RAM/JD
SJM/MA

S. J. Middleton Esq,
Messrs. Middleton Cathcart & Co.,
Sea Place, Goring,
W. Worthing.

11th Dec. 1934.

Dear Sir,

Car No. L.0735.

We acknowledge, with thanks, your letter of the 10th instant which has been passed to the writer for attention by Mr. Thornley.

Naturally we regret that you have been unable to make the petrol gauge tank attachment work satisfactorily. We are quite unable to supply you with an attachment of the modified type as such a fitting does not exist, but we are confident that the existing attachment can be made satisfactory, and we feel at this stage that there is no alternative but for the car to be returned to our Service Department, when we could attend to this point. We shall be pleased to hear from you to the effect that this can be arranged.

Yours faithfully,
The Car Co.,Ltd.

R. A. Macfadyen,
Service.

JWT/GL

S.J. Middleton, Esqre.,
Messrs. Middleton, Cathcart & Co.,
Sea Place, Goring,
W. Worthing.

12th
Dec:
1934
....

Dear Sir, Car No: L.0735

As stated in a previous letter, we forwarded to the Cresta Motor Company a copy of your letter to us and have now received a reply from the Cresta Motor Company of which the following is an extract.

'...werare at a complete loss to understand 'how this information was given by this firm as we 'have actually never experienced any trouble 'whatever from the point in question. 'The writer has been into this matter most care-. 'fully with our foreman who states that as we have 'so few L. Type Magnas in our district and only 'Mr Hilton's old car and one other four-seater 'as regular customers, some mistake must have 'been made, and we are wondering whether the Garage 'in question did 'phone us at all on this matter. 'As we are most anxious to get the matter cleared 'up once and for all, we shall be very much obliged 'if you hear anything further about it to let us 'know as we are at present completely mystified.'

Yours faithfully,
The Car Co.Ltd.,

JWT/GL
JCE/MH

The Cresta Motor Co.Ltd.,
Broadwater-road,
Worthing.

12th
Dec:
1934

Dear Sirs, Car No: L.0735

We acknowledge with very many thanks your letter of the 11th instant relative to Mr. Middleton. We fully appreciate the position and are quite confident that you would not wittingly have said anything out of place. Weare sending an extract from your letter to Mr. Middleton.

Yours faithfully,
The Car Co.Ltd.,

Service Manager

JWT/GL
SJM/ MA

S.J. Middleton, Esqre.,
Middleton Cathcart & Co.,
Sea Place, Goring,
West Worthing.

14th
Dec:
1934
....

Dear Sir, Car No: L.0735

We are inreceipt of your letter of the 13th instant and are pleased to hear that you will be taking this matter up with Mr. McLachlan on his return.

In the meantime, we are passing your letter on to Mr. Macfadyen who has been dealing with the previous correspondence.

Yours faithfully,
The Car Co.Ltd.,

Service Manager

RAM/JD
SJM/MA

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place, Goring,
WEST WORTHING.

15th Dec. 1934.

Dear Sir,

Car No. L.0755.

Mr. Thornley, our Service Manager, has passed on your communication of the 13th instant in regard to the return of the car to our Service Department.
Whilst we shall be extremely pleased for you to adopt this course, on reviewing your remarks in regard to the repairs, these are more than we could undertake to complete in one day. We should say if all the work were to be attended to that we should require the car for at least 4-5 days, although as far as the engine performance is concerned, and other minor details, if you could let us have the car early one morning (the factory opens at 8.30. a.m.) we should be pleased to do all that is possible in the one day, but this must depend entirely on the circumstances.
Perhaps on further consideration, you will let us know what action you propose to adopt.

Yours faithfully,
The Car Co., Ltd.

R. A. Macfadyen,
Service.

after the Christmas vacation.

Yours faithfully,
The [illegible] Car Co.,Ltd.

R.A.Macfadyen,
Service.

Miss Russell - TELEGRAM RAM/JD 18/12/34.

S.J.Middleton - Goring 202.

Quite impossible complete repairs specified under four to five clear working days writing.
EMGEE.

L0735

R.A.M.

RAM/JD
SJM/MA

S.J. Middleton Esq.,
Messrs.Middleton Catheart & Co.,
Sea Place,
GORING, W.Worthing.

21st Dec. 1934.

Dear Sir,

Car No. L.0735.

We acknowledge, with thanks, your letter of the 19th instant, and are very pleased to learn that you have interpreted our remarks in the manner in which they were intended. We think you will find that by returning the car for a longer period, it will be much more satisfactory to both parties.

We shall look forward to receiving your communication confirming a suitable date.

Yours faithfully,
The Car Co.,Ltd.

R. A. Macfadyen,
Service.

RAM/JD
SJM/MA

S. J. Middleton Esq.,
Messrs. Middleton, Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

2nd Jan 1935

Dear Sir,

Car No. L.0735.

We acknowledge, with thanks, your letter of the 31st ultimo, and shall be pleased to receive your car at our Service Department on Monday next the 7th inst. On arrival perhaps you will be so good as to ask for the writer or Mr. Melville who will be pleased to attend to your requirements.

Yours faithfully,
The Car Co., Ltd.

R. A. Macfadyen,
Asst. Service Manager.

RAM/JD
SJM/MA

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing,

8th Jan. 1935.

Dear Sir,

Car No. L. 0735.

The writer was very pleased to receive your letter of the 7th instant, and naturally whilst your car is here, will give all the details personal supervision to make quite sure that the car is satisfactory on completion.

We would, however, stress that the work to be undertaken is very considerable, and whilst we shall be pleased to make every endeavour to have the car ready by Saturday next, we would rather not make this a definite promise at the moment. We think perhaps, at this stage, it would be advisable to say that unless you hear from us to the contrary, the car will be ready, but if any unforeseen circumstances should arise in the meantime, we will of course advise you immediately.

Yours faithfully,
The Car Co., Ltd.

R. A. Macfadyen,
Asst. Service Manager.

to Mr. Page
RAM/ JD

from Mr. Macfadyen.
10/1/35.

Car No L. 0735.
S. J. Middleton.

I have today received a letter from Mr. Middleton, owner of the above car, and he states that he omitted to inform us that the second gear, in his opinion, was rather noisy. I do not know whether any mention of this appears on the test report, but it might be adivsable to check this before the car is allowed to leave the factory.

R. A. M.

19. 10. 34.

DEPARTURES FROM STANDARD.

CHASSIS NO. L. 0735.

The latest pattern Drop Arm has been fitted to this Car by Service Department.

CLAIM UNDER GUARANTEE

No.....

TELEGRAMS
E M G E E
ABINGDON
TELEPHONE
251 (3 LINES)
ABINGDON-
ON-THAMES

THE MG CAR COMPANY LTD
ABINGDON-ON-THAMES

GOVERNING
DIRECTOR
L O R D
NUFFIELD
MANAGING
DIRECTOR
CECIL KIMBER
M.I.A.E.

Unless the information requested below is given in full no claim can be entertained .

Owner's Name S. J. Middleton

Address Hi-Vue
Highview Av. Patcham
Brighton

Trader's Name Cresta Motor Co Ltd

Address Broadwater Rd
Worthing

Chassis No.	Engine No.	Speedo. Reading.	Date of Purchase.
L 0735	1842 AL		12-11-34

Have defective parts been returned to us ? Yes.

By whom ? Name Cresta Motor Co

Address

Date of dispatch 3-4-35

Advice Note Number 23 Date

Are replacement parts required from us ? Yes

Order No. — Date —

Have you obtained replacements from us ? —

Our Invoice or Advice Note Number —

Date —

If not from us, from whom have replacements been obtained ?

Name —

Address —

Invoice No. — Date —

COMPLETED

FOR OFFICE USE ONLY.

Claim No. 2692.

Inspected

Advised 4-4-35.

