

TRIPLE-M REGISTER BULLETIN



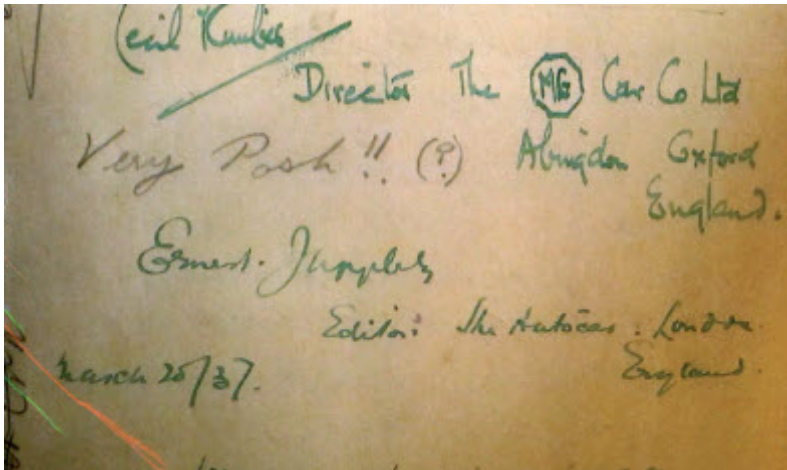
February 2011





**Tony Dolton's J2 in the 70s on the start line at Castle Coombe(?)
alongside Peter Cranage's N-type**

Photo: A. Dolton



**Cecil Kimber's entry in the hotel register of the Red Ox in Heidelberg
when on tour with the new SA**

Photo: H. Poppenseiker

TRIPLE-M REGISTER

BULLETIN No. 59

February 2011

May I be the last to wish you all a Happy New Year! I hope you will all get your cars out as often as possible in the coming year, when we have a “packed programme”, as the two Ronnies would say, with many of your favourite events returning. Don't forget that this year is the 50th Anniversary of the Register, with many events to recognise this.

The first major event is the annual dinner at the Ship Hotel in Weybridge on the 9th April; the entry forms for this are enclosed with this Bulletin. A scenic tour is being arranged from Peter Green's place to Weybridge on the afternoon of that day. We had a very good turn out last year for this new venue, and hope to see as many again this year, together with a good line up of Triple-M cars.

The following day there is the annual MG Era Day at Brooklands to make your journey to Surrey worthwhile. This is always a great day for catching up with friends and seeing old and new cars on display. Runs up the test hill will also be available.

The Classic Kimber Trial takes place on the 16th April, based on Lanes Hotel, West Coker, just south of Yeovil on the A30. This is promised to be non-damaging as previous years, and we even see some concours cars taking part. The following day there are the usual Driving Tests at Rokes Farm, the home of Barry Foster and Hamish McNinch.

We are pleased to confirm that the Vintage Revival meeting at Montlhery will be taking place again on the 7th and 8th May, after a lapse of a few years; Barry Foster is trying to get as many Montlhery Midgets to attend as possible. Last time we managed six cars, but the Editorial C-type will be going this time to swell the ranks. The event consists of “demonstration runs” round the original 1924 banked track, and is an experience not to be missed, with the circuit full of historic connections, including MG's own record breaking runs.

Cover photo:- Hamish McNinch's newly restored ex-Mrs Joan Chetwynd C-type (C0260) in its original colours. (photo H. McNinch)

In June we have the Register's 50th Anniversary celebrations, which take place from Tuesday 21st to Thursday 23rd. After this people will be free to link up with the MG Live weekend at Silverstone from 24th to 26th June, where the usual antics will take place, including the Triple-M race, the California Cup Driving Tests, and the Sprint on the Sunday. This attracts people from all over the world, and we look forward to seeing our friends from Australia, New Zealand, Canada, the USA, as well as our regulars from Europe. You may also find that elusive part in the Autojumble/ Traders Village.

The next month sees the ever-popular Chairman's Summer Gathering at his place in Farnham Royal, which is now confirmed for July 31st. August 14th sees the long established Black Horse Driving Tests/Gymkhana run by Patrick Gardner, just south of Guildford.

September sees the Continental Triple-M rally take place in Normandy (France) from Friday 23rd to Sunday 25th. This is being organised by ex-pats Lavinia and John Bevington, who are used to arranging rallies, having done many Dieppe Raiders' rallies in the past, together with rallies for the VSCC Light Car group. Trips are planned to Villedieu, where there is a fascinating Bell Foundry, and to the coastal town of Granville. On the Sunday the centre of the village is closed off for us to embark on some light-hearted driving tests – imagine trying to close off a village for that in the UK! Further details and entry forms will be available in future Bulletins.

Following my complaints last time about original Triple-M cars being vandalised into something they never were, I have had a lot of people applauding this stance, and I hope people will take note of this in future.

Our NA Allingham now has its new rear springs fitted (from Owen Springs), which is not easy, as the spring pins are trapped by the bodywork, unlike the standard N-types which had cutouts in the body to extract the spring pins. However by unbolting the main body cill timbers, which also hold the running boards, and lifting and springing the woodwork, I was able to get the pins out. The springs themselves were probably the original 1935 springs, and they were so tired that each leaf had been moving ¼" relative to its neighbour. They were also flexing vertically so much that they were hitting the bodywork, which now requires new timbers, including the plywood panel behind the seats, which supports the prop tunnel. This had sheared from top to bottom due to the ravages of time and woodworm!

Secretary's Bulletin Report on Triple-M Meeting **5th December 2010.**

The Committee observed a one minute silence in remembrance of Mike Hawke, who had sadly died the month before.

Peter Green, Chairman, advised that Colin McLachlan has volunteered to organise next year's Triple-M rally, with the help of D. Stewart and I. Lindley, in the Scottish Borders over the Whitsun weekend of 25th to 28th May 2012. The Committee decided to give the go ahead. G. Skillen, Chairman Brooklands Society, has written to say he would like MG to be the featured marquee at the Reunion on 24th July, and would like to display as many Triple-M cars as possible. The invitation is extended to the Vintage Register and the pre-war T-types. Peter had replied stating the Register will do what it can, but the date may clash with Silverstone Classic.

Discussions have been held with Ron Gammons and Dave Saunders about the 2011 Triple-M race at MG Live! It is likely the Triple-M cars will be racing with the T-Types and VSCC cars, but the Register will have to source the VSCC entries, as failure to get a full grid – 54 cars on the new Grand Prix circuit - will entail racing with the MGAs again.

George Eagle, Secretary, advised that 7 Triple-M badges had been sold in the last quarter. The UK cost of the badge is currently £35, the Committee agreed to increase this to £36 to accommodate the increase in VAT in January 2011. George attended the MGCC October Council meeting and AGM. As a mark of respect to Bill Wallace, it was decided to leave the appointment of a new Club President open for 6 months. As the current level of subscriptions do not cover Kimber House overheads, the Council voted on a £3 increase and thereafter to index the increases. The MGCC is also setting up two new sub-committees, the first to cover IT and the second a Technical committee. The MG Live! organising committee would like two volunteers from each Centre/Register/Branch (CRB) to help with the weekend, as there was a severe shortage of manpower in 2010. The Riley Register sell reprints of the owners manuals – is there scope for the Register to provide the same service?

Robin Hamblett, Registrar, reported there were two "new" cars in the last quarter, a D-type and a PA. During the quarter Robin inspected one NB to confirm it is on an original factory supplied

chassis, the log book for which is missing. There is a second chassis, which the owner believes to be original and an inspection will be made.

Mike Linward, Competition Secretary, confirmed he is working on his competition report for the new Yearbook. He noted a final report was received from Mike Hawke on the J2's final activities for the year only a few days before his untimely accident. This brings down the curtain on the illustrious career of this combination of car and driver.

Eleven cars were entered for Wiscombe with Ian McKay a comfortable class winner. Mike Linward reported that he won the 15th and final French Le Kimber weekend event held in October. The Bevingtons, who had organised the 15 accident free events, are prepared to organise a Hambye Raid in September 2011 and Phil Bayne-Powell has agreed to co-ordinate entries.

The latest COTY shows Bill Bennett in the lead over Mike Hawke and Philip Bayne-Powell. Oliver Richardson (C-type) leads the Racing Challenge and Frank Ashby (M-type) leads the Speed Championship. A big effort will be required to ensure a full grid for the Register's 50th anniversary race at MG Live! Silverstone in June.

Peter Hemmings, Librarian, confirmed sales of the current Yearbook have held up well, with 390 copies sold to-date. Total Library sales for 2010 stand at approximately £8200. Oil service charts for the 4 cylinder cars are once again available, with generous assistance from Terry Hartley. These will be priced at £4, which is the same cost for the companion 6-cylinder charts. At long last the problems with the first generation of Pre 1939 MG CDs has been solved, and an order has been placed for the supply of the new CD. 25% of the Library collection of photos have now been digitally scanned and catalogued – ideas for future display and sale of these photos would be welcomed by Peter who will investigate the possibility of setting up a new section on the web site to display thumb nails (with a water mark).

Phil Bayne-Powell was not able to attend the meeting but he did send in a report. The 44 page December issue had been sent to the printers. As there were very few contributions from members the issue contains some old articles. The Bulletin has stabilised at 450 copies, with new members replacing those who do not renew. Mike Dolton has been putting the latest issue on the web site, and will do so with the back issues as time permits.

VSCC Brooklands Driving Tests

9th January 2011

The year's competition calendar for me always starts off with this VSCC event, where a good turnout of old cars is guaranteed, including many interesting spectator's cars.

The C-type was dusted off, and with fingers crossed that the expensively repaired petrol tank would prove satisfactory, I set off with many layers of clothing to protect me from the bitterly cold morning, where the temperature was hovering around freezing after a clear night. This produced much black ice, and despite the fact that I was taking it gently, the first corner saw the back end break away, but caught just in time. You can feel the road in a Triple-M car, but the modern cars have no such feel, which explains why many were driving far too fast, and coming to grief as a result. The Hogs Back (A31) was closed for this very reason. Jim Collier coming up from Sussex found a van upside down across his side of the road near Midhurst!

