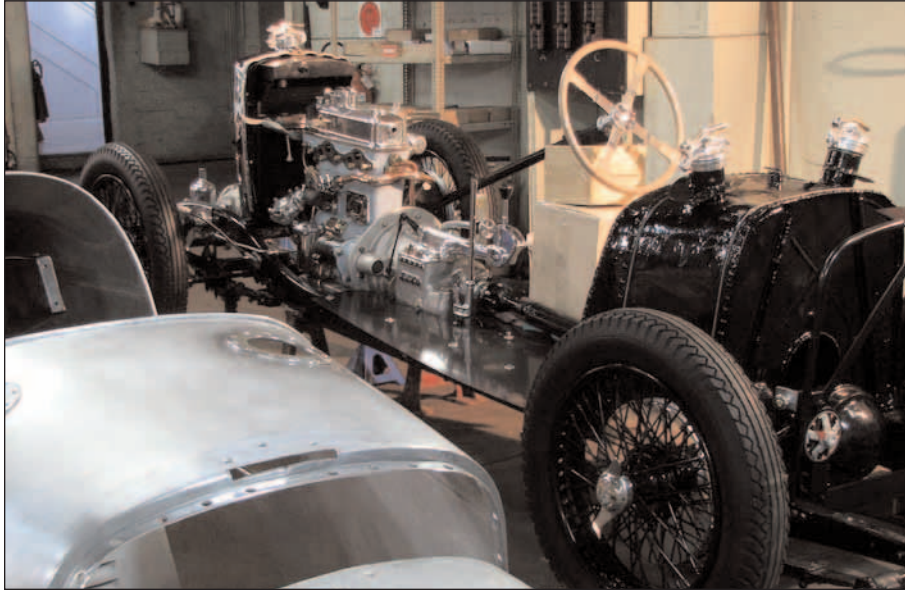


# TRIPLE-M REGISTER BULLETIN

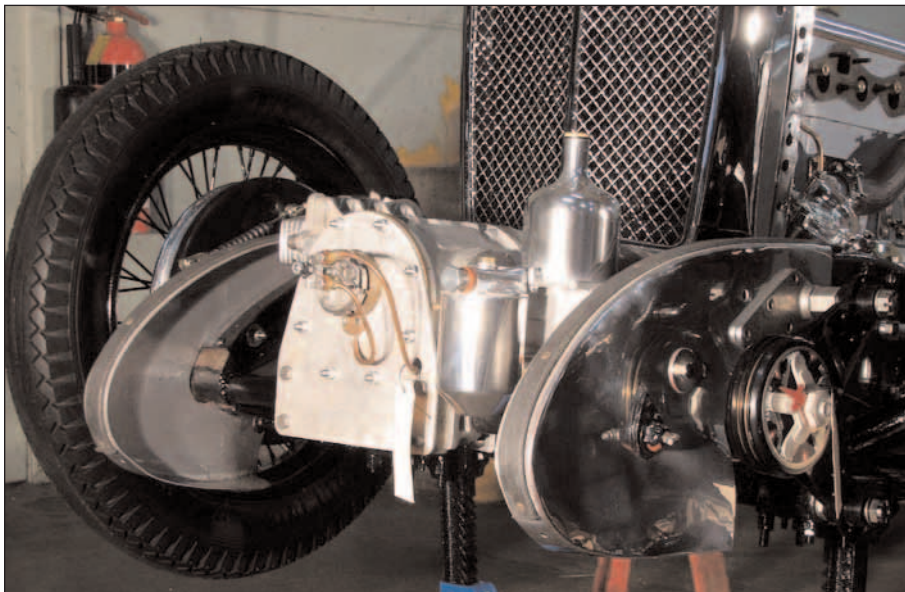


**June 2012**





*QA0257 under restoration in Australia - Photos from Malcolm Robertson*



# **TRIPLE-M REGISTER BULLETIN No. 67**

## **Editorial**

At the recent Annual Dinner and Prizegiving, some of our committee members received presentations in recognition of many years of faithful service, as described in the report later in these pages. The front cover photo shows Dick Morbey making a presentation to Peter Green and on the back cover the photo captions give the details.

Due to a massive increase in postal charges, we are having to keep the Bulletin weight within the lowest charge band which means a maximum of 44 pages and some contributions held over to the next issue. I am sorry that there are not more technical articles. These are very hard to come by, so if you have any technical ideas or tips to pass on, please put your pen to paper or better still get your typewriter fingers busy. The ideal dead-line for the next issue will be 15th July.

## **Future Events**

June 17th	Wellesbourne Wings and Wheels	07804686222
June 23rd	MG Live	MG Car Club Office
June 24th	MG Live	01235 55 55 52
July 8th	MG Saloon Day at Old Warden (All MGs Welcome)	www.mgcc.co.uk/zedregister
July 21st	Prewar Prescott	See next page
July 29th	Annual Summer Gathering	See below
August 9th-12th	Cercle MMM Luxembourg Tour	tripleMtour@gmail.com
August 12th	Petwood Hotel Concours, Lincolnshire (A Special Award for MG Cars if enough entries)	01526 388680 (See letter)
August 22nd	Abbeyfield Classic Car & Motorcycle Event	07790 928 535 (See letter)
Sept 28th/30th	Hambye Raid	See next page

## **Summer Gathering - Sunday 29th July**

The Register's Summer Gathering with BBQ lunch is again being organised by Peter Green and will take place at his home in Farnham Royal on Sunday, 29th July. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a light-hearted gymkhana and a concours/pride of ownership for those who want to take part, as well as some other fun competitions to

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keep the non-drivers amused. I understand that the event will be run on similar lines to the previous ones that Peter has organised.

Peter regrets that it will not be possible to enter on the day as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone, so please enter in plenty of time. The cost of entry is £15.00 per person which includes the BBQ lunch and drinks throughout the day.

An entry form is included with this Bulletin for UK members and it can also be downloaded from the Triple-M website [www.triple-mregister.org](http://www.triple-mregister.org).