G.I. No. 5317

Signature Cresta Motor Co
John W. Hornsley

Address

PLEASE SEE OVERLEAF

NOTE :—

The fitting of non-genuine M.G. parts to any of our cars invalidates any claim under Guarantee.
All orders for spare parts should be placed with our Distributors in your territory, who are

THIS FORM TO BE COMPLETED BY THE OWNER OR TRADER AND RETURNED TO THE COMPANY

564

M.O.P. 25264—6/34/500 pads

QUANTITY	DESCRIPTION OF MATERIAL	NATURE OF ALLEGED DEFECT
1	Clutch withdrawal race less balls	F.O.C. replacement agreed yours RAH/DD
3	Clutch springs	

O.K.
John S. Thornley
12-4-35.

C/C
Material
Scrapped

OB NO. REF.

IMS ORDER REF.

IMS ORDER DATE

ACCOUNTS EPARTMENT SYMBOL

SERVICE RECEPTION

CREDIT NOTE

GOODS RECEIVED FROM Messrs. Cresta Motor Co. Ltd.,
Broadwater Road,
Worthing.

5607

OUR INVOICE NO. DATED YOUR REF. Letter 18/3/55.

DR. IN A/C WITH

Name. "P" DATE 22/3/55.

COST PRICE	QUANTITY	DESCRIPTION	RETAIL PRICE
		H.C. Car No. L.0755.	@
		By Credit in respect of work carried out on the above car, as agreed in our letter of the 22 nd March 1955, ref. RAM/JD.	3 10

AUTHORITY FOR CREDIT NOTE

TO BE FILED UNDER CAR NUMBER.

FORM 176

RAM/JD
MH.

Messrs. Cresta Motor Co. ,Ltd. ,
Broadwater Road,
WORTHING.

22nd
March
1935.

Dear Sirs,

Car No. L. 0735.

We are in receipt of your letter of the 20th instant, and thank you for supplying us with the chassis number. According to our records, this car is the property of Mr. Middleton, and in view of the correspondence that has taken place in regard to this matter, we are prepared to absorb your labour charge of £3.10.0. ,and have pleasure in enclosing our credit note in cancellation.

Regarding the items for the Clutch Thrust bearing, and clutch plate springs, we shall be obliged if you will send these back to the factory, under claim, when if they are defective in any way, credit will be allowed.

Yours faithfully,
The Car Co. ,Ltd.

R. A. Macfadyen,
Asst. Service Manager.

RAM/JD

The Cresta Motor Co.,Ltd.,
Broadwater Road,
WORTHING.

18th
Feb.
1935.

Dear Sirs,

Car No. L,0735.

We have recently received a communication from Mr. S.J.Middleton, the owner of the above car, which was until quite recently in our Service Department for an extensive overhaul. Subsequent to the return of the car the owner complains that the clutch thrust race is excessively noisy, and in his opinion, on the point of collapse. At the moment it is out of the question for the car to come back to the factory, and in the circumstances Mr. Middleton has requested that he might take the car to yourselves. Naturally, we do not wish to incur any more expense than is absolutely necessary, and we shall be obliged if, on receipt of the car, you will conduct a careful test and examination, and let us know in due course what action you consider necessary in order to satisfy the owner.

Yours faithfully,
The Car Co.,Ltd.

R. A. Macfadyen,
Asst. Service Manager.

RAM/JD
SJM/MA

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

18th Feb. 1935.

Dear Mr. Middleton,

L.0735.

Many thanks for your letter of the 15th inst. Certainly, there will be no harm in allowing Messrs. Cresta Motor Co., to conduct an examination in regard to the clutch, and I shall be writing them by even post, asking them to expect you in the near future, and at the same time requesting that a report be forwarded to me so that I can see the extent of the work entailed.

Perhaps, therefore, you will be so good as to take the car along to them at your earliest convenience.

Yours sincerely,

RAM/JD

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

Wed.
Feb.
13th.
1935.

Dear Mr. Middleton,

L.0735.

Many thanks for your letter of the 11th instant, and, naturally, it is with considerable regret that I learn your remarks.

I must, however, in passing indicate to you that I do not think the noise of which you complain is in any way suggestive that the gearbox is defective, or that any mechanical fracture is eminent. It would appear that the trouble is principally associated with the clutch thrust race, and whilst there is no excuse for partial or whole blockage existing on the greasing nipple, I do not think that any damage can have taken place, because the race before it is even assembled on the first motion shaft is packed with grease and, normally speaking, only requires lubrication about every 5,000 to 6,000 miles. Of course, the difficulty is, without the return of the car to the factory, I really cannot be of material assistance to you; therefore, I am going to suggest that you carry on in the meantime as I am sure that nothing untoward will occur, and as soon as you can make it convenient let us have the car back for a short period, when we shall be pleased to deal with the matter as expeditiously as possible.

I await your further communication with interest.

Yours sincerely,

77

Records. St. Calixte.

L0735

Regarding the complaint you have received that the float on the Debolt Sauge used on the L Tank Cause trouble in the gasoline.

This is a trouble which we have experienced also, but in every case we have practically eliminated it by suitably adjusting the float and arm. The primary cause of the trouble would appear to be that the spring used for the arm, tends to straighten out with long usage, and then the float tends to tip back. [illegible] to make a point of setting [illegible] at an angle [illegible] than Central,

86 - DEC

19 -4 DEC

78

[illegible] will the tendency to straighten, it comes back to a normal position. Another point which must be observed is that the float must be in a vertical position when the gauge is on the 'full' position.

If this explanation is possible we have the impression that we can eliminate the trouble to a minimum point.

St. Calixte

DGA 2500 MOT

MOT Exhaust Emissions Test Results:
Non-catalyst equipped vehicle (visual check)

Test Station Name: ORBIT TYRES
Address: STANTON CLOSE
FINEDON ROAD IND EST
WELLINGBOROUGH
NORTHAMPTONSHIRE
NN8 4HN
Test station number: 7355A1

Date of test: 31/8/2012 Time of test: 11:11

Vehicle Details

Vehicle Registration Number: BLE801
Fuel type:
Odometer Reading: 0

Engine oil temperature measurement was by-passed.(Coolant pipes hot)

DESCRIPTION	Min Limit	Max Limit	Actual Value	Pass / Fail
CO % vol:	------			Not Done
ppm vol:	------			Not Done
Idle speed				Pass
Smoke level				Pass
Overall Result:	Exhaust Emissions Test			**Pass**

Tested by: P.C.Lowe Signature:

Customer Copy

RAM/JD
SJM/MA

S. J. Middleton, Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

18th
Jan.
1935.

Dear Mr. Middleton,

Car L.0735.

I am extremely sorry to have to disappoint you over the delivery of your car tomorrow. Unfortunately, considerably more work has been entailed in connection with the respray, and due to our spray shop being extremely short-staffed at the moment, this has made my original promise impossible.
It is possible that by speeding up the work I could have held to the original delivery, but in the particular circumstances, I am not prepared to do so, because I am just as anxious as you yourself, that when the car is returned to you, there shall be no point that could justly merit your criticism. However, all being well, I think I shall be able to get the car down to you on Monday, and I sincerely trust that the additional delay will not upset your plans too much.

Yours very sincerely,

RAM/JD
SJM/MA

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

10th
Jan.
1935.

Dear Mr. Middleton,

Car No. L. 0735.

I am in receipt of your letter of the 9th inst., and quite appreciate your remarks.

In regard to your concluding paragraph, I am passing instructions to our repair section that the question of the gearbox is to be investigated, and if, of course, this should prove to be excessive, I will arrange for the necessary rectification to be placed in hand, although this may considerably delay the work. However, at this stage, I do not think that this point need enter into the argument.

Yours sincerely,

TELEGRAM - Miss Russell. 21/1/35.
RAM/JD.

Middleton,
Sea Place, Goring, W. Worthing. (Goring 202)

Regret unable deliver car until tomorrow.

R. A. M.

L0735

JWT/GL

The Cresta Motor Co.Ltd.,
Broadwater-road,
Worthing. (Dict.5)

6th
Dec
1934

Dear Sirs, Car No: L.0735

We enclose herewith a copy of a letter we have received from Mr. Middleton, together with a copy of our reply.
It is a little disconcerting to read the latter portion of his letter and we shall be glad to have your observations.

