of the Jurassic Coast, sounds good to me.





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T Register News April 2015

Page 10

Unravelling the history of a TC

David Wardell

People always wonder what the history of their T type was before they acquired it. And on the reverse side of the coin, people who used to have a T Type wistfully wonder what happened to it. Well, here is one story that is still unfolding ...

Some of you may have discovered that the T Register has a Facebook Page which is proving to attract a worldwide audience, and visitors who are not regular T Register participants. We have had a couple of posts on the page along the lines of 'where is/where has my T Type been'. One was from John Harris, no stranger to MGs - he has owned a PA for 43 years, and describes himself as being 'subliminally brainwashed from my Father's neighbour having a TC when I was a child!' So in the 60's he bought a TC from someone who had crashed and rolled it. His quote was

'The car had overturned in the accident. The nearside was flattened, the windscreen and hood ripped and there was damage to the scuttle. No dashboard or instruments existed either and the poor thing was soaking wet having been left out in the weather all winter.'

He did a far from concours rebuild of the car, hand painted it and used it for three years before the common tale of marriage, mortgage forced him to sell it. It was bought by a Greger Swaren from Sweden.

There follows a still mysterious wandering phase of the car, but after John posted queries about it, we got Stewart Penfound, our TABC Registrar on the job. Stewart keeps detailed records and knew that in 1994 a Wim Crouwel from Amsterdam owned the TC - and he had an email address for him. And amazingly Wim answered the email, and since then, numerous further emails have passed between myself, Wim and John. Wim still owns the car, did a complete restoration it, but no longer drives it. It also turns out that Wim is quite a famous Dutch typographer and graphic designer ...

John has some history of the car previous to his ownership, Stewart has records of some owners in Sweden and Wim has records of

his purchase and restoration of the car. Both John and Wim are now writing up their sides of the history of TC 7223 and the intention is to publish the full story in the next issue of TRN. So watch this space.



Fig 1 The TC as it was when bought by John Harris



Fig 2 John Harris in his rebuilt TC in the 1960s



Fig 3 The TC as rebuilt by Wim Crouwel

Harry Lester, His Cars & The Monkey Stable

It has often been said that everyone has a book in them, and this is the tale of how mine came to be written. When I bought my Lester MG back in 1993 I didn't really know what it was, or even who had made it, so, like most people who acquire a slightly unusual car, I tried to find out a bit more about it, and whether there were any more examples around. Well I did, and there were, and twenty two years later, and after a certain amount of prodding and cajoling from other Lester owners, I'm about to publish the result.

Firstly, though, I must go back to the mid 1970s, to when I dismantled my TA with the intention of restoring it as a T racer. With a couple of friends, I did a fair bit of flag marshalling, mainly at MGCC and historic race meetings. To us, the highlights of the MG meetings were always the T races, and as I had a car, why not have a go myself? That didn't happen, and a number of years went by without any progress on the car. I kept up the marshalling, however, and got to know some of the drivers well, with the result that, when Malcolm Hogg retired as T Register Competition Secretary, I took over his role, as much to become more involved as to get off my backside and do something about that dormant dream to become a racing driver.

This was in the late 1980s, and it was around this time that Andrea Green joined the T Register committee and set up the Specials Register. Such cars were virtually unknown to the world at large back then, and this was when I first heard of a car called a Lester MG. A little while later one came up for sale by Ron Gammons. Here was an opportunity, I told myself, to acquire a car ready to compete in and with the bonus that the TA could be restored to use on the road. The Lester turned out to be the car that I had helped push over

the line at Wiscombe when it had stuttered to a halt by our marshall's post a year or two previously. I hadn't taken much notice of it then, not knowing what it was.

It didn't turn out to be as ready to go as first thought, and I spent the next five years restoring it, treating it to a new aluminium body in the process, and converting it to wire wheels and all the while finding out more and more about Lester MGs and the man who made them, Harry Lester. Specials in general were beginning to get more recognition, and just before the car was finished I displayed it in the MGCC tent at the 1997 Coy's historic meeting at Silverstone along with two others, Chris Pamplin's Dargue MG and Keith Hodder's Parson MG. It was here that I got to know Mike Cross, who was restoring one of the two surviving Monkey Stable cars and as a result he, Chris and I shared what information we had on Lester cars and have done ever since.