### **PreWar Prescott - 21st July**

The annual PreWar Prescott event, organised by Ian Grace of the Vintage Minor Register will take place on Saturday 21st July 2012. 14 Triple-M cars have already booked their places, so why not bring yours along too? All are welcome. Full details of the event can be seen at <http://www.prewarprescott.com>

There will be trade stands, runs up the Prescott Hill and a range of other attractions. Full catering and a licensed bar will be available throughout the day

Pre-War Prescott forms just a part of a vintage weekend in the Cotswolds which includes a Navigation Rally and parallel Scenic Tour on Sunday 22nd July, to which everyone is very welcome to join in. This year, the route will be taking us to the south - down towards the old RAF Kemble. We are very excited to announce that we will gather there during the day, along with a collection of vintage aircraft that will be offering pleasure flights to the pre-war car crews with all proceeds going to the designated charity - the RAF Charitable Trust.

Ian Grace is the contact for this event at [vintageminor@gmail.com](mailto:vintageminor@gmail.com) The event website includes entry forms and all other necessary information. If you can, do please support this popular event.  
Dick Morbey

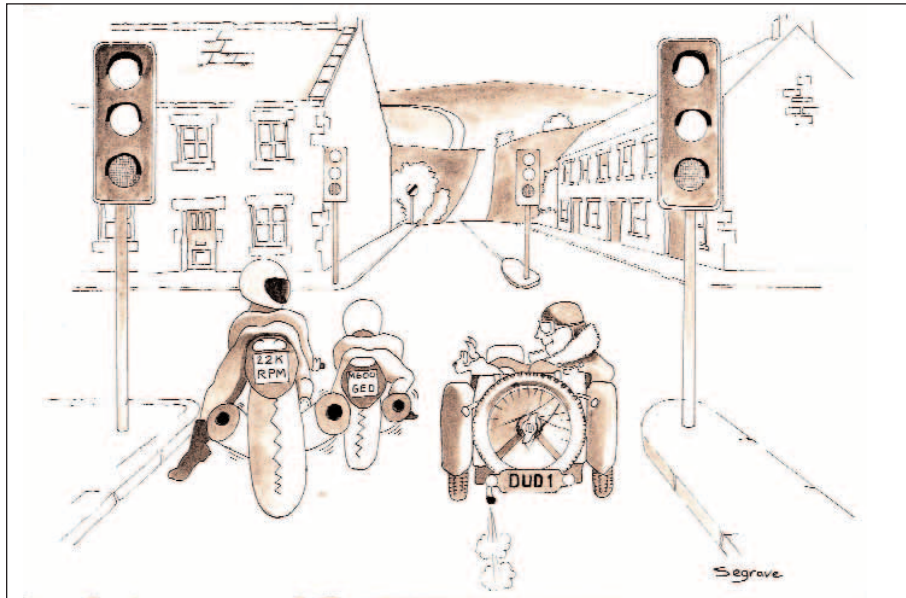
### **Hambye Raid**

Patrick Gardner and Mike Linward are organising another "Raid " to John and Lavinia's home in Hambye France following the success of last year's Triple M visit in September. This year's visit will be on a smaller scale with the emphasis on enjoying the countryside, the company, good food and drink, together with John and Lavinia's excellent hospitality and one of John's Treasure Hunts. The dates are 28th to the 30th of September but some might like to explore a little further afield to extend their visit to France.

As places are limited would you please contact either Patrick on [patrickgardner.com](http://patrickgardner.com) or Mike on [mikelinward@yahoo.co.uk](mailto:mikelinward@yahoo.co.uk) to register your interest.

[www.triple-mregister.org](http://www.triple-mregister.org)

**Cartoon Caption Competition**  
with Cartoon by Ged Segrave



Can you write a caption for this cartoon? (See rules overleaf)

The editor apologises for the fact that he omitted to mention the name of the cartoonist in the last Bulletin. Ged Segrave is the man responsible for all our lovely cartoons!

As we go to print, I have been told of the winning caption for the April cartoon shown on the right:

(Man on right) "Errr, since you ask, my dog's name is... Old Number One."  
(Man on left) "How very appropriate."

The winner's name is not yet available but will be published on the website and in the next Bulletin.



## **Cartoon Competition Rules**

The competition is promoted by the MG Car Club Triple-M Register. The competition is open to subscribers to the Bulletin and members of the Triple-M Register Forum.

The competition will be judged by a member of the Register Committee. A different member of the Committee will judge each competition. Competition judges and their families may not enter the competition.

Entries to the competition must be submitted by e-mail to:-  
triple.m.caption.competition@gmail.com. The entries will then be forwarded to the judge with the entrant's name removed. If an entrant does not have an email address their entry can be submitted using a friend's e-mail address provided that the author of the caption is clearly identified.

The closing date for entries will be one month from the date of publication of the Bulletin in which the cartoon appears. The winner of the competition along with the winning caption will be published in the following Bulletin.

By entering the competition entrants give the Register the right to publish their submitted captions on its website and in any media it wishes.

Entries which are offensive, defamatory or abusive will not be considered.

All entrants must supply their names and e-mail addresses or suitable contact information if they do not have their own e-mail address.

All entries will be anonymous. The judge will not know the identity of entrants.

The entry that the judge considers the best shall be declared the winner.

The winner will receive the original cartoon with their caption inscribed by the artist.

The judge's decision as to the winner is final.

There is no limit on the number of entries a person can make.

The Register reserves the right to cancel or alter or amend the competition at any time.

## Annual Dinner and Prizegiving Weekend

Text by Dick Morbey and Mark Dolton with Photos by Peter Taylor  
(More photos on the front and back covers)

### Saturday Road Run and Dinner

The Register's Annual Dinner and Prize-giving has now become a regular springtime fixture. In setting the date for the 2012 event the organisers had to balance a number of factors. In the past it has been timed to coincide with the Brooklands MG Era day, but this year that was on Easter Sunday which did not suit everyone's diary. Therefore, after consultation, this year's Dinner took place over the weekend of the 21st and 22nd of April.



*Part of the line up at Greenacres*

For those who so wished, there was the option to start off with an informal buffet lunch at Peter Green's home at Farnham Royal, to be followed by a 40 mile road run to the event hotel - the Ship Hotel at Weybridge. 27 members took up this option and many of them brought along Triple-M cars. Such was their enthusiasm that by the time your correspondent arrived (well before the appointed time) Peter's impressive newly surfaced entrance driveway was already adorned with a goodly number of visiting cars, plus the 3 resident K3s and one PB Cream Cracker. Others then arrived, to the obvious bewilderment of passers by, who had perhaps never before seen such a line-up.

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*Even the Children enjoyed it!*

The weather runes having been observed, Peter and family had made provision for the buffet to be enjoyed indoors but a few hardy souls decided to follow tradition and lunch outdoors which they enjoyed in mostly dry conditions.

