

TRIPLE-M REGISTER BULLETIN



February 2012





Above: The Ex Editor's C-type at Goodwood (See article, page 7) - Photo: Robin Hamblett.

*Below: The ex Parnell Twin Cam K3 takes on fluids (Silverstone 2006)
What an Engine! - Photo: Dick Morbey*



TRIPLE-M REGISTER BULLETIN No. 65

Editorial

I'm sure that you all will have realised that 'Triple M types' are the subject of this issue's front cover, chosen because I thought that it was appropriate in this first Bulletin of the new year to depict the M-Type that began the Triple M story! I am indebted to Kathy Emmer for the photo, whose car is the middle one of the three. I do not know the owners of the other two M-types or when the photo was taken, although it appears to be at Silverstone. Perhaps the owners could supply more details?

I am conscious that many of you are less interested in event reports than technical articles, so I am trying to include more. From the amount of correspondence received, it appears that the lighting and ignition switch (PLC) is the cause of problems to some owners and you will find a further letter on the subject in this issue plus an article on how to dismantle and re-assemble the switch. There are more technical articles in the pipeline, including one on starter motors, one on the Bishop Cam steering box and another on chronometric speedometers (if I can get the original illustrations). However, I am sorry to say that these have all been previously published elsewhere, so I hope they will provide fresh knowledge to some readers. I know that there are many technically competent readers with specialised experience; how about sharing your knowledge and experience in an article for the bulletin.

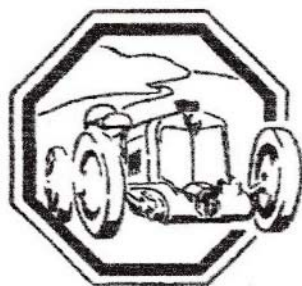
For some unknown reason, although they are free of charge, there have been hardly any private adverts in recent Bulletins. Your ads are welcome & can be included in the next Bulletin if they are submitted by about 20th of the month prior to the issue date.

Here is a quotation from George Eagle's Committee Meeting Report (pages 5 and 6): 'Members are urged to both attend the AGM and send in nominations for election to the Committee and/or Officers, and any topics for discussion, to the Secretary by 29th February.' I hope to be going to the AGM on March 4th and will have at least two vacant seats in my car. Let me know if you would like to travel with me. The AGM in recent years has comprised the committee members plus only one or two others. Please come and have your say!

One final thought: This year the MGB enthusiasts are making much of the 50th anniversary of the birth of 'their car'. Don't let us as Triple M types, forget to celebrate the 80th anniversary of the archetypical J2!!

Future Events

February 18th	VSCC Exmoor Fringe Trial	01608 644777
February 19th	MG Show and Spares Day, Stoneleigh	01775 768661
February 25th	VSCC Pomeroy Trophy, Silverstone	01608 644777
March 3rd	VSCC John Harris (Derbyshire) Trial	01608 644777
March 4th	Register AGM at Kimber House	
April 1st	MGCC Curborough Sprint	stevecarr@mgcc.co.uk 0777 156801
April 6th/7th	MCC Land's End Trial	www.themotorcyclingclub.org.uk
April 13/14/15th	Kimber Classic Trial	See next page
April 21st	Register Annual Dinner & Prizegiving	See enclosed
April 22nd	Register Group Visit	flyer & page 4
May 5th / 6th	MGCC Anglesey Sprint	stevecarr@mgcc.co.uk 0777 156801
May 6th	VSCC Curborough Sprint	01608 644777
May 25-28th	Register Border Reivers' Raid	Just a few places left -see December Bulletin for details. E-mail:mmbborderreiversraid@acme-properties.co.uk
June 24th	MGCC Silverstone Sprint	stevecarr@mgcc.co.uk 0777 156801
July 20th to 22nd	Vintage Minor Register Summer Rally	www.vintageminor.co.uk
July 15th	Annual Summer Gathering at Peter Green's home.	



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**Kimber Classic Trial 25th Anniversary Weekend
13/14/15th April 2012
By Alan Grassam**

Once again the South West Centre is organising this popular event for your delectation, whether competing, marshalling or just spectating. While it is mildly competitive the emphasis for the weekend is on the social side. As usual the route on Saturday comprises just less than 100 miles of delightfully scenic Dorset and Somerset lanes with some dozen sections to add a little "spice." Typically you are asked to climb an un-metalled road for some 100 yards between hedgerows leading to a stunning view at the top. None is really rough and nor will you damage your car providing the red mist doesn't descend! The event is eminently suitable for any well prepared triple-M motor car except exotica such as R types!

Not sure whether this event is really suitable for you? Then phone me on 01935 863673 for full details. If I still can't convince you to compete come and join us for a spell of marshalling.

After last year's highly successful event we are again based at Lanes Hotel on the A30 just to the west of Yeovil. The hotel has been pre-booked for the weekend so give them a call on 01935 862555, mentioning MG Car Club, to book your place. This year we have taken over the East Street Bistro in West Coker on Friday evening so if you would like to join with everyone else for a guaranteed excellent meal with the best of company reserve your place by calling mine host Barry on 01935 863929. To ensure your table don't forget to mention the MG Car club. After the trial there will be the usual relaxed informal dinner at Lanes. Those of you staying at the hotel will automatically be included in the dinner party but those staying elsewhere will need to book your place by indicating your needs on the entry form. There is plenty of alternative accommodation in and around West Coker, details may be obtained from the Yeovil TIC on 01935 82933. On the Sunday we move to Rocke's Barn in Butleigh, home of those two Monthlery Maestros Barry Foster and Hamish McNinch. As usual they have kindly given us permission to enjoy some gentle driving tests in their large field.

The usual suspects will receive their regs automatically but for newcomers a phone call or e-mail to Secretary of the Meeting Andrew Owst, 01761 221893 or andrewowst@hotmail.com, will get you the necessary information.

I look forward to seeing all the usual old faces but equally hope to see some new ones.

Annual Dinner and Prize Giving

This year's Annual Dinner and Prize Giving will again be held at the Ship Hotel in Weybridge and will be on Saturday, 21st April.

The cost of the three course dinner is £32 per person and nearer to the date a menu selection form will be sent to everyone attending.

For those wishing to stay overnight, special bed and breakfast rates of £75.00 for a double room and £65.00 for a single room have been negotiated with the hotel. Room reservations should be made directly with the hotel (Tel. 01932 848364) quoting Booking Reference 'MG2104'. For those of you wanting some Triple-M activity before the dinner, there will be an informal light lunch at Peter Green's home in Farnham Royal followed by a scenic run of approximately 35 miles to the Ship Hotel. There will be a nominal charge of £5 per person to cover the cost of the lunch and route map.

This year our dinner will not coincide with the MG Day at Brooklands (which is taking place on Easter Sunday, 8th April). Following consultation with those members who have attended the Annual Dinner over the past five years the general consensus was that holding the dinner over the Easter weekend would not be the preferred date. Therefore, the Committee has decided not to combine the two events this year. Instead, we have arranged a visit to Polesden Lacey, a National Trust property in Great Bookham, Surrey on Sunday, 22nd April. Polesden Lacey is a beautiful country house and gardens which was bought by Mrs. Grenville, an Edwardian hostess, in 1906 and re-modelled to be the perfect setting for her famous weekend parties where she entertained royalty, politicians and the best of society. You will be able to enjoy the estate with its many walks and stunning views across the Surrey hills and marvel at the lavishly decorated rooms in the house. You can also enjoy the impressive formal gardens, including the famous Rose Garden. There is also a restaurant and a coffee shop where you can have anything from a cup of coffee to a home cooked lunch. Polesden Lacey has kindly agreed that everyone visiting with a Triple-M car can park outside the house and not in the general pay and display car park. Entry into Polesden Lacey (house and gardens) costs £10.40 per person, unless you are a National Trust member in which case it is free.

If you wish to attend the dinner and/or visit Polesden Lacey, please complete the booking form which you should have received with this bulletin or can be downloaded from the 'Document Downloads' page of the website (www.triple-mregister.org) and return to Elizabeth Taylor as soon as possible. Elizabeth's contact details are:- Oakend, Hazelhurst Road, Burnham, Buckinghamshire, SL1 8EE. Tel: 01628 665055. E-mail: e.taylor@oakend.net.

Secretary's Bulletin Report on Triple-M Committee Meeting held on 4th December 2011

By George Eagle

Peter Green, Chairman, confirmed he had inspected an N chassis at the request of the owner and there is no doubt it is an NE. The Committee needs to decide who the next recipient of the John Kidder Memorial trophy should be - the last recipient was N Feakes, Webmaster. Contact will be made with J White, General Manager, to ascertain if it is possible to scan the Register's original sales brochures etc which are currently stored at Greenacres.

George Eagle, Secretary, stated that he had received the latest list of members owning Triple-M cars from the Club Office. There are some inaccuracies as members do not advise when they have sold their car(s). At the request of G Wilder, MGCC Director, it has been agreed the Register will donate copies of the sales brochures for the various Triple-M models to the Club archives. Contact has been made with I Grace, Morris Minor Register, who is organising the 2nd Prewar Prescott meeting to be held on 21st July 2012. The dates for the 2012 Committee Meetings have been fixed for 4th March (including the AGM), 3rd June, 2nd September and 2nd December. The June meeting will have to be altered due to the Bank holiday.

Bob Milton, Treasurer, reported that all payments are working satisfactorily including PayPal. As it is the end of the financial year all expenses claims and stock lists need to be submitted promptly

Robin Hamblett, Registrar, noted that since the date of the September meeting the following "new" cars have come to light - 2 Js, 1 PA, and 1 NA.

Mike Linward, Competition Secretary, confirmed B Bennett (J2) still leads the COTY from C McLachlan (PA) and J Hawke (J2). B Bennett still also leads the Slade trophy from J Hawke and D Rushton (M). B Foster has won the Betty Haig Cup from O Richardson and H McNinch - all in C types. M Dolton (PBs) has won the Speed Championship from P Coombs (J2) and I Baxter (Bellvue NAs).

Peter Hemmings advised sales of the 2010 Yearbook are now slowing with 392 sold whilst Library sales to October 2011 totalled £17054. The M Green book continues to sell well and the Library now stocks the 2nd edition of A Green's "MGs on Patrol". Sold out are the J3 booklet, printed 2010 Register and the CD rom, more of the latter will be ordered.

Dick Morbey, Safety Fast Scribe, mentioned the last 2 issues contained an interview with Mike Linward and a tribute to Paul Duncombe, and in addition plugs for the 50th anniversary merchandise and the A Green book. As always contributions of material

from both Committee and members would be welcomed.

Bob Richards, Bulletin Editor, was unable to attend the meeting but he sent a note to state the 52 page December issue should be printed and ready for distribution before Christmas. He also mentioned there was currently no shortage of contributors resulting in a carry over of some material to the next issue. It was agreed the Editor be authorised to send out one free copy of the Bulletin to any contributor noting these are often not subscribers. The Committee also agreed that to save on cost there was no longer any need to provide free subscriptions to any party, electronic copies can now be sent out, including to the Inter Register Clubs.