Yours faithfully,
The Car Co.Ltd.,

Service Manager

MOT Test Certificate

VOSA
Vehicle & Operator Services Agency

MOT Test Number
647724742236

Odometer Reading
Not Displayed

Make
MG

Vehicle Registration Mark
BLE801

Model
L TYPE

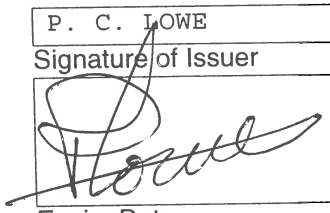
Vehicle Identification Number
L0735

Colour
BLUE

Test Class
IV

Issuer's name
P. C. LOWE

Signature of Issuer



Expiry Date
AUGUST 30th 2013
(THIRTEEN)

Issued
AUGUST 31st 2012
(TWELVE) 11:21

Additional Information
To preserve the anniversary of the expiry date the earliest you can present your vehicle for test is 31/07/2013

Want a reminder? Text MOT No. to 66848. Cost £1.50. Subscribing confirms acceptance of T&Cs.
Go to www.direct.gov.uk/motreminders for information.

Inspection Authority
ORBIT TYRE CO WELLINGBOROUGH
8 & 9 STANTON ROAD
FINEDON ROAD INDUSTRIAL ESTATE
WELLINGBOROUGH
NN8 4HN 01933271550

Test Station
7355A1

An executive agency of the Department for **Transport**

Advisory Information

About this document

1 This document is a receipt style certificate telling you that an MOT Test pass result has been recorded on The Vehicle & Operator Services Agency's (VOSA's) database of MOT Test results; this may be verified at www.direct.gov.uk/yourmotcheck
2 A test certificate relates only to the condition of the components examined at the time of test. It does not confirm the vehicle will remain roadworthy for the validity of the certificate.
3 Check carefully that the details are correct.
4 Whilst advisory items listed above do not constitute MOT failure items they are drawn to your attention for advice only.
5 For further information about this document please visit www.direct.gov.uk/mot or contact VOSA on 0300 123 9000*.
*Your call may be monitored or recorded for lawful purposes.

RAM/JD

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

16th Jan. 1935.

Dear Mr. Middleton,

L.0735.

Providing the work goes satisfactorily, at the moment, I see no reason why we should not be in a position to deliver the car to you on Saturday next the 19th inst. I anticipate that our driver will be leaving first thing in the morning, in which event, he should reach you just before noon.

I want you, therefore, to take this as a definite promise (in the absence of any advice to the contrary), and perhaps you will let me know the address to which you would like the car delivered.

Yours sincerely,

RAM/JD

S. J. Middleton Esq.,
Messrs. Middleton Cathcart & Co.,
Sea Place,
Goring, W. Worthing.

14th Jan. 1935.

Dear Sir,

L. type Magna.

We acknowledge, with thanks, your letter of the 12th instant, and to say the least your remarks have come as a complete surprise. We cannot understand why you should have reason to complain about the various component parts of the car, as, of course, whilst the car was here quite a considerable amount of work was effected. However, at this stage, it is quite useless to argue the point as, obviously, you are dissatisfied, and it is our wish to erradicate this impression as speedily as possible.

In the circumstances, therefore, if you will let us know a date that would be convenient, the writer will arrange for one of our driver's to come down to Worthing and collect the car and bring it back to the factory; this, of course, being carried out without any charge to yourself. We should then be very pleased to go over the points at variance, and we take it on completion, you would see your way clear to collecting the car again.

In conclusion, may we say how sorry we are that this should have happened, and on the further

THE M.G. CAR CLUB LIMITED

MMM REGISTER

FOUNDED IN 1930

[redacted] Registrar MMM Register)

Tel/Fax 01243 371440

Dear Mr Royce

As a result of the 1999 MMM Register survey we have realised that not everyone knows where to go for Technical Information, Infoletter, Library etc., so we have decided to re-issue the joining information to everyone who seems to be short of some of the details in hopes that it will complete the members picture of what can be obtained from the Register and who's who in it.

We thank you for your help in returning the survey form and hope that you will find the enclosed of interest.

Charlie Hayter.



Michael E Ware

FRPS FMA

Writer, journalist and advisor on the preservation and display of historic transport

Dear Dick,

I am so sorry it has taken me so long to come back to you over the article on the rebuilding of the MG. As you know I would like to do this for Back on the Road for the Automobile. Would Monday 23rd May be convenient to you for me to come and talk to you about the car and take some photographs. I am staying overnight in Nettlebed near Henley the night before, which makes it a relatively short journey to you. I do hope you can fit this in – say around 10 am? I would need some directions from a local landmark, such as Tring! I do not have your number it appears you are ex directory or I would give you a ring. Could you ring me back please?

I would hope to cover another car near Bedford in the afternoon.

Best wishes,

6 Oakenbrow, Dibden Purlieu, Southampton SO45 5SL Telephone & Fax +44 (0) 23 8087 9801
E-mail: meware@oakenbrow.demon.co.uk Compiler of www.motormuseums.co.uk

FAMILE — LOST & FOUND



Bristolian has quality car hoard

This remarkable cache of classics has been unearthed in Bristol by Anthony Olpin, and represents nearly a quarter century of hoarding by a retired engineer who now wants to reduce his collection. The rarest car is probably a Bristol 400 in need of total restoration. Its engine runs, and there's another in bits included.

There's also a trio of 'waterfall' radiator Triumph Dolomites, including a 1937 six-cylinder saloon and a roadster, plus a '54 Sunbeam Alpine convertible – structurally sound and complete, but the engine block may be cracked.

Alongside rests a maroon and black Armstrong-Siddeley 14 saloon with a 1479cc straight-six side-valve and original Wilson pre-selector gearbox. Other highlights include a skimpy, cut-down Alvis 12/70 special with an ally two-seater body – plus a mountain of pre-WW2 Wolseley Hornet parts and the remains of two late-1930s Railtons. A rough but restorable mid-'30s Triumph Super Nine is also up for sale.

Most of the cars come with their original logbooks and V5s. Serious enquiries are being handled by Olpin on 0117 932 6795.

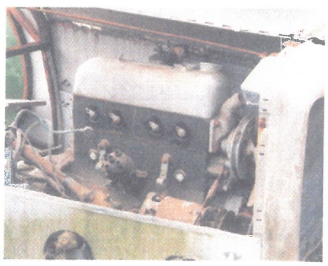




Above: Armstrong-Siddeley 14hp saloon is in complete condition. Right: Triumph Super Nine



From left: lovely Alpine; Dolomite is one of three; Alvis 12/70 engine



IN BRIEF

UNALTERED ESTATE

The sole surviving Bond MkC Family Safety Model estate has been been acquired by marque devotee Nick Mander. The 1952 car was spotted in '87 by policeman and keen 'biker Brian Miles, after its cover had been ripped by bad storms. He bought the Bond – one of four made – but had no time to restore it. It joins two other Bonds in Mander's garage.



ECCENTRIC ESTONIANS

Avid BMW fan Peter Armstrong spotted an odd selection of tintops while on a business trip to Tallinn, Estonia. "I've no idea what any of them were," he said, "but they were all for sale. The cars were in a makeshift auction in part of an old stadium." The black one could be based on a Buick, and the other saloon is a Warszawa.





MINX HAS MINI MILEAGE

This 1960 Hillman Minx Deluxe was bought new by a Sussex man who died after covering just 8000 miles in the car. His family kept it for sentimental reasons, carefully storing it until they sold it in 1988. Tom Mills, the car's second owner, still has the Hillman, which has a bench seat and floor 'change, but no longer has its showroom storage space, so it has to go. He can be contacted via C&SC.