Shortly after my black ice experience, and only about 3 miles from home, the car died. After much hunting around, and thoughts of calling out the cavalry to tow me home, I found the push-in HT lead had come out of the coil – I'd much rather have the old "acorn" screw in variety!

The format for the driving Tests is well honed now, with cars going straight to the scrutineering line to be checked out, including the now regular eligibility check. With the pass ticket, we signed on in the old Press Hut, and collected our numbers and the 12 test instructions. Six of these were to be done before the lunch break, and the other six tackled in the afternoon. The number were down this year, making it quicker to get round the tests.

A select band of four Triple-M cars were taking part this year, with Partick Gardner and Nick Bengier in J2s in the Standard Sports Car class, while John Haine in his 4-speed M-type was with the C-type in the Modified Sports Car class.

As the clear morning progressed the temperature rose, and layers of clothing could be shed. However the mental requirements for remembering the tests required a clear head, and an important check each time on the cars in front to get a good idea of where we were supposed to go! The Test Hill had all its manoeuvres taking place

after the crest, so unless you were very keen and walked to the top, you had to work the course out very quickly after arriving at the crest!

The other tests took place along the banking, which gave problems when being asked to stop and restart across a line half way up the banking – many cars sliding down as they tried to get going again. The final test took part on the tarmac in front of the original pits, and was a very fast open test, which the Frazer Nashes revelled in, drifting their cars round in wonderfully controlled slides



**Patrick Gardner (J2) weaving through the cones
(photo R. Chamberlain)**

The morning six tests found the C-type getting two tests wrong, one of which I realised too late, while the other I could have sworn I had got right, but there is no arguing with the marshalls!

As I had got through the tests an hour before the lunch break, I had a chance to look round the Museum and to check out the Museum's book sale, where I got an original 1929 Morris Oxford manual, suitable for our 14/40, for only £3, also a book on Amy Johnson, who you may recall was given a new Mk 1 18/80 by Lord Nuffield for her aviation achievements (see page 35 of the Magic of the Marque by Mike Allison).

During the lunch break the Sopwith Camel was fired up, and the sound of its 9-cylinder rotary engine was truly a fabulous experience

that one doesn't get to hear very often; the plane was largely reconstructed, but the engine is an original.

When the tests resumed after lunch the C-type wasn't revving too cleanly, and then I noticed that the boost gauge wasn't getting over zero. This meant the drive had become disconnected, and on checking underneath I found that the drive shaft housing was also loose. I therefore decided that discretion was called for and retired, hoping that I could get home with just the blower freewheeling – which it managed fortunately.



**John Haine takes his M-type safely through the course
(Photo R. Chamberlain)**

Our cars didn't feature in the awards this year. The J2s came 6th and 7th out of a class of 8. Patrick unfortunately had brain fade on three tests, getting them wrong, while Nick had a wrong test and two garage mistakes. John Haine was getting all the tests right by going slowly but surely, only ruined by failing to stop astride on the very last test! Your truly came almost bottom due to missing the afternoon tests, for which maximum penalties accrue.

This event is very social, with many MG people turning up to spectate and meet other like minded nuts. I shall do it again next year, and hope the brain and car both work better!

Kimber Classic Trial

16TH April

Once again the South West Centre is organising this event, dating back to 1937, for your delectation. Starting at the new venue of Lanes Hotel, (www.lanes.net 01935 862555), West Coker, on the A30 just south of Yeovil, this event should appeal to all of you with properly prepared MMM road cars. In other words, nearly all of you

The event traverses approximately 90 miles of picturesque lanes in Somerset and Dorset, with about ten sections to test your mettle. Clerk of the Course, Bruce Weston, assures me that none of the sections is of a rough nature, in other words you should not expect to damage your car. If you are in any doubt about whether to enter or not give me a call.

The whole weekend is designed for maximum fun and enjoyment. Based at the comfortable Lanes Hotel, it is suggested that those sensible types coming down book their Friday evening meal at the East Street Wine Bar (Telephone 01935 863929) and say that you are in Derek Richard's MG party, 7.30 for 8pm. For those who prefer it there is plenty of bed and breakfast accommodation in West Coker; this can be booked through Yeovil TIC on 01935 845946.

After the trial on the Saturday evening there is an informal dinner at Lanes. Our competition secretary, Mike Linward, has kindly agreed to entertain us afterwards in his own wittily inimitable fashion. Definitely not to be missed.

On the Sunday morning we move on to Rockes Barn at Butleigh, home of those two MMM luminaries, Barry Foster and Hamish McNinch. They have again kindly given permission for us to use their large field for some friendly driving tests.

Organising events of this nature is becoming increasingly difficult because of the proliferation of paperwork and interference by the anti-motoring brigade. This is the oldest event run by the MG Car Club, if you want to keep it enter or you will lose it!

Regulations will have been sent to those who have entered previously, but may be found on the South West Centre website. If you do not have internet access, or have any queries about the event please give Alan Grassam a call on 01935 863673. Those of you wishing to marshal can offer through the entry form. We look forward to seeing friends old and new.



Entry Details for the 50th Anniversary Celebrations

Keen observers will have noted that there are no Entry Forms included with this edition of the Bulletin. Rest assured, there is a very good reason for this!

Our plans for this important event have now been finalised, and the information that entrants will require is quite extensive, and is too much to include with this Bulletin. The organisers have therefore decided to put all of the information into an Event Pack, which will include the following:-

- A letter containing full details of the 3-day event;
- A three-part Entry Form comprising of 6 pages;
- A CD containing information about the event, including:-
 - The above information;
 - Detailed information about each of the places to visit on the Thursday road runs, with “clickable” links to the websites of the various attractions to help you decide which ones to visit;
 - The Supplementary Regulations.

Other important information about the event, including accommodation arrangements, location maps, etc.

The Event Packs are now available from Elizabeth Taylor, so if you have not already registered your interest in the event with her now is the time to do so, either by e-mail at e.taylor@oakend.net or by telephone on +44(0)1628 665055, so that she can send the pack to you.

Please note that this is the only way in which you can obtain Entry Forms, as they will not be issued separately, nor will they be available through the Register website.

If you do not use a computer the Entry Pack can be sent to you in paper form – but if you require this, please remember to mention it when you contact Elizabeth.

The closing date for entries and receipt of deposits is 31st March 2011. There will be a 5% discount for those who submit their entry and pay in full by 14th March 2011.

The Committee is looking forward very much to the event and we hope that you will wish to share the enjoyment by taking part and making the anniversary one to remember!

Inter-Register Club Events - 2011

<i>Date</i>	<i>Club</i>	<i>Event</i>	<i>Location</i>
Sun 13 th March	MGCC	Scatter Rally	Surrey/Sussex
Sat 16 th April	Alvis	Scatter Rally + tour	West Sussex/ Hampshire
Sat 4 th Jun	750MC	“Trally” - mix of nav rally and treasure hunt	Hants/Berks
Sun 26 th June	Riley	Bathos Trophy scatter rally	Worcestershire
Sun 17 th July	Humber	Navigation Rally	Dorset
Sun 31 th July	STD	Driving Tests + tour	Hungerford
July (date to be set)		Navigation/Treasure Hunt	Scotland
Sun 18 th Sept	Riley	Scatter	North Wilts/ Gloucestershire
Sun 25 th Sept	Crossley	Treasure Hunt	North Yorks
Sat 1 st October	Alvis	Scatter Rally	Dartmoor
Sat 19 th Nov	ATDC/NHAE	“Eightjar” Scatter/Orienteering	Surrey/Hants/ Berks

For further details and entry forms please contact the Editor, who is the IRC co-ordinator for the Triple-Register.

FUTURE EVENTS

4-6 th February	Retromobile, Paris	01264 771188
12-13 th February	Great Western Autojumble	0117 9071000
20 th February	MG Show, Stoneleigh	0871 620 7067
25 th February	Race Retro, Stoneleigh	01775 768661
6 th March	Triple-Register AGM	01280 860428
13 th March	MGCCSE/IRC Scatter Rally	01483 811428
9 th April	Triple- M Register dinner	01628 665055
9-10 th April	MGCC Race Meeting, Brands Hatch	01235 555552
10 th April	MG Era Day, Brooklands	01932857381
16 th April	Kimber Classic Trial	01935 863673
23 rd April	VSCC Silverstone	01608 644777
28-30 th April	Manx Classic weekend	01624 670150
1 st May	VSCC Curborough Sprint	01608 644777
8 th May	VSCC Wiscombe Hill Climb	01608 644777
8 th May	Regency Run Epsom race course start	01235 555552


MIDGET

MAGNETTE

MAGNA

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD



MMM

THE SPARES SERVICE YOU CAN RELY ON !



Phone on **01939 210458** Fax on **01939 210644**
For prompt despatch of stock orders

Open daily: 9.00am - 5.00pm Saturdays: 9.00am - 12 noon

Regular stocks include: New rockers; Oil pump gears; Brake and speedo cables; Hoses; Rubber mountings; Trunnion covers; Trunnion bearings; Pistons; Valves and valve springs; Clutch linings and plates; camshafts and camshaft bearings; Radiator badges; Exhaust systems; Aero screens; Mudguards; Valances and aprons; Large range of paper gaskets; Oil seals and brass shims; Vertical Drive spares, Couplings, etc. New Andre Hartford shock absorbers plus a Reconditioning Service; Wheels rebuilt and stove enamelled; Manifolds Vitreous enamelled. We also offer a high quality Whitmetaling and crankgrinding service and each year undertake a limited number of complete engine, gear box and steering box overhauls.

Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.
illustrated catalogue Visa - Mastercard welcome



SPORTS & VINTAGE
MOTORS
SHREWSBURY LIMITED

Upper Battlefield
Shrewsbury SY4 3DB
Telephone: 01939 210458
Fax: 01939 210644



BRITISH MOTOR
VEHICLE APPROVED




Car Of The Year 2010

Final Scores

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	909	J2-PA/s	FW 3909	Bill Bennett	115
2 nd	3	J2	DG 54 04	Mike Hawke Ed Taylor	103
3rd	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	102
4th	2200	C/s	RX 8306	Philip Bayne-Powell	94
=5 th	2694	J2-PB/s	Kayne Spl.	Mike Painter	88
“	2692	J2	SW 4156	Brian Galbraith	88
7 th	1140	J2	JL 753	Mike Linward Neil MacKay	80
8 th	1595	M	PG 1045	Frank Ashley	74
9 th	920	PA	TG 8337	George Ward Jo Ward	71
10 th	-	KN/s	OHL 3	David Hince Peter Fenichel Richard Pilkington Alex Pilkington	66
11 th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	64
12 th	1883	J2	PO 8865	Patrick Gardner Claire Gardner Mike Linward	60
13 th	2272	C/s	LJ 4444	Oliver Richardson	58
14 th	108	M	OU 4824	Mike Dalby	57
15 th	2362	NA	BTT 726	Richard Jenkins Ian MacKay Nick Dean	55
=16 th	341	M	PJ 7970	David Rushton	50
“	1533	PA-PB	WV 5012	Dick Morbey	50
18 th	167	M	APB 2 98	Andy King Rachel Bolton-King	47
19 th	2134	K1/s	MG 3094	Peter Fenichel Tim Metcalfe Günther Krenn	46
20 th	627	J2	FS 5663	Ian MacKay Richard Jenkins	45
21 st	1135	M	SV 5438	Alan Grassam	44
=22 nd	1270	NB Cresta	MG 4750	Bob Clare	42
“	3205	K3/s	JB 7526	Peter Green Clint Smith	42
24 th	65	PA/s	DPH 228	Nigel Gibbons	41
25 th	2000	K3/s	MG 3570	Peter Green Andrew Taylor	40

26 th	676	PA/s	WP 5939	Roger Thomas Russell Thomas Rosemary Thomas	39
27 th	2430	PA/s	497 UXH	Howard Haman	38
28 th	1428	J2	DG 61 42	Nick Bengfer	37
29 th	2913	PA/s	MG 3855	Andrew Morland	35
30 th	2852	M	RH 5831	Philip Coombs	34
31 st	148	M	OY 1 548	John Haine	33
32 nd	2284	J2	OB 5374	Andrew Henderson	31
=33 rd	1117	L1	JK 3375	Paul Mullins	29
“	2147	NA/s	AAO 797	Robert Dean	29
35 th	3226	C/s	JO 2288	Hamish McNinch Barry Foster Fred Boothby	28
36 th	2170	PB/s	CLX 112	Mark Dolton	27
=37 th	1917	J1/s	VSV 521	Stuart Evans	26
“	2631	K3/s	JB 1472	Brandon Smith-Hilliard	26
=39 th	2579	M	MG 874	Valerie Davison Ian Davison	25
“	2028	NB/s	MG 3694	Jane Metcalfe	25
=41 st	30	J2	OC 3816	Ian White	24
“	815	KN/s	MG 4314	Martin Warner	24
“	1550	PA	567 CRU	Peter Scott	24
=44 th	2175	PB	JB 7524	Elizabeth Taylor Colin Butchers	23
“	1804	PA	MG 3848	Alex Reid	23
=46 th	738	J2	UP 8871	Colin Henderson	22
“	1235	L1/s	JB 6878	Bryan Ditchman	22
“	2591	PA	MG 3242	Colin McLachan	22
“	-	J2	WF 5494	Fred Boothby	22
50 th	1419	J2	AGJ 540	Paul Miller	21
=51 st	225	K1	ALU 463	Martin Jacobs	20
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	20
=53 rd	2517	M	SV 6402	Roger Giister	18
“	3017	J1 Sal’ette	UG 35 85	Jim Collier	18
“	2141	PA/s	RC 3349	Derek Richards	18
“	2823	F1	GY 51 41	Rob Walker	18
“	2193	NB	DUB 679	Terry Hartley	18
“	1463	NA/s	BUU 964	David Downes	18
“	1018	J2	MG 2853	Philip Coombs	18
=60 th	158	PA	BJO 800	Peter Down	17
“	2953	NA	BLL 491	Tony Knowles	17
=62 nd	1156	PA-PB	AAD 264	Nick Dean	16

	922	D	KG 12 37	Digby Gibbs	16
	3190	J2	JC 1421	Brian Bassett	16
	1963	PB	YS 5081	Keith Wallace	16
	411	L2	JB 1649	Geoffrey Jarvis Ken Robinson	16
	250	PA	MG 3294	Andrew Bradshaw	16
	651	J3/s	MGI 33	Ross Kelly	16
=69 th	1004	NA	BNA 230	Martin Latimer	15
	2227	KN	MG 4282	Peter Hemmings	15
=71 st	81	C/s	JK 1932	Sandra Hudson	14
	597	PB/s	VV 4538	Peter Haynes	14
=73 rd	2742	J2	DG 7828	Robin Hamblett	13
	42	M	RX 6795	Michael Boulton	13
	1367	PA/s	MG 3921	John Wells	13
76 th	126	L2	ANB 431	David Naylor	12
=77 th	2077	K1-Kn/s ss	-	Annie Templet on	11
	2188	M	GH 44 34	Colin Reynolds	11
	447	J2-PB	AMY 217	Andrew McNeil	11
	1146	K3/s	JB 3182	Gunther Stamm	11
=81 st	2133	KN/s ss	-	Andy King	10
	1650	M	DV 4449	Robbie Bugbird	10
	407	J2/s	XJ 4982	Peter Batty	10
	2088	J2	VO 9826	Simon Wilkinson	10
	27	J2-PA/s	DRV 740	Steve Futter	10
	317	Jarvis M	GP 1856	Annette Lee	10
=87 th	2960	J2	AM-30-25	Thijs de Groot	9
	3302	J2/s	KS 6104	Andrew Harrington	9
	1	NA/s	JB 3852	Mike Allison	9
	845	M	PG 5027	Mike Cleary	9
	2920	J2	JA 4275	Jonathan Marsh	9
	1537	PA/s	LV 8989	Patrick Gardner	9
	950	L1/s	MG 2349	Ian Davison	9
	869	F1	GY 4981	Robin Smith	9
	679	J2	MG 2787	Terry Holden	9
	73	PA/s	US 8752	Mike Pancheri	9
	994	L2	ALA 656	George Eagle	9
	1418	PA	ARO 872	Paul Ferena	9
	329	PA/s	CZ 4895	John Adams	9
		F1	DX 9913	Bill Cullen	9
	64	PA 4s tr	AEL 465	Ian Willis	9
=102 nd	119	J2	KG 1600	Paul Edwards	8

	“	1521	C/s	RX 8591	Dave Cooksey	8
	“	957	L2	MG 2799	Derek Smith	8
	“	1976	J2/s	JF 5278	Gil Collins	8
=106 th		284	M	MG 533	Paul Lovett	7
	“	1710	F1 Jarvis	IU 2474	Martin Phillis	7
	“	1931	C/s	VD 30	Barry Foster	7
	“	1516	K3/s ss	-	Jeremy Hawke	7
=110 th		2695	J1/s ss	-	Garth Howat	6
	“	1647	NB	JB 6864	Bill Abbott	6
	“	162	ND/s	BKL 265	Ed Taylor	6
	“	2922	NA/s Saloon	XXG 102	Malcolm Robertson	6
	“	1278	F1	MG 1313	Ian Goddard	6
	“	968	PA	BU 8079	Roger Davies	6
	“	2703	PA 4str	MG 3452	Tony Wild	6
	“	789	NA	YS 7798	Keith Hall	6
	“	2789	PA 4str	VYC 529	Keith Jackson	6
	“	2957	PA 4str	JC 2222	Geoff James	6
	“	1659	PA	VL 5643	Terry Davies	6
	“	1591	J2/s	YJ 892	David Stansbie	6
	“	534	NA	HH 8103	Bill Bennett	6
	“	3063	F1	IA 9830	John & Lou Shorten	6
	“	625	F1	OV 9757	Ewan Harris	6
	“	1777	PA	BEV 518	Ron Warr	6
	“	1600	D	PO 5751	Ted Hack	6
	“	1971	F2	WM 8548	Terry Wilson	6
	“	1607	F1	HZR 714	Stefaan Vernyns	6
	“	2229	PA	JK 4823	David Stewart	6
	“	1936	L1	JB 1646	Peter Sutcliffe	6
	“	1297	NB	BVB 561	John Thomson	6
	“	843	M	ST 6963	Tony Margel	6
	“	3101	M	DR-94-72	Michael Kuijpers	6
	“	8	D	PJ 2495	Peter Chapman	6
	“	1676	D	NG 2461	Mike Jakeman	6
	“		J2	APK 438	John Forster	6
	“	2236	J2	TJ 5050	George Morgan	6
	“	2220	PA 4str	AYH 640	Tom More	6
	“	417	PB/s	AVP 50	Tony Connell	6
	“	776	NB	YS 6658	Mike Legg	6
141 st		1823	PA	WO 9320	Terry Andrews	4
=142 nd		761	J2/s	APU 280	David Downes	2

“	2494	J2/s	AKN 535	Dave Pendlebury-Brown	2
“	1331	PA	EDU 347	Roger Cadogan	2
“	3027	PA	TJ 9043	Mike Legg	2
“	3298	PA/s	OSL 309	Les Procter	2
“	3130	PB/s	JB 7136	Jeanne Temple	2
“	142	L1/s	APD 886	Adrian Cole	2
“	2215	PB/s	JB 7525	Sarah Frankel	2
“	1401	J2	JN 2675	Martin Edgar	2
“	2120	M	OD 425	Bob Mellors	2
“	397	M 12/12	SC 9559	James Peacop	2
“	1925	PA	BPG 994	Bob Clare Eric Maidell	2
“	1174	M	MJ 1911	Jay Hall	2
“	1985	K3/s	CS 3009	Philippe Douchet Bob Jones	2
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	2
“	761	J2/s	APU 280	David Downes	2
“	1331	PA	EDU 347	Roger Cadogan	2
“	423	J2/s	DU-FG-86 H	Christian Höptner	2
=160 th	3057	PB	YS 5489	Geoff Smith	1
“	3070	K3/s tc	MG 2525	Richard Last	1
“	2715	KN/s	CG 8379	Tanya Lewis	1

Results from the following events are the only ones that have either been submitted or analysed, and hence are the only ones that make up the 2010 COTY final scores.