Cathelijne Spoelstra, Yearbook Editor, was also unable to attend the meeting but reported that material for the 2011 Yearbook was coming in and included the usual Chairman's Report, summary of the competition year by Mike Linward and also a technical article. The Committee have also agreed to accept a quote to print the whole Yearbook in colour using similar quality paper but at a slightly lighter grade whilst retaining the same heavier grade for the cover. As for the Bulletin it was agreed the Editor should continue to have discretion over the issuing of free copies of the Yearbook.

With regard to the web site it was noted the new facility for posting pictures is working very well. However, the general Home Page area of the site does need to be refreshed, for example the items on the news page need to be updated with the older postings removed and "new" news added. The same applies to the cars for sale where some adverts have been listed for some time. The Committee agreed to look into the prospect of each section of the web site being allocated an owner. In addition it was also agreed that an investigation be made into the possibilities of setting up a Triple-M Facebook page.

With regard to events, due to the cost of hiring the circuit the Silverstone 2012 MG Live event will be held on 2 days only, the dates are 23rd and 24th June. The Summer Gathering will again take place but the date has yet to be decided but July 15th is a possibility. There has been a good entry for the Border Reivers Raid on 25th - 28th May. Replies to the questionnaire indicate the most popular date for the Annual dinner is 21st April and the Ship Hotel has been booked accordingly. The matter of a run on the Sunday 22nd is being investigated by Elizabeth Taylor.

The date of the next meeting, and the AGM, is 4th March. The usual AGM notice will be printed in the February issue of Safety Fast. Peter Green, Chairman, will be standing down in compliance with MGCC rules. Members are urged to both attend the AGM and send in nominations for election to the Committee and/or Officers, and any topics for discussion, to the Secretary by 29th February.

C-Types at the Goodwood Revival - 17th-19th September

By the past Editor Philip Bayne-Powell

This year's Goodwood revival had no MGs racing; however a static display of six C-types was set up just adjacent to the main paddock, to celebrate the 80th anniversary of the Earl of March's grandfather's win in the 1931 Brooklands 12/12.

Co-driving with Chris Staniland they averaged 65.62 mph for the 24 hours, and as well as winning overall, they won the 750cc class and the Team Prize. Remember that these were unblown 750cc engines with non-crossflow heads.

As most of you know, this was the first outing of the brand new C-type, which was first seen by those outside the factory when fourteen new cars were driven down to Brooklands for the race. Riding mechanics were still carried in 1931, and Syd Enever was the Earl of March's mechanic. Unfortunately this car is still in the process of being restored by Ron Grant, and was unable to be present, but two of the display cars had actually taken part in the same 12/12 race; the ex-Goldie Gardner car of Dave Cooksey (C0256), which wasn't running, and the author's own car (C0263), which was driven by H. Stisted and J. Kindell. This car has been leaking much oil from the back of the engine, and had been kept going just to be at this event. On the Thursday when I drove it down to Goodwood the water decided to mix in with the oil.

The six display cars were lined up in front of a 3-bay reproduction of the Brooklands pits, complete with jacks, petrol churns and other paraphernalia associated with keeping the cars going in the race.

The other cars were Colin Wither's ex-F.Ivans C0271, Graham Watt's ex-Le Mans C0291 as driven to 6th place in the 1933 event by Ford and Baumer, and had also taken part in the last two Mille Miglia retrospectives. Also on display was Mark Green's car, C0276, which was brought along by Terry Holden and Mike Gooch's C0273.

The four healthy cars took part in the early morning parade laps before practice/racing began. The rest of the day we were free to wander around, checking out the various cameos from Dad's Army, Laurel and Hardy, the Bunny Girls and the Glam Cab girls, as well as a period film production, amongst other things.

There was a "Spirit of Aviation" display and Concours, with the B17 Flying Fortress "Sally B", used in the film "Memphis Belle", together with the S6 Supermarine seaplane that won the 1931 Schneider Trophy, and an original 1943 Fairey Swordfish. On the Sunday after a heavy downpour that delayed the action, ten Spitfires took to the skies and did several impressive flypasts in close formation. A truly stirring sight and sound.

We also saw some excellent close racing, with the usual expensive machinery going hammer and tongs.

It was a shame that after all the effort to arrange the display of C-types, it wasn't mentioned in the programme, nor even in the advance publicity for the Revival. We didn't complain too much as we had our own dedicated grandstand for all the entrants, just after the chicane, and vouchers for breakfast, lunch and tea for all three days.

Our C-type got home safely, and is now being stripped down ready for the oil leak to be finally sorted out.



Some C-types in Action - Photo: Dick Morbey

Triple-M Register Championships

A late submission claim, and a recalculation, has altered the Speed Championship table from the December list and means that Frank Ashley has moved up to joint second place, alongside Philip Coombs, with Mark Dolton retaining top spot. The Race Challenge final list remains as before.

As predicted, Bill Bennett's position in the Slade and COTY tables remained unassailable and Bill, Liz and the J2 are to be congratulated on another magnificent achievement - who will beat them? Frank Ashley achieved an excellent second place in the COTY by maintaining good results in the wide variety of events he entered with the M type. Colin McLachlan's third place in COTY was mainly due to hill climb events at Doune, Forrestburn and Bo'ness. There is an excellent write up of Colin's drive at the Bo'ness Revival meeting in the February edition of MG Enthusiast.

All trophy presentations will take place at the Triple-M Register's Annual Dinner in April.

Details and entry forms for the South West Centre's Kimber Classic Trial and Gymkhana, on 14th and 15th April, are now available on the South West Centre's web site or by contacting Andrew Owst who is the Secretary of the Meeting.

Mike Linward

C.O.T.Y. 2011 Final Scores

Position	Register	Car	Registration Number	Driver/s	Points Mark
1st	909	J2-PA/s	FW 3909	Bill Bennett	115
2nd	1595	M	PG 1045	Frank Ashley	99
3rd	2591	PA	MG 3242	Colin McLachlan	93
4th	341	M	PJ 7970	David Rushton Andy King	92
5th	3	J2	DG 5404	Jeremy Hawke	88
6th	1140	J2	JL 753	Mike Linward Ian MacKay	85
7th	2272	C/s	LJ 4444	Oliver Richardson	83
8th	3205	K3/s	JB 7526	Peter Green Pat Boghossian	81
9th	1931	C/s	VD 30	Barry Foster	75
=10th	1533	PA-PB	WV 5012	Dick Morbey	68
"	1426	NA/s ss	Bellevue Spl.	Ian Baxter	68
12th	2362	NA	BTT 726	Richard Jenkins Ian MacKay	65
13th	3226	C/s	JO 2288	Hamish McNinch	64
=14th	208	J3/s	CHO 875	Ed Taylor	58
"	1018	J2	MG 2853	Philip Coombs	58

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16th	2200	C/s	RX 8306	Philip Bayne-Powell	56
=17th	148	M	OY 1548	John Haine	55
"	2170	PB/s	CLX 112	Mark Dolton	55
"	167	M	APB 298	Andy King Rachel Bolton-King	
				Owen Bolton	55
20th	-	PB	-	Simon Etherington	53
=21st	605	L1/s	MG 2802	Bob Jones Charles Jones	52
"	1270	NB Cresta	MG 4750	Bob Clare Mike Allison	52
23rd	2000	K3/s	MG 3570	Andrew Taylor	51
24th	920	PA	TG 8337	George Ward Jo Ward	48
25th	2692	J2	SW 4156	Brian Galbraith	46
26th	2694	J2-PA/s	Kayne Spl.	Mike Painter	45
=27th	2913	PA/s	MG 3855	Andrew Morland	43
"	-	J2/s	WF 5494	Fred Boothby	43
29th	225	K1	ALU 463	Martin Jacobs	42
30th	2761	K1/s	MG 2794	Paul Mullins Edward Mullins	41
=31st	250	PA	MG 3294	Andrew Bradshaw	40
"	3303	M	LS 2464	Oliver Richardson Colin Butchers	
				Bryan Ditchman	40
33rd	922	D	KG 1237	Digby Gibbs Julia Gibbs	39
				Jo Salmon Chris Salmon	
=34rd	907	K1	ADH 360	Neil MacKay John Reid	38
"	3302	J2	KS 6104	Andrew Harrington	38
"	317	Jarvis M	GP 1856	Annette Lee Philip Bayne-Powell	38
37th	1804	PA	MG 3848	Alex Reid	37
38th	2284	J2	OB 5374	Colin Henderson	36
39th	1883	J2	PO 8865	Patrick Gardner	34
				Jack Westbrook Rory Westbrook	
=40th	2236	J2	TJ 5050	George Morgan	32
"	663	F2	ZH 69814	Sam Barrow	32
"	1917	J1/s	VSV 521	Stuart Evans	32
"	158	PA	BJO 800	Peter Down	32
44th	2631	K3/s	JB 1472	Brandon Smith-Hilliard	31
=45th	761	J2	APU 280	David Downes	30
"	2175	PB	JB 7524	Elizabeth Taylor	30
=47th	1581	K1	E-KK 1933	Walter Kallenberg	29
"	108	M	OU 4824	Mike Dalby	29
"	1521	C/s	RX 8591	Dave Cooksey Nick Cooksey	29
"	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	
				Philip Bayne-Powell	29
51st	1551	PA	CYE 387	Barny Creaser	28
=52nd	211	K1	HH-KO317H	Teja Fischer	27
"	2960	J2	AM-30-25	Thijs de Groot	27
"	1823	PA	WO 9320	Terry Andrews	27

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"	-	NA/s	BXY 121	Chris Cadman	27
=56th	1777	PA	BEV 518	Ron Warr	26
"	1550	PA	567 CRU	Peter Scott	26
"	3049	J2	UN 7688	Chris Clark	26
"	1428	J2	DG 6142	Nick Bengier Oliver Bengier	
				Tom Mason	26
=60th	2060	PA	OW 5865	David Rowland	25
"	1647	NB	JB 6864	Bill Abbott	25
"	1146	K3/s	JB 3182	Gunther Stamm	25
"	676	PA/s	WP 5939	Roger Thomas Russell Thomas	25
=64th	2227	KN	MG 4282	Peter Hemmings	24
"	-	PA/s	-	Mike Painter	24
=66th	1823	PA	WO 9320	Terry Andrews	23
"	745	F1	DM-89-11	Jack van Gelderen	23
"	2133	KN/s ss	-	Andy King	23
"	30	J2	OC 3816	Ian White	23
=70th	2188	M	GH 4434	Colin Reynolds	22
"	226	F1	DX 9913	Bill Cullen	22
"	2823	F1	GY 5141	Robert Walker	22
=73rd	738	J2	UP 8871	Colin Henderson	21
"	73	PA/s	US 8752	Mike Pancheri	21
75th	1963	PB	YS 5081	Keith Wallace	20
=76th	423	J2/s	DU-FG 86 H	Christian Höptner	19
"	1168	PB 4str.	MG 4283	Chris Lewis	19
"	1607	F1	HZR 714	Stefaan Vernyns	19
"	156	K1/s	APC 950	George Ward	19
"	2793	NA	JN 4402	Ken Hall	19
"	3173	PB	APW 774	David Sherman	19
"	1	NA/s	JB 3852	Mike Allison	19
=83rd	65	PA/s	DPH 228	Nigel Gibbons	18
"	411	L2	JB 1649	Geoffrey Jarvis	18
"	3017	J1 Salonette	UG 3585	Jim Collier	18
"	1591	J2/s	YJ 892	David Stansbie Martin Gratte	18
=87th	968	PA	BU 8079	Roger Davies	17
"	1027	L2	AKL 840	John Rogers	17
"	597	PB/s	VV 4538	Peter Haynes	17
"	1991	KN/s Saloon	ELF 409	Peter Prosser	17
"	402	D/s	FS 1734	Tom Johnson	17
"	2742	J2	DG 7828	Robin Hamblett	17
=93rd	857	L2	LHJ 875	Gaston Lenaerts	16
"	2193	NB	DUB 679	Terry Hartley	16
"	869	F1	GY 4981	Robin Smith	16
"	404	C/s	PJ 6183	Alan Bentley	16
"	994	L2	ALA 656	George Eagle	16