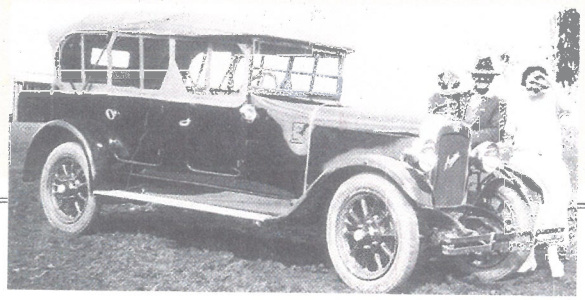




AUSSIE FARMER REAPS BENEFITS OF GRANDAD'S OLD AUSTIN

This imposing 1925 Austin 20 Tourer has recently been restored by New South Wales cattle farmer Darryl Brooks, 66 years after his grandfather bought it for £45. The car was bought new by the McFadgen family of Lake Cargelligo, who later sold it to their bank manager before it passed to the Brooks in 1935. It was used as family transport for the next 15 years before the tourer body was removed and replaced with a flatbed. Darryl used the Austin around the farm for a further 10 years; by then it was worn out and went into dry storage.

In 1994, the car was disinterred and Brooks stripped the remains before doing most of the rebuild work himself. This included welding and fabricating the ring gear teeth, stitching a crack in the cylinder head and making all the brass bearings for the crankshaft (plus the white metal ones). And, being the resourceful type, he recycled old furniture to replace rotten cabin woodwork.



CLASSIC & SPORTS CAR

Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT, United Kingdom.
Editorial: 020 8267 5399; facsimile 5318; advertising 020 8267 5377; facsimile 5312

CAN YOU HELP THE "LOST AND FOUND" COLUMN PLEASE?

"Lost and Found" is a monthly feature in Classic and Sports Car magazine which I compile. The content is wide ranging, but is basically about motor cars which have been off the road, often abandoned, for a long time. Many enthusiasts dream of finding an old car lying disused in a barn or a farmer's outhouse. This column is an extension of that fascination. To be eligible for inclusion, a vehicle would normally have been unused for at least ten years. Some of the stories go back fifty years or more!

The interest is in the story behind the abandonment and the lack of use, and how the car has come to light again. I write about cars found in any country in the world, but I do need something of the background history.

The car should preferably be post-1930 but I do use stories about earlier examples. The editor insists that I obtain photographs of the cars as they were found and the photographic content of the story is very important.

If you are looking for some missing history of your car, an item in the column will often solicit a reply from a previous owner or someone who remembers the car. If you are looking for spares or if the car is for sale, the editor will, on occasions, allow me to mention these facts and I will forward to you any reply that I get.

You may not think that your car qualifies to be written up in the column. The car in question may be well known to you or to some of your friends or even club members but it is unlikely to be known to many of the magazine readers.

If you can help with a story I would be very grateful if you could contact me at the address below.

Directors: Simon Daukes (Jt Chairman), Tony Schulp (Jt Chairman), Peter Foubister (MD), Jo Biggs, John Chambers, Julian Chislett, Kevin Costello, Steve Cropley, Malcolm Franklin, Brian Freeman, Paul Harpin, Bob McDowell, Bill Murray, Mel Nichols, Derek Redfern, Sean Reel, Jeremy Vaughan, Eric Verdon-Roe

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THE M.G. CAR CLUB LIMITED

MMM REGISTER

FOUNDED IN 1930

[redacted]

ry MMM Register)

Tel/Fax 01243 371440

[redacted]

IPLE M REGISTER - Triple M Reg.No. 2904

Thank you very much for returning your Register application form. First of all let me welcome you to the MMM register which is the section of the MG Car Club specialising in the overhead camshaft MG's built between 1929 and 1936.

The objectives of the register are:-

a - To maintain a register of eligible cars, indicating history etc.,
b - To operate an efficient technical advice service.
c - To assist in the exchange of spares in short supply.
d - To produce a library service for **MMM** literature, manuals and photos.
e - To produce an annual **MMM** Yearbook.
f - To encourage the use of **MMM** cars both on the road and in competition and to this end we run - an annual "Car of the year" award, with points being scored from everything from marshalling to competing.

A word now on how we communicate with you seems appropriate. Safety Fast, the MG Car Club monthly magazine carries **MMM** notes each month and a four page newsletter about three times a year. In addition the register issue infoletters periodically which are free to members as long as they supply us with some A5 self addressed envelopes, stamped with a first class stamp. Overseas members can send two International reply cupons instead of one stamp - these envelopes should be sent to the Infoletter distributor. (see over for his address).

We can supply chrome plated **MMM** car badges which can be engraved with your cars **MMM** register number - the cost of the is £ 2o including postage. Just send us a cheque made out to the **MG Car Club MMM Register** or advise your Visa or Access No. and we will arrange to have these engraved and sent off to you. Send your order to me please. PLEASE NOTE OVERSEAS MEMBERS VISA OR ACCESS ONLY.

Annually the register also produce a yearbook which covers the events during the previous year together with historical articles etc., This yearbook is available from our Librarian. The register is non profitmaking but as it does not receive any significant support from the main club sales of this year book must cover the cost of publication - there are various publications and period photographs available from the Librarian - please see list enclosed.

The MG Car Club office at Abingdon hold most of the works chassis files on the **MMM** cars - if you would like to find out more and if the details of your car are held there please write to them advising the chassis number - they will then advise you if they have anything on file - how much they have and

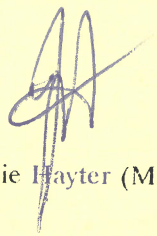
the cost of having this copied/

If you wish to make use of these services, or if you propose writing to any of the committee members noted at the end of this letter, please quote your current MGCC membership number, and enclose a stamped addressed envelope. This latter point is important, as not only will it assist in keeping the costs of running the register to the minimum but it will also ensure that you receive a prompt reply.

I do hope that you approve of the objectives, and that the membership of the register will assist your enjoyment of your MG. The last objective is very important, and I hope that I shall have the opportunity of meeting you and your car at one of the many and varied events organised by the club.

If you have any query, or feel that I can be of further help please do not hesitate to contact me.

Yours sincerely,



Jackie Hayter (Mrs).

NAMES AND ADDRESSES OF SOME OF THE TRIPLE M REGISTER COMMITTEE MEMBERS. Please do enclose a stamped addressed envelope with enquiries.

CHAIRMAN	Mike Allison	5, Fir Tree Lane, Newbury, Berks RG13 2QX
COMP. SEC.	Mike Linward	18, Victoria Road, Chingford, London EO4 6BZ
TREASURER	Keith Hall	4, Daines Close, Southend on Sea, Essex SS1 3PG
LIBRARIAN	Malcolm Green	28, Allen Road, Great Bookham, Nr. Leatherhead, Surrey. KT23 4SL..
REGISTRAR	Charlie Hayter	As Secretary at top of letter.
INFO LETTER DISTRIBUTOR	John Joynes	Long Acre, Moor Lane, South Petherton, Somerset. TA13 5LS
TECHNICAL ADVISORS	Bob Jones Peter Green	Westerleigh. Bishopstone, Salisbury, Wilts.. Greenacres, Purton Lane, Farnham Royal, Slough Berks. SL2 3LY
HISTORIAN	Barry Foster	Rocke's Barn, Butleigh, Glastonbury, Somerset. BB6 8ST
INFOLETTER EDITOR	John Harris	45. Witan Way, Wantage, Oxon OX12 9HB
SAFETY FAST CORRESPONDENT.	Andrew Bradshaw	43. Hertford Street. Cambridge CB4 3AF

MMM---MMM---MMM---MMM---MMM---MMM

CAR MG CLUB
Founded 1930

The MG Car Club Ltd
Kimber House, PO Box 251, Abingdon, Oxon OX14 1FF. Tel: (01235) 555552 Fax: (01235) 533755

IR/DR/LL

Dick Royce
30 Kirkstone Drive
Dunstable
Bedfordshire
LU6 3PR

12th April 1996 **Re: L-Type chassis 0735**

Dear Dick

Many thanks for your telephone call concerning the registration of the above vehicle. As promised, I have checked the chassis file for your car and can report some good news. There are documents in the factory file which clearly link the chassis to registration BLE 801. This should be more that satisfactory to support your application to a successful outcome. The original vehicle was fitted with a Continental Coupe body (my favourite). The fact that you wish to fit another type of body should not pose any problems.