Suitably refreshed, the cars embarked on a run to the hotel, guided by Peter's carefully mapped route. This proceeded via Burnham Beeches, Cookham, along the Thames side to Maidenhead, on to Bray, Holyport, Ascot, eventually gaining Weybridge, where covered parking had been arranged at the hotel.

There was now time to check in, take tea, meet friends, berate those who had arrived in improper vehicles and generally socialise. Your Scribe was delighted to see that Gunther Stamm had made a 24 hour flying visit from Germany just to enjoy the dinner. Among other diners were Register President Mike Allison and Anne as well as Valerie Duncombe and Sandra Hudson.

Other attendees, competitors and spectators, made their way down from the VSCC Spring Start Silverstone meeting earlier in the day. We were very pleased to welcome first timers Bill and Jacquie Abbott, Peter and Barbara Pooley and Stephen Clarke and Peter Wells, adding to the fine collection of regulars.



Elizabeth had the dinner running to perfection, with a photo show running in the back ground showing the years activities; the dinner was another fine social occasion. All topped off with a complimentary bottle of wine from the Chairman for each table, to add to the great menu on offer.



The new Chairman, Dick Morbey, was in fine form for his opening speech, summarising an exceptional year for the register. It was a great opportunity to recap on the 50th Anniversary, not to mention highlighting some of the wonderful mementos, many still available from the Librarian! Then it was on to the awards.

John Reid stood down from the committee this year and was recognised for his long term services to the register, with a special award. An impressive 11 year stint this time round, including doing a super job on the Yearbook.

The John Kidder Memorial Trophy went to Philip Bayne-Powell. Phillip has contributed to the register in so many ways including his exceptional ten year run as the Bulletin editor. Philip has taken the Bulletin from strength to strength and left it in very good shape for Bob Richards to take over the helm.

Mike Linward, assisted by Anne Allison, took pole position to lead us through the competition awards. The awards gave the opportunity for a few Oscar-worthy performances backed up by some fine props designed by the special effects department, Spielberg would be proud. Bill Bennett was unable to attend to pick up his awards for both COTY and the Slade Trophy.....or was he? A 6ft 5 Bill Bennett look-a-like was on hand to pick up the award. (Photo evidence available) Bill had an

amazing year, showing wonderful commitment and enjoyment throughout a host of events.

Mark Dolton was very proud to pick up the Speed Championship; on-going repairs to the PB means some one else has the chance this year but he will be back in contention next season. Barry Foster took the Betty Haig Racing Cup with some sterling performances in the C-Type. A Barry Look-a-like, in the guise of Hamish McNinch, accepted the award on Barry's behalf, just about completing the act despite a cramp hampered acceptance speech. The Mary Harris trophy (handicap) and the Kimber trophy (first Triple-M) went to Mike Painter driving his J2-PA 'Kayne Special'. The Don Moore went to David Downes who removed his J2's supercharger for the event!

To bring the awards to a close, Dick Morbey made a very special presentation to the out-going Chairman, Peter Green. This was the Triple M version of "This is your Life" as Peter was presented with a photo-book covering all of his years as Chairman, supported with a wonderful photo of Peter and his K3. We cannot thank Peter enough for all of his wonderful contributions to the club, so many that underpin the success we enjoy today.

If you haven't attended the dinner then we highly recommend you join us next year. It's a wonderful social occasion to reflect on a terrific year. It was great to see new faces and we hope more new comers will join in 2013.

### **Sunday Visit to Polesden Lacey**

Sunday morning dawned with crystal clear skies and brilliant sunshine. Any thought that this might be just too much for the morning after the night before proved unfounded and hearty and generous breakfasts were enjoyed by all. Elizabeth Taylor's carefully-laid plans for the visit to the National Trust property of Polesden Lacey necessitated visitors arriving in time for either of the two pre-arranged private talks, so the crackle of exhausts heralded an early getaway.

Your Scribe was the last to depart and was predictably almost the last to arrive there. Our cars had been offered pride of place in front of the house and very splendid they looked too, attracting much comment and enquiry from the numerous visitors to the house who, serendipitously, had been given free of charge access to the site that weekend. It was delightful to witness the interest shown by youngsters in our cars; fortunately no-one asked your Scribe "what'll she do, Mister?" because the answer might not have impressed!

Among Triple-M cars present was Peter Pooley's part-completed white J2, which had not been seen around for a while. Roger Chamberlain's J2 (rebuilt to J4 spec) and the Pooley J2 departed, only to be replaced in the line-up by the Green/Taylor



*Assembly at Polesdon*

K3s which arrived with a flourish. Visitors were free to tour the house at their own pace and most took up this opportunity. Bought in 1906 by Mrs Greville, an Edwardian hostess and heiress of the McEwan brewing family, she re-modelled the house to become a perfect setting for her famous weekend parties where she entertained royalty, politicians and the best of society. Her formidable and priceless collection of jewellery was not to be seen as it is stored elsewhere, but the house contained other treasures including priceless oriental and European china and works of art and room sets kept just as they would have been in their heyday.

By around 3 pm the weather forecasters had managed to get their act together. The skies to the North West blackened and prompted an orderly evacuation as drivers aimed for home. Many were caught in the deluge that ensued and those without hoods had the opportunity to test the old conundrum of whether you get wet faster at speed than you do while sitting stationary in a downpour. Perhaps the Register should endow a 'Saturation Trophy' to be presented to the moistiest traveller at next year's Dinner and Prize-Giving?

Thanks are due to Elizabeth Taylor who organised most of the entire event and to the Green family for hosting the Saturday lunch and tour. And when will the 2013 Dinner be? Watch this space - and do support it when it comes round next year - it's great fun!

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## The Kimber Trial & Gymkhana

By Jeremy Hawke



*Butts Lane Restart - Jeremy Hawke J2 - photo Ian Davison*

The 2012 Kimber Classic Trial was held on Saturday 14th April, organised by the MGCC SW Centre, centred around Yeovil in Somerset. To provide a full weekend's worth of fun, a light-hearted Gymkhana was also run on the Sunday in Barry Foster's field (where the grass is actually better than a lot of front gardens). This year was both the 25th anniversary of the event's revival & the 75th of the first running, where the event was covered in "The Sports Car" and billed as "the perfect means for killing everyone's Christmas hangover"!