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=98th	1600	D	PO 5751	Ted Hack	15
"	2517	M	SV 6402	Roger Glister	15
"	776	NB	YS 6658	Mike Legg	15
=101st	864	PA	LSV 554	Brian Rainbow	14
"	181	C/s	GT 6828	Robin Gordon	14
"	81	C/s	JK 1932	Sandra Hudson	14
"	679	J2	MG 2787	Terry Holden	14
"	1164	PA	YSV 703	Hamish McNinch	14
"	3311	F1 Stiles	WM 7730	Patrick Gardner	14
"	2579	M	MG 874	Valerie Davison Ian Davison	14
=108th	1985	K3/s	CS 3009	Philippe Douchet	13
"	845	M	PG 5027	Mike Cleary	13
"	670	PA	BFY 711	Richard Holl	13
=111th	1367	PA/s	MG 3921	John Wells	12
"	2912	C/s	GX 9693	David Potter Duncan Potter	12
=113th	-	M	-	Paul Russell David Cutler	11
"	950	L1/s	MG 2349	Ian Davison	11
"	1418	PA	ARO 872	Paul Ferrera	11
"	2430	PA/s	497 UXH	Howard Harman	11
=117th	1794	J1	UF 9856	Colin Lee	10
"	620	NA	DPC 954	Graham Finch	10
"	843	M	ST 6963	Tony Margel	10
"	1659	PA	VL 5643	Terry Davies	10
"	2028	NB/s	MG 3694	Jane Metcalfe	10
"	917	M	UB 1856	Brian Bowles	10
"	1278	F1	MG 1313	Ian Goddard	10
=124th	135	KN Saloon	BYK 340	Peter Prosser	9
"	3336	J2	80533	Norbert Welter	9
"	1208	PB	BOK 244	Keith Leaver	9
"	3131	PA	BNA 710	Ray Masters	9
"	1710	F1 Jarvis	IU 2474	Peter Tabb	9
"	2979	F1	VK-16-15	Thijs de Groot	9
"	397	M 12/12	SC 9559	Alex Peacop	9
"	1419	J2	AGJ 540	Paul Miller	9
"	3028	J2	MG 2426	Terry Dickie	9
"	3190	J2	JC 1421	Brian Bassett	9
"	1174	M	MJ 1911	Jay Hall	9
"	329	PA/s	CZ 4895	John Adams	9
"	664	PA/s	BLB 209	Valerie Duncombe	9
"	724	J2	HS 7065	Rodney Lambert	9
"	1976	J2/s	JF 5278	Gil Collins	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	2789	PA 4str	VYC 529	Keith Jackson	9
"	2957	PA 4str	JC 2222	Geoff James	9

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"	1870	PA	AYY 38	Malcolm Kirby	9
"	3427	J2	XAS 214	Charlie Cartwright	9
=144th	1223	C-RA/s	Bellevue Spl.	Mike Dowley	8
"	1650	M	DV 4449	Guy Catchpole	8
"	407	J2/s	XJ 4982	Peter Batty	8
"	815	KN/s	MG 4314	Martin Warner Nick Westbrook	8
"	3018	PB/s	MG 4516	Rachael Holdsworth	8
=149th	284	M	MG 533	Andrew Lovett	7
"	283	M	SVS 374	Patrick Gardner	7
"	1805	C/s	MG 1213	Colin Withers	7
"	2116	C/s	LJ 4445	Mike Gooch	7
"	2291	C/s	JK 2340	Graham Watts	7
"	1925	PA	BPG 994	Eric Mardell	7
=155th	2715	KN/s	CG 8379	Tanya Lewis	6
"	126	L2	ANB 431	David Naylor	6
"	3298	PA/s	OSL 309	Les Procter	6
158th	919	PA/s	DPB 140	Graham Arrondelle	5
=159th	1463	NA/s	BUU 964	David Downes	4
"	932	J2	CG 5531	Martin Gratte	4
"	1000	PB/s	JB 7521	Brandon Smith-Hilliard	4
=162nd	627	J2	FS 5663	Emma Digby Kim Jenkins	3
"	284	M	MG 533	Bill Piggott	3
=164th	1135	M	SV 5438	Alan Grassam	2
"	2852	M	RH 5831	Philip Coombs	2
"	3246	J2	AL-37-86	Albert Koolma	2
"	1997	NA	MG 3271	John Dutton	2
"	1531	J2	PJ 8586	Chris Smith	2
"	162	ND/s	BKL 265	Rosemary Bayne-Powell	2
"	3024	K1/s	MG 2219	Bengt Dahlgren	2
171st	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:

9th January	VSCC New Year Driving Tests	Full Results
7th/8th January	MCC Exeter Trial	Full
22nd/23rd January	VSCC Measham Rally	Full
30th January	North Devon Motor Club Exmoor Trial	Full
6th February	Stroud & District MC Cotswold Cloud Trial	Full
13th February	Launceston & North Cornwall MC Trial	Full

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19th February	VSCC Exmoor Fringe Trial	Full
19th February	Fell Side Auto Club Northern Classic Trial	Full
5th March	VSCC John Harris Trial	Full
13th March	MGCC SE Spring Naviscat	Full
19th/20th March	VSCC Herefordshire Trial	Full
27th March	Torbay Motor Club, Torbay Trial	Full
9th April	VSCC Scottish Trial	Full
10th April	Ross & District MC, Kyre Trial	Full
16th April	Lothian Car Club, Doune Hill Climb	Full
16th April	MGCC SW Kimber Classic Trial	Full
17th April	MGCC SW Kimber Classic Gymkhana	Full
23rd April	MCC Land's End Trial	Part Results
23rd April	VSCC Silverstone Race Meeting	Full
1st May	VSCC Curborough Speed Trials	Full
1st May	BOC Prescott Hill Climb	Full
30th April-2nd May	MGCC Caledonian 3-Day Scenic Tour, Borderlands	Part
8th May	VSCC Wiscombe Park Hill Climb	Full
15th May	Ilkley & District MC, Ilkley Classic Trial	Part
21st/22nd May	VSCC 'SeeRed' Donington Park Race Meeting	Full
29th May	Sevenoaks & District MC, Crystal Palace Sprint	Full
29th May	BOC Prescott Hill Climb	Full
4th June	BARC Harewood Hill Climb	Full
11th June	VSCC Cadwell Park Race Meeting	Full
18th June	VSCC Brooklands Speed Trials	Full
18th/19th June	Brooklands 'Double-Twelve' Driving Test/Concours	Full
21st/23rd June	Triple-M 50th Anniversary Concours & Driving Tests	Full
25th June	'MGLive!' Silverstone International Race Meeting	Full
25th June	Monklands Sporting CC, Forrestburn Hill Climb	Full
26th June	'MGLive!' Silverstone Sprint	Full
3rd July	VSCC Shelsley Walsh Clubman's Hill Climb	Full
10th July	MCC Testing Trial	Full
16th/17th July	VSCC Loton Park Hill Climb	Full
31st July	Triple-M Summer Gathering, Driving Test & Conc.	Full
6th August	MGCC SW Centre Castle Combe Wessex Sprint	Full
6th/7th August	VSCC Prescott Hill Climb	Full
7th August	Camel Vale Motor Club Castle Hill Climb	Full
14th August	Peper Harrow 'Black Horse' Driving Tests	Full
20th August	VSCC Central Rally	Full
21st August	MGCC SW Centre Mendip Trial	Full
21st August	VSCC Mallory Park Race Meeting	Full
27th August	VSCC Madresfield Driving Tests & Concours	Full
27th/28th August	Monklands Sporting Car Club, Forrestburn Hillclimb	Full
28th August	St.Brieuc Coupe Florio Hillclimb	Full
3rd September	VSCC Pembrey Sprint	Full

3rd/4th September	BOC Prescott Hill Climb	Full
4th September	VSCC Pembrey Race Meeting	Full
9th-11th September	Arosa ClassicCar International, Bergrennen	Full
10th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
11th September	Taw & Torridge Motor Club Trial	Full
11th September	MGCC SE Centre Autumn Naviscat	Full
10th/11th Sept	Bo'ness Hill Climb Revival	Full
22nd-26th Sept	Triple-M Normandy Event, Rally & Driving Tests	Full
24th September	VSCC Light Car Autumn Driving Tests	Full
1st October	Dartmoor Inter-Register Rally	Full
8th/9th October	VSCC Welsh Trial	Full
9th October	VSCC Welsh Rally	Full
16th October	MGCC SW Centre, Kimber Car Trial	Full
22nd October	VSCC Goodwood Autumn Sprint	Full
23rd October	Launceston & North Cornwall MC, Tamar Trial	Full
6th November	MGCC SW Centre 'MGs On Grass' Gymkhana	Full
12th November	VSCC Lakeland Trial	Full
19th November	VSCC Cotswold Trial	Full
27th November	Bristol Motor Club Allen Trial	Full
3rd December	VSCC Winter Driving Tests	Full

Slade Trophy 2011 Final Scores

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	57
2nd	J2	Jeremy Hawke	23
3rd	M	David Rushton	21
4th	PA	George Ward	15
5th	J2	Thijs de Groot	10
6th	PA	Alex Reid	9
=7th	M	Oliver Richardson	8
"	PA/s	John Wells	8
9th	J2	Patrick Gardner	7
=10th	M	Mike Dalby	5
"	M	Ian Davison	5
12th	J2	Brian Galbraith	4
13th	NA	Ian MacKay	3
=14th	PA/s	Nigel Gibbons	2
"	PB/s	Brandon Smith-Hilliard	2
16th	M	Philip Coombs	1

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**Speed Championship
2011
Final Scores**