The Monkey Stable's team of three Lester MGs had won the team prize at the first Goodwood 9 hours race back in 1952, so, when Lord March announced that his inaugural Goodwood Revival Meeting would be having a race for cars that would have been eligible for the 9 hours race I cheekily contacted the organiser and said I had a car that was of the same type as the Monkey Stable cars and what's more, had a couple of mates who had similar cars and would also like to join in. To my surprise and delight, he said he had seen the cars on display, and were just what he was looking for. The Parson couldn't make it, so we got George Cooper's Cooper MG to come instead. So, in my first year of racing I found myself at Goodwood, out on the track with C type Jaguars, Aston Martins, Frazer Nashes etc. Scary stuff, but an experience I'll never forget!

It was at this meeting, in September 1998, that I met two people whose knowledge and enthusiasm for all things Lester culminated in me writing it all down. They were Roy Jacobson and Dick Duncan, both Americans, both Lester owners and who both came over especially to see a Lester racing again at Goodwood. Roy had owned one of the Monkey Stable cars for years and had done an immense amount of research into their competition history, as well as tracking down surviving Lester cars. Dick owned the only Coventry-Climax engined Lester and had done his own research, to the extent of tracking down and interviewing surviving members of The Monkey Stable. Roy subsequently sold his car and has disappeared from the scene, but five years ago Dick and his wife, Carolyn, came over for a visit, bringing his interview tapes and other material with him.

Over the course of a very convivial few days, I found myself agreeing to write it all up, naively thinking it would only take about 12 months. It soon became apparent that there were two stories to be told; one about Harry Lester and his cars, and one about The Monkey Stable, who went from Lesters to Kiefts and back to Lesters, whilst also driving for Bristols at Le Mans. It all ended in tragedy for them when in 1955 team founder Jim Mayers was killed racing a Cooper at the Dundrod TT, just after fellow Monkey Stable driver Mike Keen had lost his life at Goodwood, also whilst driving a Cooper.

More and more facts about Harry Lester, Jim Mayers and The Monkey Stable came my way over the ensuing five years. I was put in touch with and interviewed Peter Musitano, who knew Harry Lester well in his later years. I was also privileged to be given access to Harry Lester's surviving personal archive, which revealed much new material.

Mike Cross had acquired Roy Jacobson's car and with it came correspondence between Jim Mayers and the car's first American owner, Bill Lloyd. Dick Duncan had also given me a personal account by Monkey Stable driver Trevor Line, who witnessed the disaster at Le Mans in 1955 when Pierre Levegh's Mercedes was launched into the crowd, killing 80 spectators. Trevor was in the pits, getting ready to take over his Bristol from Mike Keen and saw it all...

Quite a few articles have appeared over the years about Harry Lester and The Monkey Stable, but to my knowledge the complete story has never before been told in its entirety. It is a story not only about the people and the cars, but about a period and aspect of motor racing when a struggling garage proprietor could produce a car that caused heads to turn and enthusiastic young amateurs could compete at the highest level. It has been a fascinating exercise, made ever more enjoyable by the people you meet on the way.