Results for 2011 can be submitted up to three months after the event took place or later at the Comp. Sec's discretion. However, to be included in the End of Year final results, a submission must be made no later than the third week of January:

Date	Event	Results
24 th January	MAC Clee Hills Trial	Full
31 st January	North Devon Motor Club, Exmoor Trial	Full
7 th February	VSCC New Year Driving Tests	Full
7 th February	Stroud & District MC, Cotswold Cloud Trial	Full
13 th February	Fellside Auto Club, Northern Trial	Full
6 th March	VSCC John Harris Trial	Full
20 th March	VSCC Herefordshire Trial	Full
21 st March	Torbay Motor Club, Torbay Trial	Full
21 st March	MGCC SE Centre Spring Navisat	Full

28 th March	VSCC Welsh Weekend Trial	Full
2 nd /3 rd April	MCC Land's End Trial	Full
17 th April	MGCC SW Centre Kimber Classic Trial	Full
17 th April	Alvis Inter-Register Scatter Rally	Full
17 th April	VSCC Scottish Trial	Full
18 th April	MGCC SW Centre Kimber Classic Gymkhana	Full
18 th April	Ross & District Motor Club, Kyrle Trial	Full
24 th April	VSCC Silverstone 'Spring Start' Race Meeting	Full
2 nd May	VSCC Curborough Speed Trials	Full
2 nd May	Grand Prix de Monaco Historique	Full
3 rd May	MGCC SW Centre Wessex Sprint	Full
9 th May	VSCC Wiscombe Park Hill Climb	Full
15 th May	VSCC Northern Rally	Full
16 th May	Ilkley & District MC Classic Reliability Trial	Full
15 th /16 th May	MRL Silverstone Pre-War Sports Car Race	Full
22 nd May	VSCC Oulton Park Race Meeting	Full
29 th May	Omagh Motor Club Pat Kirk Gortin Hill Climb	Full
28 th /29 th May	MCC Exeter Trial Centenary Celebration	Full
29 th May/1 st June	MGCC 'Beggars Roost' Re-enactment	Full
June		
5 th June	MGCC 'MG Live!' Silverstone California Cup	Full
5 th June	MGCC 'MG Live!' Silverstone Race Meeting	Full
5 th June	VSCC Brooklands Speed Trials	Full
6 th June	MGCC 'MG Live!' Silverstone Stowe Sprint	Full
6 th June	MGCC 'MG Live!' Pride Of Ownership	Part
19 th June	VSCC Cadwell Park Race Meeting	Full
18 th /20 th June	MRL 'Grand Prix de l'Age d'Or', Dijon	Full
11 th July	Le Mans Classic	Full
17 th July	VSCC Southern (Kentish) Rally	Full
18 th July	Triple-M Summer Gathering	Full
24 th /25 th July	Vintage Minor Rally, Prescott	Part
24 th /25 th July	GP de Puy Notre Dame Retro, France	Part
25 th July	VSCC Pembrey 'Richard Seaman' Race Meeting	Full
1 st August	Pepperharrow 'Black Horse' Driving Tests	Full
7 th /8 th August	VSCC Prescott Hill Climb	Full
8 th August	MGCC SE Penshurst 80 th Anniversary Celebration	Full
12 th -15 th Aug	Triple-M 'Flat Cap & Whippet' Weekend	Full

13 th -15 th Aug	38 th AvD Oldtimer-Grand-Prix, Nürburgring	Full
21 st August	Inter Register 'Downland Dawdle' Rally	Full
22 nd August	VSCC Mallory Park Race Meeting	Full
29 th August	GP Franco Belge Retro, Messines Belgium	Part
4 th /5 th Sept	VSCC Loton Park Hill Climb	Full
11 th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
11 th /12 th Sept	Bo'ness Hill Climb Revival	Full
12 th September	VSCC Madresfield Driving Tests	Full
12 th September	Holsworthy MC, Taw & Torridge Trial	Full
2 nd October	MCC Edinburgh Trial	Full
2 nd /3 rd October	VSCC Donington Park Race Meeting	Full
10 th October	VSCC Welsh Rally	Full
10 th October	MGCC SE Centre Autumn Navisat	Full
15 th /16 th Oct	Le Kimber Rally & Trial, Hambye France	Full
17 th October	Minehead MC Exmoor Clouds Trial	Full
23 rd October	VSCC Goodwood Autumn Sprint	Full
24 th October	Launceston & Nth. Cornwall, Tamar Trial	Full
20 th November	VSCC Cotswold Trial	Full
29 th November	Bristol MC, Allen Trial	Full
4 th December	VSCC Winter Driving Tests	Full
5 th December	Camel Vale MC, Camel Classic Trial	Full



BAYNTON JONES HISTORIC MOTORSPORT

***RESTORATION, PREPARATION,
ENGINEERING, SPECIAL PARTS.
EVERYTHING YOU NEED FOR
YOUR TRIPLE-M MG.***

FOR MORE DETAILS SEE OUR WEBSITE:

www.baynton-jones.co.uk

WESTERLEIGH BISHOPSTONE SALISBURY WILTSHIRE SP5 4BW

Tel. +44 (0) 1747 858915

SPEED CHAMPIONSHIP 2010

Final Scores

Position	Car/s	Driver	Points
1 st	M	Frank Ashley	29
2 nd	PA/s	Howard Harman	24
3 rd	J1/s	Stuart Evans	16
4 th	J2	Ian MacKay	14
5 th	J2	Neil MacKay	12
=6 th	C/s	Philip Bayne-Powell	11
“	NB/s	Jane Metcalfe	11
=8 th	J2	Mike Linward	10
“	KN/s	Annie Templeton	10
=10 th	J2	Richard Jenkins	9
“	K3/s	Andrew Taylor	9
12 th	K3/s	Peter Green	8
=13 th	PA/s	Andrew Morland	7
“	NA/s	David Downes	7
=15 th	NA/s ss	Ian Baxter	6
“	K1/s	Peter Fenichel	6
=17 th	J2	Brian Galbraith	5
“	KN/s	Andy King	5

SLADE TROPHY 2010

Final Scores

Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	52
2 nd	PA	George Ward	18
3 rd	J2	Mike Linward	15
4 th	PA/s	Nigel Gibbons	13
5 th	PB/s	Brandon Smith-Hilliard	11
=6 th	M	Ian Davison	9

“	KN/s	Martin Warner	9
=8 th	J2	Mike Hawke	8
“	J2	Thijs de Groot	8
=10 th	M	John Haine	7
“	PA/s	John Wells	7
=12 th	M	David Rushton	6
“	NA	Nick Dean	6
14 th	J2	Nick Bengier	4
15 th	M	Alan Grassam	3
=16 th	J2	Patrick Gardner	2
“	L1/s	Bryan Ditchman	2
“	M	Mike Dalby	2
“	NA	Ian MacKay	2

Racing Challenge Trophy 2010 The Betty Haig Cup Final Scores

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 st	C/s	Oliver Richardson		0.354
2 nd	J2-PA/s	Mike Painter		0.375
3 rd	K1/s, KN/s	Peter Fenichel		0.493
	J2/s	Peter Batty	4	0.685
	C/s	Hamish McNinch	3	0.578
	J2	Fred Boothby	3	0.580
	K3/s	Brandon Smith- Hilliard	2	0.646
	NA/s	Robert Dean	2	0.767
	KN/s	David Hince	1	0.273
	KN/s	Annie Templeton	1	0.333
	NB/s	Jane Metcalfe	1	0.667
	KN/s	Andy King	1	0.667
	K3/s	Andrew Taylor	1	0.676
	C/s	Dave Cooksey	1	0.714
	K3/s	Peter Green	1	0.971
NA/s	David Downes	1	1.000	

Car Of The Year 2011

Scores to 28th January

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	1883	J2	PO 8865	Patrick Gardner	6
2 nd	1428	J2	DG 6142	Nick Bengier	5
3 rd	907	K1	ADH 3 60	Neil MacKay	3
=4 th	148	M	OY 1548	John Haine	2
“	2200	C/s	RX 8306	Philip Bayne-Powell	2

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2011 COTY scores to date.

9 th January	VSCC New Year Driving Tests	Full Results
22 nd /23 rd January	VSCC Measham Rally	Full

Competition Secretary's Report

By Mike Linward

The last results from 2010 have now been analysed, but they have not changed the positions at the top of the COTY table. First, by a clear margin once again, is Bill Bennett's J2, with an impressive array of trials wins. Second is the much-campaigned J2 of Mike Hawke, tragically no longer with us, following his accident in December. I, for one, will miss his frequent, informative letters, reporting on events entered and including results from some of the less recorded, local events that make up the majority of Car Club activities. Third place goes to Rosemary Bayne-Powell's NA Allingham.

As indicated in the December Bulletin and now confirmed, the winner of the Betty Haig Challenge Trophy is Oliver Richardson driving his recently restored C type. There is an informative article on Oliver's car in the February edition of MG Enthusiast, which is well worth reading.