Position	Car/s	Driver	Points
1st	PB/s	Mark Dolton	42
=2nd	J2	Philip Coombs	40
"	M	Frank Ashley	40
4th	NA/s ss	Ian Baxter	36
5th	J2-PA/s	Mike Painter	34
6th	M	David Rushton	32
7th	J2/s	Fred Boothby	31
8th	C/s	Barry Foster	29
=9th	PA	Colin McLachan	28
"	PA/s	Andrew Morland	28
11th	J1/s	Stuart Evans	21
12th	PA	Andrew Bradshaw	20
13th	C/s	Hamish McNinch	19
=14th	C/s	Duncan Potter	14
"	K1/s	Paul Mullins	14
16th	NA	Richard Jenkins	13
=17th	J2	Ian MacKay	12
"	J2	Jeremy Hawke	12
=19th	PA/s	Howard Harman	11
"	K1/s	Edward Mullins	11
"	J2	Brian Galbraith	11
"	J2	Andrew Harrington	11
=23rd	J3/s	Ed Taylor	10
"	J2	David Downes	10
=25th	J2	Mike Linward	8
"	PA/s	Les Procter	8
"	M	David Cutler	8
28th	C/s	Philip Bayne-Powell	7
=29th	M	Roger Glister	6
"	KN/s ss	Andy King	6
"	F2	Sam Barrow	6
=32nd	PB/s	Peter Haynes	5
"	M	Paul Russell	5
"	J2/s	Gil Collins	5

**Racing Challenge Trophy 2011
The Betty Haig Cup
Final Scores**

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Barry Foster		0.359
2nd	C/s	Oliver Richardson		0.381
3rd	C/s, PA	Hamish McNinch		0.418
4th	K3/s	Brandon Smith-Hilliard		0.557
5th	PB/s	Simon Etherington		0.604
6th	NA/s	Chris Cadman		0.850
	L1/s	Charles Jones	4	0.181
	J2-PA/s, PA/s	Mike Painter	4	0.378
	J2/s	Peter Batty	4	0.783
	KN/s	Tanya Lewis	2	0.704
	J2	David Downes	2	0.792
	J2/s	Andrew Harrington	2	1.000
	NB/s	Jane Metcalfe	1	0.286
	PB/s	Peter Haynes	1	0.300
	K3/s	Peter Green	1	0.571
	K1/s	Edward Mullins	1	0.583
	KN/s ss	Andy King	1	0.600
	M	Alex Peacop	1	0.636
	K3/s	Andrew Taylor	1	0.667
	C/s	Dave Cooksey	1	0.857
	J1/s	Stuart Evans	1	1.000
	K3/s	Philippe Douchet	1	1.000

The 50th Anniversary Celebration Events

By Christian Hoptner

With these lines I would like to thank the organising committee of the 50th anniversary celebrations, consisting of Elizabeth Taylor, Peter Green, Mike Linward, Dick Morbey and John Reid for an excellent event long to remember. Therefore I thought it might be appropriate to thank them with a short report in our bulletin.

I was looking forward to this event for a while and have not been disappointed. Weeks before the event I started re-reading reports on the 40th anniversary in the yearbook and bulletin to give me an idea what to expect.

My trip to the anniversary event really started at Calais whilst waiting in one of those lanes for a delayed ferry. In the lane next to me stopped a big Mercedes S-class. The gentleman emerging from his S-class came straight towards J 2330 and the following dialogue resulted: S-class Gentleman: "Oh, it's a supercharged J-type."

Self: "You seem to know these things."

SCG: "Yes, of course - as I was in your age I used to race a supercharged T -type. Goodwood was my favourite track."

Sufficient to say we had a most interesting conversation till the ferry finally arrived.

"Unofficial Day One", Monday:

Having already done the journey on Sunday and therefore trying to avoid the heavy traffic on Monday morning I started with the celebration week on my own by visiting my friend Roger Davies. On the way to Roger I passed lovely villages of the Cotswolds. In one particular village I took a wrong turning and got my map out to see where I was stranded. Behind me stopped a police car - wondering what was happening now and I went through my mind scanning any offences without finding any - I politely also switched my car off, running supercharged and unsilenced (unnecessary weight and restriction...;) but the officer just wanted to have a look and very kindly asked whether I had any trouble.

In company with Roger I did a tour part of the Cotswold, part of the Register celebrations by visiting Broadway tower, Toddington Station and the lavender fields - in general socialising

On the way back to my B & B in the afternoon a nice 1920's ohc Morris Minor, using the same lane in the opposite direction with the driver waving, and I think we both appreciated the "family-connection" our cars have in common.

Official Day One, Gaydon:

Tuesday was the official start of the celebration week. Having never before been to the Gaydon Heritage Centre I arrived rather early. After all, it is an excellent way of

meeting other fellow Triple- M members.

Normally automobile-museums do not have a particular strong attention for me because I prefer to see them in use rather than being static exhibitions. At Gaydon, I have in particular enjoyed the sight of EX 135 (having never before seen this historically highly important car), and seeing it's manual ENV gearbox as I also have an ENV box in J 2330.

For me personally the display of our Triple-M cars outside was a wonderful sight. There I also met Robin Gordon with his C-Type. On Robin's C-Type the original inlet manifold, designed for supercharger use and consisting of one small and one bigger inlet manifold operated by a butterfly valve, is still in place. As having never before seen this arrangement but just been reading about it was nice to see it in reality. Thank you very much for that guided tour of your engine compartment, Robin!

In the afternoon the driving tests started - at first everybody seemed to wait for somebody else to start. Gunther Stamm got the driving test rolling by starting with K 3017. It was an unusual but nevertheless highly appreciated sight to see a K3 in a driving test. And there was not just one K3 taking part in a driving test - there were also Peter Green's K 3015 and Philippe Douchet's 1<..3026 present and doing the exercise. I wonder if there were ever three K3' s taking part in one driving test before???

Then Gaston Lenaerts, of L2 fame from Belgium, who had parked his car next to J 2330 came along and suggested to do the driving test together in his 12 - two brains in one car should do the trick. Well, at least we didn't get lost - but we learned some things. Then Gaston joined me in J 2330 and we cut the grass properly - excellent fun. Thank you to all those involved in organising and running the driving tests - I have thoroughly enjoyed it and also thank you to Gaston for increasing the power-to-weight-ratio in taking me as his passenger

Day Two, Shelsley Walsh:

Wednesday, the day at Shelsley Walsh, was my personal highlight of the celebration weekend even of the motoring-year 2011.

In company with Klaus and Heike Falldorf in their J 2 I set off early from our B & B to Shelsley Walsh. It was nice to have their J 2 sometime in front of me, sometimes in the mirror - two Triple-M cars make a nice sight on the road. We made the journey to Shelsley Walsh in reasonable time - and arrived there shortly after the gates opened. Being finally at Shelsley Walsh it was an experience not to be missed as I have never been there before and it was a nice thrill to drive at this historic venue. On my first run I have done a common mistake, probably done by all newcomers to Shelsley Walsh, in changing up into third - of course it was bit too steep and the esses a bit too tight for third.



J2330 of Christian Hoptner at Shelsley Walsh - Photo from Christian Hoptner

Shelsley in a 4 cylinder MMM, whether blown or not, is really foot to the floor in second. However, I had a steep learning curve - at least as steep as Shelsley! - so back to the paddock and queuing again.

I also had the pleasure of worsening the power to weight ratio of Ed Taylor's J 3 from Australia - it was an extraordinary experience to be on the starting line with an Australian car and driver combination and spotting 4500 revs on the clock - and then Ed let the clutch in all that punishment on an original J 3 crank! Ed seems also to have learned not to change up into third on a previous run and with 6000 revs the small car rushed up the hill - with slightly less revs into the esses - and then with all it had on to the finishing straight.

I have very much looked forward to meet Ed and his car - I was also interested to see his Arnott blower as I also have an Arnott blower fitted and to compare the two cars. Next came Ed on board to worsen my power to weight ratio - his J 3 and my J 2330 compared very well whereas he had the impression that there was slightly more torque available from 12330.

Talking of torque, next David Stansbie very kindly offered me a ride in his brand newly restored L2 - due to the running-in period David assured me he would do a gentle run - well, I spotted something like 5000 revs on the clock and 10psi blower pressure. Not bad for running in!

Thank you very much for that experience, Ed and David!

Too Soon the day was over - I quickly decided to obtain one of the Midlands Automobile Club stickers to display on J 2330 to show it has been there. Together with my friend Gil Collins we did the return journey - uneventful and no traffic jams etc.

Shelsley Walsh was so excellent that I could have done it for the whole celebration week. To all those involved in the organisation a big Thank you!

Day Three, various attractions:

On Thursday everybody was free to choose from various attractions suggested by the Organising Committee. Initially, I have decided for the North- West tour visiting a few National Trust Properties. Klaus and Heike Falldorf wanted to do the same - but we soon found out that our self-chosen programme was far to ambitious or the day too short. We were joined by my friend Gil Collins and the Margels. So we concentrated on Coughton Court and the official end of the rally, the Stratford Armouries museum.

The only time we got wet during the week was one short shower during the driving tests and on the way to Coughton Court, passing through a lovely ford!

And, finally, what a fitting tribute to an extraordinary celebration event: The gala dinner. The 50th anniversary celebrations are an event long to remember for all those who attended.

Again my thanks to all involved!

The Triple-M Register's 50th Anniversary Continental Rally - 22-26th September By the past Editor Philip Bayne-Powell

The final official event celebrating the Triple-M Register's 50th Anniversary was the Continental rally, organised by John and Lavinia Bevington, on the Register's behalf. This was centred on their residence in Hambye, just a 2-hour drive south of Cherbourg. Their period house, facing the village square, used to be the mayor's residence.

Initially the rally had 17 entries, two of which were modern substitutes; but shortly before the event, Rod Ptak had to cry off as his L-type salonette, only recently restored by Dave Cooksey needed the engine sorted. Also Frank Ashley (M-type) had to drop out as Thelma was not very well.

The day before the event, Martin Warner's K-type decided to throw a wobbly, so he came in his MGA twin cam instead. The other Martin, Gratte, also had trouble on the day before, when he took his J2 into work, but was let down and had to call out the garage to collect him. His wife Frankie collected him and the luggage, which they then put into his spare car, a PA and set off again; however the gremlins weren't finished and this came home on a low-loader. So they roped in the modern car, and eventually arrived at their overnight stop near Portsmouth at 3am. After a nominal sleep they then had to catch the 7.30 am ferry to Cherbourg, along with many others going to the rally.

A good proportion of the entries was made up of cars from the 2006 New England Raid. There was John and Angela Haine (M-type), David and Angela Stansbie (supercharged J2), Richard and Anne Holl (P-type), Patrick Gardner (Stiles F-type), and your scribe and Rosemary in her NA Allingham, now back on the road after a 10 month engine rebuild.

It was disappointing that we had no entries from the neighbouring countries such as Belgium, Luxemburg and Holland. However Bengt Dalgren brought his K-type all the way from Sweden, and delighted us with the sound from its blown K3 spec engine; the car is a Peter Gregory replica of the Mille Miglia practice car, and regularly races in Swedish events.

The other entries were Mike and Maureen Legg in their smart NB 2-seater, Mike Linward in his J2, still with Neil Mackay's engine, that he is running in for him! Bill and Jo Cullen came in his recently restored F-type with N-type engine and L2 body, while George and Jo Ward joined us on the second day in their well-used PA.

On leaving the Cherbourg ferry terminal, the cars got separated, but by that Thursday

afternoon all had arrived at Hambye and signed on, where they collected their rally plaques and comprehensive rally documentation, with the rally programme and list of entries.

After tea at the Bevingtons, those billeted elsewhere went to sort out their accommodation, after which they returned for an excellent lamb mechoui (barbeque, in French) over a proper wood fire. This gave everyone the chance to catch up with old friends - and reminisce about the last New England Raid - and to get acquainted with new people.