There are a number of steps in the process to retain BLE 801, they are as follows;

1) Complete the V55/5 and V765 as fully as you can. The V765 can be "ticked" to include the fact that you have original factory records clearly linking the registration number to the chassis number.
2) Send the forms to me together with a photograph of however complete the car can be positioned.
3) I can process your application and complete the V765 form. There is a £10 administration charge for this service (£20 for non-members). I will then return the application for you to progress with your Local Vehicle Licensing Office.

As discussed, the registration number will be issued as non-transferable. The fact that your vehicle is not yet ready for the road means that DVLA will highlight your ownership of the registration number but won't be in a position to allocate it until an MOT has been secured. I hope this addresses your "cry for help". The process may seem rather long-winded but DVLA need to ensure that the correct steps have been taken. Most importantly, they need to see that there is a direct and original link between the chassis number and registration number.

I hope to hear from you shortly. I can be of any further assistance, please contact me.

Yours sincerely,

Ian Rendle
Business Administrator.

1933 L TYPE MG MAGNA SPECIAL

By Michael Ware

In *MG by McComb* the author dismisses as an 'Unsuccessful experiment the oddly styled Continental Coupé on the L Type Magna chassis', which he says proved almost unsaleable. The last two words are certainly true of the final example of this chassis (L0735) to leave the works fitted with this rather ungainly body. Although built in 1933, it was not sold by the dealer until 19th January, 1935. Registered BLE 801, it is known to have come back to the factory for rectification at least twice after that. It is thought the body was finally replaced by a home-built two-seater in 1952. Later the car became very tatty and was relegated to the bottom of the owner's garden.

Dick Royce, of Dunstable, Bedfordshire, was an apprentice at Rolls-Royce for four years from 1954. He then stayed on at the factory until 1963, working mainly in the 'prewar' and accident repair shops. Later he became a technical instructor in Fiat's apprentice school, and then had two different jobs as a works manager in car dealerships before coming home to Dunstable to work for ERA, now renamed Engineering Research and Application.

Whilst at Rolls-Royce he worked with the owner of the MG, who offered it to him for nothing. By this time it had been standing for 10 years and Dick took it with every intention of rebuilding it. Inevitably, marriage, children, mortgage, and all the usual business of life got in the way. Sadly, in 1994, Dick's wife died of cancer and to take his mind off this tragedy he turned to the restoration of the MG.

From then on he was helped by David Tournay, the son of a close friend. When the chassis, bodyless for nearly 30 years, was stripped right down, it was found to be a quarter of an inch out of alignment, no doubt due to a previous accident. Len Bull, of Monza Classics, straightened and plated it. Dick painted it at home. Peter Green made up the engine for him; the original unit was rebored and new pistons and rods, camshaft and a Phoenix crankshaft were fitted. At the same time Stellite valve seats were fitted to the head and a full flow oil system installed. Peter assembled the head and block, while Dick put the rest together. All the chassis running gear was overhauled; the back axle was checked, cleaned and fitted with new bearings. The gearbox appeared sound and Dick rebuilt the clutch.

When I asked him what his plans had been for the body, he replied that had wanted to get a running ssis together before starting to think about what it would look like. One evening, Tony Metcalfe, who plays around with Lagondas, asked him the same question before pointing out a fibreglass body that was sitting on his lawn. Tony had acquired this Vintage style pointed tail body at an auction some time before because no-one else seemed to be bidding for it. Its history is unknown. Dick found that with some alteration it would fit his chassis, and bought it from Tony. He had to take six inches off the toe board and found that the floor was too high to accommodate the original MG seats. But it was finally all made to fit. The sides of the tail had to be scalloped out to allow the mudguards to fit over the rear wheels.

Dick then had another major personal setback. He was diagnosed with multiple sclerosis. But he refused to let this beat him; he continued to rebuild the car with the goal of using it to take his daughter to the church for her wedding in May, 2003. Sadly, that date passed before the car was finished and a Lagonda had to be substituted. His next date was to attend MG 80 at Silverstone at the end of July, 2004. Dick persevered. He made up an instrument panel which a friend engine turned for him. He fitted a speedometer, ammeter, oil pressure gauge and water temperature gauge. As a precaution he also put in a Kenlowe fan — though, as it turns out, that may not have been necessary. He had a petrol tank made up to fit into the tail. Two dip tubes of unequal length allow him to use the original two-position petrol tap on main or reserve.

A nearby restoration company, Classic Restorations, hearing about Dick's predicament and his wish to attend MG 80, offered to reassemble the car and rewire it. The car arrived there as a running chassis but all the rest was supplied as a kit of parts. With additional assistance from MG friends and almost daily visits to the workshop by Dick, everything wa finished in time for Silverstone. Dic is extremely grateful to all those wh helped him. He had by now bough himself a mobility scooter and trailer to transport it. A hitch w fitted to the rear of the car to tow it

The car has no hood, but tonneau will be made for it. The ae screens sit on slightly raised slopi panels and look very period. T reupholstered seats are the origi ones. Dick describes the car 'aesthetically pleasing, absolutely mint but very usable' am inclined to agree.





Top: Dick Royce (centre, in green) and friends after arriving at Silverstone
Centre left: A business-like six-branch exhaust. Centre right: The nearside of the engine compartment. Above left: Scene during trial fitting of the new body. Right: The engine-turned dashboard and the original steering wheel from the coupé





Top: The final body fitting before it was taken apart for painting. Above: From the front, you could be forgiven for thinking this was a production model



Michael E Ware

FRPS FMA

Writer, journalist and advisor on the preservation and display of historic transport

Dear Dick,

I am delighted to say that The Automobile have just printed, in the December issue, the article that you helped me with. I enclose a copy of the page and would like to thank you again for all of your co-operation.

Just a reminder, I write the Lost and Found column in Classic and Sports Car magazine and am always interested to hear of cars which have recently re-appeared after spending a long time off the road. Often these are called "barn finds" but many of them are not found in dry and warm barns!

Away from the cars themselves, I also contribute to Classic and Sports Cars regular feature on "collectors". If you know of anyone with an unusual collection of motoring related objects (not the cars themselves) on a theme I would be pleased to hear from you. For example I have just been to see a top collector of petroliana, another who is an art teacher and collects art deco motoring pieces and another who has over 100 different examples of motoring sheet music!

Thank you again,

6 Oakenbrow, Dibden Purlieu, Southampton SO45 5SL Telephone & Fax +44 (0) 23 8087 9801
E-mail: meware@oakenbrow.demon.co.uk Compiler of www.motormuseums.co.uk

Dear Dick

As I think you know, I help compile the "Lost and Found" column in Classic and Sports Car magazine and when I heard about your MG L-Type, which has been out of use since the 1950s, I really felt I should know more. I understand you have had it since some time in the 1960s.

May I write something about it please? If so, I would be very grateful if you can tell me anything you know of the car's history, how it came to be taken off the road, why and how you came to acquire it. Why did it take you so long to restore? When do you think you will have finished it?

Would it be possible to borrow some pictures of the car please as it was when it came to you and possibly as it is now?

As well as writing in Classic and Sports Car, I also write a column every three months about restorations in "The Automobile" magazine. I appreciate that you said you fitted a fibreglass body to the car but I wonder if this would make an interesting story? It might even stir up some controversy, even though the final result will, I am sure, look stunning. Would you like me to write up something on the actual restoration and the reasons for the choice of the fibreglass body? I would fully understand if you do not wish it to be broadcast. I would, however, still like to do the initial story for Classic and Sports Car.

Any help you can give me would be much appreciated.