Frank Ashley has retained the Speed Championship for a second year and Bill Bennett's winning ways continue with his retention of the Slade Trophy. Bill's J2 was entered in no less than fifteen trials throughout 2010 and in addition, he and Liz marshalled in six other

events, including the SW Centre's Wessex sprint and Wiscombe Park hill climb. Bill also found time to enter the Flat Cap & Whippet weekend during the trials off-season in the summer, but this was in the more commodious NA four-seater. Liz was also the winner of the ACTC Navigators League, and other awards for J2 and driver include the ACTC Crackington League winner, and 6th place in the ACTC Wheelspin League.

And so to 2011. With only two results in, the COTY list is a little sparse, mainly because there were so few entries to the Vintage New Year driving tests, no doubt as the result of bad weather in early January.

Neil MacKay bravely took on the challenge of the Vintage Measham Rally at the end of January in the K1 tourer, and to his, and his navigator's, credit put in a respectable performance, in spite of having no previous experience of this most difficult night time event.

Competitions start later in the year but confirmed dates are:

Midlands Centre Spring Curborough Sprint – Sunday 3rd April

MG Live Silverstone Race Meeting and Sprint – 25th and 26th June

VSCC Loton Park Hill Climb – 16th and 17th July

Midland Centre Summer Curborough Sprint – Sunday 7th August

SW Centre Wiscombe Park Hill Climb – Saturday 10th September

Sadly, there is no SW Centre Colerne sprint planned, which usually takes place on the first May Bank Holiday Monday and the Cornbury Park Sprint, organised by the Benjafields Racing Club, also looks to be a non-starter.

On a more positive note, entries have now opened for the SW Centre's Kimber Classic Trial and Gymkhana, which takes place over the weekend of the 16th and 17th April. There is a new start venue at the Lanes Hotel, West Coker, which is also the venue for the Saturday evening dinner.

The efficient assembly line for building the J-type



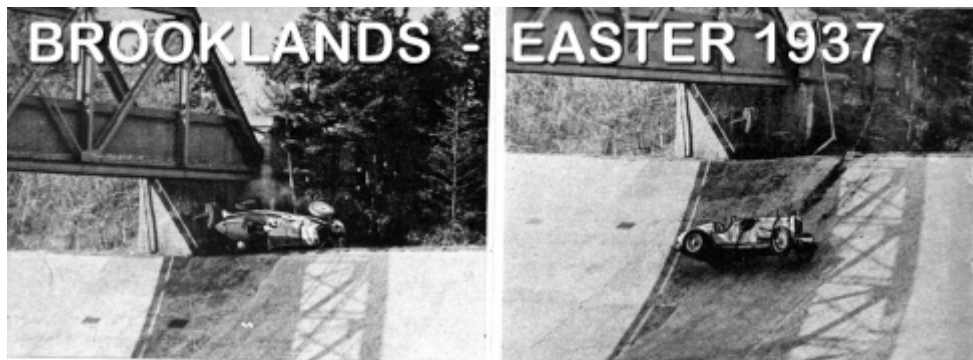
Inter Register Club Final scores for 2010

TEAM	TOTAL
Riley	55
Alvis	47
Humber	44
STD	20
ATDC	14
PWA7C	12
MG CC	12
Crossley	7
750MC	2
Fiat	0

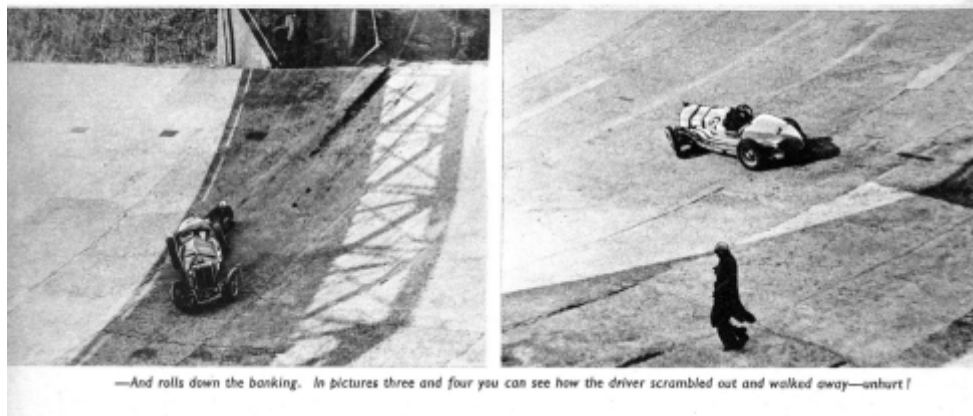
Individual MG results

Philip Bayne-Powell	25
Roger Thomas	7
Brian Galbraith	7
David Saul	6
Peter Mace (18/80)	3

This year we had a much better turnout, with seven car entries, and we even won the team prize in the 750MC Scatter rally in August. Brian Galbraith should get a special mention for doing the Dartmoor Scatter rally without a navigator! As you will see we came 6th equal out of the ten



Competing in a Brooklands Mountain Race, Carr's M.G. crashes into the supports of the Members' Bridge—



—And rolls down the banking. In pictures three and four you can see how the driver scrambled out and walked away—unhurt!

This series of unique photos shows F.W.Carr's NE (NA 0518) crashing into the Members Bridge at Brooklands in March 1937, fortunately without any driver damage. Carr had bought the NE from H.B.Shaw, who had the factory fit a 1086cc block and a pre-selector gearbox. The NE engine went into H.B.Shaw's ND, BKL 265 (which the Editor currently owns), but it was replaced later - as the NE engine is no longer in BKL 265.

Carr had fitted a front-mounted blower for the race, as can be seen in the close-up photo reproduced in the January 2010 Bulletin (page 55). H.B.Shaw bought the NE back from Carr after it had been repaired and kept it until 1943. It was later shipped to the States in 1965 by a US Air Force Major. It was later owned by Kjell Kvale, the BMC US importer. Now owned and raced by Pete Thelander, who acquired it in 1972 from Ray Evans.

Slight Trouble bringing Home an N-type

Back in January 1963 I bought a 2-seater N-type, BPH 411, and seeing that the chassis has recently been exhumed from its grave of 46 years, together with the recent heavy snowfalls, the following extract from my "Autolog" seemed very pertinent. The David mentioned is my friend David Baldock, who went on to trade in classic cars, and currently owns an Alta or two, amongst other things. - Ed.

Sat. 19th Jan. I went to collect Frances and David, and we drove the Morris up to London to Wandsworth, to the Wellington Works, where a friend of David's from college had an NA Magnette MG, 6-cylinder 1934 (BPH 411). This fellow, Andy Spiro kept it in a shed at his father's works. The engine was mobile, sounded a bit rough, but had had its bottom end looked at and deemed all right. A nut was missing off the vertical drive coupling, causing dynamo wobble. Triple branch exhaust manifolds, five very good tyres. The chap thought it was originally a saloon cut down to a 4-seater (sic) body. The steering was very slack – Bishop box. The dash was wood and very tarnished. Green body with black wings. He wanted £15. I offered £10, and we finished by settling it at £12 10s. David drove with the sidescreens but no hood. Before Vauxhall we had to stop as David was near to collapsing – he wasn't too well this morning. After a rest I was towed, wrapped up in duffle coats. Saw an Alvis Speed 20. Towing went on without mishap. It began snowing at Sidcup, and beyond Farningham roundabout the snow was blinding across the road off the fields, and I completely lost David in front, and visibility was about five yards. The Morris began misbehaving as snow got into the engine, and we struggled on up Death Hill until a car stopped in front of us; we couldn't get started again; snow was everywhere. Undid the tow, and tried the Morris again without any results, the snow was drifting us in every minute; cars

crawled past and a snow plough came past. The MG cockpit was full of flying snow, and my glasses were plastered. We tried to get the MG going. No hope there. We had to leave them. Managed to get a lift in a Morris 1000 to the Portobello Inn; these people were going to look at a house in Kingsdown! We had almost made the top of Death Hill, and might have managed the rest. Luckily a Green Line bus took us from the Portobello Inn to Wrotham, where David rang up his father, who took us home.

Sun 20th Jan. David, Frances, Keith and I went up to Farningham in David's father's car (Singer Vogue) ready to dig out the cars, but we couldn't see them, so we asked at the nearest garage, who told us to try Swanley police station, where we saw the MG parked outside painted with snow, all over the place. We asked where the Morris was; I was taken down in a Hillman minx. The engine and distributor were soaked and snowed up, and it wouldn't start; went back and the others came down after we had signed for both.

Dried out the distributor twice, started the second time; then we had trouble getting it out of the car park, were given a hand by Dawes of Swanley, who had pulled it out the night before, as it had been blocking the snowplough. They charged us £3 15s 11d for towing the MG. The Morris was under the AA, but we hope they both will be. Went back to the Police station and hauled the MG onto the road, ready for hitching up; I drove it behind David, Frances took the Singer back. Brakes still very ineffective.

I started the engine turning by putting it in gear several times. Just in Wrotham we stopped and fixed up the electrics for a tow start down to Borough Green – had to leave the bonnet off as it shorted the batteries. We didn't get all the cylinders going, it popped and spluttered most of the way. We only just managed to get up Blackhorse Lane. Stopped at our drive, unhitched, and miraculously the engine started on the starter, and we shot up our drive, got stuck, and eventually whopped up

round the back, with plenty of power in hand. I've covered up the NA outside for the present.

HISTORICAL NOTE:- Death Hill was the name given to the stretch of the A20 rising up from the Farningham roundabout up to West Kingsdown and Brands Hatch. It was an early stretch of 3-lane wide road, allowing cars to overtake in the middle lane, despite vehicles coming in the other direction. Unfortunately there were a lot of incidents of two people overtaking in opposite directions, and coming to grief. It was also used by the biker boys who frequented the Johnson's Café at West Kingdown, and so the story goes used to put on a record in the café, jump on their bikes, and tear down Death Hill, round the Farningham roundabout and back to the Café before the record stopped!! This also caused many deaths. Another highlight of the evening was a "run by", which was to ride past the café at over 100mph to an appreciative audience of like minded bikers watching from the safety? of the forecourt. Heady Days!!

