

TRIPLE-M REGISTER BULLETIN



April 2011





Syd Beer's K3021 at Silverstone in the 1960s

Photo: A. Dolton



The late Mike Hawke competing in last year's California Cup, his very last competition.

Photo: I. Davison

TRIPLE-M REGISTER

BULLETIN No. 60

April 2011

I hope all your cars are now ready to celebrate the 50 years of the Triple-M Register, and you are looking forward to entering all the lovely enticing events we have planned for you. The foremost of these of course is the Anniversary celebrations running from Tuesday 21st to Thursday 23rd June. If you haven't requested the rally package from Elizabeth Taylor yet, you need to give her a ring, or e-mail her, and she will send you the very comprehensive documents, which tell you all you need to know about the three days, starting with Gaydon, followed by a day at Shelsley Walsh, and then the option of many places to visit on the last day. For fuller details refer to the last Bulletin.

Celebrational rally plaques are going to be available for people to wear throughout the year – those being issued for the Anniversary celebrations will be numbered, but un-numbered plaques will be available at MG Live.

Also as part of our 50th Anniversary celebrations, we are to be the invited marque at the Brooklands Society Reunion on the 24th July. They have been trying to get us there for many years, but it has clashed with our own events. We are trying to get a good turnout of our cars, together with as many Brooklands cars as possible. We are also trying to get as many of the Evans family cars together as a special display.

The Chairman's popular Summer Gathering will be on July 31st, and entry forms will be in the next Bulletin. This is always a popular day out, with a good lunchtime barbeque, as well as some driving and non-driving tests.

August 14th sees Patrick Gardner's Black Horse driving tests/gymkhana on the Pepperharrow estate, just a few miles south of Guildford, where a relaxed day starts off with your picnic lunch. This event always has a good selection of the younger generation, who usually beat the old fogies!

**Cover photo: Colin McLachlan getting to grips with the
Bo'ness Hill Climb (photo C. McLachlan)**

Our final event, celebrating the 50th year of the Register, will be our Continental Rally in Normandy, France, from 23rd-25th September. We hope many of our European friends will make the effort to come to this, as it will be cheaper than having to cross the Channel.

John and Lavinia Bevington always put on a good show, together with good food and accommodation. Full details and entry forms will be in the June Bulletin, but make a note of it in your diaries now.

We still have not managed to find a new Bulletin Editor, and although I said I would continue until a new one is found, I will only do this for another 6 months or so. I can only do a few hours at the computer, before my bad back starts to complain, and now I am getting arthritis in my fingers making my 2-fingered typing unpleasant. There is less work to do now, as Paul White has very kindly offered to take on the distribution of the Bulletin, which I have been doing previously. So the new Editor only needs to do the editing, and chasing up of articles.

News of one of an unseen NEs has come our way. NA 0517 has been stored unused for about 20 years. It was originally given to the owner as a 20th Birthday present by her brother, and when she and her husband went to South Africa it was properly stored away, and is now being refurbished. This is the car that Hugh Hamilton drove in the TT. It would be nice to see this car back in the limelight again, as we do not get to see any of the seven original cars out and about. Peter Green restored 0522 to its trials configuration; this car is now in Sweden in the Hans Tiemert collection, keeping company with the ex-Dorothy Stanley Turner Q-type, and the ex-Hugh Hamilton J4.

Our Allingham saga continues. Having had new white metalling done to the main bearings that were breaking up, the engine was refitted and started up. It didn't sound quite right, so I checked the engine only to find that water was pumping out of the breather!! I quickly shut off the engine, and drained the sump – of TWO Gallons of WATER. I then took the head off to see what was happening, and found that No. 6 liner had broken up with a crack from top to bottom. So out came the engine again, and we are now waiting for a new liner to be installed. The old liner has been pressed out and this revealed the cracked block and a hole in the casting which was very thin on that side, indicating a core that had moved when originally cast.

Bo'ness Hill Climb Revival 2010

A View from the Driving Seat.

By Colin Mclachlan

A year ago I foolishly suggested in the Caledonian Newsletter that I might enter my MG PA in the Bo'ness Hill Climb in September 2010. Once something like that gets into print, it becomes very difficult to pull out, so I went ahead, and had a great time!

During the Hill Climb weekend, several MGCC members, seeing how much fun I was having, suggested that they might try it themselves in 2011. You know who you are! I think it is often the case that this happens on the day, and is then either forgotten until it is too late, or postponed through a lack of knowledge of what is involved. For what it is worth, here is a note of some of the steps involved in entering this event. I hope this will encourage you to join in the fun. Although this item was originally published in the Caledonian Newsletter, this comment applies to all MMM drivers.

Firstly, you must obtain a competition licence from the Motor Sports Association (MSA). Their website <http://www.msauk.org> is a good place to start, and there is a link to apply for a licence online. The licence you need for hill climbs is a "Non-Race National 'B' (not EU)". The procedure is quite straightforward and does not normally require a medical examination, but you will need a passport photo – check online for details. This licence is valid for a calendar year, and you are best to get it sorted out early on before going any further.

There is a link on the MSA website to the hill climb regulations, extracted from the "Blue Book", which will give you an idea of the rules involved for competing. When you join the MSA you'll get a hard copy of the Blue Book, which you should study (not an easy read!). The requirements are fairly straightforward, but some details change from year to year. Last year all I needed to do to the PA was mark the earth terminal on the battery with yellow tape, mark the ignition switch to show how to turn it off, have two throttle return springs fitted, and fit a timing strut. I believe that this is all that is required for road cars up to the end of 1961, but you should check for yourself (the umbrella on my PA is optional). Once you have your entry number confirmed you'll need to fit racing numbers – I got mine from <http://www.demon-tweaks.co.uk/>.

Fireproof overalls are required – you could try asking around to borrow (my thanks to Andy Baillie), or buy secondhand, but remember that if they have oil stains the scrutineer may not allow you to run. You'll also need fireproof gloves – I borrowed mine (thanks to Willie Scott and Stephen Cooper), and have received a new pair from Santa for this year, so can't recommend a supplier, but you'll get them online no trouble. The helmet I use was bought from <http://www.v2sport.com/>, who advertise in the MSA magazine. The first time you use a new helmet the scrutineer will examine it for the correct “standard” mark (mine is Snell SA2005), and will then affix the MSA approval sticker to it. In 2010 there was no specific requirement for shoes, but obviously you should wear ones that will allow you to press hard enough on the brakes (or accelerator!), and will not catch on anything, such as might jam the accelerator on. Avoid plastic, which could melt and burn your feet in an accident.

You should also join The Bo'ness Hill Climb Revival, www.bonesshillclimb.org.uk. As well as supporting the club, you will be kept up to date with details for entering in 2011. All the officials at Bo'ness are very friendly, and particularly helpful to first-timers – just make sure you do what they tell you! If you want to discuss your entry, just email me colin@acme-properties.co.uk, and I'll be happy to help.

My pit crew (son Craig) and I arrived on Friday evening to claim our spot in the paddock and clear all the junk out of the PA in readiness for practice on Saturday. It was great to meet the other competitors, some new and some old hands. There was lots of friendly advice and pitching in to help each other. I tried to look professional by walking the course to get an idea of the shape. Unfortunately they put the straw bales for the chicane in place **after** I had completed my walk! During the walk a very friendly chap with a beard stopped to chat to me, and when I told him this was my first ever hill climb he introduced himself as Bill Drysdale, the chairman of BHCR! Thereafter during the whole weekend he would stop any time he saw me and ask how I was getting on, and offer helpful advice and encouragement. One piece of advice I was given several times was to drive the first few runs gently, as if I were driving normally on a public road. Those of you who know me may be smiling at this concept.



At Saturday's drivers' briefing we were given a stern warning to behave ourselves and not do anything silly. Some of us found it difficult to reconcile this warning with the concept of competitive driving, but we must remember that every time someone runs off the course the whole proceedings have to be held up while the track is cleared. The track was damp, and it was all too easy to misjudge braking points, particularly at the hairpin. The track here had been resurfaced since last year, adding to the greasy feel of it. In my case I reckon I was far too cautious at the hairpin on every run, managing to stay on the track, but probably lost at least a second on each run.