Yours sincerely

Michael E Ware

CLASSIC & SPORTS CAR

Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT, United Kingdom.
Editorial: 020 8267 5399; facsimile 5318; advertising 020 8267 5377; facsimile 5312

CAN YOU HELP THE "LOST AND FOUND" COLUMN PLEASE?

"Lost and Found" is a monthly feature in Classic and Sportscar magazine. It is jointly compiled by Richard Heseltine and Michael Ware. The content is wide ranging, but is basically about motor cars which have been off the road, often abandoned, for a long time. Many enthusiasts dream of finding an old car lying disused in a barn or a farmer's outhouse. This column is an extension of that fascination. To be eligible for inclusion, a vehicle would normally have been unused for at least ten years. Some of the stories go back fifty years or more!

Our interest is in the story behind the abandonment and the lack of use, and how the car has come to light again. We write about cars found in any country in the world, but we do need something of the background history.

The car should preferably be post-1930 but we do use the occasional story about an earlier example. The editor insists that we try to obtain photographs of the cars as they were found and the photographic content of the story is very important.

If you are looking for some missing history of your car, an item in the column will often solicit a reply from a previous owner or someone who remembers the car. If you are looking for spares or if the car is for sale, the editor will, on occasions, allow us to mention these facts and we will forward to you any reply that we get.

If you can help with a story I would be very grateful if you could contact me at the address below:

Michael E Ware
6 Oakenbrow
Dibden Purlieu
Southampton
Hampshire, S045 5SL

Tel/Fax: 02380 879801
e-mail: meware@oakenbrow.demon.co.uk

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Michael E. Ware
6 Oakenbrow
Dibden Purlieu
Southampton
Hampshire SO45 5SL
Tel/Fax: 02380 879801
e-mail: meware@oakenbrow.demon.co.uk

MEW/TG

22 May 2002

Dear Mr Royce

Back on 21 November I wrote to you about a piece that I was hoping to put into the "Lost and Found" column of Classic and Sports Car about the MG L-Type.

As I have not heard from you I just wonder whether you have received my letter. Just in case you have not I enclose a copy and would be very grateful to hear of anything you remember about the car.

If I don't hear from you I will assume that you are unable to help.

Thanking you in advance.

Yours sincerely

T. Godwin.

pp. Michael E Ware

Encl

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In the meanwhile, however, I think there might be enough information to write a short piece for the "Lost and Found" column which I help compile for Classic and Sports Car, details of which I enclose. Obviously as this car has not run since 1953, it fits the criteria for the column. If you are happy for me to write something I would be very grateful if you could tell me anything you know about the car's previous history, why it was taken off the road in 1953, what happened to it between 1953 and 1965 when you acquired it and in what form it was then? I am only sorry you don't have any pictures of the car in its former state. Do you, by any chance, have any pictures of it with a previous owner? Have you got anything from those earlier years, building the garage for it, etc?

If you are missing parts of the car's history, I can always appeal for that in anything I write and I can also appeal for spare parts if you require it. I would send you a copy of anything I write before it goes to the magazine so you can check it for accuracy. It would also be helpful to know the registration number of the car which you don't mention in your piece, as that does job people's memories.

Yours sincerely

Michael E Ware

PS. Please keep taking one or two pictures of the restoration as you proceed for my Automobile article.

CAR MG CLUB
Founded 1930

The MG Car Club Ltd
Kimber House, PO Box 251, Abingdon, Oxon OX14 1FF. Tel: (0235) 555552. Fax: (0235) 533755.

President: John W. Thornley OBE

[redacted]

Dear Mr Royce,

Thank you for your letter regarding information on your MG L Type.

We have pleasure in confirming that there are 35 sheets of information available in Chassis file L 0735. The charge for forwarding this information will be £2.50 for the search fee plus 50p for each photo copy.

I look forward to hearing from you.

Yours sincerely,

Liz Brown,
DEPUTY CLUB ADMINISTRATOR

V765

return of the car, we will not allow it again to be in your possession until all your queries have been thoroughly investigated and dealt with.

Yours faithfully,
The Car Co.,Ltd.

R. A. Macfadyen,
Asst. Service Manager.

to Mr. Hewson
RAM/JD

from Mr. Macfadyen.
22/3/35.

Please raise policy credit in favour of Messrs. Cresta Motor Co.,Ltd,Broadwater Road, Worthing, as follows:-

Car No. L.0735.

Credit in respect of work carried out on the above car, as agreed in our letter of the 22nd March 1935, RAM/JD.....£3.10.0.

R.A.M.

TODAY PLEASE

Sheet No: 2

SERVICE TEST REPORT

Owner's Name _____ Service Order No: _____

Car No: _____ Registration No: _____ Type _____

DETAILS.	I	O	T
Accelerator very fast [illegible]	[illegible]		[illegible]
Pull down cyl Head [illegible]	[illegible]		[illegible]
Check adjust & reset [illegible]	[illegible]		[illegible]
Check [illegible]	[illegible]		[illegible]
Adjust [illegible] & fit new Head & Lever			
as fitted on Present Job			
Quarter turn Early on 2nd			
T. Engine 6 P.M. 21-1-35			
Reset [illegible] on test road	[illegible]		[illegible]

On completion of each test, tester to sign his name and enter date and time immediately under last item in details column.

RAM/JD
CH/WAD

Messrs. George Newman & Co.,
Automobile Engineers,
369, Euston Road, N.W.1.

4th
Dec.
1934.

Dear Sirs,

Car No. L.0735.

We acknowledge, with thanks, your letter of the 3rd instant, although the writer cannot recollect having received a communication on this subject from Mr. S. J. Middleton. However, if trouble is being experienced with the tank attachment of the petrol gauge, experience has shown in most instances that this is brought about by the spring arm connecting the float to the resistance becoming distorted and fouling the tank baffles. By reason of the resilience of this arm, it sometimes springs out of shape, and it is necessary to remove the boot locker in the back of the car, draw the tank attachment out of position, and put a slightly greater set on the arm, when considerably more clearance is given.
We think if an examination were made you would find our remarks apply in this particular instance, but if you suspect that there is any fault either in the head or the rest of the attachment, on hearing from you again, we shall be very pleased to give the matter our immediate attention.

Yours faithfully,
The Car Co., Ltd.

R. A. Macfadyen,
Service.

Service Test Report. Owners Name.....

Car No. L0725 Type. S.T.V. Reg.No. BLE 801 Job No. 192

Owners Instructions are O.K. with the exception of the following details

Front tappets very noisy & out of adjustment R

Front pistons slap broken weld R

The following additional details need attention:-

Gear lever shivers in 2nd gear	R			B	C	P
Accelerator pedal	R	X				
Juice carbs tick over poor	R					
Check thermo & plug	R					
Oil leak at vertical drive housing	R					
" " front drain pipe	R					
Clean engine	R					
Brakes drag	R					
Paint chipped on centre	R					
Rear off inner hinge	R		X			
Crack in hood lamp bracket	R		X			
Earth between roof light assy & roof	R					
Water in RH sills	R		X			
Dip up area	R					
NS door hinges stiff	R					
Refit drivers door cover						
N.S. light in rear No plate lens						

Date..... Finally passed by.....

Sheet No: 2

SERVICE TEST REPORT

Owner's Name [illegible] Service Order No: 6391

Car No: L 7357 Registration No: B.I.E. 21 Type L.A.L.

DETAILS.		I	O	T
Acceleration very poor g.c. worn during test	C	Ldr		116
Pull down cyl Head & gasket Baffle worn	C	PO		RO
Check advance & retard mechanism	C	Ldr		116
Check auto. Gear	C	Ldr		116
Clutch still slips & judder very hard ? fingers embedded in pressure plate				
Gearbox refuses badly in 2nd				
T. Began 6 PM 21-1-35				
Refit [illegible] control rod	C	RO		116

On completion of each test, tester to sign his name and enter date and time immediately under last item in details column.

TELEGRAMS
EMGEE
ABINGDON
TELEPHONE
251 (3 LINES)
ABINGDON
-ON-THAMES

THE MG CAR
COMPANY LTD
ABINGDON-ON-THAMES

GOVERNING
DIRECTOR
...LORD...
NUFFIELD
MANAGING
DIRECTOR
CECIL KIMBER
M.I.A.E.