After breakfast on the first full day, a clear blue sky saw us heading into the old town of Villedieu, where the Knights Templar set up their first hospice in France. The



*Some of the Rally cars in the dedicated car park in Villedieu
- Photo from Philip Bayne-Powell*

Bevingtons had arranged for a section of one of the town's car parks to be reserved for "les vehicules anciens".

Villedieu is a splendid old town, with narrow little side streets offering brief glimpses

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Rally cars lined up in front of the chateau at Balleroy (photo B Dalgren)

of courtyards and stairways, and old stone houses built on the side of the steep hill leading down to the river Sienne. It was noticed that several shops were up for sale, showing that the French are in recession too.

Various visits had been arranged, including the pewter museum, the copper museum and the bell foundry, which has been operating in Villedieu since being established in 1852, when the railway link from Paris arrived, allowing the bells to be delivered around France and then worldwide. Prior to the railway arriving, bell foundries were set up where the bells were to be used. In the 18th and 19th centuries Villedieu employed around 1700 copperware workers, and due to the noise from the metal beating, many people became deaf and from this the inhabitants became known as the "Sourdins", meaning deaf people!

After the morning visits, people found their own lunches, knowing that a slap up meal was planned for the evening. We introduced Bill and Jo Cullen to the delights of the 'galette', a savoury pancake made of wheatgerm. When the afternoon visits had been done, it was back to base for tea and home and cakes. The evening meal was in a little village called Baleine (which means Whale in french), and the coach took us to Le Krill restaurant - you make the connection! The excellent meal was enhanced by some live musicians playing jazz in the barroom, which kept us entertained to well after the coach leaving time!

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On the Saturday, further visits were arranged to the Chateau at Balleroy, with its well known balloon museum, where the chateau gates were opened up specially so the cars could line up for a photo shoot.

Other people went to the Planbessin gardens before meeting up for a delicious meal at Le Relais de la Forest restaurant. The afternoon saw a good many people going to see the Abbaye at Cerisy-le-Foret, which was a very impressive Romanesque building, first built in 1032 by William the Conqueror's father, Robert the Magnificent. It is unique in having an apse with three storeys of windows, which was a step too far for the engineering of the day, as one side has settled, and buttresses have been built to stop it collapsing! A french guide showed us round but was struggling with his English, which we had to help him out with on several occasions!

We all returned to base for a welcome cup of tea and cakes, after which we were free for the rest of the evening, with most people having a snack meal after the huge lunch



A selection of cars in the organisers grounds: Mike Linward, in front of his J2, checks out the parking arrangements; The Stansbie's blown J2 behind him. Middle centre is Patrick Gardner's nice Stiles F-type, with the scribe's NA Allingham behind. Just nosing into the picture is Bill Cullen's special F-type.

- Photo from Philip Bayne-Powell

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that we had had; many of us took this in the marquee that the Bevingtons had put up on their back lawn, specially for the weekend.

On the last day, another sunny day was provided by the organisers. This was the day for the competitions, and the morning saw the crews visiting seven local villages to answer the various clues and identify a series of photographs, some of which needed a bit of knowledge of the french language. Several locals tried to help us find the clues, but were not much better than ourselves. It was nice to get out and walk round these quiet villages and soak in the local atmosphere. The Grattes won this event in their modern car, with the Jo Warner Porsche second; the third place went to the Down father and son team in their PA.

Returning to base with our answers we duly got stuck into the baguette lunch, and exchanged notes about the various questions we had been hunting for. In the afternoon we had a go at the driving tests organised by Patrick Gardner in the



Bengt Dalgren's K-Type Ready to go Home- Photo from Philip Bayne-Powell

cordoned off High Street and Village Square. The two village cafes opened up specially, so that people could sit out on the pavement with their drinks and watch the action, including quite a few local ex-pat Brits amongst them.

In the evening we were bused to the Auberge de L'Abbaye at Hambye for the Gala dinner. After an excellent meal the results of the competitions were announced and prizes duly handed out, with Bengt Dalgren taking home the prize for the greatest distance travelled to the event, and Peter Down collecting the prize for the most original car with his PA.

We must thank John and Lavinia Bevington for putting on such a well organised

event. Despite not having as many people as we had hoped for, a resounding success, and we shall have to find someone else to do our next continental rally.

Continental Rally Driving Test Results

1st	Martin Warner	MGA	381 points
2nd	John Haine	M-type	416 pts
3rd	Martin Gratte	J2	426 pts
4th	Philip B-Powell	NA	563 pts
5th	Mike Legg	NB	584 pts
6th	George Ward	PA	622 pts
7th	Bill Cullen	F-type	744 pts
8th	Peter Down	PA	800 pts


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



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The Inter- Register Club Year of 2011 **By the past Editor Philip Bayne-Powell**

The Triple-M Register, along with the Vintage Register, joined the Inter Register Club (IRC) three years ago, to offer more events to members of the slightly more competitive nature than the trusty treasure hunt.



Philip's daughter Annette Lee and husband Gary with her Jarvis M-type plotting the MGCC Navisat in March 2011 - Photo: Philip Bayne-Powell

The Inter Register Club was specifically formed to enable Scatter Rallies, Driving Tests, Treasure Hunts, etc. to be held by the combined forces of the clubs, to encourage people to get on the bottom rung of the competition ladder. There are ten other Registers, besides the MG Registers, that form the IRC. The Humber, Riley, Alvis and STD Registers form the core of the entrants, while the various Austin Seven Clubs, Jowett, Crossley and ourselves make up the rest. The members of the Fiat Register, although belonging to the IRC, do not seem to partake, and are likely to withdraw.

Eleven events were held throughout the country in 2011, from Kent to Dartmoor and Yorkshire, with each register organising at least one event; the Riley boys organise

three, and the Alvis men two. The MG event was the March Naviscat put on by the SE Centre, which was a great success. The modern MGs owners were pleased to see the older cars in action, and the IRC members enjoyed locking horns with more modern cars.

A team award is run throughout the year, and was won by the Riley Register with 55 points, closely followed by the Humber and Alvis registers; points are awarded to the cars dependent on their finishing position, from 13 points for a win downwards. Our MG Registers came a worthy 5th (in 2010 we were 7th) only four points behind the STD Register, helped by some good results, which included three 2nd places from Terry Hartley, Brian Galbraith and yours truly. Only David Saul entered more than one event, although the scribe's wife, Rosemary, roped in a friend to drive our 14/40 in one event, which clashed with the Brooklands 12/12 that I had entered.

In all there were nine MG entries in all the events - which was better than 2010, when only 5 MGs were entered. So this year we hope that more people will enter to challenge for a better position in the overall table.

These events are non-damaging to the car, but some of them require a good bit of brainwork. MGs have a distinct advantage as they are quick down the narrow lanes that the route takes in the Scatter Rallies, as well as being narrow; the big Humberes have to be careful in this respect!

We are always made very welcome by the other Registers, with no snobbiness often associated with some VSCC members.

The following events are provisionally planned for this year, and entry forms can be had from me by telephoning 01483 811428 or by e-mail philipbp@mgcottage.freeserve.co.uk

Editor's Note: Philip supplied for inclusion in the Bulletin the complete Team Results in the Inter-Register Shield competition for 2011 but these have been omitted due to shortage of space. They can be found on the Inter-Register Website: <http://www.inter-register.org.uk/results.htm>.

Inter-Register Events for 2012

Date	Organising Club	Event	Location
Sun 11th March	MG Car Club	"Naviscat" Scatter Rally	Wrotham, Kent
Sat 7th April	Alvis	Scatter Rally + tour	West Sussex
Sat 21st April	750 MC	"Trally" - mix of nav rally and treasure hunt	South Oxfordshire
Sun 24th June ?	Riley	Batho Trophy	Worcestershire

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		Scatter rally	
Sun 15th July	Humber	Navigation Rally	Dorset
Sun 22nd July ?	Riley	Scatter Rally	Scotland
Sun 22nd July	STD	Driving Tests + tour	Hungerford
Sun Sept ?	Riley	Scatter	
Sun 23rd Sept	Crossley	Treasure Hunt	North Yorks
Sat 29th Sept	Alvis	Scatter Rally	Dartmoor
Sun 14th October	MGCC	Autumn "Naviscat"	Surrey
Sat 17th Nov	ATDC/NHAEG	"Nightjar"	Surrey/Hants/Berks
		Scatter/Orienteering	

Note: The dates followed by a questionmark (?) are not yet fixed. The MGCC event for 14th October is an extra event on offer.

A Boxing Day Run 2011

by John Harris



Dick Morbey's P-type simmers on the cobbles. - Photo from John Harris

Although damp under foot, this year's run actually took place unlike last year (my last as organiser) which was dogged by snow. However a few souls were brave enough

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to try the route. John and Jenny Innes managed to get as far as the narrow road that drops down to Turville but decided that it was a tad risky to go down. How they managed the Hill at Christmas Common in such weather is amazing. This year's run was a re-run of last years, with a few mods.

It was the 18th Boxing Day Run and the first run that Chris Callaghan has organised. Well done Chris. It was strange for me to be handing over my fiver instead of collecting them.

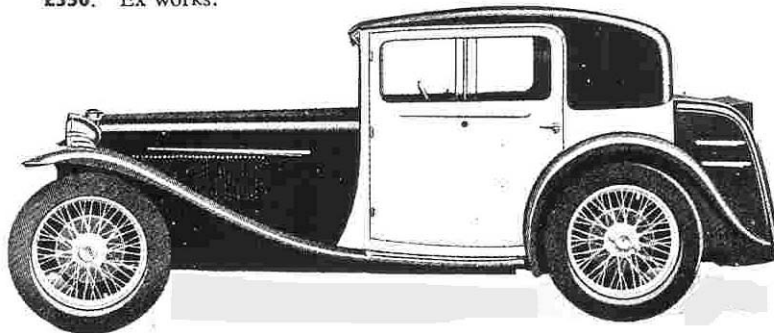
The run took us out to Stadhampton, across to Watlington and up the steep hill to Christmas Common, My YA Doris took this better than the PA (Lucky Eddie) has done in the past (something to do with the gear ratios). From there we went down the very narrow descent and through the picturesque village of Turville (some of the scenes on Midsomer Murders were filmed here).

The route took us back on ourselves up to Turville heath and thence to Southend, Fawley Bottom, Middle Assendon and Stonor. We returned via Cookley Green, Ewelme and Benson, skirting Abingdon via Long Wittenham and Drayton to finish at The Dog House in Frilford for a Christmas drink and chat.

All enjoyed the occasion with over 40 cars arriving at Abingdon square of which 36 took part in the run, The suggestion was made that it would be a nice route to do in the summer (Chris, hint, hint)

Again, well done Chris and Annette, I'm looking forward to next year.

The M.G. Magna "L"
Continental Coupé.
£350. Ex works.