The hill's name has now been changed to Gorse Hill.

Postscript – before I could get round to doing anything to the NA, having to sort out my PA 4-seater and keeping the TA on the road, we had a disastrous fire, which completely destroyed the car, so that only the twisted chassis and axles remained. It was too far gone to do anything with it, so it was buried under an extension to the drive. Last year, we exhumed both this chassis and that of the PA 4-seater, whose photo was in the August 2010 Bulletin. So if anyone feels brave enough to take on the restoration of this chassis, which could do with new side rails, as there is about 1/2mm of material lost due to the rust, they should contact me.

Current condition





**Two pictures of the NA shortly
after getting it home**

Overhaul of Luvax Shock Absorbers

By John Kidder (first printed in the 1972 Yearbook)

Some Triple-M cars have Luvax shock absorbers fitted to the rear axle, in particular P and N-types. After so many years they are usually worn out and useless. So what can be done?

There are four options:-

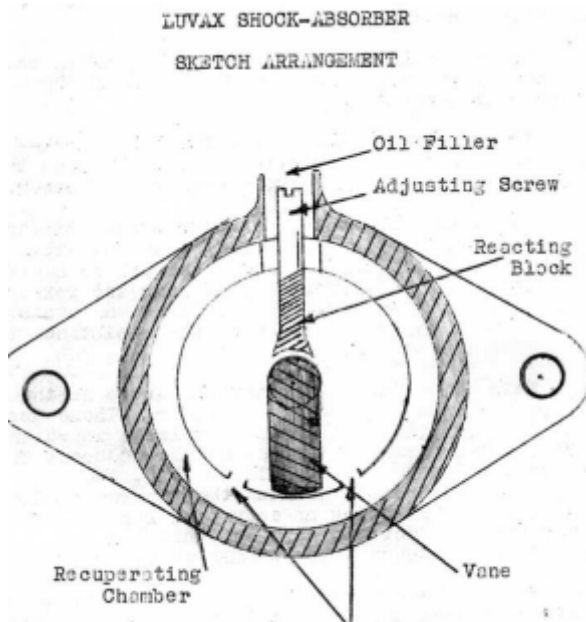
- Go without
- Convert to Hartfords friction shockers
- Fit a modern hydraulic type
- Repair the originals

The first option is very dangerous, because if the car hits a series of bumps that coincides with the natural frequency of the springs, the car will take control of the driver in a big way.

The next option is probably the best alternative.

The third option is the next best, although both the last two options have the problem of designing and making suitable brackets and linkages to fit these non-standard shockers.

The final option is to make good the originals, and keep the car as it left the factory.



The Luvax shock absorber consists of a drum through the centre of which passes a spindle on which is formed the vane. The edge of the vane is a close fit against the cylinder wall. The cylinder is filled with oil, and provided with a fixed partition directly opposite the vane.

This means that when the spindle is in the central position, the vane and the partition effectively divide the cylinder into two parts. The partition is also known as there acting block, and has the adjusting screw attached.

On each side of the vane in the working chamber are the oil valves, which are connected by the recuperating chamber.

It is evident, therefore, that the shock absorber works by restricting and controlling the oil flow from one side of the vane to the other.

The main disadvantage of this system is that cold oil is more viscous (thick) than hot oil. Therefore as the car is driven, the oil is heated by the friction of being forced backwards and forwards through the oil valves. This reduces the resistance to motion of the vane, and hence the resistance to the motion of the springs.

This is overcome by providing ducts in the rotor, one each side of the cylinder. These ducts register with the hollow centre spindle, in which is housed a thermostat and a tapered needle adjacent to the ducts. Thus when the oil is cold, the thermostat contracts, drawing the tapered needle from its seat, thus allowing an easy path for the oil to pass through these ducts, to help out the main valves. As the oil heats up these needle valves close.

Not all Luvax shockers have this thermostatic device. I have one pair of N-type shockers with this, and another pair without.

Having removed the shock absorbers from the car, stripping is more or less self-explanatory, although some difficulty may be met when removing the lever arm from the spindle. This is best done with a puller, first remembering to mark the arm and spindle to ensure correct re-assembly. The cover plate on the

back must also be marked, and it may need a few clouts with a hide hammer to remove it.

Having got the thing in pieces, clean everything thoroughly, and note where all the pieces came from. The look for scoring on the vane and cylinder. If these are badly scored, you will have to look for shockers in better condition, or fill the score marks up. ON NO ACCOUNT emery the vane and cylinder until the marks have gone as this increases the vane to cylinder clearance which is critical.

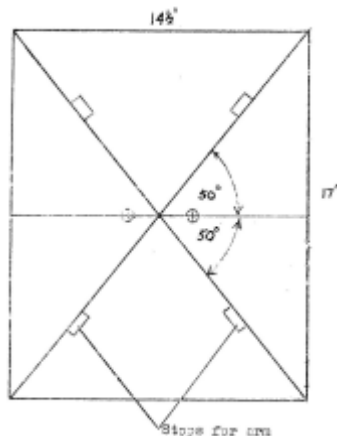
In the end of the cylinder you will find a conventional gland nut and packing. The packing should be renewed; I used greased asbestos string and have had no leaks so far.

The spindle will probably be worn where it has been in contact with the gland, but repacking seems to overcome this.

Reassembly is basically the reverse of the stripping. Points to watch include making sure that there is sufficient packing in the gland to allow for adjustment in case of leaks. Also ensure the lever arm is fitted back to the spindle in the correct position. If you forgot to mark the arm and spindle on disassembly, refit the arm at right angles to the vane.

Make sure that the rear cover is in the same position as when you removed it, otherwise you will be in trouble when you fit the shocker back on the car. The adjusting screw, which is under the filler, can be left quite slack at this stage.

Now it is advisable to make up a mounting board from fairly thick ply, about $14\frac{1}{2}$ " x 17", which makes the angle between the diagonals about 100 degrees which is what you need for the testing.



Mount the shocker centrally on the board in a horizontal position, and clamp the board in a vice. The original instructions tell you to use “genuine Luvax shock absorber fluid”, but this is no longer available. Instead you can use castor oil, but this is thinner than the original, so it will be necessary to screw up the regulating screw to compensate for this. Do NOT use modern shock absorber fluid as it is far too thin.

You may have trouble in finding the correct adjustment using castor oil, particularly if the vane to cylinder clearance is too great, which it often is. I use EP80 gear oil, as there are no rubber parts inside to rot. Car must be taken when filling to ensure that all air is expelled. This is done by working the arm slowly by hand and topping up as the level falls. This must be done until all trace of springiness is gone, and a steady resistance is felt.

We are not quite ready to put the shocker back on the car, as it requires to be set and tested. As an initial setting, screw the adjusting screw fully home, then slacken back $1\frac{1}{2}$ turns and lock the nut. This is done by using a screwdriver down the centre of a box spanner to hold the screw while the box spanner is tightened. Later types of shocker have no lock nut, and the adjusting screw is self-locking.

Now we go back to our board. On the back of the shocker you will find a number, usually between 12 and 15. This is the time in seconds that it should take the arm to travel through 100 degrees (i.e. from the top stop to the bottom stop) under a torque of 200lbs-in if the arm is 5” long or more, for lengths less than 5” the torque is 100lbs-in. So on the larger shocker with a 5” arm we need 40lbs pull. Push the arm up to the top stop on the board, hang 40lbs on the arm and time how long it takes to reach the bottom stop. If the time is less than the figure stamped on the back, you will need to tighten the adjusting screw $\frac{1}{4}$ turn at a time until the adjustment is correct. If the time is too long you will need to slacken off the adjusting screw

again ¼ turn at a time. When testing you will need to screw the filler plug tight, as if your initial setting is a long way off, oil will squirt out of the filler.

Finally check the oil level, make sure there are no leaks and refit to the car.

Barbara Cartland's Ladies race at Brooklands – November 1931 **By Philip Bayne-Powell**

To those who have not heard of Barbara Cartland, she was an extremely prolific writer of romantic novels, with her first book published in 1923, and continuing for many decades, eventually producing nearly 700 books, which sold 750 million copies. She was still writing novels at the grand old age of 97. She lived in the headlights of society, and regularly reported on society events to the newspapers. She became Mrs Alexander McCorquodale in 1927, but divorced six years later to marry the cousin. She was also the Chief Lady Welfare Officer for Bedfordshire during the war. She also has the unknown honour of inventing the aeroplane-towed glider.

The idea of the race all started when a male racing driver brought up the subject of lady drivers, saying that they couldn't drive, which caused some indignation at one of her parties. Barbara reckoned that women could drive as well as men, and to prove it she would put on the first women's race at Brooklands.