OFFICIAL PASS-OUT VOUCHER.

Date 22-1-35

JB 6891

I hereby acknowledge receipt of my

PD 35 Car, Regd. No.

BLB 801 in good condition.

Every opportunity has been given to me to try and test this and I am satisfied the repairs have been carried out in a proper manner.

Signature of Owner No time to test

Address

TELEGRAMS
E M G E E
ABINGDON
TELEPHONE
251 (3 LINES)
ABINGDON
-ON-THAMES

THE MG CAR COMPANY LTD
ABINGDON-ON-THAMES

GOVERNING
DIRECTOR
· · · LORD · · ·
NUFFIELD
MANAGING
DIRECTOR
CECIL KIMBER
M.I.M.E.

OFFICIAL PASS-OUT VOUCHER.

Date 12-1-35

Job 6404.

I hereby acknowledge receipt of my

Da 725 Car, Regd. No.

PH 6801 in good condition.

Every opportunity has been given to me to try and test this and I am satisfied the repairs have been carried out in a proper manner.

Signature of Owner _____

Address _____

_____

RECEPTION OFFICE

TO [redacted]

R 2639

YOUR ORDER NO. ... DATED ... SERVICE ORDER NO. 6891. DATE 1.2.38.

Car No. L. 0735.

No ch'ge.	Rectifying body and touching up paintwork where necessary. Easing n/side door hinge.	-	-	-
No ch'ge.	Removing head and base, decarbonising; drawing pistons, examining same, fitting new set complete with rings and gudgeon pins; reassembling, tuning and testing.	-	-	-
"	Removing gearbox ;clutch checked over,removed, and all parts cleaned and adjusted, refitted and new gearbox fitted.	-	-	-
"	Brakes adjusted.	-	-	-
"	Car delivered to Worthing. NIL...£	-	-	-

FILE ALPHABETICALLY UNDER CUSTOMER'S NAME

172

RECEPTION OFFICE

TO [redacted]ing.

R 2581

YOUR ORDER NO. DATED SERVICE ORDER NO. 6809. DATE 19.1.35.

Car No. L.0735.

		£	s	d
No ch'ge.	Removing base, drawing pistons, examining same, fitting 2 new compression and 6 scraper rings, adjusting big ends and reassembling and testing.	-	-	-
"	Removing gearbox and fitting replacement. Removing clutch unit, dismantling, fitting new inner and outer centre plates, 4 clutch linings and pressure pad linings; Adjusting brakes; Rectifying body, doors, changing window glass; repolishing beading etc.	-	-	-
	Removing head, decarbonising, grinding-in valves, reassembling with 3 new valve rockers, testing and tuning.	3	5	-
	Cutting holes for trafficators supplied and fitting same; Removing trimming and wiring up in conjunction with existing indicators.	2	10	-
	Materials.			
	Cylinder head gasket.		5	-
	Valve cover "		2	9
	Ind: manifold "		6	11
	3 Water man: "			6
	2 Rear drain pipe "			6
	Front " " " 3d; Restrictor gasket, 4d.			7
	[illegible] Gln. Ms.S. petrol for cleaning purposes.			6
	[illegible] yds Twin cable for trafficators.		4	6
		£	s	d
		6	15	5

FILE ALPHABETICALLY UNDER CUSTOMER'S NAME

Service Test Report. Owners Name. Middleton.....

Car No. L.8.7.35. Type. L...L.....L..... Reg.No. B.L.E.S.A. Job No. L...4.

Owners Instructions are O.K. with the exception of the following details

The following additional defects need attention:-

		T	C	7th
Engine has lo power	Tu			
Compression poor	Chk, Valve Clearance	C	F	R 7th
Check timing				
Leaky valves				
Gearbox very noisy on 2nd	Checked after Test			
Clutch spin badly need adjustment				7th
oil leaking into Clutch pit				
Bulkhead cracked inside badly	C X check			
Brake poor pedal hard			F	R 7th
rear suspension very harsh				
Steering wanders				
Road Performance 7.3/37				
Pull dash out head lights dipped	C			
Clutch Hangs + spins very bad	C			
Check tyre pressures				
Slow running poor	C	Tu		
Acceleration poor	C	Tu		

Date..... Finally passed by.....

SALE

INVOICE

Speedograph Richfield

Speedograph Richfield Ltd.
Rolleston Drive, Arnold, Nottingham NG5 7JR
Telephone: 0044 (0)115 926 4235
Facsimile: 0044 (0)115 920 9912
email: info@speedographrichfield.com
www.speedograph-richfield.com

No: 64432
Date: 31/08/05
Page: 1
Your Ref: Royce
Our Ref: S012387

VAT No. 35 27069 52

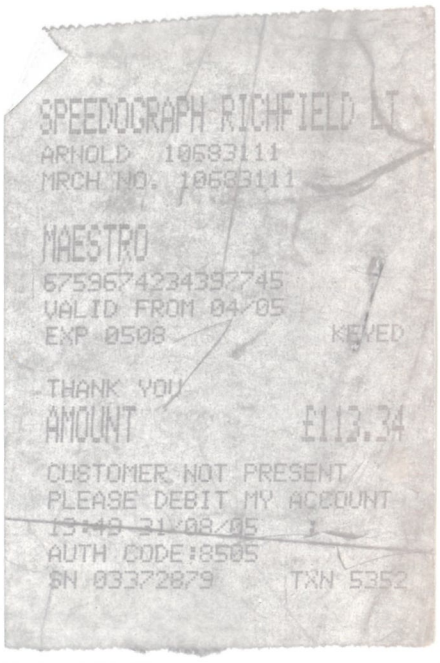
Despatch To:

Mr R Royce
30 Kirkstone Drive
Dunstable
Bedfordshire

LU6 3PR N0N09R

PART NO.	DESCRIPTION	UNIT	QTY	LIST	NETT
RGB1014	Circular Gearbox RGB1014-52	Each	1	85.00	85.00
CSGB	.292 extended key	Each	1	4.50	4.50
CAR2	STD.PACKING & CARRIAGE Paid By Maestro 31/08/05	Each	1	6.95	6.95

PR004934


SPEEDOGRAPH RICHFIELD LT
ARNOLD 10583111
MRCH NO. 10583111
MAESTRO
675967423439745
VALID FROM 04/05
EXP 0508 KEYED
THANK YOU
AMOUNT £113.34
CUSTOMER NOT PRESENT
PLEASE DEBIT MY ACCOUNT
AUTH CODE:8505
SN 03372879 TXN 5352

VAT Summary

Code	%	Goods	Tax
1	17.50	96.45	16.89

Goods Total GBP	96.45
VAT Total GBP	16.89
Total GBP	113.34

All transactions are carried out subject to the Conditions of Trade (including title of goods) of the Company.

VEHICLE WIRING PRODUCTS LTD.

9 BUXTON COURT, MANNERS IND. EST., ILKESTON, DERBYSHIRE.DE7 8EF.
TEL: 0115 9305454 FAX:0115 9440101 VAT No. GB 118 4824 65

INVOICE DATE: Friday 25/06/2004
INVOICE NO: 182978
INVOICED BY: DAN

CUSTOMER REF:
165308

DELIVERY ADDRESS

[redacted]

[redacted]

DEL.TEL. 01582 661843

VAT No.

PROD REF	ITEM	QTY	UNIT	U/PRICE	EXTENDED
WST1	CABLE STRIPPER	1	1	9.24	9.24
TNA19	TAPE NON-ADHESIVE 19MMX20M	10	10	9.50	9.50
0400	CLOSING TOOL	1	1	14.70	14.70
RFL6	FLASHER RELAY	1	1	14.07	14.07

VAT RATE: 17.50 %

GOODS TOTAL £	47.51
POST AND PACKING £	3.75
SUB TOTAL £	51.26
VAT £	8.97
INVOICE TOTAL £	60.23

PAYMENT BY: CARD

For improved security we are no longer sending a card receipt.
If paid by card please save this as your card receipt.