Although distinctly "gentle" in nature compared to the likes of the "Lands End" or "Exeter", it uses as many of the original sections as possible. Clearing every hill can't be taken for granted, many a seasoned team having been humbled over the years (most commonly at Alam Splash, but more of that later).

For the last couple of years, the event has started from the excellent Lanes Hotel in West Coker and many of the 30 teams entered took full advantage of its facilities on the Friday & Saturday nights, although those of us who are relatively local braved the 7:00am fog and mist for the drive down (well, how else do you thoroughly warm the J2 through beforehand?). 28 crews made it to the start, comprising: 2 1880s, 5 M

types, 4 J2s, a brace each of PAs & PBs, N Type, TA, TC, TD, TF, 2 MGBs & 2 Midgets. Non-starters were a KN & Susan Scott's Midget, which had come off worse in an argument with a wall a few days earlier on the Land's End Trial (a more serious trial by half). Still, she got to relax in the hotel longer than everyone else. With an MGA Twin-cam lurking in the hotel car park, it was not too bad a representation of all MG production up to the 1980s. But where are all the moderns? Also sneaking in for the day's sport were a couple of spiritedly driven Austin 7s.

Scrutineering out of the way, we retired for a large pot of tea, whilst enviously watching the over-nighters finish their breakfasts, before the 09:15 start, which is where the real nature of the Kimber kicks in. Cars traditionally go off at one minute intervals, oldest first, which meant that a few rather casual and laid-back 1880s and their crews had to be off before the rest of us in MMMs, T Types and so on. Come our start time of 09:21, both 1880s were still sitting there crewless and distinctly stationary, before their custodians nonchalantly emerged from the warm, sorted numerous layers of clothing etc and finally driving off to the applause of those watching.

The organisers claim that their route instructions are so good that no maps are needed, which is probably why we had gone little more than 100 yards before confusion set in, the potential embarrassment of this eased somewhat when Oliver Richardson (M Type) came the other way with a perplexed look on his face, having also become ever so slightly er... lost! We were saved by a local, who took pity on both crews and pointed us off in the right direction - not a good start.

Without further mishap, we duly arrived at Section 1 - Windmill Hill. You would not have thought that driving down a hill on grass, then stopping astride a line, would be all that difficult, even against the clock, for that was all that Special Test 1 entailed. One glance at the scores suggests otherwise, however, as some sailed through without stopping, whilst others (that'll be me then) stopped sort of astride the line, but with a marker post under the car, a good time rendered useless by a whopping penalty.

The second Special Test, conveniently, was climbing back up out of the field in conventional trials fashion. Both crews in front of us failed, though we made amends for our previous indiscretion by clearing it (hooray), before our ego was further massaged by watching the crew behind us also fail. I have discovered that letting air out of your tyres, whilst supposedly giving more grip, actually gives the impression to spectators that you know what you're doing, which is disappointing for them when you fail miserably. It's much better to leave the air in, saving the effort of pumping them back up again and at least getting some of those sympathetic "never mind, he's only a novice" type looks, if/or when you fail the hill anyway.

On to Section 2 - Barrow Lane, starting in a rather nice hamlet, where the locals are

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keen enough to come out to see what all the fuss is about (another 1880 holding up the traffic perhaps). No sooner do you think that you've cracked this trials lark, than the organisers throw in a "restart" in the middle of the section. Thankfully, the J2 cleared it, but Dave Mothersdill (1880) set a trend, with Phil Coombs & John Haine (M types), Patrick Gardner & Emma Digby (despite both driving J2s), John Thomas (TF) & James Haslegrave (MGB) all came a cropper. This must have been particularly galling for Dave, who had just shelled out "a second mortgage" on a new set of tyres for the car, whilst Peter Jones in the other 1880 cleared it on tyres which must be older than I am!

With no further navigation errors, it was on to Section 3 - Butt's Lane and another dastardly mid-section restart. Most cleared the hill (only 2 exceptions), though Dave Mothersdill (1880), Nigel Stroud, Alan Grassam, John Haine & Phil Coombs (M types), Jeremy Hawke, Patrick Gardner, Emma Digby & Mike Linward (all the J2s!) George Ward & Michael Legg (PAs), both Austin 7s, Tim Beckh & Andrew Smith (PBs), Neil Mackay (K1) James Haslegrave & Steve Baldwin (MGBs) all failed at the re-start. It's worth noting at this point, that the only drivers not to clear the hill were Nigel Gibbons (PA) & Anne Whellock (Midget), both of whom succeeded at the restart (supposedly the difficult bit) where many of the rest of us all failed, so work that one out if you can! The less said the better about the 4 T Types, who all cleared both the hill & re-start with the minimum of fuss.

On through a gradually warming day to Section 4 - Honey Pitts, first used as far back as 1928 on the Exeter Trial, where the marshals were having a quiet morning, as every car that had got thus far cleared the hill (Tim Beckh had already called it a day)

With everybody's thoughts by now turning to lunch, the final morning Section 5 - Osborne, Stoney Lane beckoned, with yet another restart on offer. All cleared the hill, but Nigel Stroud, Phil Coombs & John Haine (M Types), Patrick Gardner (J2) & James Haslegrave (MGB), no doubt thinking about the pub, let the re-start slip.

Suitably refreshed after lunch, everybody cleared Section 6 - Batcombe - with sumps intact (I'd forgotten just how big some of the rocks were), which brought us all to the photographers' favourite; Section 7 - Alham Splash. Driving down a track, across a small lake (where some would not even take their 4x4s) and out the other side is not sufficiently challenging for an MG according to the organisers of this event, so they make us do it against the clock as a sort of "double dare". Suffice to say, size is definitely not everything, as the fastest time was posted by Oliver Richardson in his M type and this by a considerable margin. Fittingly for a car originally equipped with a "boat tail" the four other M Types also all paddled their way across with various levels of caution or recklessness, depending on your point of view. Those drowning their cars and providing laughs for the watching masses were; Patrick Gardner & Emma Digby (J2s), Andrew Smith (PB), Rachel Clewley (TC), Chris Leverett (TD Special), and John York (Midget), together with James Haslegrave & Steve Baldwin



*Emma Digby in Allam Splash Car Wash - photo Alexander Reid*



*Honeyccliffe - Peter Jones 1880 - photo Jeremy Hawke*



(MGBs). If the humiliation of pushing your car out of a large puddle isn't enough, the track exit also has a large ridge, which has dislodged many an exhaust over the years, although I don't think there were any victims this year.