*An extract from the 1934 Sales Leaflet: The Magna 'L' Continental Coupé,
£350 Ex Works*

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The NO Special

By Mike Allison

Many years ago, around 1970, I acquired a rolling chassis for an NA, complete with axles and steering box from Dickie Lovell-Butt in Northern Ireland. It came with no provenance or even a declared chassis number, although when I got it back it was stamped NA 0995. It was the last one built... indeed it was the last Triple-M car built, at least in number! A quick check with the records showed that it had had a slightly chequered history, having been sold initially to W. H. Haden, the Midlands trials driver. It was a standard four seat NB, and was registered BAO 685. Haden had fitted the car with a supercharger, and used it in a couple of trials at the end of the 1935/6 trials season, but ordered one of the new-fangled T-types early in 1936, and the NB was traded back through the Factory. With the chassis came a log book for an L-type Continental Coupe, MG 3649. Somehow the two cars had become "mixed up".

Walter Furey was an enthusiastic racer in Ireland, and, amongst other events, in 1935 had won the 200 mile Phoenix Park race, which qualified as the Irish Grand Prix that year, driving an NA fitted with a rudimentary body. At the end of the year he wrote to Cecil Kimber to see if he could get some backing for the 1936 event. This was not forthcoming, but he was offered a complete supercharged N-type at an "attractive" price. I believe this is the basis of the car Furey used to win to 1936 event at Phoenix Park. This is based on additional information I got from a gentleman at Craigantlet in 1988, when I was running the NA at the Hill Climb, who said he had been Furey's mechanic pre-war, and showed me pictures of Furey racing at Bangor and other places: Oh! Why do people do this, show pictures when a competitor is lining up for a "run", and I never did get the man's name! Sadly, the gentleman has not responded to my subsequent correspondence, and there is no definite way of corroborating his story, which seemed plausible at the time. My contacts in Ulster have only elicited that all contact with the Furey stable drew blank.

Anyway, the chassis languished for many years amongst my garage "stuff", as Anne refers to it. In 1990, we decided that the Register would undertake a "raid" on New England in answer to the American Tour of Britain in 1988 in T-types, although there was one J2 among their number. The ex-Monte Carlo NA was getting long in the tooth, having been totally rebuilt in 1967/69, and suffered almost continuous use thereafter, including touring, racing, sprinting and just driving to work a few times. Added to this, I had always wanted a serious racing car, although the opportunities were fast disappearing by this time with inflation taking these out of my financial grasp. I had a couple of attempts to buy cars, without success, so decided to build one from scratch, using the spare NB chassis as a basis.

A decision on the body style was decided following a conversation with Peter Thelander, who owns an NE (JB4607) which had once been supercharged, and

together we hatched the plot of making a car representative of his in its supercharged form, the same car which had the spectacular accident at Brooklands, pictured in the Bulletin recently. The car had been fitted with a K3 engine and gearbox, in 1937, so this would be the mechanical basis. Peter sent me templates of the body of his car, and in September 1990 I started work, hauling the chassis from behind the shed, and overhauling the axles, and getting a rolling chassis built up. Our deadline was September 1991, when we were due to ship cars to Port Elizabeth for the Raid in October.

With the help of Brian Martin, who constructed the body from scratch to wooden templates I had made from the paper ones from Peter between February and March. I was beavering away with the 1100cc engine, and intended to use a Marshall supercharger which I had. This work brought all sorts of problems, finding that the K-type front housing in an N-frame would not allow the use of a steering column, which meant that I had to use an N-type one, and this brought other dimensional problems in its wake.

In the end, I used the engine from the Monte Carlo car, together with its supercharger for the Raid, which meant that I was not taking a complete unknown so far from home. The body was painted by Ken Rance, we decided that we would paint it chocolate and cream, but in reverse colours to the Eyston TT cars to emphasise the fact that this was not a "replica", in fact it was an N-type, and David, my son, came up with the "NO" designation we use now... NO, it is not an NE!

I wired the car for road use and in August 1991, we had it MOT tested, and ran it for the first time, just 11 months and sixteen days after dragging the chassis down the garden. We registered it MG 3694, which number had come with the car, although getting the log book changed proved an exercise in patience!

It completed 1500 miles in New England, and was driven mainly by myself, but Dave Raymond, Mike Leckstein and Peter Thelander all had a drive at various times. We also raced at Lime Rock. There were no major glitches, the only problem we had was cold starting it in near zero temperatures, due to the drag of castor oil, but it always responded to a short tow start.

On return, the 1100cc engine was finished and fitted, and we installed an Armstrong gearbox, as I wanted to fit a high pressure blower. During my time at MG, Reg Jackson had told me about a special N-type they had built up for Eddie Hall for him to attempt the Shelsley record. It was known at the Factory as the Zoller special, and used a blower of that make, and had achieved a test output of some 210bhp: from 1300cc! He had given me the specification for this engine, so I wanted to get 25 psi boost.

After long technical discussions with Derek Chinn, it seemed that a large Roots type

blower running at crankshaft speed (7000 rpm was envisaged) would do the trick. I had a special camshaft made up which gave a lot of overlap and lift, using Jacko's notes as a guide, but this was made by Reece Camshafts using a modern profile, and used standard sized valves. The cylinder head was carefully ported in the usual way, with manifolds matching these

All this work was carried out during 1992, and early in '93 we were ready to run. Fuel was going to be a problem, but I decided that 80% methanol with 20% toluene would probably equate to the mixture Jacko gave me, and mixed this myself, adding 30cc of castor oil per four litres of fuel to lubricate the blower. We fired the engine up, and the exhaust noise was shattering! I remember stories told me by the old factory hands of how noisy the Q and R-types had been, and it had come true in South Stoke that evening! Armed with a selection of carburettor needles, we took the car to Greenham Common, and were allowed to run it there. Eventually we needed a larger carburettor (2.25" choke) and larger diameter fuel line (0.5" tube was used) but by the end of '93 it was running well.



*Loton Park '94, Finally getting the car running properly on alcohol, and recording a time in the high seventies. (Photo Derek Hibbert)
(See inside back cover for more photos)*

During the following season, Jane and I drove it at various events, but I found that I

didn't want to travel at the speeds it got to all too quickly. It gave us a few good results though, and we were happy. A friend "in the trade" remarked that it looked and sounded the part, and asked what power it was giving, to which I replied I didn't know, but that it was enough. He offered me a run on his dynamometer, and this was done during that November, when he returned to say that it gave 204 BHP at 6400 rpm, and was still rising! As I said: "enough"! The engine is still 1100cc, and the blower pressure then was 22/26 psi,

Around this time, Jane had befriended Tim Metcalfe, whom she was later to marry, and I let him have a few laps in the car. His times were six seconds faster than mine, and when he returned he said that it we could improve various things there was a lot more potential in the car! I made up some hydraulic brakes, which has proved another exercise of patience, but these now work as well as the original cables, although with less pedal pressure to be sure. I then started running foul of the noise police at sprints and hill-climbs: sadly, people don't like the music of highly supercharged, high-revving engines now, and these are notoriously difficult to silence. At this stage, I decided that I had probably had my day, but persevered for a couple more seasons, and eventually, in 2000, officially passed the car to Jane, so that she could run it as she wished. She did not particularly like the noise it made, nor the fact that it could not be used on the road. So she had the car detuned, fitting a Volumex blower, and a standard camshaft, and we refitted the wings and lights for her. It is certainly much quieter now, and only revs to 6000 before the power tails off, so I suppose it will last longer!

The car has now been run in this form for a number of years, and soon it having an engine refit, all being well, although it should attend the Annual Dinner, and at least some of the 50th Anniversary celebrations.

To date it is the only car to have the distinction of winning the Mary Harris Trophy in the hands of three drivers (Myself in 1998, Tim in 2004/5 and Jane in 2010). Hopefully it will continue to feature at MGCC and VSCC events for many more years.

The Lucas PLC 2 Switch

Bob Butson tells you how to dismantle and put back together the components of the PLC 2 switch.

***NOTE:** This article was first published in the December 2011 issue of Totally T-Type 2 and is reproduced by kind permission of John James. TTT 2 is available for free download on John James' independent MG T-Type website www.ttypes.org*

The Lucas PLC switches fitted to early T-Types were quite robust, all are of similar construction.

The parts which get damaged are: the lock barrel, the switch knob and the bezel. To change the lock barrel (difficult to find now), the nut in the centre of the back of the case has to be removed. To replace the knob, or bezel the switch has to be disassembled. The PLC2 which came with TA0844 was intact with internals in good shape but the bezel will need to be re-chromed.

To start disassembly it is necessary to remove the nut soldered to the threaded spigot which is part of the lock barrel. This nut is located between the two centre terminals on the rear of the switch case. I used a gas soldering iron to heat it until the solder melted and then sucked away the solder with a solder sucker. Sufficient solder can be removed this way to enable the nut to be unthreaded. Inserting the key will enable the lock barrel to be withdrawn.



Photo 1 – Take care in dismantling the switch!

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At this stage the switch is being held together by its bezel. A twist of the bezel to line up with the release grooves in the casing should result in a handful of springs, washers and contacts. There are two springs inside and so controlled release of the bezel is necessary. Take a note of the order in which the switch comes apart as some time may elapse before the bezel is restored. (See photo 1).

The components were dirty with hard deposits of old Lucas grease, I cleaned all this with isopropyl alcohol, and had the bezel re-chromed. The bezel will need painting and lettering. To do this, mask the edges and carefully take the shine off the centre lettered area using fine wet and dry paper. Spray with a thin coat of primer and a thin coat of satin black and leave to dry. With a fine brush, fill the grooves of the lettering with white emulsion paint and remove the surplus with damp lint free cotton material stretched over a finger. This will remove some paint from the lettering grooves. Leave to dry, fill these areas again as before until the lettering is complete.

Make two clips to fit into the grooves on opposite sides of the switch case to hold the SRBP washer with the centre cut-out and contact ring. One, 5/8 inch wide for the groove adjacent to a grub screw socket and one 3/4 inch wide for the other, I used welding wire. Now to the tricky part: how to fit it together.

1/. First orientate the bezel so that its lugs fit the grooves in the case, because of the position of the lugs this can only be done in one position. Mark both with sliver of tape for locating later. Note that the lock barrel has a flat section at the thread end, this means that it only inserts correctly in one position. Note the position of the moulded projection in the centre of the switch case as viewed looking into the switch for later location of the lock barrel tube. Use tape to mark this.

2/. Place the knob in the bezel then put on the circlip cover dished side out, then the circlip, followed by the large plain SRBP washer then the large spring, with small end against the washer.

3/. Place the small insulation backed ignition contact ring in the case with contacts in location. Place its dished metal cover on top, dished side inwards. This metal cover has two cut away parts at its edge, the larger one should be against the projection moulded into the case close to its centre, Now ensure that the flat on the inside of the ignition contact ring lines up with the flat on its cover - it could be 90 degrees out. Follow this with the small spring, small end out. The small SRBF washer is balanced on top.

4/. Place a ballpoint pen through the centre of this assembly and slide the mazak lock body cover over the pen. The lock body cover has cut away parts on its inside end, with fingers either side. One side is deeper than the other which should line up with the small moulded projection near the centre of the case. The two fingers should fit into the slots in the back of the casing. It should not rock when pressed fully in, it is

essential to get this orientation correct. Remove the pen. Look into the centre of the lock barrel holder and ensure that the flats on the inside of the ignition contact ring and its cover still line up. The cover can be moved with a small screwdriver.