I managed the rest of the run fairly comfortably, although driving straight at the large straw bales at the Snake chicane can be disconcerting. The final corner was a bit scary, and the subject of some discussion in the paddock. As you approach it, the actual corner is blind because of the wall and the summit. Some said it should be taken flat out, and each time I approached it I told myself to go for it, but bottled out every time! Within my class (Saloon & Sports Cars pre 1947) we had Neil Bennett's Batten Special, which at 4½ litres outclassed the rest of us

by at least ten seconds. The flat rad Morgan 4/4 of Frank Higgins was just not running right all weekend, so that left four cars to battle it out for our own group honours. David Smith's Alvis 12/70 at 1.8 litres should have been fast, but perhaps the bodywork it carries is just too heavy. That left Steve Futter in George Cooper's blown J2, Douglas Anderson's Austin Seven Special on its first outing, and me in the PA/B to have a great and good-humoured battle.

On Sunday the course was generally much drier, but because of the trees the hairpin was still damp. We all saw our times slowly improve, and positions swap back and forth. This engendered much good-natured teasing as we waited together at the top to return to the paddock. In the paddock this was heightened when George Cooper and his mechanic Davy were co-opted by all three of us to sort various problems – in my case a misfire, which was inclined to clear suddenly just as I approached the Snake chicane, causing a brown trouser moment as the straw bales suddenly seemed to close in on me. Everyone wanted the experts to tune their car better than the others, but I am assured that no money changed hands!

The two timed runs were very closely fought, with Steve and Douglas on exactly the same time at 50.89 seconds, and me about 2 tenths of a second behind on the first run. The stage was set for a great final run, and when I shaved my time down to 50.74, I felt I may have done enough. I had reckoned without Douglas's Austin Special, which at 7 cwt is about half the weight of my PA, and he beat me into third in class with a brilliant 50.72. In fairness I should mention that the Batten Special won our class in 40.25 seconds. Perhaps next year I'll fit a V8!

I was more than happy just to have taken part, and would have been pleased to have finished within a few seconds of the other small cars, so to win a third place trophy was a real bonus. The best part of the whole weekend for me was the camaraderie and "craic" among the competitors in the paddock.

I shall certainly be entering again this year, and have already entered for Doune hillclimb in April <http://www.dounehillclimb.co.uk/>, which has historic classes for the first time. Monklands Sporting Car Club <http://www.mscc.org.uk/phpBB3> also run a hillclimb in central Scotland with historic classes, and I shall be entering there too. If anyone from south of the border wants further info please contact me.

Secretary's Report on Triple-M Committee Meeting and AGM - 6th March 2011.

Peter Green, Chairman, reminded the Committee that it was time to decide who should receive the John Kidder Memorial Trophy for 2010. It was unanimously agreed to award the trophy to Nick Feakes, Webmaster, in recognition of his contribution to the success of the Triple-M web site.

George Eagle, Hon Sec, referred to a recent MGCC Bulletin in which Julian White, General Manager, has suggested that Centres/Registers/Branches consider making a donation to the Queensland Branch who had lost records in the recent floods. The Committee agreed to make a donation of £100 from the Register's funds.

The VCC of New Zealand have invited the Register to their rally in January 2012 – it was decided to include this letter both in Safety Fast and the Bulletin. It was also agreed to include the invitation to the Register from the Vintage Morris Minor Club to their Pre-War Prescott meeting to be held on 16th July this year.

With regard to Historic Valuations for the DVLA, it was agreed with the Club that the Officers of the Register and the Registrar be authorised to carry out authentication of members cars – this information was needed for the Club's insurance. As the cars are wide spread, it was also agreed the Committee could delegate a knowledgeable local owner to carry out this task on behalf of the Register.

Robin Hamblett, Registrar, who was unable to attend, reported there were 6 "new" cars since his last report, these were 3 J-types and 3 P-types. The latest updates showed cars changing hands and the latest Register number of 3518 being allocated to L2058, which is in New Zealand. A request had also been received from a long time owner for an inspection of their NE (NA 0517).

Mike Linward, Comp Sec, advised the final 2010 COTY scores were published in the February issue of the Bulletin. The winner was Bill Bennett, (J2-PA s/c), 2nd was the late Mike Hawke (J2), and 3rd Rosemary and Philip Bayne-Powell (NA Allingham) It was noted the COTY scoring was spread over 162 entrants.

Oliver Richardson, C-type, won the Racing Challenge Trophy. Tim Metcalf is endeavouring to attract VSCC entrants for MG Live! this year; he may be able to gain 10 cars; noted the minimum entry for any race is 37 with maximum 54.

Peter Hemmings, Librarian, reported sales of the current Yearbook have held up well, with 415 sold. He also noted the 2008 issue continues to sell well, probably due to the popularity of Andrew Bradshaw's article on rebuilding Triple-M engines. Technical articles are always in demand, and as such Peter is producing a list of past articles and the Yearbook in which they were printed. The library have received a further 48 copies of Mike Hawke's "75 Years of the MG J2" whilst the companion book "How they Ran – J1s and J2s in Competition" has sold out, and there are no plans for a reprint.

Dick Morbey, Safety Fast Scribe, mentioned the main items in the last 3 issues have been a tribute to Mike Hawke, a long article by Mike Dalby on the Welch brothers. He also stated as there is no feedback from any readers, the only conclusion must be "no news is good news".

Phil Bayne-Powell, Bulletin Editor, again reported that he has little help from readers, and had produced nearly all the material for the February issue. He considers this position cannot continue and requires everyone to consider how they can help. The Committee agreed Phil should try to recruit volunteer scribes from overseas members. The Register will also continue to advertise for a volunteer to take over from Phil who has stated his wish to retire after almost 10 years as Editor.

Catherijne Spoelstra, Yearbook Editor, who was also unable to attend, reported the main articles for the new Yearbook are practically ready – they include a piece by Bob Milton on R-types and a eulogy by Jeremy Hawke on his late father, Mike. There are quite a few articles relating to 2010 which should be used in the 2010 Yearbook, whilst other material can be carried forward to the next year.

There was nothing to report on the web site, apart from noting improvements made to the Cars for Sale page. John Reid, Archivist, advised he had made contact with Julian White, General Manager, MGCC, to explain and outline the Register's thoughts on how he might work with the Club to the benefit of both parties. The objective is that both the Club and the Register would have electronic archives of the pre-war material in their possession.

The Annual General Meeting was held in the afternoon. Peter Green noted the Register has enjoyed another successful year, which however was tinged with sadness by the death of Mike Hawke. Bob Clare retired after 10 years as Registrar, and the hand over to Robin Hamblett proceeded smoothly – there were 17 “new” cars in the year. The Library has continued to do well and the Bulletin has been well received by our members.

In thanking the Committee for all the hard work they have put in during the past year Peter also noted Mike Linward has completed 25 years as Competition Secretary, and the 2010 COTY results covered 66 events and 162 cars. The main events for 2010 were the Annual Dinner with 70 attendees; thanks are due to Elizabeth Taylor for organising this event; the Summer Gathering with 110 in attendance and the final Flat Cap and Whippet weekend. The main event for 2011 will be the 50th Anniversary celebrations.

A full list has been drawn up to show all members who have served on the Committee since the Register was formed. The information was taken from the minutes, which date back to 1971 and checked against the Yearbooks; M. Allison provided the information prior to 1971.

The Committee agreed both Peter Green and George Eagle should continue to represent the Register at the Club’s Council meetings.

Bob Milton, Treasurer, presented the draft accounts for the year ended 31st December 2010. Overall sales of £32,088 showed an increase of 35% over last year, however the expenditure on these sales increased by 45%, leaving a similar trading profit to last year of £5,150. The increased expenditure was due to a number of factors, including advanced costs incurred regarding the 2011 annual dinner, and the 50th Anniversary celebrations.