Finding ourselves behind the 1880 of Peter Jones at Section 8 - Honeycliffe (used on the very first Kimber, held on Boxing Day 1936), we watched & waited as "GU" ever so slowly inched her way up the first third of the hill, just maintaining forward motion. Fortunately, he surrendered to the inevitable before the tyres cried enough and rolled slowly back down to the start line. Thereafter, with no more than a few feet of "run up", the section was cleared without any further dramas - this trials game can be very frustrating!

Approaching Section 9 - Pitcombe Hill is the biggest hazard on the whole trial. The girls from the nearby school at Bruton have cottoned on to the fact that we all pass by slowly once a year and now ambush passing competitors with a cake sale for one good cause or another, thus the hill itself is usually tackled with a little extra ballast over the rear wheels by most cars. A quick look at the results sheet shows that perhaps only Nigel Stroud (M Type) was on a diet that day, he'll know better for next year!

It's always good to end on a high note & all the remaining cars cleared the day's final challenge; Section 10 - Hell Ladder Lane (so it sounds worse than it is then) although Nigel Gibbons (PA) had also retired by this stage. There remained only the task of returning to the hotel and finish, before a hot soak and spruce-up for those attending the evening dinner, which I understand, was a thoroughly convivial affair.

The awards were as follows:

1st Class 1	Peter Jones	1880
1st Class 2	John Rolinson	Austin 7
2nd Class 2	Peter Hornby	Austin 7
3rd Class 2	Alan Grassam	M Type
1st Class 3	Rachel Clewley	TC
Kimber Trophy	Frank Vautier	TA
JES Jones Mem. Trophy	Brian Osborne	MGB

The weather held for the Driving Test/Gymkhana on the Sunday at the nearby Foster/McNinch homestead, where those who had recovered sufficiently from the previous day's (nay evening's) exertions, engaged in a series of light-hearted tests, some against the clock, some a matter of fine judgement and one of communication between driver and co-driver. After a morning's hilarity, when all the scores were added up, much to my surprise we ended up top of the pile, posting fastest overall. This proves little else than perhaps to suggest that if Bernie & Co. ever seek yet more artificial ways of spicing up the spectacle of current F1 by requiring drivers to speed around the deck of "Titanic", whilst wearing a bucket on their heads (really), then I'll

be looking good for a drive.

All in all, we had a thoroughly enjoyable weekend's motorsport at grass-roots level, suitable for any MG (R Types excepted, unless anyone out there knows different). This couldn't take place without much hard work by volunteers behind the scenes, dealing with all the bureaucracy (sorry, necessary process of documentation) in order to make it happen and, of course, the marshals on the sections themselves. These events are not expensive so are accessible to any member. Why not consider giving it a go yourself next year? Finally, a comprehensive, alternative and highly irreverent account of the weekend's proceedings, all as they say, "in the best possible taste" can be found on the MMM Register webpage at:

[http://www.triple-mregister.org/forums/topic.asp?TOPIC\\_ID=5399](http://www.triple-mregister.org/forums/topic.asp?TOPIC_ID=5399) .

And for the IT literate reader; searching "2012 Kimber Trial" on youtube will give you the full sound and vision experience, courtesy of one of the Midget entrants (yes, he falls foul of Alham Splash, so it must be John York, because alas, he made it no further!)



*George Ward's much-campaigned PA complete with aerodynamic/aquodynamic water shroud, photo Alexander Reid*

## Race Reports

By Mark Dolton

### Motors TV Live, Donington, 31st March 2012

Started in 2010, the Motors TV Live Race days bring Live coverage from some of the UK's best club racing series. The first, made-for-television events took place at Mallory Park and featured some of the best racing in UK grass-roots motor sport. For this event at Donington the VSCC had been invited to fill two slots one for Racing cars and the other for Standard and Modified sports cars. So I had my first opportunity to write a report from the comfort of my living room watching live on TV!

The VSCC have been unable to fit Donington into the 2012 calendar so this was a great opportunity to still race at this historic circuit. The VSCC made a stipulation that only "Proper cars" would be accepted for the racing car event. Unfortunately with as few as 5 entries and some disgruntled regular special competitors, the race was cancelled. So this left the sports cars to battle it out over a 2 race contest.

Barry Foster qualified the C-Type onto 8th place with the K3 of Brandon Smith Hilliard in 11th. Barry made a strong start and held on to take 7th place behind the more powerful Alfas , Talbots and Nash's. The K3 came in 13th with Hamish McNinch (c Type) and David Downes (NA) further down the order. The race was won by the Alfa 8C after a fantastic contest between the Morgan Super Aero and Talbot Lago. There was no doubt it was a great advert for VSCC racing.

In the second race John Guyatt in the Talbot won his battle with the Morgan, with the K3 taking 9th leading the MGs. All successfully avoiding the beached Riley Nine in the chicane gravel trap. Unfortunately Barry foster damaged the rear main engine bearing in the C Type and was forced to retire.

The event was a mix of Caterhams, BMWs, VSCC and all sorts, a true club event, but great to see the vintage cars racing live on TV. Shame we will not see the VSCC at Donington this year again.

### Results

#### VSCC Pre War Sports Cars Race 1

1	14	Neil TWYMAN	Alfa Romeo 8C	1:38.192
7	27	Barry FOSTER	MG Montlhery	1:20.073
13	28	Brandon SMITH-HILLIARD	MG K3	1:46.944
16	26	Hamish MCNINCH	MG C-Type Montlhery	1:53.152
18	29	David DOWNES	MG NA	1:53.601

VSCC Pre War Sports Cars Race 2

1	25	John GUYATT	Talbot Lago T150	1:38.038
9	28	Brandon SMITH-HILLIARD	MG K3	1:48.277
13	26	Hamish MCNINCH	MG C-Type Montlhery	1:53.152
15	29	David DOWNES	MG NA	1:53.760
NOT CLASSIFIED				
DNF	27	Barry FOSTER	MG Montlhery	1:46.763

**Vintage Sports Car Club GP Itala and Lanchester Trophies Race Meeting  
Silverstone Spring Start 21 April 2012**

Whatever you feel about Silverstone as a competitor or a spectator this event continues to be a fantastic start to the season. The weather held, bar a few showers but nothing like the down pours we had been experiencing. The event always attracts a strong line up, with so many cars and drivers blowing away the cobwebs of their winter hibernations. This year was no exception not only did the Triple Ms come out in force but there were wonderful grids, especially for my high light of the day, the Rothschild & Patrick Lindsay Memorial race. The return of Remus and many other wonderful front engine GP cars in a race that was eventually won by Phillip Walker in the super quick Lotus 16 ahead of the ex Phil Hill Ferrari Dino.