5/. Dab some lubricant on the contacts in the case. (I used Servisol Switch Lubricant). Put the large contact ring into the case followed by the large SRBP washer with cut outs. Rotate both clockwise so that they stop at the projection on the inside of the case, check that the centre cut-outs line up.

6/. Fit the two wire clips in the grooves moulded into the sides of the switch case to retain the plain washer and large contact ring in position when pressed fully in. Secure the clips around the outside of the case with a broad elastic band. (See Photo 2).



Photo 2 – Secure the clips around the outside of the case with a broad elastic band,

Note from photo 2 that the cut out in the centre of the SRBP ring at 9 o'clock is smaller than the other three and the projections at 2 and 5 o'clock are the same width but narrower than those opposite. This means that the knob will only fit in one position.

7/. Again ensure that the contact ring and its covering washer are rotated fully clockwise so that the cut away parts line up. With the large spring and the large SRBP washer on the inside of the switch knob, place the assembly in the switch case locating the narrow slots on the switch knob with the ones on the large contact ring and washer. There is only one position where the knob will fit.

The tape marks for the bezel location should be coincident and the knob should locate in the grooves when in the 'Lamps Side' position. Ease together until the bezel is firmly home and rotate it anticlockwise (viewed from the knob) until the bezel stop is reached. Remove the two clips. The knob will now be in the 'Lamps Head' position, check that the four knob positions can be achieved.

8/. Should things not work out at this stage, break for coffee and start again.

9/. Check that the flats on the ignition contacts ring are in line with that of its cover as in 6/. Insert the key in the lock barrel. Line up the flats near the end of the barrel with those of the ignition ring and its cover and insert the barrel into its housing. Slight wiggling might be necessary to achieve this. Screw on the nut (6BA) it can be soldered or locked with another nut. With luck the lock can be rotated to complete the ignition circuit.



Extend the life of your SU fuel pump – Fit a transil!

NOTE: This article was first published in the December 2011 issue of *Totally T-Type 2* and is reproduced by kind permission of John James. *TTT 2* is available for free download on John James' independent MG T-Type website www.ttypes.org

Following Part 2 of Eric Lembrick's article on the SU Pressure Pump Type "L", published in the August 2011 issue of *TTT2*, I have received a number of enquiries about fitting a transil. It seems that what has given rise to these enquiries is the following advice given in para 4.12 of the article: "Finally refit the contact blade and a Transil to protect the points".

Why fit a transil?

The points on your SU fuel pump are at the mercy of the high voltage (up to several hundred volts) that is generated each time they open, causing them to arc. The basic explanation for such a high voltage (bearing in mind that your battery is only 12 volts!) is that it is an effect that happens each time a current through a coil is interrupted.

To negate this high voltage (i.e to limit voltage transients) the transil pictured below comes with a rated voltage. Below the rated voltage there is no connection between the two terminals, but above the rated voltage the terminals are connected together (dead short). Consequently, when the points break, the high voltage which is generated across them is shorted out by the transil, so saving their burning and pitting.

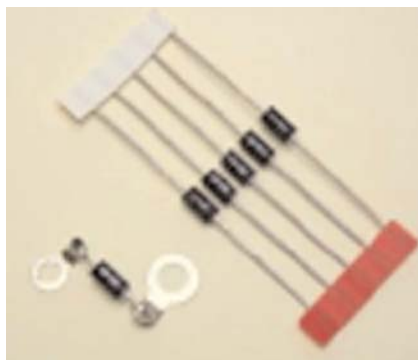


Photo 1 – A transil with ready made solder tag connections along with transils awaiting fitment of the connections

Fitting the transil

Fitting is simplicity itself. The transil is supplied with ready made solder tag connections. All that is required to fit it is a screwdriver.

Note: Some T-Types will have been fitted in the past with a diode across the coil. Whilst this has proved to be an effective solution to reducing the voltage across the points it needs to be borne in mind that once a diode is fitted the pump becomes polarity sensitive. If a diode is fitted incorrectly, or, if fitted to a car of the wrong polarity, a pump fitted with a diode will fail instantly, causing the associated wiring to overheat or even catch fire. (The night after typing this I learnt from a *TTT 2* 'hard'

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copy subscriber at our local 'noggin and natter' that he actually experienced this with his J2.

The advantage of a transil is that it is completely non-sensitive to battery polarity. Hence a transil can be fitted either way around and a transil pump can be fitted to any car. It can also be left undisturbed if the polarity of the car's battery is changed at a later date.



Transil kits, complete with fitting instructions are obtainable on a non-profit making basis from John James, 85 Bath Road, Keynsham BRISTOL BS31 1SR. Cost, including postage is £3.50 (UK), and £4.00 outside of the UK. Payment by PayPal is acceptable

If paying by PayPal please e-mail John at jj@octagon.fsbusiness.co.uk and he will send you a PayPal invoice.

Photo 2 – A transil fitted to an SU pump

Your transil kit will be sent inside a normal correspondence envelope and when you open the envelope you will find the transil kit and fitting instructions inside.

A warning to anyone trying to source their own: Standard Transils are normally polarity sensitive (i.e. they only work one way round). The Transil described is a bi-directional Transil

Memories of Fifty Years Ago

From Ray Masters

In the October Bulletin I wrote of memories of 50 years ago and how I had bought the ex-Lund PB. This car was followed by a PB Airline Coupe, Reg.No. BDV 402.

Today, such a car would be a treasured possession worth a small fortune and only used on special occasions. I actually used the Airline as an everyday car. During my time of ownership I had to travel about 60 miles a day over a hilly route to work and back and there was no problem with reliability or suitability! Good value at £150!

That car now resides in Vancouver Canada in Peter Welch's museum, in absolutely pristine condition, having passed through a few hands in the meantime.

In the 1980's I acquired another P-type, a PA, Reg.No. CME 2. It was three-quarters restored but had been abandoned for some time. I finished the work and ran it until I lost my lock-up garage about four years later. By this time of course Triple-M cars were being cherished and prices were rising. This PA, appears to have 'gone to ground' somewhere in Germany. Can anybody help in tracing it?

During the 1950s/60s I considered any Triple-M car over £150 to be too expensive and "not worth the money". Many were sold for under £100 of course but today those cars would be labelled 'needing work' or 'restoration project'. They were often kept running with all kinds of unspeakable bodes, frowned upon today.

On retirement in the late 1990's I 'put out the word' that I was looking for a retirement project.

A PA, quite close to home and owned by an MGCC member a few years older than me whom I had met some years previously, told me that his PA, unused for 42 years and needing work, was for sale. We reached agreement on price and after about three years restoration I have had the pleasure of Triple-M motoring in BNA 710 for the last seven or eight years.

Four P-types in 52 years - often with a big gap between. No other Triple-M cars other than a Q-type engined single seater but during those years I have also owned a TC, TA, YA, MGBGT, Ginetta G4, Alfa-Romeo and Envoy Formula Junior. All of which have a story behind them but not for this august publication!

I've enjoyed every minute of it where these cars are concerned but also, at some point, all have caused headaches - which have always been overcome so far! Here's to the next 50 years!

PA1248 - Registration number ARE132 - Triple-M 178.
By George Eagle

In 1958 I decided I would like an MG but at that time had little knowledge of the various types although I could only afford the cheaper pre-war cars. My interest in MGs was first aroused when my Uncle took me for a ride in his J2 when I was about 9 and my parents were on leave from East Africa; the car J2454 is on the Register. At that time the main advertiser was S H Richardson and Sons, Moor Lane, Staines, whose regular adverts in Motor Sport featured two lines of MGs in a V formation with an alsation dog sitting in the middle.

I went to look at the cars where there was a big choice of Ps and Js. There were also a lot of wrecks including a P Airline, and best of all the ex Hamilton J4 which was dismantled and not for sale. I chose PA1248 as it was one of the better cars in my price range, it was red, the tyres were good and I purchased it for £50 i.e. one of the more expensive cars! I duly drove off in the car and when I came to the T junction where Moor lane joined the main road I braked and not a lot happened as I went over the white line. Took the car back to Richardsons who found a brake cable had snapped. They fitted a second hand cable and adjusted the others before I set off again.

The car used to live out in the open in the streets of Guildford and then Putney. It was my only transport, never failed to start even on the coldest morning, and was always reliable apart from the odd electrical fault. I used Halfords hood re-conditioner from time to time to keep it water proof. I also repainted the car black using Valspar's 2-4 hour lacquer. In 1961 I was returning to East Africa and sold the car to the late Nigel Musselwhite for the same amount I had paid for it. I really enjoyed the PA in those far off days when the roads were far less crowded.



The PA in Hackney - Photo: George Eagle

I understand the car subsequently caught fire, no doubt the dodgy electrics, and the chassis was used as the basis for a racing special using T type axles, XPAG engine and gearbox. It became known as the Bonda-Prima special because it was only finished in that

primer. I only found out later that the car was based on my old PA.

The car is now owned by John Bishop who races it regularly with some success. I did have the chance to buy it before John but decided against as I already owned a PB 4 seater, registration DPF509, and was building the PB, registration ARY614, with a Q styled body.



PA1248 ARE132 in its later form - Photo: George Eagle

An odd reminiscence or two from Bob Walker

Driving the F2 along the Aston Expressway one dark evening in 1961 a following police car announced, 'That old car-pull in to the side'. He had noticed that one of my rear lights was off. I said that the bulb must have blown because all had been working when I set off earlier in the evening. I knew that to be true because I always checked on account of the highly dodgy state of the electrics and resolved to do something about it [much later as it turned out]. Mechanically the car was fortunately much better than it looked body wise and I had previously learnt how to set mechanical brakes and on the MG they were excellent. The downside was the bad language engendered when adjusting the rears because of the restricted space and undesirable material falling onto my face dislodged from the backplates above.

My solutions to these particular irritants were a small part of the work in a total rebuild. The 1961 electrical problems were rooted in defective earthing. Good electrical contact needs to be reliably made to the chassis for front and rear lights as well as engine, battery etc. So at each point a hole was drilled through the chassis rail and threaded ¼ BSF. A lathe is very handy to make the following pieces; brass threaded rod and brass nuts that look like the ones on exhaust manifolds. A piece of rod is screwed into the chassis so that it is just proud of the outside surface and is lightly held on the inside by one of the nuts hex side down. Silver soldering from both sides then makes it permanent and the outside is cleaned up flush with the ubiquitous angle grinder and flap disc. You then have a proper connection point for an earth wire with nothing showing on the outside

Managing the braking system to make adjustment more relaxing is conveniently done when fitting new cables, floorboards and linings. First make sure that all adjusters move easily by anointing with Waxoyl or something similar and checking the whole range of movement. Then install the cables after taking up all adjustment on the rear ends of fronts and rears and loosening off everything else, not forgetting the hand and footbrake single adjustments. If you need more slack to get the cables on it will have to come from the rear ends of the cables.

Getting the floorboards out of the F2 was not easy, partly because each side was in one piece. Other bits like handbrake, seats, (possibly carpets) tend not to help either. Depending on the amount of rot and woodworm chewing you may decide on new boards. In any case I advocate making each side in two pieces with the join across the car so that you don't need to take the rear section and seats out to remove the front part and the join must be aft of the undershield so that you have easy access to the front end adjusters on the rear cables. After all that, you can now employ your method of brake setting up only needing to get at brake cable adjusters that you can easily reach from above.