Stewart Penfound

April 2015





HARRY LESTER, HIS CARS

&

THE MONKEY STABLE

by

Stewart Penfound

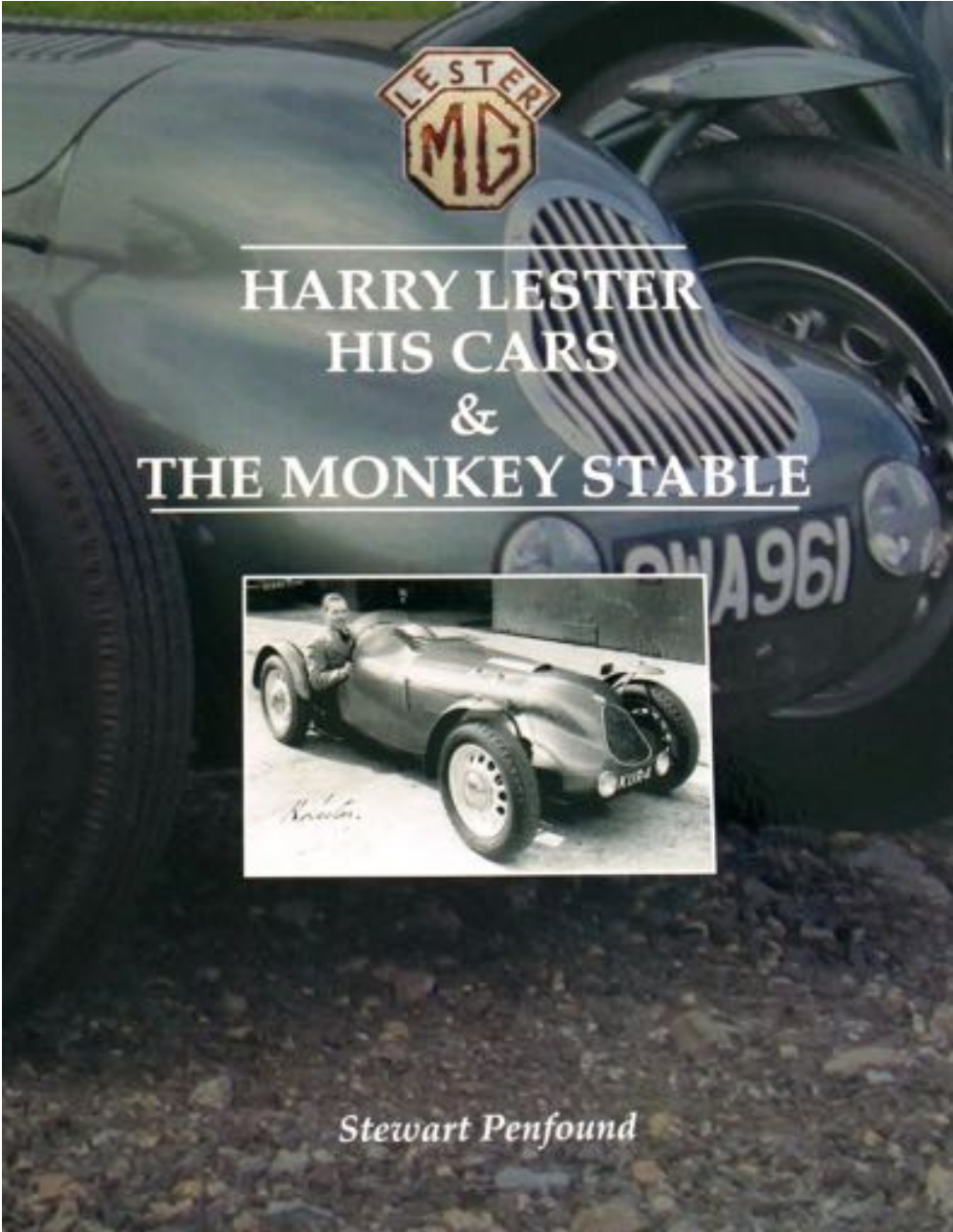
At just over 200 pages, this new book is the fascinating story of Harry Lester, whose modified MMM cars and subsequent XPAG – engined Specials to his own design became the cars to beat in the period immediately after WW2.

The book also details the racing successes of The Monkey Stable racing team, whose Lester MGs enjoyed much success in national and international sports car races in the early 1950s. Their season with Kieft MGs and their races for the Bristol team are also described, including a never-before published account of the 1955 Le Mans disaster by team member Trevor Line, who witnessed the whole drama.

The book also contains the histories and period competition results of all known Lester cars together with cars associated with Harry Lester, such as the Dargue and Harewood MGs.

Signed copies will be available in the T Register marquee in the paddock at Silverstone at MG Live!

Be one of the first to grab your signed copy of Stewart's excellent book at the T Register Natter on Saturday afternoon at Silverstone Live 2015





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