12 triple M's were on show, covering a great range of cars, modified standard and specials, in the majority of the events.



*Simon Etherington off the start in the PB - Photo Mark Dolton*

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Entrants as follows:

Alex PILKINGTON MG KN Special  
Edward MULLINS MG K Special  
Fred BOOTHBY MG J2  
Chris CADMAN MG M Type  
Richard ELLINGWORTH MG PA  
Oliver RICHARDSON MG C-Type  
Hamish MCNINCH MG C-Type  
Andrew HARRINGTON MG J2  
Simon ETHERINGTON MG PB  
Stuart EVANS MG J Midget Sports  
Kenneth SHEFFIELD MG D Type Sports  
B Mike PAINTER MG PA Special

We had varied success in the very competitive races. Fred Boothby was impressively quick in the J2. Despite the reoccurrence of the issue he had last season with the hydraulic brakes, the car was flying, averaging 64mph with a fastest lap of 1:29.55 in race 4. Fred took 8th place and stayed on the lead lap with the 1.5 Litre HRG and Fraser Nash winning cars.



*Alex Pilkington in the KN Special prepares in the Assembly area ahead of the high speed trial - Photo Mark Dolton*

[www.triple-mregister.org](http://www.triple-mregister.org)

Hamish took the C-Type through its paces in a number of races. Initially feeling somewhat deflated by his self-blamed poor driving. However on return to the pit road he was elated to learn that actually the relatively poor performance was due to a nearly totally flat tyre rather than driver malfunction!



*Andrew Harrington leads the pack into Cope! Photo - Mark Dolton*

Andrew Harrington managed to be granted shore leave and drive the J2 to Silverstone and enter race 4. Despite being outpaced in the unblown J2 it's great to see the enjoyment Andrew gets from the buzz of the sport. Oliver Richardson was enjoying a strong day until he blew a core plug in the C-Type. We understand that Oliver managed to stop the car quick enough to not cause any further damage so hopefully he will be back in action soon.

All in all it was a strong Triple M Turnout. No silverware this time but fantastic to see the range of our cars from Chris Cadman in the M Type to Mike Painters racing PA. A very good advert for the register.



*Ed Mullins Exits the Pit Road in the K Special - Photo Ian Davison*

There is a great debate running on the forum regarding Silverstone. I have to say this meeting was a fantastic event. I take my 2 young daughters every year and they love it, especially the ice cream! I grew up with so many memories of Silverstone as a kid it was like a second home, there nearly every weekend with Dad as he was either competing or running corporate hospitality. Its changed beyond recognition in so many ways. For me my biggest disappointment is the paddock. In some respects the use of the garages is great, keeping dry is an extra but I do miss the paddock walk. This is now impossible, as you trip over camper vans, trucks and trailers (and the odd disposable BBQ!!!!!!).

Regardless it was a great way to kick off the season and wonderful to see such a varied range of cars. More importantly great to see so many MGs mixing it up in so many of the races. Well done to all the competitors and thanks for bringing your machines out for us to enjoy!

### **Results**

#### High Speed trial

126 C	Alex PILKINGTON	MG KN Special	Laps 17 28:25.38, 1:30.47
170 C	Fred BOOTHBY	MG J2	Laps 17 29:22.72, 1:31.31

[www.triple-mregister.org](http://www.triple-mregister.org)



*Hamish and C Type with congested mirrors into copse on lap 2 - Photo Mark Dolton*

244 B	Oliver RICHARDSON	MG Monthlery	Laps 16 29:13.35, 1:39.12
217 B	Richard ELLINGWORTH	MG PA	Laps 15 27:09.77, 1:45.17
133	C Edward MULLINS	MG K Special	Laps 14 26:37.93, 1:29.65
210	B Chris CADMAN	MG M Type	Laps 14 29:27.11, 1:53.72

SILVERSTONE AND FOX & NICHOLL TROPHIES RACE  
RACE 2

1	14 F Neil TWYMAN	Alfa Romeo 8C	1:21.49
26	175 S Simon ETHERINGTON	MG PB	1:34.18

STANDARD & MODIFIED PRE-WAR SPORTS CARS  
RESULT - RACE 4

1	64 Andrew MITCHELL	HRG 1½ Litre	1:19.14
8	170 Fred BOOTHBY	MG J2	1:27.14
14	162 Hamish MCNINCH	MG C-Type	1:34.61
19	179 Andrew HARRINGTON	MG J2 6	1:55.14

HANDICAP RACE FOR PRE-WAR CARS  
RESULT - RACE 6

1	119 Malcolm UNDERWOOD	Delahaye 135	1:26.89
11	175 Simon ETHERINGTON	MG PB	1:34.24
17	148 Stuart EVANS	MG J Midget Sports	1:35.53



28        211 Kenneth SHEFFIELD        MG D Type Sports    2:01.05

SCRATCH RACE FOR PRE-WAR CARS

RESULT - RACE 7

1	3 C Mark GILLIES	ERA R3A	1:10.35
14	72 B Mike PAINTER	MG PA Special	1:23.40

HANDICAP RACE FOR PRE-WAR CARS

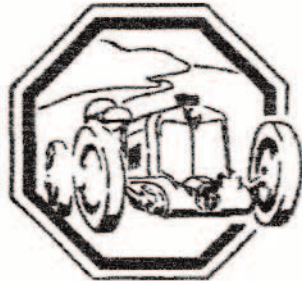
RESULT - RACE 9

1	128 John REEVE	Riley 12/4	1:24.77
28	162 Hamish MCNINCH	MG C-Type	1:35.60

SCRATCH RACE FOR PRE-WAR CARS

RESULT - RACE 11

1	107 B Andrew KELLOCK	Fiat AC	1:26.04
10	175 B Simon ETHERINGTON	MG PB	1:34.37
11	133 B Edward MULLINS	MG K Special	1:34.81



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## The Bishop Cam Steering Box

*The information below is extracted from articles in Totally T-Type by kind permission of the MGCC T-register. The original articles were obviously written to cater for the TA, TB and TC models. There are some differences between the T Type and Triple-M Bishop Cam steering boxes but the information should be generally applicable to the late PA, PB, NA and NB. Dimensions given may be correct for the T types but not for Triple M.*

### Rebushing the Steering Box (by Eric Worpe)

**Note: This article refers to the fitting of two leaded bronze bushes. Our technical Advisor, Peter Green, has advised that for the Triple M steering boxes he favours only one bronze bush, not two leaded bronze bushes.**

An alarming number of the steering boxes that I've looked at recently have been "bodged", one so badly that it could have seized up. This may well suggest that it's becoming increasingly difficult to find competent machine shops willing to undertake small one-off jobs, such as re-bushing our steering box. However, there are many model engineering enthusiasts who have the skill and equipment to overhaul the steering box.