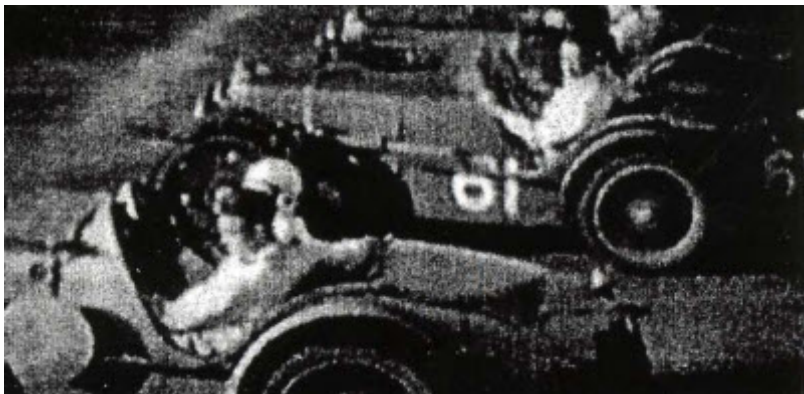
She asked many of her friends to compete; they were not really racing ladies, although she got two to enter. One was the Hon Mrs Joan Chetwynd, who had set a record in a Lea Francis in the 1929 Six Sports Car race, with an average speed of 82.98mph. The other racing lady was Paddy Naismith, who regularly raced her boyfriend's supercharged Salmson. The rest of the ten drivers were from Barbara's society set. They were Miss Hylda Banks, Mrs Wardrop, Princess Imeretinsky, Lady de

Clifford, Miss Kathleen Meyrick, Miss Clare Dean, Miss Elizabeth Makins. So on November 24th 1931, all the ladies convened at Brooklands, and to meet their cars, which were MGs provided by Cecil Kimber. He was always looking for a good excuse to publicise his cars, so was pleased to respond to Barbara's plan by providing the ten cars. Of these three were C-types, with three reported to be blown, while the rest of the cars were M-types. From the pictures taken, it appears that some of the ladies had male mechanics, who were probably the MG drivers, who had brought the cars down that morning.



Barbara herself had bagged Lord de Clifford as her mechanic, who told her to “push this and pull that” to enable her to get round! Barbara had been in touch with all of the newspapers, and had arranged for British Movietone News to film the whole event, which they did. Only the Motor and the Daily Express turned up for the press and wrote up the event afterwards.

The “race” itself was a bit of a farce, as they hadn’t agreed on how many laps were to be completed. The track was being repaired at this time, with large parts of the Members Banking being dug up, so that the cars had to weave around the workmen! The Motor reported that “they tore off the mark, crossing and recrossing each other’s bows in about as dangerous a manner as it is possible to imagine”.



**Two of the C-types with their male mechanics
(taken from the Movietone News film)**

Princess Imeretinsky spun her car completely round, which she described as “a delicious thrill”. After a lap or two (accounts vary), it was all over, with Paddy Naismith coming in first. However for the film crew the finish was not very spectacular, so a staged finish was run, with the cars starting from the far end of the Railway Straight; this produced a close finish, bonnet to bonnet. The race winner was then decided as Princess Imeretinsky, who sat on the tail of her C-type and said to the camera “I think we have proved that women can drive as well as men”. Second place was awarded to the Hon Mrs Chetwynd (who you may know bought a C-type, C0260, which she had painted red, and is now owned by Hamish McNinch), with third place awarded to Miss Paddy Naismith (in C 0263, now owned by the author). To view the race, go to www.movietone.com.

The film crew now wanted some pictures of a race in progress, so the cars went to the Byfleet Banking, where the cars were filmed on the move, with Mrs Chetwynd speeding round at 75mph, overtaking the slower drivers. Further filming was done of the cars in the pits, changing tyres and refuelling.



**Barbara Cartland, at 97 years old,
relives the race in C0261**

As a publicity stunt this event was quite a success, but as a race and publicity for women drivers it was pretty much a farce, and elicited several complaining letters to the Motor about it

After this event Barbara arranged to get a ladies reading room set aside in the Club house; this is now commemorated in the Barbara Cartland Room at Brooklands, laid out in the period of the 1930s, with a 78rpm record on the gramophone, as well as many picture of Barbara and her society and racing friends.

YOUR LETTERS

From George Eagle

Hi Phil

I have been looking back at some old Safety Fast magazines, and noted an article by Laurence Pomeroy in Volume 1, issue 1 of April 1959.

He was writing about safety and speed, and mentions bhp per litre. The 4.36 litre Auto Union of 1935 produced 375 bhp with 11 lbs of boost, giving a little less than 85 bhp per litre, which he states was by no means remarkable. He contrasts this with the production Q-type Midget "which could be bought from a showroom for a modest sum of £500, and gave 145 bhp per litre"

He also mentioned the MG Magnette built for Eddy Hall, fitted with an outsize Zoller, which showed a reading of 200 bhp on the bench for the then exceptional 182 bhp per litre from the 1100cc engine.

He states these figures compare well with the post war period of 250 bhp per litre for the all conquering 1951 Formula 1 Alfa Romeo cars of 1951, and 183 bhp per litre for the much modified BMC B series engine with which Stirling Moss exceeded 240 mph in 1958.

Best regards

From Alan Grassam

Hello Phil,

I am sorry to learn that you are preparing to give up your role as editor of the Bulletin. The Bulletin is one of the jewels in the Triple-M crown; since you took over the words Bulletin and Phil B-P have become synonymous with excellence. We all owe you an enormous debt and in thanking you can only marvel at the enormous amount of quality work you have put in on our behalf.

I couldn't agree with you more about your comments regarding the J. H. T. Smith K3. That the wanton destruction of this famous car was brought about by commercial pressures is a sad reflection on our society. I am enclosing some photos via Eddie Kirkland of a famous car that was similarly destroyed after a sympathetic rebuild some years ago.

Perhaps you could place some of these photos in the next Bulletin, leaving out the one that gives the game away! This latter could appear the issue after. I am offering a small prize to the first person to e-mail me the name of this car (ag.theoldpoc@hotmail.co.uk). This competition is only open to those who enter or marshal in this year's Kimber Classic Trial.

Kind regards,



From Peter Kerr

Morning Phil

I noted your plea for preservation of original K saloons and tourers. Ross Kelly purchased a K1 in the UK and assured the vendor he was restoring it to original, and it was not to become another K3 replica. I am pleased to report that has happened and I attach some pictures for you. The engine was rebuilt in Brisbane by Norm Goodall, and the body restored and painted in original colours at Stanthorpe, with Norm installing the engine. The K1 tourer is now at the trimmers.

Cheers





Ross Kelly's restored K1 engine

TIPS AND HINTS

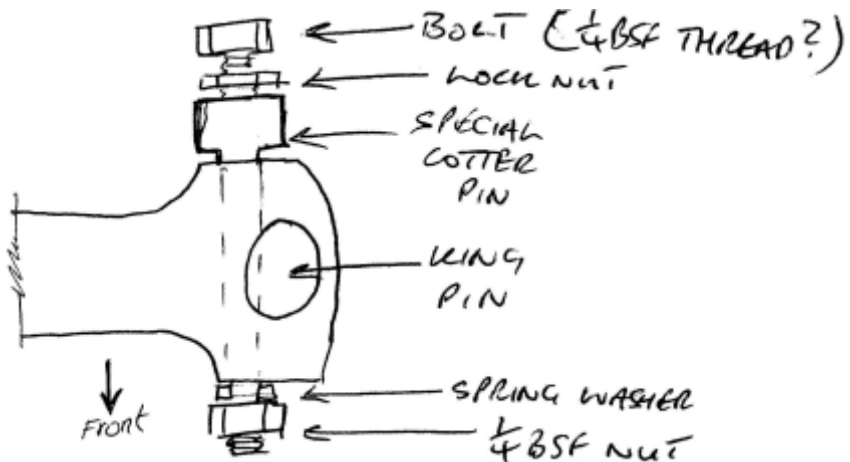
Gill Collins' Tip: "I change the water and engine oil (even though I have a modern filter fitted) every year, whether I have done 50 or 2000 miles. The result is that the engine is very clean. When Bob Jones changed my J2 head to a big cam one in 2009, he commented that both the sump and the oil were as clean as a whistle, and that there was no wear in the moving parts and the piston pressures were equivalent and all good. Nothing had to be done to the bottom end. Not bad for an engine built from a miscellany of parts and fitted in 1983, especially after 15 years of competition".

Stefaan Vernyns has had special gaskets made up for the F-type, which are noted for blowing out between cylinders 3 & 4. The firm is contacted by e-mail (info@idealcompany.be) and quote reference Stefaan Vernyns F type 1931. They are not cheap, but certainly do the job as the Editor can vouch, as the Jarvis F-type has one fitted.

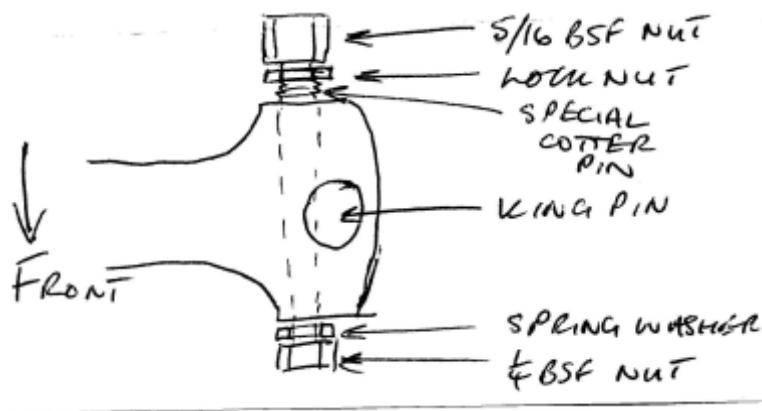
Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU Tel. 01344 424258) has a supply of bonnet louvres for J-types; so if you have a mutilated J-type bonnet he can repair it for you.

Ewan Harris gives us a few thoughts on plating on F-types. “the steering column on my car was nickel plated, as was the nut and washer holding the steering wheel in place. The windscreen was also nickel plated originally, but parts of the choke linkage were chrome plated, as were the bolts securing the radiator stays to the top of the radiator”.

Martin White follows up Ed Taylor’s item regarding steering lock stops in the October Bulletin. “Following on from Ed Taylor’s piece – which is fine so long as the thread on the cotter pin is long enough – the way MG did it is shown on page 9 of the J2 Instruction Manual. It is not terribly clear, but it looks as if they used a cotter pin which was long, and wider at the end you knock it in, which had an internal thread. This accepted a bolt and lock nut, which could be adjusted to give the required lock. I think the bolt could only be $\frac{1}{4}$ ” diameter; the hexagon nut must be larger than standard for that size.