Sales of both the Yearbook and Bulletin increased over the year and both were profitable. All three major events, Annual Dinner, Flat Cap and Whippet rally and the Summer Gathering all showed a surplus. During the year the surplus of income over expenditure was £2636.97, a decrease of £172.18 compared to last year. This is considered a satisfactory outcome considering this income is generated solely from activities, book sales etc. Election of Officers - Peter Green, George Eagle and Bob Milton were unanimously re-elected for the next year. Election of Committee

- Mike Linwood, Dick Morbey and Elizabeth Taylor all stood down by rotation and were unanimously re-elected.

Under AOB, Mike Allison advised he is drawing up a list of drivers and the MG cars they drove in the period to 1939. George Eagle brought to the Committee's attention an article in the March 2011 VSCC Newsletter concerning the addition of bio-ethanol in petrol and the effects this will have on the fuel systems of older cars. John Reid advised that the FBHVC have covered the subject on their web site www.fbhvc.co.uk and in their Newsletter number 5, 2010.

Mike Pancheri brought a photo album of pre-war racing in Singapore which his father had acquired whilst working in Singapore. A couple of pictures show K3007 with a special body. Date of next meeting is 5th June 2011.



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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.

Pre-war Prescott!

Saturday 16th July 2011

Having run three highly successful and enjoyable Prescott Garden Parties for the Vintage Minor Register over the last five years, Ian Grace is delighted to invite the Triple-M Register to participate in the inaugural Pre-war Prescott Garden Party. This exciting new annual event will be open to all Edwardian, Vintage and thirties cars and fills a gap in the annual schedule of events held at this famous hillclimb.

This new annual event will take place on Saturday 16th July, thereby affording VSCC Prescott competitors an ideal opportunity to practice for their August meet, without the formality of a competitive event. No flame-proof overalls, helmets or racing licenses will be required. Passengers may be carried, and saloons are equally welcome to join in the fun.

The day will be characterised by a relaxed garden party atmosphere, and will include untimed climbs of the hill throughout the day. The day will include trade stands, autojumble stands etc.

An event website will shortly be launched at www.prewarprescott.com, and online entries will be possible, with further updates as plans progress; but for now he would like to ask you to add the day to your calendar of events for 2011. If you have any questions or requests, please do not hesitate to get in touch with Ian Grace vintageminor@gmail.com



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39th AvD Oldtimer Grand Prix at Nurburgring **12th-14th August**

We have been invited to the German Nurburgring meeting, catering for cars from 1920s up to 1947. Entrants get a chance to drive on this historic circuit, with a Sprint on Saturday and Sunday. Free catering provided for breakfasts and buffet lunch, with a Vintage party and live music.

Entry costs 285 for car and two people, with an additional 160 Euros for the regularity run

For further details and entry forms contact Wolfgang Schultz Tel. 0049 5407 9325 e-mail schultz.wolfgang@allianz.de.

MMMs in and around Bremen **2nd-4th September**

Our member Klaus Falldorf is organising this Triple-M rally around Bremen. On the Friday evening there is a drive to Bremen Town, and a guided tour of the historic centre, followed by an la carte dinner.

On Saturday the rally goes to Bremerhaven for a boat tour, snack and tour of the German Emigration Museum, with a 3-course evening meal.

On Sunday the rally goes to Worpswede to see the art gallery, followed by lunch and then departure home.

The entry fee of 120 Euros per person includes entry to Bremerhaven and Worpswede, harbour boat ride, and Saturday evening meal.

The rally is limited to only 20 Triple-M cars.

For further details and entry forms contact Klaus on klaus.falldorf@web.de

Inter-Register Club Events - 2011

Date	Club	Event	Location
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
24 th July	Riley	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/NHA	"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.


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2012 Triple-M Tour in Scottish Borders

This is an early notification to keep your diaries clear for the weekend of **25-28 May 2012**, when a group from the Caledonian Centre are planning a Triple-M event in the Scottish borders, which will be called **The Border Reivers' Raid**, to be run along lines similar to the very popular Flat Cap & Whippet Weekends.

This event has the backing of the Triple-M Register Committee, and the approval of the FC&W organisers, Bob & Terry, although we admit they are a hard act to follow! We intend to offer beautiful scenery seen from quiet roads, some challenging drives, interesting places to visit, and perhaps one or two surprises.

The Rally will be centred on a suitable quality hotel near Peebles, and parking will be available for trailers and tow-cars, so distance will not be accepted as an excuse for non-attendance.

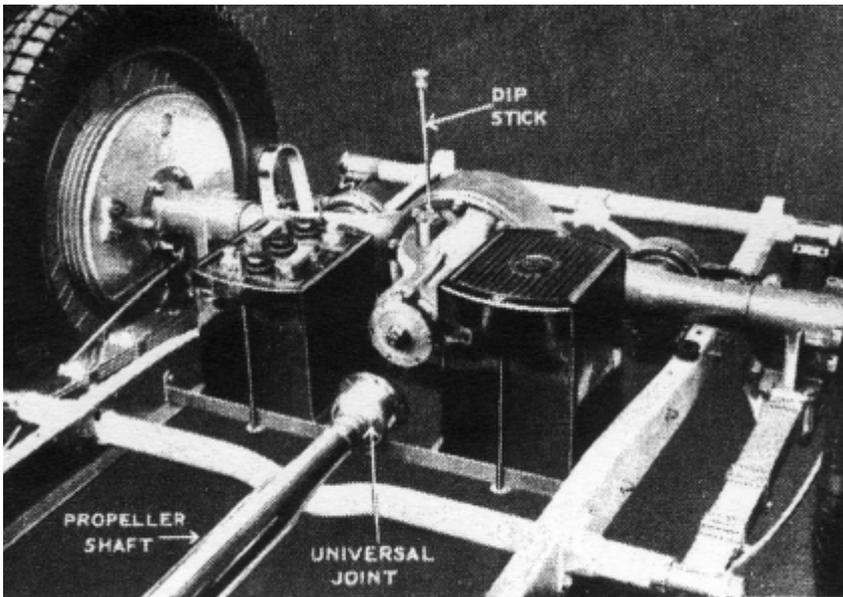
Further details will be posted nearer the time, but in the meantime mark these dates in your diary, and email me at mmmborderreiversraid@acme-properties.co.uk, if you want to be kept notified of developments and have a priority entry.

Ex-works Demonstrator 4-seater PB

This car (PB0295) is currently being restored to original specification by Bryan Ditchman, who has been sourcing as many original parts as possible to establish how these cars were built. He is proposing to have it on display at MG Silverstone, in its partially restored state, to show how these cars were constructed. It will be mounted on the chassis, with the timber body frame skinned on one side only, with the other side unskinned to show the details of the body timbers, particularly at the rear end, and the details of the rear mountings, which have all been established following discussions and examination of other cars. James Pettit, who has been carrying out a lot of the work, will be on hand to discuss the various aspects of the body, and assembly methods to beef up the body framework

FUTURE EVENTS

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
21-22 nd May	VSCC Pembrey Race and Sprint	01608 644777
4 th June	VSCC Harewood Hill Climb	01608 644777
11 th June	VSCC Cadwell Park race meeting	01608 644777
18 th June	VSCC Brooklands Speed Trials	01608 644777
21 st -23 rd June	Triple-M 50 th Anniversary Rally	01628 665055
24 th -26 th June	MG Live Silverstone	01235 555552
16 th July	Pre-war Prescott	vintageminor@gmail.com
24 th July	Brooklands Society Reunion	
31 st July	Chairman's Summer Gathering	01628 665055
14 th August	Triple-M Black Horse Gymkhana	01372 452133



Car Of The Year 2011

Scores to 24th March

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	341	M	PJ 7970	David Rushton	20
2 nd	317	Jarvis M	GP 1856	Annette Lee	11
3 rd	1794	J1	UF 9856	Colin Lee	10
4 th	2692	J2	SW 4156	Brian Galbraith	7
5 th	1883	J2	PO 8865	Patrick Gardner	6
6 th	1428	J2	DG 61 42	Nick Bengier	5
7 th	907	K1	ADH 360	Neil MacKay	3
8 th	148	M	OY 1 548	John Haine	2
“	2200	C/s	RX 8306	Philip Bayne-Powell	2
“	1000	PB/s	JB 7521	Brandon Smith-Hilliard	2
11 th	3272	J2/s	APG 718	Colin Bird	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 2011 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