I hope the following can serve as a guide.

The three main choices for restoring the sector shaft are:-

1. Retain original shaft, but have it hard-chromed and ground to say 10 'thou. oversize. Ream out steering box's bore to suit sector shaft. This may seem an attractive financial approach, but the old sector shaft has an unknown fatigue history which, when combined with reports of shaft failures, rules out this option on safety grounds.
2. Choose the +20 'thou. oversize new sector shaft. The steering box will need to be reamed out to 0.770 inches, a non-standard size, so an adjustable reamer will be needed. These are not easy to set up and a good finish is not guaranteed, partly due to such reamers having straight flutes. However, another consideration arises from the material used to make the box. The box would have originally been made from cast iron and then subjected to intense heat to burn off some of the excess graphite to produce malleable iron. This is much stronger, but lacks the high level of free graphite which gives cast iron its good bearing qualities. The sector shaft needs to have good fatigue resistance. This toughness can only be achieved at the expense of some hardness, resulting in a less than suitable bearing surface for the malleable iron of the housing.

3. Choose the standard size sector shaft. The box needs to be bored out to receive two suitable bronze bushes. Wrapped bushes are available which have a steel outer sleeve supporting a thin layer of leaded bronze. This may well represent the optimum approach, but boring out the box to 7/8 inches to take the wrapped bushes does weaken an already less than robust housing.

The geometry of the box is such that some of the top bearing's support has to be machined away to give clearance for the cam block. However, by using a longer wrapped bush combined with the strength of the steel outer sleeve, the concern about compromising the box still further is reduced. The leaded bronze lining of the wrapped bush has self lubricating qualities and complements the partially hard surface of the sector shaft.

One of the all important aspects of a reliable bearing is the surface finish; any high spots can give the impression of a good initial fit but this will soon disappear as the high spots flatten out. It's for this reason that a good 3/4 inch hand reamer should be used to line ream the two bushes after they have been pressed in.

A further concern is the surface finish of the sector shaft; in the past this has been variable due to the shaft having a turned as opposed to a ground finish. I've been able to improve poor finishes by mounting the shaft in a lathe and polishing the surface with a strip of 800 or 1000 grade wet and dry soaked in light oil, with the lathe set to run at a modest speed. This polishing action may need to remove up to 0.3 'thou. from the diameter, which will affect the running clearance. However, if the sector shaft is spot on 0.750" then some slight reduction in diameter is desirable, especially if it results in an improved finish.

The clearance can be adjusted to the point where some play between the shaft and its bushes when dry can just be detected whilst rocking the shaft with a modest force. However, when the bushes and shaft are lightly oiled, any play should almost disappear and when the shaft is allowed to drop under its own weight through the bushes, its progress should be at a controlled rate or, put another way, oil damped. More harm is caused by tight fits that allow the bearing surfaces to rub and block oil from flowing around the contact areas.

### **Procedure**

1. Check that the threads in the top flange really are 5/16" BSF as UNF bolts are sometimes forced in. Fit short Helicoils in any stripped threads.
2. Clean the top face of the steering box, remove any burrs or raised edges and true the face by rubbing it on some 320 grade wet and dry placed on a flat surface.
3. Make up a support plate from 1/2 inch ally plate. This needs to have a margin at least an inch greater than the top plate to allow clamping to the milling table. Drill and

counter-bore 3 holes to take three 5/16" BSF socket cap screws that will secure the support plate to the top flange of the box. See Fig. 1.

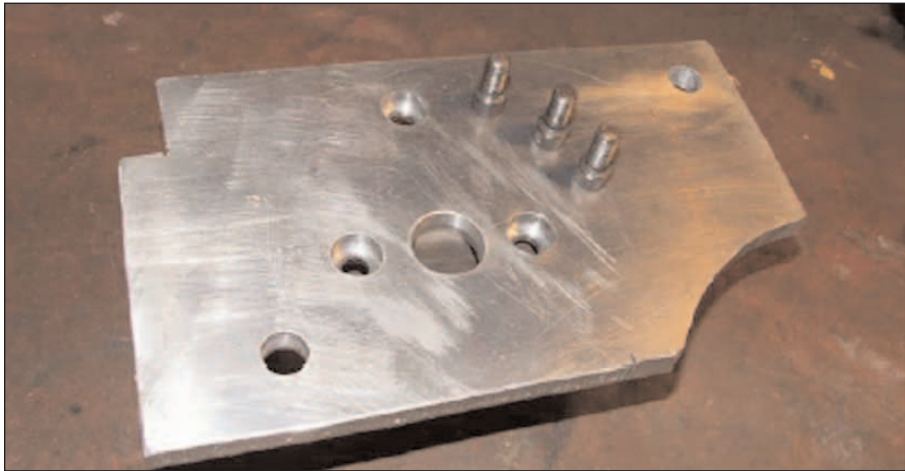


FIG. 1



FIG 2

4. Attach support plate to box and clamp to milling table.

5. Install a 3/4" mandrel in the quill of the mill, and use this to pick up the centre of the sector shaft's bore in the box. This needs to be accurate. See Fig. 2

6. Counter-bore the end of the housing to take the new oil seal. Diameter is 1.125 inches by 0.25 inches deep. Machine slight lead-in chamfer. See Fig. 3.

7. Drill out the original 3/4" bore to 22 mm diameter, or bore out to about 0.860 inches diameter. See Fig. 4

8. Use 7/8 inch (0.875") machine reamer to open up bore to take the wrapped bushes.

9. Press in the top bush so that its oil



FIG 3



FIG 4

aperture is adjacent to the section that's relieved for the cam block. The wrapped bush will need to be filed away so as to follow the profile of the relieved housing. This should result in an enlarged oil aperture which will help feed oil to the groove in the bush.