I have personally checked your order for accuracy and completeness.

If you have any queries please contact: Dave on 0115 9305454.

An executive agency of the Department for
Transport

About this document

1 This document is a certificate telling you that an MOT Test pass result has been recorded on The Vehicle & Operator Services Agency's (VOSA's) database of MOT Test results. If you have any doubt about the validity of this document, please confirm its validity as described below under 'Crime Prevention'. Keep this certificate as it may be required in certain circumstances.

2 Normally the details of this certificate are machine printed. If they are hand written you may arrange to exchange it for a free printed version at the MOT Test Station that issued this certificate.

Crime prevention

3 To confirm that this certificate is a genuine record of VOSA's MOT database record, please visit our website at **www.motinfo.gov.uk** or phone the MOT Status Check Service on **0870 33 00 444.*** To check the status you will need the registration mark of the vehicle and either the test number from the MOT test certificate or the document reference number from the V5C Registration Certificate.

About the MOT Test

4 An MOT Test pass confirms that, when the vehicle was examined in accordance with Section 45 of the Road Traffic Act 1988, it met the minimum legal requirements for those items prescribed under the Act. It does not mean that the vehicle fully meets all legal requirements or that it will continue to be roadworthy for the next year. It is your responsibility to keep the vehicle maintained so that it would always meet MOT standards and be free from other defects.

Vehicle condition

5 If within 28 days of the test (three months for rust or corrosion related problems) you think that the vehicle should not have passed **when it was tested**, please phone VOSA on 0870 60 60 440.* Calls are charged at national rate.

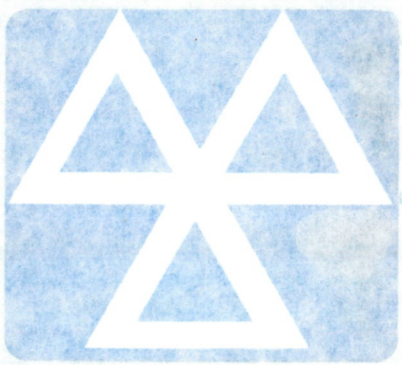
MOT Test History

6 To view the vehicle's available MOT History (including mileage at the time of the test) visit our website at **www.motinfo.gov.uk**. Alternatively you can have a written history posted to you by calling the MOT History Check Service on **0906 1209941.**** Calls cost £1.50 per minute from a BT landline; calls from mobiles and other networks may vary. To check the MOT History you will need the registration mark of the vehicle and either the test number from the MOT test certificate or the document reference number from the V5C Registration Certificate. Lines are open from 6am to 10pm 7 days a week.

*Calls are charged at the national rate. ** Calls are charged at premium rate.
Your call may be monitiored or recorded for lawful purposes.

www.motinfo.gov.uk

To check MOT Status call 0870 33 00 444*
To check MOT History call 0906 1209941**
With this MOT certificate you can now tax your vehicle on-line at:
www.direct.gov.uk/taxdisc
or over the phone call 0870 850 4444*



GENTLEMEN DRIVERS
CLUB INTERNATIONAL

Strassen, 14 Juin 2016.

Objet: Votre inscription au Make-A-Wish Concours d'Elegance.

Mr. Rinck,

Nous tenons à vous remercier pour votre inscription au
Make-A-Wish Concours d'Elegance (les 2 et 3 Juillet 2016).

Avec votre participation, vous contribuez au succès grandissant de cette 4ème édition, ce qui permettra à l'association, Make-A-Wish Luxembourg ASBL de récolter plus de fonds et par conséquent, de réaliser plus de vœux d'enfants atteints de maladies graves.

Ci-dessous, un récapitulatif des informations concernant votre inscription:

Véhicule 1:		**Véhicule 2:**	
Marque:	MG	Marque:	MG
Modèle:	J2 Compresseur	Modèle:	L-Type Roadster Magna
Année:	1933	Année:	1933
Catégorie:	B	Catégorie:	B

Divers :
Nombre et taille de High Quality Sweat Jacket : 1L
Date et montant du paiement effectué: 27 Mai 2016 (80 €)

Dans l'attente de vous accueillir au domaine thermal de Mondorf-les-Bains, nous vous prions d'agréer nos sincères salutations.

Marcel HAGENDOORN
CEO

Albert WETZ
Président

MAW Events S.A.R.L.
30, rue de l'Industrie
L-8069 STRASSEN

Gentlemen Drivers Club ASBL
30, rue de l'Industrie
L – 8069 STRASSEN

CWL
CLASSIC WORKSHOP
Luxembourg

Classic Workshop Luxembourg s.à.r.l.
Z.A. Gadderscheier 8.P.10
L-4501 Differdange

GSM : 00352 621 227 494
Mail : classicworkshoplux@gmail.com
RC Nr B 161347
Nr TVA : LU 1660 3853

RECHNUNG

Rechnungsnummer : **Fact. 00120/2018.Rinck** Datum 15.10.2018

Ihr Fahrzeug:
Marke: MG-L
Kennzeichen : 18763
Fahrgestellnr.: 1E75284BW
Kilometerstand:

Vorgenommene Reparaturarbeiten

Motorölwechsel inclusive Ölfilter (Ölfilter angeliefert)
Fahrzeug abschmieren
Kühlwasser ersetzen
Schmiernippel vorne links und rechts gegen Schrauben tauschen um
Freigängigkeit der Reifen bei "Voll-Einschlag" zu gewährleisten 2,00 Std.

Total-Arbeitszeit	**2,00 zu 76,88 €/h**	**153,76 €**

Material - Verbrauchsstoffe

5x Motoröl SAE40 1Liter	SAE40	15,00	75,00
6x Kühlerfrostschutz 1Liter	GEC2005	4,98	29,88
1x Reinigungs/ Schmiermittel	PF	2,50	2,50

Material - Verbrauchsstoffe	**107,38 €**
Rechnungsbetrag	261,14 €
TVA (17%)	44,39 €
Gesamtbetrag (€)	**305,53 €**

payé le 15/10/2018
BCEE

Wir möchten Sie freundlichst bitten den obengenannten Betrag binnen 8 Tage (siehe Rechnungsdatum) auf folgendes Konto zu überweisen :

Classic Workshop Luxembourg s.à.r.l.
Z.A. Gadderscheier, B.P. **10**
L-4501 DIFFERDANGE

Banque et Caisse d'Epargne de l'Etat
Luxembourg
LU72 0019 1300 1387 0000
BIC : BCEELULL

CAR MG CLUB
Founded 1930

6th August 1

Mr R A Royce
30 Kirkston
Dunstable,
Beds,
LU6 3PR

Dear Mr Ro

Thank you

We have
informati
forwardin
50p for e

I look fo

Yours si

Liz Bro
DEPUTY

MRS A E MORGAN

Page 1 - end of MOT documents

Speed
Richfie

Speedograph Richf
Rolleston Drive, Arr
Telephone: 0044 (0
Facsimile: 0044 (0
email: info@speedo
www.speedograph-r

VAT No. 35 27

despatch

Mr R Roy
30 Kirks
Dunstabl
Bedford

LU6 3PR

PART NO. DES

RGB1014
CSGB
CAR2

PR004934

Code %
1 17.

All transaction

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GENTLEMEN DRIVERS
CLUB LUXEMBOURG

Strassen, 14 Juin 2016.

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Modèle: J2 Compresseur
Année: 1933
Catégorie: B

Divers :
Nombre et taille de High Quality Sweat Jacket : 1L

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Marque: MG
Modèle: L-Type Roadster
Année: Magna
Catégorie: 1933
B

Date et montant du paiement effectué: 27 Mai 2016 (80 €)

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MAW Events S.A.R.L.
30, rue de l'Industrie
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Albert WETZ
Président

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L – 8069 STRASSEN

Registered Office: Avalon House, Marcham Road, Abingdon