9 th January	VSCC New Year Driving Tests	Full Results
22 nd /23 rd January	VSCC Measham Rally	Full
13 th February	Launceston & North Cornwall MC Trial	Full
19 th February	VSCC Exmoor Fringe Trial	Full
5 th March	VSCC John Harris Trial	Full
13 th March	MGCC Spring Navisat	Full
19 th /20 th March	VSCC Herefordshire Trial	Full

SLADE TROPHY 2011

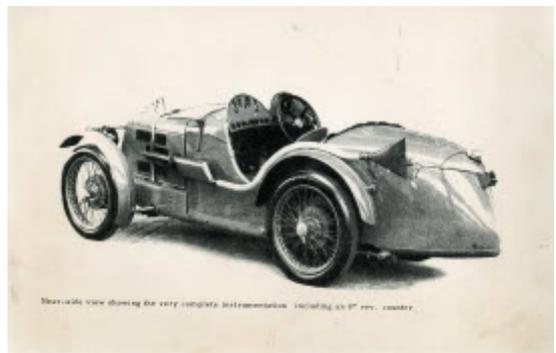
Scores to 24th March

Position	Car/s	Driver/s	Points
1 st	M	David Rushton	10
2 nd	PA/s	John Wells	8
3 rd	PB/s	Brandon Smith-Hilliard	1
4 th	J2	Brian Galbraith	1

By the time you read this, the speed competitions will have started, but too early to have any results. As the Register's 50th Anniversary year, 2011 should see a greater number of Triple-M cars out on the road and, with luck, entering the many competitions, formal and informal, that present themselves. At the very least, do try to enter some of the driving test/ gymkhana / concours events that abound throughout the Spring, Summer and Autumn months. With over 3,500 cars on the Register, we ought to be able to put on a really good display of Triple-M machinery in our Anniversary year.

It may be too late to enter the SW Centre's Kimber Classic Trial and Gymkhana, taking place over the weekend of the 16th and 17th April, but you might be lucky if this publication comes out in time. The new start venue for the trial, at the Lanes Hotel, West Coker, will be a welcome change from the Sherborne venue. There is also the Saturday evening dinner to look forward to, although it has to be stated that this writer will NOT be the guest speaker, contrary to previous information given. Taking part in the trial is not a pre-requisite for entering the Sunday Gymkhana, so come along and try your hand at that.

The main event of the Year will, of course, be the week of Register's Anniversary celebrations in June culminating with the Gala Dinner on Thursday 23rd. and continuing over the weekend as part of the Main Club's Silverstone Race Meeting. Later, in September, there is the Continental Triple-M Normandy Rally, centred in Hambye and organised by John and Lavinia Bevington. Anyone who has experienced the Bevington's organisation and hospitality in the past, will realise this is not an event to miss. Unfortunately the October trial, that has been held in the countryside around Hambye for the past fifteen years will not be taking place, so if you were thinking of joining that group, think again and come along in late September to join in the fun. Philip Bayne-Powell is acting as co-ordinator on the British side of the Channel.



Triple-M Technical Articles From Peter Hemmings, Librarian

These days many Triple-M owners post their technical queries on the website discussion forums (www.triple-mregister.org) and often get swift answers to their questions. However over the seventy plus years that our cars have been on the road, most of the issues people come across have been covered in some form or other in a technical article produced either by the MG Car Company or by the Register and others in past Yearbooks, Infoletters or Bulletins.

There is an excellent and comprehensive Technical Index compiled by enthusiast Pat Mullen available on-line at the North American MMM website (www.nammmr.org) but this currently is only updated to 2003. Of course having tracked down the appropriate article the reader is still faced with the difficulty of obtaining a copy. It has to be said this is probably why the discussion forums are so useful, unless you are fortunate enough to have a comprehensive library of relevant material at home, or access to a real live "expert"!

The Register Library can help to a degree because we hold a good stock of back issues of Yearbooks which are available for sale, those relevant being listed below. Not only are the technical articles comprehensive and often well illustrated, but there is the bonus of other interesting historical, competition and restoration articles that are a continuing feature of the Triple-M Yearbook.

1979: Running repairs for the SU Pressure Pump - reprint of original SU leaflet.

1988/9: "Off your rockers" or why your Triple-M runs UGH! - Mike Allison

1991: A paper element in MMM oil filters - John Harris.
SU Petrolift - Bob Farnum

1992: An electric fan for your J2 - Bob Farnum.
White metalling - Mark Welbourne.

- 1994:** Oil and water pumps - Barry Foster.
- 1995:** Triple-M prop shaft failure - John Harris.
"Clutch!!" - Barry Foster.
- 1996:** A short treatise on L-type things, on heads and manifolds and such - Sven Odell.
Checking and adjusting your tracking (and a simple tool to help) - John Harris.
"If you can keep your head while all about you are loosing theirs", cylinder heads - Barry Foster.
- 1997:** "The dynamo is innocent! - the cut-out is to blame", reprint from an earlier Infoletter.
Electrical experiences (Distributor-wise) - Brian Rhead
MG Triple M Gearboxes - Barry Foster.
- 1998:** More on water pumps - Pip Bucknell.
- 1999:** Triple-M oil pipes - Barry Foster.
Brooklands silencers - Mike Allison.
- 2000:** Bright eyes... or how to see in the dark (dynamos) - Terry Andrews.
- 2003:** Getting hot under the bonnet, lead free fuel and its effects on the Triple-M engines - Mike Allison.
- 2004:** The charge of the light brigade, Triple M dynamos - Barry Foster.
- 2005:** Just jiggle them about a bit (gearbox re-assembly) - Barry Foster.
- 2006:** Clutching at straws (clutch adjustment) - Barry Foster.
- 2007:** End float, technical instruction on this important aspect of building a "small cam" engine (M/C/D/J/F models) - Barry Foster.
- 2008:** Rebuilding Triple-M engines - Andrew Bradshaw.
- 2009:** Aspects of Supercharging - Barry Foster.

All the above back issues are available from the Library at £9 each plus postage. The current Yearbook (2009) is priced at £12 plus postage. To make space for new publications later this 50th Anniversary year, we have a **special offer for readers of**

the Bulletin on the two earliest Yearbooks still in stock, 1979 and 1988/9. These are available for £5 for the pair, plus postage.

Beware, you can easily pay two or three times the prices quoted above from Ebay traders!

Full Triple-M Register Library details are on the website, or write to Peter Hemmings, Folly Farm, Thornford Road, Headley RG19 8AH.

“What the ex-Monte Carlo NA is like to drive”

By Mike Allison

I have been driving JB3852, or NA0307, to give it its maker's number, for almost fifty years now, and am often asked about what it is like to drive. It is now quite an old car, and performance of all cars has gradually improved, while by the nature of things that of the NA remains much the same as ever, so that it is fair to say that it no longer has what could be termed a “shattering” performance.

So one has to be aware of the sort of performance contemporary cars had. Even before that, one has to appreciate that people actually drove quite slowly in 1935. Several of the generation before me would not use bottom gear, but start off in second, changing to top at around 15/20 mph, and then stay in top until forced to stop! My own father seldom drove at speeds in excess of fifty mph, and most cars encouraged this style of driving, right up to the 1960's: they were fairly low geared, and had gearboxes which I describe as having three starter gears and overdrive. Some had only three speeds in their gearbox, with second being between second and third on contemporary four speeders!