However on one of my J2s, a slightly different method is used. The end of the cotter pin where you knock it in is longer than a standard pin, and is threaded 5/16" BSF. A nut is put on that, which is adjusted to give the required lock stop. This latter method is simpler to do if you can get hold of an extra long cotter pin, which can then be threaded 5/16" BSF. Interestingly, I see that the J-type Parts List only shows cotter pin MG 474/1 and nut and spring washer X101/1 and X101/2; no mention of any adjusting nut as can be seen in their photos.



Petrol Tank repairs – Having repaired several tanks I can assure you that it is not the big drama some people make it out to be. Yes they can explode if you try welding them, but only if they still have any petrol in them. This can be purged by thorough stem cleaning, or by connecting the exhaust of another car to the filler spout with some rubber tubing. Make sure that the other car's engine is warmed up first, otherwise you will probably put more hydrocarbons into the tank than you are trying to get out. I have also used the outside tap and hose pipe successfully. But whatever you do, make sure that the tank is clean. I always put the tank against the wall of the garage by the door. I then hide round the other side, and poke the welding torch into the spout for some time. If it goes BANG, then it goes

BANG and you may have lost your tank, but not your face or worse.

However if you are cutting out the bottom of the tank all this is unnecessary. Cut it out with tin snips, not with a sparky angle grinder or chisel. When it is dry, wave the welding torch or a hot air gun around inside to burn off any residue in the seams etc. you can then do the welding of the repairs. Incidentally a hot air gun is excellent for soldering tanks. My Austin 10's tank was like a pepper pot. I then used slosh sealer as usual, which has worked a treat and saved me the trouble of making a new tank. Slosh sealer is very good, as not only does it seal those places that petrol seeps out of (I purposely say "seep" and not "drip"), but it glues up all that rusty silt that would otherwise clog your carbs. In spite of all the scare stories about it blocking up petrol lines because it dissolves in modern petrol, one of my J2s has had it for over 25 years with no ill effects. What I have said is for guidance only. I haven't blown myself up yet! Make sure you don't by ensuring your tank is absolutely free of petrol or petrol vapour before you get near it with any heat.

SPARES FOR SALE

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU Tel. 01344 424258) has for sale the following parts for F,J or L-type:-

Pair of Lucas L140 Headlamps, with flat glasses; £90.

Klaxon horn as seen in the factory photos; £75.

Lucas Altette horn; £45.

4 No. Bonnet catches; £40.

Phil Jennings (Cwmfrain, Llanbister, Nr. Llandrindod Wells, Powys, LD1 6UE. E-mail tahjahute@btinternet.com) has for sale an unused 8-bolt 8/39 crown wheel and pinion for £200.

David Winstanley (7 Ashley Court, Finningley, Doncaster, S. Yorks. DN9 3RA Tel. 01302 770281) has for sale a new unused K3 sump, also four 16" wheels and tyres.

Gill Collins (Riverside Cottage, Warnford Road, Corhampton, Hants, SO32 3ND Tel. 01489-877625 e-mail gilbert.collins@btinternet.com) has the following for sale:-

1. Set of five 19 inch side laced wheels from my J2, in good condition, all with inner tubes, and three with used but passable Firestone tyres (450/475x19). One wheel new from Sports and Vintage 1995 (cost £175) and used as a spare; the other 4 re-built and respoked by Motor Wheel Services in Jeddo Road, London in the late 1980's. All have passed rigorous scrutineering at speed events over the past few years.

2. A pair of centre laced 18 inch wheels and tyres, were on the car when purchased in 1980, stored untouched since then.

3. J2 exhaust manifold and front pipe in good condition.

David Hammond (189 Tinshill Road, Leeds, LS16 7LD. Tel. 01132 610638) is selling on behalf of a friend a run of Triple-M Yearbooks 1973 and 1975-2005; also for sale is the commemorative booklet "40 Years of the Triple-M Register 1961-2001" (56 pages). Offers appreciated for all 31 items please.

Ewen Harris (16 Fulda crescent, Crediton, Devon, EX17 3DL Tel. 01363 775672) has for sale:-

Two Typecast 8" Alfin style brake drums; £149 each +P&P

An N-type half shaft; £10 =P&P

Some transistor assisted ignition units; £24.50 incl P&P. (These measure 4 $\frac{1}{2}$ "x 2 $\frac{1}{2}$ " and essentially eliminate wear of the contact points by pitting and arcing, to give all round improved performance, with plug and points gaps remaining as standard).

SPARES WANTED

David Winstanley (7 Ashley Court, Finningley, Doncaster, S. Yorks. DN9 3RA Tel. 01302 770281) is looking for a complete K-type ignition instrument cluster. Also a K/P/N, petrol reserve tap assembly, and fixing bracket for pattern.

David Hammond (189 Tinshill Road, Leeds, LS16 7LD. Tel. 01132 610638) is looking for a 1972 Triple-M Yearbook in mint condition for his collection. (This was the last year of the ½ foolscap size).

Peter Bligh (14 Clyde Road, Redland, Bristol, BS6 6RP. Tel. 0117 946 6368. e-mail pandjbligh@tiscali.co.uk) is looking for a 4-speed gearbox to fit to his D-type.

CARS WANTED

Glenn Bukin (Granary Cottage, High Park, Uffculme, Devon, EX15 3DN. Tel. 07810 682531 e-mail glenn_bukin@hotmail.com) has recently parted with his F1 Magna (F0993) to Peter Mattern in Germany, so is now looking for a suitable MMM car to fill the hole in the garage.

Prefer PAB that needs some cosmetic/minor mechanical fettling. Would dearly like to find an F2 or F2 rep in the same condition as above, but realise that may be a wish too far?

Cash buyer. WHY? Willing to travel!

CARS FOR SALE

2M2184, originally registered 29 January 1931. History is unknown until the late 1960s. A correspondence file goes back to the late 1960s. It was restored by Mr Connock in the 1980s

with MOTs on and off from 1986. Car acquired in November 2003 being the 4th owners since the 1970s and having motored just 1000 miles. The chassis, electrics and mechanicals appear generally completely original, with a few little exceptions; the electrics are 12V, and it has a cable advance/retard mechanism, and a remote gear lever (we do have the original stick). The condition is well patinated, and whilst not a concours car it is pretty, fun to drive, and an excellent starter on the handle. A lovely example of the M-type with all the little foibles that you may expect; and we never did get round to doing something about the engine rear oil seal!. Registration GN 4297. VSCC eligible, known to MMM Register. MOT and taxed. We are looking for offers based on £15,500 and thinking to move up to a J type. Car in Monmouthshire. Contact Tom or Robin Drewett for more information, photos etc Email: emdservices@msn.com; thomasdrewett@hotmail.com



**NA0331 when owned by Richard Falk in SE London in the 60s;
Car now owned by John Neighbour. (Photo from Editor's archives)**

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

PRESIDENT – **MIKE ALLISON**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel.01635 40724. E-mail:Mgmikeallison@talktalk.net

CHAIRMAN –**Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: p.green@mgk3.co.uk)

SECRETARY – **George Eagle**, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: geaglemgl2@dsl.pipex.com)

TREASURER – **Bob Milton**, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF. (Telephone 01359 221397 E-mail treborbardbarn@fsmail.net)

REGISTRAR – **Robin Hamblett**, 21 Rosemary Gardens, Thatcham, Berks, RG18 4BA. (Tel. 01635 292456 E-mail: robin.hamblett@gmail.com)

COMPS SECRETARY - **Mike Linward**, 18 Victoria Road, Chingford, London. E4 6BZ. (Tel. 0208 529 3241 E-mail: mikelinward@yahoo.co.uk)

SAFETY FAST SCRIBE – **Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel. 01494 883112. E-mai: richard.morbey@gmail.com)

YEARBOOK EDITOR – **Cathelijne Spoelstra**, Havenstraat 44a, 2681 LC Monster, Netherlands. (mobile tel. 0031-6-41216600 E-mai: info@mgworkshop.nl)

ARCHIVIST – **John Reid**, Fardenway, Orwell, Royston, Herts, SG8 5QH (Tel. 01223 207387 E-mail: drjohn.b.reid@googlemail.com)

YEARBOOK ADVERTS – **Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel. 01628 665055 E-mail: e.taylor@oakend.net)

HISTORIAN – **Barry Foster**, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169)

BULLETIN EDITOR – **Phil Bayne-Powell**, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail:-philipbp@mgcotttage.freemove.co.uk)

LIBRARIAN – **Peter Hemmings**, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel. 01635 269260 e-mail: peter.hemmings@tiscali.co.uk)

SUBSCRIPTION CO-ORDINATOR – **Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail: rhiwlas.35@btopenworld.com)



VSCC Brooklands Driving tests - The Editorial C-type on the old Finishing Straight; the Hawker Harrier looks on

Photo: R. Chamberlain



A replica M-type High Speed Van alongside a track modified K2003 at the private museum of Richard and Tanya Lewis

Photo: The Editor



VSCC Brooklands Driving tests - The Editorial C-type on the old Finishing Straight; the Hawker Harrier looks on

Photo: R. Chamberlain

MG

THE NEW M.G. AIRLINE COUPÉS AND TWO-FOUR SEATER

M.G. MIDGET COUPÉ (P-TYPE) £290
M.G. MAGNETTE COUPÉ (N-TYPE) £385

Safety fast!

Ask your Dealer to arrange a trial run.

THESE NEW "AIRLINE" COUPÉ BODIES which are built on to the M.G. Midget "P" Type and the M.G. Magnette "N" Type chassis are designed on aerodynamic principles, and the body lines are the outcome of strenuous wind tunnel experiments, resulting in much higher efficiency and an increase of performance on the road, with lower running costs and petrol consumption. No expense has been spared to make the "Airline" Coupés the smartest closed cars on the road. For body specification see page 3.

Front page of MG's original Airline and Allingham brochure