Now for something completely different. Do you freeze when driving on wintry days? The undershield does a good job of keeping out draughts and something I discovered by chance was that not having sealing round bell housing and steering column gives warm air heating to feet and legs. A bit much on hot summer days but brilliant in winter. This is why we look forward to bright winter days with snow on the roads!
(As seen on the December front cover.) - Ed

Your Letters

From Douglas N Dick

Dear Bob,

Many thanks for the copy of the earlier letter relating to PLC switches. (*Lew Palmer's letter in Tips and Hints, Bulletin No 62 - Ed*)

Although my problem was different, it does share the complexity of the different types of PLC switches and their application to MGs.

When I bought my J2 more than 20 years ago I soon discovered that when I turned on my headlights, the dynamo stopped charging. I made many attempts to find the problem. My switch had "Low Charge/Full Charge/Side/Head", and looking through various parts lists I discovered that the switch was incorrect for a J2 and was appropriate for TA/TB.

Apparently, at that time, a J2 switch was hard to find. In the meantime I referred to Blower's MG workshop bible, in particular to the T A wiring diagram on page 504 giving various switch positions. Here I found the answer to my problem. On a J2 there is only one field connection, "F1", whilst on a T A/TB there are two field connections "F1" and "F2".

When the light switch is turned to "side lights" the connection is through "F1" and when the switch is turned to "headlights", the connection through the switch is to "F2". Since the J2 has no "F2", when the switch is turned to head, there is an open circuit to the dynamo field and the cut-out opens. In my case, a simple bridge wire connecting "F1" and "F2" on the back of my switch and I have headlights and the cut-out remains closed.

I trust this may be of interest.

Yours sincerely,
Doug

From Ewan Harris

Dear Bob,

One of the most common reactions of people in general when one tells them that I own an F-Type is "Ugh! It has not got a cross-flow head!" I hope to show in the rest of this article that this is not quite so bad as it might first be thought.

In the late vintage years/early thirties, quite a few manufacturers had cars with good cylinder head designs: Bentley with 4 valves per cylinder, Riley with hemispherical combustion chambers, Wolseley with MG related to Wolseley. However what they also had in common was poor manifolds, both inlet and exhaust. In some cases though the inlets were far worse than the exhausts, such as on early Bugattis.

I think a more objective view would be to consider the inlet and exhaust port areas, as this gives a better guide to the potential for development of any particular cylinder head. Using this as a guide, let us compare an un-modified F-Type head with an un-modified XPAG head, 1271 cc versus 1250 cc, 37.2 hp @44400 rpm versus 54.4 hp @5200 rpm. The total inlet port area for an F-Type is 25.44 sq cm against 20 sq cm for an XPAG head. For exhaust ports, the figures are 38.4 sq cm for an F-Type and 28 sq cm for an XPAG.

From which it seems that power output is not totally dependent upon port area; other factors come into play, two of the main ones being engine speed and manifolds. The two are linked, it is no use increasing engine speed if the manifolding is so bad, as in the F-Type, that the engine cannot breathe.

I hope one day to put a decent manifold system on the F. In the meantime, I have to settle for the usual cleaning up of the ports and matching the manifold ports to those in the cylinder head.

If you really want to take advantage of a good cross-flow head such as on the L -Type, then fit triple double-choke Webers; but then it would not look very original!

Thank-you for a really good first Bulletin,
kind regards,

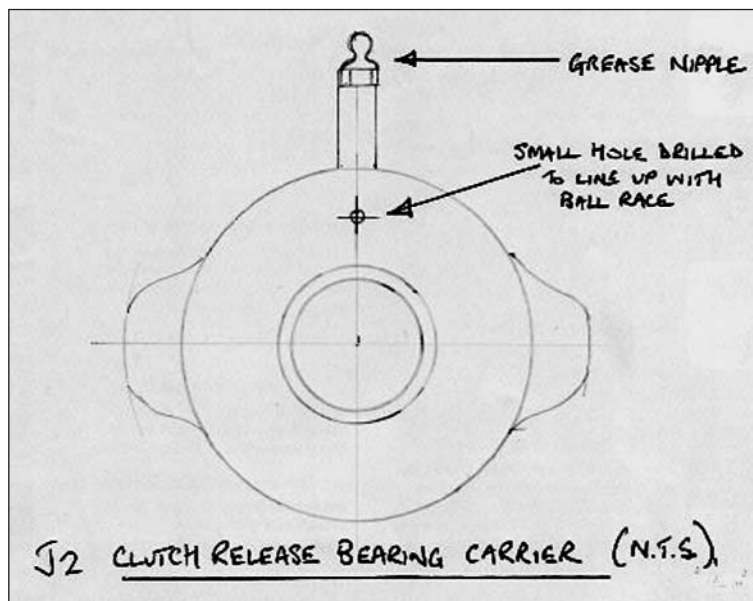
Ewan Harris MMM625

Tips and Hints

From Simon Cauthery

Clutch on J2

I don't know if this will be a clear enough image but it's just a sketch showing a modification I did to the clutch release bearing carrier to enable the bearing to be lubricated as well as the slide. Otherwise there is no provision for getting grease into that bearing. A small hole (similar size to the existing hole in the slide tube) is drilled through into the existing vertical oiler tube and positioned on the face plate to line up with the ball race. A small grease nipple should then be fitted on top of that upright. Probably nothing new in this but worth a thought!



Book Review

MG Sports Cars 1929-1936 - OHC Midgets, Magnas and Magnettes' By Malcolm Green

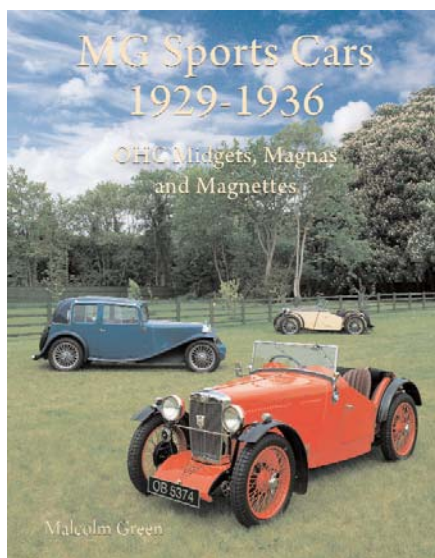
Published by The MG Car Club Triple-M Register,
Hardback 156 pages, 11 x 8½ inches
98 colour and 158 b&w illustrations
Recommended retail price £30
Available from the Triple-M Register library:
<http://www.triple-mregister.org/library.asp>
or from
Triple-M Register Librarian,
Folly Farm, Thornford Road,
Headley, Berks RG19 8AH

The MG marque is well served by writers and publishers but once in a while a new book comes along which offers a new slant to the evolution and development of these popular cars.

Enthusiasts will therefore welcome the arrival of a new book from the highly regarded author Malcolm Green. Modestly entitled 'MG Sports Cars 1929-1936' and subtitled 'OHC Midgets, Magnas and Magnettes' the book is clearly targeted at those with an interest in Triple-M cars, for whom it will be a useful complement to Malcolm Green's existing publications 'MG Road Cars', one covering the four cylinder and one the six cylinder Triple-M cars - both of which are sadly now out of print.

This latest work, which contains much important new material, approaches its subject with a particular focus on the evolution of the various body styles of the sports, touring and saloon cars. As the title implies, the author concentrates almost entirely on what we now refer to as the 'Triple-M' cars, starting with the 1929 M-type Midget and continuing right through the somewhat bewilderingly lettered MG model types, concluding with the 1936 N-type Magnette.

In order to place the cars within the broader context of their times, there is a useful introductory section which charts the origins of the Morris cars at the beginning of the 20th century, the introduction of Cecil Kimber to the Morris business in 1921 and the subsequent evolution of what we all now know as the MG car.

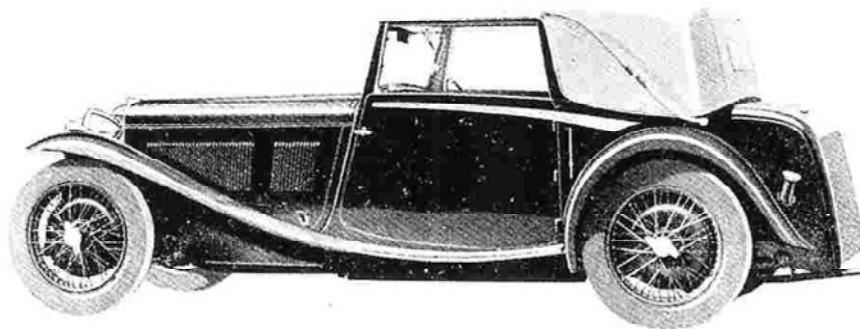


A 28 page section of the book deals with the special bodies which were available for MG cars in period. These include some of the better-known makers such as Jarvis of Wimbledon, Carlton Carriage Company, Jensen Motors, Stiles. Abbott, Abbey, Vanden Plas also feature along with lesser-known makers including Windovers, R.E.A.L., M A McEvoy Ltd., Hoyle, Uhlik, Worblaufen, Hanni and Meredith Coachcraft.

The book concludes with an indispensable section describing the period record-breaking cars from EX 120 to EX135 and details of the record-breaking attempts undertaken by the Triple-M Register between 1986 and 1994.

This 156 page publication is attractively presented, containing many lavish colour illustrations and a wealth of period photographs, sales literature and other material. Published to coincide with the 50th anniversary of the establishment of the Triple-M Register, it is certain to appeal to motoring enthusiasts within and beyond the MG family and should be snapped up now before it follows the author's previous works and becomes out of print.

Dick Morbey



*An extract from the 1934 Sales Leaflet:
The 'University' Foursome Coupes -
Ex Works prices: Midget £315
Magnette N £395
Magnette KN £455*

www.triple-mregister.org

Tail Lights

There are still a few places available on the Border Raiders Raid to be held in May. of which full details were published in the December Bulletin.

For further details, entry form, and regulations please e-mail Colin McLachlan at mmmborderreiversraid@acme-properties.co.uk (preferred) or write to Colin McLachlan, Greve Cottage, Stone of Morphie, DD10 0AA, Scotland, enclosing a C5 stamped self addressed envelope.

I noticed that Ian Baxter has advertised for sale his Bellevue Special off-set single seater. I hope the new owner continues the car's competition career. It would be a pity if this (or any Triple M car) were to become a museum piece.

In this 80th anniversary year of the J2, I'm including some photos that I took of a very original spec car (apart from direction indicators etc.). Please see the back cover.

Has anyone a spare MG Octagon badge for the centre of a P type 3 spoke steering wheel? (The editor would like one to help complete his PA rebuild.)



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The NO Special - Above: Cadwell Park, '93, being chased (and not caught!) by Michael Steele's T40 Bugatti. Last time out before development.

(Photo: Mark Ballard)

Below: Tim Metcalfe, winning the Mary Harris Trophy (Photo from Mike Allison)



www.triple-mregister.org



Keith Dalby's very original J2 at Hazelwood (Derbyshire) Summer Fete 2011