Cars like a 1935 Morris 10, which had an “on-the-road price” of around £150, had a **top** speed of 60 mph, and there were few which could exceed this, mostly they were more expensive! The standard NA Magnette was just twice the price of the Morris saloon. Even Rolls Royce cars, though, had top speeds

of not much over 60! Bentleys, made by the same Company by this time, had a top of perhaps 80/90mph, but these cars were ten times, and more, the price of the Morris. Most "sports cars" were similarly endowed, with MG, Alvis, Riley and Talbot being exceptions to the rule, although some were considerably more expensive to buy. MGs themselves were quite exceptional, as they had smaller engines than most others, although Singer and Triumph eventually made similar sized cars to the MG, with similar performance levels. The standard MG Midget or Magnette set the bench-mark which others in their class had to equal.

A good standard MG Midget had a top of in excess of 70, while a Magnette in good fettle would give another ten miles per hour. This was considered *very* fast when the cars were new. Both cars also handled well, and many were used in sporting events with little or no modification to the steering or brakes. This sporting image was to mitigate against the cars with insurance companies, who would only offer cover at inflated premiums, and eventually was a factor which changed Company policy to producing touring cars, rather than out-and-out sports cars from 1936.

However, the Monte Carlo NA, was modified in such a way that it complied with the Regulations, which defined what constituted a "standard" car for the event, but provided a much better performance than standard. With the super-charger, blowing at around 10/12 psi boost, engine output was up from the quoted standard 56 bhp to something around 120! No actual power curves were taken of the engine in 1935, but as the K3, with roughly 200cc less displacement, was tested to give this figure, it seems that one expected the same of the slightly larger N-engine in similar tune. This enabled the use of a higher ratio final drive without loss of overall performance, giving an easy ***cruising*** speed of 60 mph. This, remember, at a time when most touring cars of the period would barely achieve this speed. The car was also fitted with a preselector gearbox, which was

an optional fit for the NA; though at £25 extra, not many were so-equipped.

So what *is* the car like to drive?

In their day, the N-type Magnette was found to be a good car on the road, capable of giving good response to the sporting driver, while being docile in heavy traffic. This car is certainly well mannered on the road, with neutral handling, tending to understeer on a trailing throttle, but when the throttle is opened, the rear breaks away quite quickly, but not too suddenly. The steering is heavy, a feeling which no doubt is exacerbated by our conditioning to the power steering of modern cars, but with not much over one turn lock-to-lock, steering is very direct, and not much wheel correction is needed to maintain a straight line.



**In the paddock at Silverstone in May 1970
(photo: The Editor's collection)**

The performance from the engine is smooth, not “peaky”, and with no noticeable flat spots. It will pull strongly in top gear from quite low speeds, but using the gearbox transform the performance to such levels that one tends to forget this is a *70-year old* car powered by a 1300cc engine! From the engine, there is relatively little power until the tachometer shows more than 3500rpm, after which it all happens fairly quickly, up to the normal maximum of 6000.

The gearbox itself is a joy to use, although synchronisation of engine with prop-shaft is essential to avoid jerks when changing gear... or broken rear axle parts! However, once the technique is mastered, changes are quick and reliable, with no hesitation, but of course one needs to pre-select the gear needed! One can use the box moving the lever with the pedal if desired, but that beats the idea of the designer. It is not an automatic, but a very good compromise between automatic and manual.

It will cover ground at point-to-point averages of 30/40 mph easily, but the major problem with the car is stopping: there really is no way of stopping the car dead from high speed. The brakes are fairly effective, but fade quickly, so that one learns not to rely on them in the way which driving schools teach in the 21st century. It is essential to moderate speed with the gearbox, and use the brakes in the final stages of stopping the car. When I learned to drive, in 1953, that was the way we were taught, and I have not changed my style of driving, and it is very effective in getting the NA through traffic. There are few hills the car cannot climb in top gear, although using third “flattens” almost all of them. It is a car with a third speed capability of seventy mph, so no emergency gear here: it just cries out to be used. If you want to pass a car in front, then you can do so, assuming it is safe!

All controls are at hand and instrumentation is in front of the driver, where they all should be, although perhaps the rev counter off to the left could be more in the driver’s eye-line, especially with such a free-revving engine. Gears are selected on a fore and aft quadrant, situated between the driver and

passenger, which I like, and early preselection of the gears helps to maintain speed.

The seats are comfortable, but the car is hot to ride in, as the gearbox sits up between the driver and passenger, and acts as a heater which cannot be turned off, which can be a pain in the summer. However, one sits low behind a fairly tall windscreen, and therefore not buffeted by the slip-stream when driving, as is normal, hood down! The hood is a waste of time really, chiefly because it will not stay “up” if driving at over 50 mph. It is retained on the top of the windscreen by two thumb-screws, one each side, and this is not sufficient to withstand the pull on the fabric when a strong wind gets under it, so I have only used it in severe rain, and probably no more than a handful of times in all the time I have had the car.

It is said that old cars are noisy. Well, there is a fairish symphony arising from the combination of engine, gearbox and rear axle, each of which make their own brand of music, and because one is not insulated from all this it does still conversation a little! However, if all is well, none of the noises are unpleasant, indeed *are* almost symphonic, and there is a burble from the exhaust system which typifies the six cylinder engine, this changing to a glorious, but subdued, roar near to peak revs. If the throttle is “blipped”, when stationary, there is an urgency of tone which suggest a well-tuned motor.

The car will cover ground returning a fuel consumption of 20 mpg, but who has a supercharged sports car for economy? If the performance is used on the road, consumption drops to fifteen or so, and racing it returns less than that.

All that is about as objective as I can get. I have to say that if I *have* to drive somewhere distant, then I will drive the modern car every time, but if I *want* to go, then I would use the NA. Some aspire to what they call a “supercar“, but I have my supercar: many years ago now I aspired to a supercharged six-cylinder MG, and bought one, so how can I improve on this desire? I think that the whole experience of driving the car can be best summed up in one word: **fun**.

Frank Carr's Brooklands Crash

In the last Bulletin we showed a series of photographs of Frank Carr crashing his NE (NA 0518) into the Members Bridge at Brooklands in 1937. I have now found that the photographer was none other than Louis Klementaski, who used to own the Editorial C-type. He mentions the event in his huge great Autobiography.

“I went down to Brooklands for the practice on Easter Saturday, looking forward to trying out my new toy (which was the latest addition to the Leica range of accessories –a quick-wing trigger, which can take two shots a second). A mountain race practice was going on, and I went to explore a new viewpoint – the Members Hill, from where I got an almost top view of the cars surging onto the banking at the end of the Finishing Straight.

I had just set the shutter to 1200th of a second, in case the movement of the new trigger was going to shake the camera, when along came Frank Carr in the streamlined Singer (*he got the car wrong, as it is clearly an NE – Ed*). Instead of turning right onto the banking, he shot straight up it, before getting the car to turn. By that time the gradient had almost brought the car to a standstill, so that it now toppled over, throwing Frank out and almost rolling on top of him. Although not yet adept at using the new gadget, I did get a sequence of four shots”.

“This time I knew what to do with the pictures, and rang my friend at the Sunday Express and stated my fee. This was a substantial increase on last time, but as I was to find out later was still below fees, which would have been obtained by a picture agency. This was agreed, provided the pictures were used. I left the track at the end of the day's lappery, and went up to Fleet Street.

The films were developed, and there were the four shots depicting the whole incident, so they were gladly accepted. On Sunday they ran in a strip from top to bottom of the page”.

Production Modifications to the J2

By Martin White

J2048 approx – From engine 551AJ the connecting rod to the throttle and jet control connecting rod was changed.

J2191 from engine 751AJ a new distributor with automatic advance by bob weights was introduced; the manual advance/ retard mechanism being superseded.

J2910 approx - from engine 1675AJ the pinch-bolted small end of the con rods was changed to a bush type, necessitating a new type of piston and a floating gudgeon pin with dural end caps.

J2944 - A new battery (6 pence cheaper!) and a new carrier were used. This probably had just a change of position for the holes for the securing rods for the new battery.

J3331 - headlamp mounting brackets deleted. These are presumably the “bodge” brackets they introduced to move the lamps further forward and nearer the radiator, to prevent mud being thrown onto the windscreen by the airflow. Presumably they were deleted because the new front wing cum headlamp bracket was introduced which automatically set the lamps in the new position – a change not noted in the parts list.

J3434 - The Petrolift pump was changed to the SU L-type pump we are more familiar with. A new front section for the fuel pipe from the tank was needed for this, as was a new delivery pipe to the carburettors.

J3438 - the first swept-wing car; to fit these longer mushroom headed bolts were needed, along with the various steel and rubber packing pieces. The new bolts are listed separately in the Parts List, but have the same part numbers as the old ones! Probably because the new ones would do for both types of wing. Also the chassis side rails changed; most likely just different drillings. A new design of horn bracket had to be used, with a wiring clip, and the nice moulded rubber plinth for the sidelights was discontinued, and they just used the rubber

gasket that came with the lamps. Also discontinued was the “rubber bush” for the tail light cable.

J3529 - The “1934” type windscreen was introduced, the off side pillar of which was flattened to take the mirror; the dash mounted mirror being withdrawn. The windscreen also used a Lucas electric wiper motor with different type arms and blades to the previous suction motor. The screen also had a new type “ratchet”, presumably what we now call the serrated washer.

J3576 - The instruments were now fitted with domed glasses, and a new speedo/rev counter was introduced using a reduction box on the gearbox, concealed by a leather cover. Was it now chronometric or did they just change the ratio? Did the face change? Also a “chrome plated mask “ was introduced for it. Could this be the octagonal bezel? Was this only fitted to the de Luxe model previously? De Luxe equipment is not mentioned in the list.

J3591 - A new “petrol pipe connection” on the pipe from the pump to the carburettors. A right angle fitting for the top of the pump has been suggested, but that would need a different delivery pipe too, which is not mentioned in the list. New front wing stays were also introduced on this car, presumably to put the headlights back to the original position, which is more attractive on the swept wing cars. Prior to this they must have been using up old cycle wing stock.

Windscreens - There were two types of “1933” windscreen; the early type not having the side supports to the frame itself. On the early type a serrated boss for the fold-flat mechanism was brazed/soldered directly onto the side of the frame. Changeover chassis number not known.

Petrol tank – At some time during the cycle wing production, the tank was changed from a soldered flat backed design to a welded curved back design. The changeover chassis number is not noted in the list.

Bonnet - This was changed with the swept wing cars, in that the rear catch was raised. Also bonnets with different spacings for the hinges have been recorded.

Spare Wheel Carrier - Apparently trouble with the quality control of the chrome plating, meant that later cars had only the obviously visible parts plated, the rest being painted body colour.

Headlamps - "All J2s had Rotax headlamps" is probably mythical, as far as the author is aware. The Rotax lights had flat bottomed bases to fit the early support brackets. The later ones had recesses in them to suit the the rounded bottoms of the Lucas lamps. Lucas owned Rotax by this stage, later only using the name on aircraft equipment, and marketed their L140 and L150 lamps under the Rotax name, having fitted Rotax badges where "King of the Road" badges rightly have belonged. Sometimes these had Rotax stamped on the base, sometimes nothing, and sometimes Lucas! They also marketed the PLC lighting/ignition switch with "Rotax" on the bezel, but "Lucas" moulded into the Bakelite body. Did they ever badge their sidelights as Rotax?

Horn - Another possible myth is that all J2s had a Klaxon horn. At this time the L2 used a Lucas Altette horn; possible many J2s did as well. However only one horn exists in the Parts List.

Door Locks - The Parts List has two types of locks, latches and handles – "Mulliners" and "Carbodies"; the latter having handles that are handed. These are never seen these days, so presumably only the early cars had Carbodies equipment.

Rear Axle - The Parts List notes that there are two types of crown wheel and pinion housing – one steel and the other in aluminium. These may have been fitted randomly, but it is likely that the early cars had the aluminium variety, which was replaced by steel as the ali was found not to be strong enough (as the trials drivers soon found out). The change may have coincided with the change of hub seal and retaining ring. The old type finished on axle 72/1500 and the new was introduced on 117/1. Could this change in numbering system imply a change of axle manufacturer, or was this done in house by Morris?

Carburettors - Factory chassis photos show J2s with bottom fed float chambers and top feed float chambers, but the Parts List gives only one type, and the Instruction book illustrates top feed carbs. Was the change made at the prototype stage, or did some production cars have bottom feed carbs?

There are a lot of questions that need to be answered, and we would appreciate if anyone can help. Other questions that could do with answers are the Parts List mentions "Tyre Pump" and two "retaining clips"; was this a stirrup pump and where did it go? My guess is that it was mounted on the vertical face of the rear shelf just above the prop tunnel. Also as that where the "Carbodies" plate was fitted?

The "Good Old Days" are alive and well!

Some thoughts from the Honorary President

It is difficult to know where to start here, as there is no beginning, except that I was there, and I certainly do not want to be seen as some Grumpy Old Man who looks on from the side lines and criticises what is happening now, and harks back to the "good old days". There is so much good that is happening with the Register, now in its fiftieth year. However, I do believe that there is a move amongst those who write in this, and other Club journals to highlight what is negative in the Register activities.

2010 has been a year that I have enjoyed, and, thanks to my daughter and son-in-law, have been able to drive the family NA to many events. After nigh on fifty years, I can honestly say that there is not a car which I have always enjoyed driving as much as this one. We have fairly locally a natter set up at the instigation of Ian Davison and Bryan Ditchman, which takes place at lunch time, to which Triple-M members who have

retired from work are able to go and enjoy talking, not only of the old days, but also what is happening today. We normally drive there in our Triple-M cars, which for me is a trip of thirty-odd miles. We are not an exclusive group, for we have had a few younger members join us for their lunch break, and that is how the Register should be, young and old enthusiasts together.

I have heard criticism that the Register has a grey-haired majority, which may be true, but I am struck by the number of younger people who are participating in events at all levels. There are even signs of a third generation coming along to our events. When the Register started, I was in my twenties, and the cars did not cost a lot of money, so we all tended to be young and enthusiastic.

A good PB, J2 or N-type was easily able to keep up with the traffic on the roads of those days, for the age of the motorway had not then dawned: it took two or three hours to drive from London to Birmingham, and you accepted this as fact. I have tried driving on motorways, and our cars are not suited to this form of travel: stick to A and B roads: it is still easy to keep up with the traffic!

However, look at the Committee: we have at least three members who are in the thirties and forties, still some twenty years from their grey hairs! This is natural progression, and I look forward to more young people taking control of the Register, which I see as continuing its strong influence on the activities of the Car Club at large.

I read recently of how few competitors took part in the annual Triple-M Race. True, but I talked to all eight of those taking part, and they all declared that they had enjoyed the event. I saw no mention of the fact that both the major awards for the race were taken by lady drivers: surely a first for this Register, and I think for the M.G.C.C. at large. I hope this might be repeated in the future, but a "first" is surely noteworthy?

Rather than blame the Register or its members for low attendance, I feel the committee, and indeed the Car Club itself,

should be addressing the real problem: there is no easy way for the true amateur aspiring racing driver to start this hobby later in life: you need the ARDS course and £1000-worth of gear for one or two events a year: surely not justifiable?

Then I hear there is a growing body that feels our cars are really museum pieces, not relevant to everyday transport. To a large extent I feel there is truth in this, but there is no reason why they should not continue to be used as recreational transport for those who look after them and their friends and families.

Surely there is no finer museum to the MG car in general, and the Triple-M car in particular, than the annual MG meeting at Silverstone? Thousands of MGs from all over Britain and Europe, all doing their thing for everyone to see, not only to look at, but also to appreciate in motion: for it is only when they are used that a car comes to life and means anything. The sound of a K3 or Q-type in full flight is something to be appreciated in sound: the cars might be nice looking, but their noise is sheer music to the ears: awe inspiring!

I was lucky enough to be involved with MG car production for a number of years, and we were all proud of the products of the Company. Those who had been with the Company from pre-war days were amazed that the Triple-M Register should engender such enthusiasm, but proud that these cars were still being used

I feel much the same about the MGB, MGC and Midget cars I see at events: we simply did not expect so many to survive: but then we did not know how enthusiastic people can get about good cars: it was not for nothing that the Company motto was "Safety Fast!"

Let us go forward, and enjoy the next fifty years of the Register, and see no more criticism, which is not fully justified by the facts. The Register is very much alive and well. The "Good Old Days" are still happening, and those who enjoy them now will look back and feel pleased that they were involved.

Another N-type Airline Coupe has come to light

Tom Metcalfe in Ohio has recently bought NA 0540 in conjunction with Roy Crowninshield. The previous owner was Henry Griffin. However it had been rebuilt in New Zealand in the 1950s into a racer with external exhaust and cycle wings.

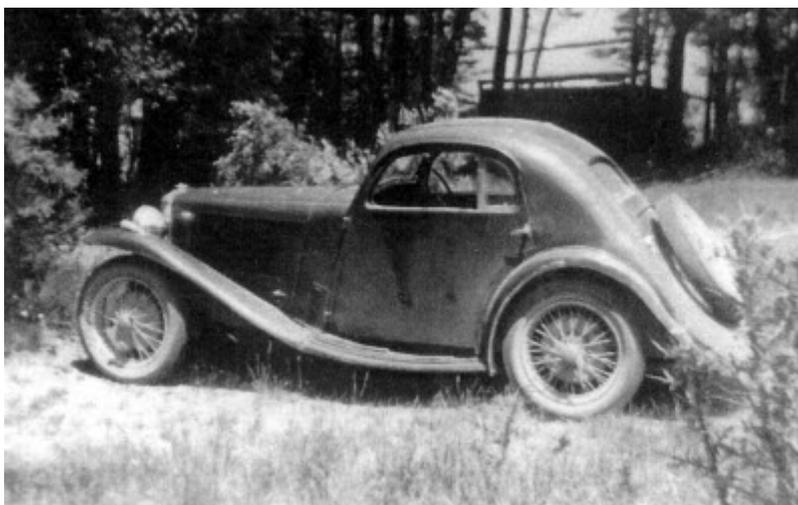
Tom and Roy are doing the right thing and removing the racing body and putting on a correct Airline Coupe body, which requires quite a few special parts such as the door hinges, and fittings for the windscreen and sliding side windows.



The racing body as put on the car when in New Zealand

They have managed to find a photo of the car before it was turned into a racer in New Zealand in the 1950s, and this shows that it differs in detail from the standard Airline; the side window shape is more rounded, especially at the front. Where it normally follows the straight line of the A pillar. The bonnet length is also shorter than standard, which almost comes back to the

windscreen, leaving a very short scuttle. The swage line across the doors where the two-tone paint finish changed is also not there. The spare wheel is mounted on top of the tail rather than in a recess. Also no trafficators are fitted in the panel behind the doors. As this car is an earlyish car (the 290th), and the first Airline that we definitely know of – although Lew Palmer's Airline Register reckons there was an earlier one (NA 0264), it is possible that this was a Carbodies prototype, and the later cars differed in detail.



**The red Airline body in New Zealand,
before it was made into a racer.**



This is a picture of Doreen Evans' R-type shortly after it caught fire in the 1936 JCC International Trophy at Brooklands, which was a 100 lap race using five handicapping channels for the first time – the year before, four channel had been used. "Motor Sport" called it one of the best and most exciting events staged at Brooklands.

The R-type was in the usual Bellevue Garages blue livery with the Old English White stripe down the side. A fuel leak filled the undertray, and then "The Motor" reported 'Miss Evans came at over 100mph along the Railway Straight, and found flames belching from underneath her car at the rear, licking around the tank. Instantly she braked hard. As the wind dropped the flames shot up round her feet. She rose from the seat, easing herself upwards and back. With one hand she steered the car, with the other she pulled on the handbrake. At 30mph she swirled down the banking towards the Finishing Straight, as the flames licked higher and the car banged the off-side bank. Seizing the

opportunity, she jumped out, then the car ran on by itself, careering across the track, and banged into the railings, most heartily alight.'

None of the small cars finished this race. 'The pace for them was much too hot' said Motor Sport.

YOUR LETTERS

From Cathelijne Spoelstra

Dear Philip,

I have just finished reading "Spreading my Wings" by Diana Barnato Walker, daughter of millionaire racing driver Woolf Barnato of Bentley fame, and herself at one point 'fastest woman of the world'. Now, while reading books about the 30s, one tends to look out for things M.G. I wasn't disappointed, for, in between her wonderful stories on the ATA and the RAF, I suddenly read the following:

"I haven't said much about my sister Virginia since our childhood, but I can bring her in now. Having gone to RADA, she had decided to become an actress, and had been seeing a young actor by the name of Morton Lowry. My mother had not approved, and so took Virginia off to America to visit our relatives, where she got a part in a play in Hollywood opposite Pauline Frederick, a well-known actress of the day. The play ran on well, so Mama came back to England for Christmas. Virginia was 21, so Mama couldn't boss her about any more.

Virginia had left with Morton her gold and diamond cigarette case and her red M.G. car. Morton soon sold the case, borrowed 50 pounds from Eddie Spielman, the antique dealer, and took the car to America on a ship 'steerage' (cheap), then motored to California, where he got a part as a junior lead opposite Virginia in the same play. They married in 1938 - on stage. My parents were dismayed. Virginia had a son, but the

marriage was not a success and they divorced after the war when they returned to England."

I wonder if this car, which obviously may have been a Triple-M, is still about somewhere. Does anyone out there own a car with the name Barnato, Isaacs (the name Barnato was adopted by Diana's grandfather, who was originally called Isaacs. I have no idea how official the name Barnato really is), or perhaps Lowry, on its list of former owners? Would be nice to find out what type of M.G. it was - if indeed a Triple-M - that crossed America in the 30s, wouldn't it? Anyone?

Kind regards,

From George Eagle

Hi Phil

I have been looking through all the L2 chassis files with a view to collating all the details into the information I have on the L2s.

Chassis number L2053 was delivered to Scottish Motor Traction, Edinburgh on 14th August 1933, and was purchased by W Hall, Dalkieth, Mid Lothian on 16th August.

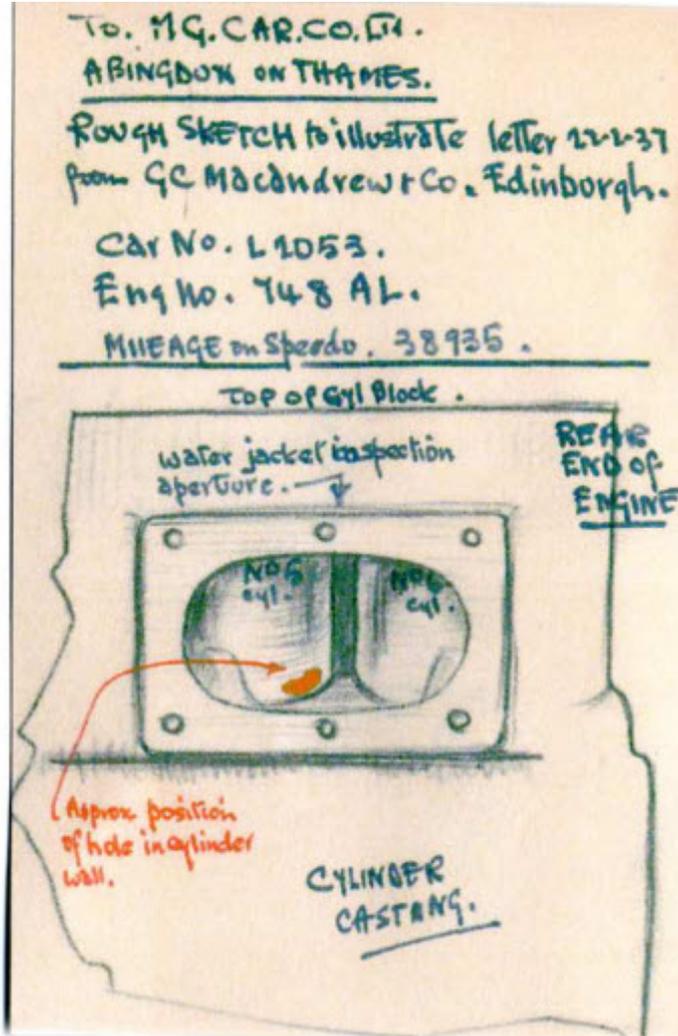
On 23rd September the car was back at the MG for work on the gear lever which kept slipping out, flooding carbs and a de-coke; labour charges £3-17-1d.

Other various problems were listed over the next couple of years, and on 24th February 1937 there was correspondence with a garage in Edinburgh regarding misplaced coring in the block, the garage sent in the attached sketch by way of illustration of the problem in number 5 bore. The works dispatched a new block and pistons. On 1st March 1937 there was a further letter reference the new block (speedo showed 38935 miles). On 25th June 1937 MG wrote to Scottish Motor Traction, Edinburgh, agreeing to replace the block free of charge and a Credit Note for £18-7-4d was attached.

L2053 is shown in the Register as being a chassis and some parts.

I thought the sketch would make this an interesting piece for inclusion in the Bulletin.

Regards



From Mike Allison

Hi Philip,

In my survey of MMM Participation in pre-war events, I am turning up quite a lot of info, although this, at present, is event by event. Shaw used the ND (*the Editor's car – NA 0509*) in trials and rallies in 1934/6, but probably sold the car after that. It says a lot for the N-type that a comparatively large number of cars used in these fierce events have survived, compared with the earlier cars.

Regarding the NO, it was quite highly developed, but I was using a spec. given to me by Jackson and Enever. I had a special cam, and one or two other tweaks. The only problem was that I was too old to drive it hard, and when Tim (*Mike's son-in-law*) had a go in it, he did four or five laps, and gave me a list of things which needed doing, and was generally highly critical, until I told him that he had lapped six seconds a lap quicker than me!!

Sadly the noise police got too active, and it wasn't possible to pass the requirements for modern competition in that state, which was the primary move towards reducing performance. I haven't raced it since this work was done, but still hanker after hearing it again in full cry.

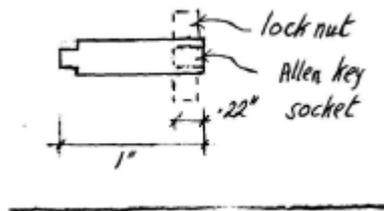
It brought back memories of the first time I heard the Harvey-Noble Q-type run, which had a similar exhaust note... that too ran after 1966 with reduced boost. It is sad to reflect I am probably one of the last people alive to hear a Q-type engine running properly!



TIPS AND HINTS

We urgently need more items for this section, so as to enable the many people who read the Bulletin to get the technical information, that they subscribe to the Bulletin for. Many people are new to this game and wish to obtain as much information about their cars as possible. So please think about a little dodge or assembly detail that you may have recently done which may help your fellow Triple-M member. Almost as important is a recommendation of a firm who has been of help to you recently – often people are reassured when they use a firm that has been recommended by fellow owners; it helps to save people going to a firm which has been less than satisfactory when the firm is picked at random.

On the P and N-types the clutch pivot pins were originally adjusted using a screwdriver in the cross head slot; this is difficult to get at as the gearbox means the screwdriver can only get at the pivot pin at an angle, and a right angled screwdriver can only locate the slot in a 45 degree window. Current replacement pivot pins have therefore been produced with an Allen key slot in the end, which allows much easier adjustment with an L-shaped Allen key. However, the slot for the Allen key is so big as to leave a thin annular ring of metal at the rear of the pivot pin for the lock nut to bite on. The lock nut therefore quite easily shears off the end of the pivot pin, and drops into the clutch housing. This leaves the pivot pin unlocked, so that it can unscrew and the clutch loses adjustment.



We understand that the latest batch of these pivot pins have now been heat treated differently, so that they are not so brittle. However the pivot pins really need to be $\frac{1}{4}$ " longer, so that the lock nut tightens up on the full section of the pin. A limited source of these 1 $\frac{1}{4}$ " long $\frac{1}{4}$ "BSF pivot pins has been found at Francis Kirk (Socket Screws) Ltd, Denton Hall Farm Road, Denton, Manchester, M34 2QN Tel. 0161 336 2631 e-mail sales @franciskirk.com)



**Top left pivot pin and lock nut in position.
Top right sheared off pivot pin**



**On left, new knurled end pivot pins, (longer one nearest),
sheared and unsheared pins on right.**

David Wagstaff has been having trouble with petrol tank lining; the “sloshing” lining having failed. He took it to a long-established radiator/petrol tank man who told him a new tank was needed.

However a VMCC friend, experienced in these matter took off the end of the tank (using a blow torch). Inside was about half a pound of sloshing compound that had come off lurking in the bottom of the tank. Some of the sloshing compound was still sticking to the sides of the tank, up to ½” in some places. He tried to remove the compound with paint stripper, cellulose thinners, caustic soda, heat, elbow grease all to no avail. Eventually it was sand blasted clean together with a chipping hammer, and a lot of sand from an industrial sized hose! It can now be repaired and the sealer recommended is called POR 15. Subsequently he has found that the solvent for the “sloshing” compound is Methyl Ethyl Ketone (MEK).

(The man who repaired my C-type tank says that the new fuels attack most “sloshing” compounds and recommends that NONE is used, saying it is best to keep the tank topped up with fuel, especially during the winter months when dampness can get in and start rusting the metal. Also many sandblasters are not prepared to remove old “sloshing” lining, as being quite flexible it needs a high pressure to remove it, and this can distort the sides of the tank. – Ed)

SPARES FOR SALE

John Thomson (Tree Tops, Short Street, Chapmanslade, Wilts, BAA13 4AA, Tel. 01373 832919) has for sale an N-type 4-speed gearbox complete with bell housing and remote, fitted with a Barrie Dean installed overdrive unit, together with the shortened propshaft needed, £2000.

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU Tel. 01344 424258) has for sale a P-type undertray (never been fitted), £60.

Colin Smith (Killemoor Cottage, Aros, Isle of Mull, PA72 6JZ. Tel. 01680 300398) has the following items for sale:-

A pull-and-spin 6 volt wiper motor with brass case, complete; £60.

A traditional Lucas 6 volt wiper motor less lever; £20

Rare M-type ignition advance and retard system, lever loose; £60.

A starter switch with bakelite push button; £20.

2 No. bronze front camshaft stands without caps; £17 each.

A 2" diameter ammeter, +20 -20, blank face; £45.

Slow running/choke gearbox bracket, + choke rod and knob; £30.

3No. s/hand bonnet catches, should be able to make two; £17 lot.

A J-type exhaust manifold, rustproofed, good condition; £80.

New kingpin set, in original box; £40.

An adjustable reamer for above kingpin set; £35.

A CFR 26 cut-out. £22.

A 12 volt Lucas Altette horn in good condition; New kingpin set, in original box; £40.

An adjustable reamer for above kingpin set; £35.

A CFR 26 cut-out. £22.

A 12 volt Lucas Altette horn in good condition; £40.

A 12 volt Lucas "New Alto" horn, restored good chrome; £55.

Two new bronze clutch thrust release bearing carriers; £40 each.

A used but unworn clutch thrust release bearing; £40.

A new clutch thrust release bearing with cover; £70.

An unknown steel clutch bearing holder, new, 1" longx2⁵/₈" dia; £7.

A pair of body mounting plates for fitting to tubular chassis; £15 pr.

All prices include postage.

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.

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Peter Green's K3015 battles it out with David Downes' N-type at last year's MG Live.

Photo: I. Davison



Nick Benger's J2 takes Alham's Splash in style at last year's Classic Kimber trial



Cars collect to admire the rainy view at last year's Flat Cap and Whippet weekend



***The very original ex-Peter Mace K1 (K0433),
now being chopped up to make another K3 replica***