10. Press in the lower bush. This now leaves a "reservoir" gap of about 10mm between the two bushes. It's tempting to channel a feeder oil groove from one end of the lower bush (oil reservoir end) to meet the bush's own oil groove, before pressing in.

11. Hand ream the two bushes in line with a good  $\frac{3}{4}$ " hand reamer. See Fig. 5



FIG 5

12. Improve oil feed to bushes by drilling a small hole, max. 4mm dia, from the main chamber into the area of the "reservoir" between the two bushes. This should be drilled through the end aperture of the box, starting at a point just below the relief machining for the cam block. This is quite tricky as the drill needs to be mounted in a 60mm extension tube about 8mm in diameter. This tube can rub against the box's end aperture at an angle equivalent to 11 o'clock when viewed looking at the end flange. See Fig. 6.
13. Clean any swarf from the box, a paraffin spray gun is effective here.
14. Try the fit of sector shaft and adjust the running clearance as previously detailed, it's worth aiming for a very smooth finish. I've even buffed the bearing surfaces of the sector shaft which may seem a bit over the top.
15. Press in a new oil seal, the closed end of the seal should face outwards.

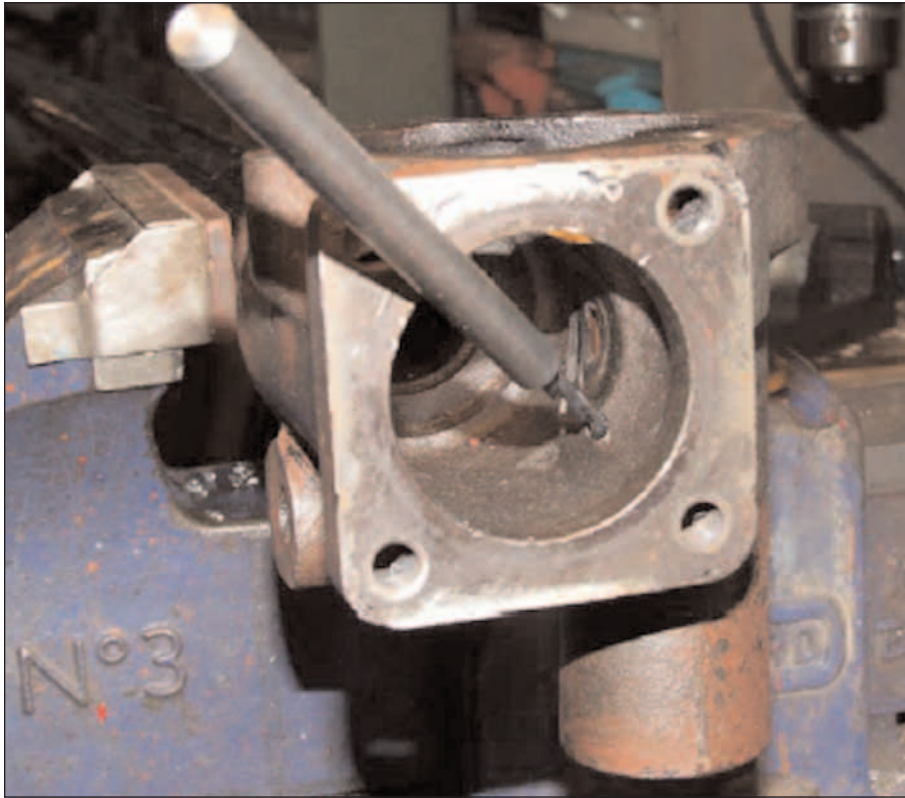


FIG 6

### **Repairing Shafts by Hard Chromium Plate (by Steve Cameron)**

I listened to Eric Worpe's lecture at 'Rebuild' 07 on the Bishop Cam Steering box. The reprint of this talk in TTT is very useful for future reference. (See *April Bulletin - Ed*)

One item within the talk suggests repairing a worn shaft by the application of Hard Chromium plate. Within the Aircraft Industry this method is frequently employed during repair and overhaul operations. Standard practice is to plate above the required diameter and finish machine to size after plating. However, the maximum thickness of plating after final post plate machining, should never exceed 0.30mm (.012"). It should be noted that without correct processing these repairs will have a detrimental effect on the fatigue life and strength of a component caused by:-

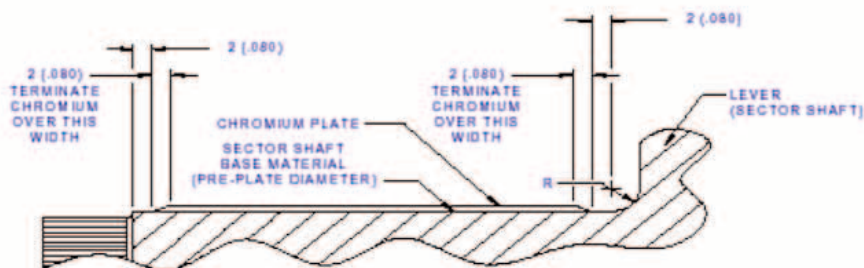
1. High residual tensile stresses within the plating, which cause cracks to appear in the chromium and, these can propagate to the base material causing fatigue failure, usually at points of high stress.

2. Hydrogen embrittlement of the base material occurring during plating which tends to accumulate at stress concentrations, causing an effect that can be likened to water freezing in a pipe and, components have been known to fail during the plating process.

The consequences of the Sector Shaft in the Bishop Cam box suffering fatigue failure during driving do not need to be explained so I would therefore like to briefly explain the methods used within the Aircraft Industry, that ensure any worn/damaged component repaired in this manner, is fit for further safe service.

Chromium plate finishing adjacent to the fillet radius where the shaft outside diameter and the lever meet must be terminated in a specific way in order to avoid any reduction in fatigue life of the component (as described in 1 above).

Plating must terminate 2mm (.080") from the radius and, termination of the Chromium can be a wavy or irregular line lying within a band 2mm wide. A similar termination of Chromium is required at the splined end of the Sector Shaft. The sketch below will make everything clear.



Also the entire shaft diameter including the fillet radii should be shot peened prior to plating, inducing a layer of compressive stress, to counter the tensile stress within the chromium plating. The effect of hydrogen embrittlement (as described in 2 above) can be eliminated by heat treatment, which will stress relieve the component prior and de-embrittle post plating.

In cases where a sector shaft diameter requires machining to eliminate any wear marks prior to plating, incorporate generous blend radii to the parent material to ensure new areas of high stress are not introduced, keeping material removed to an

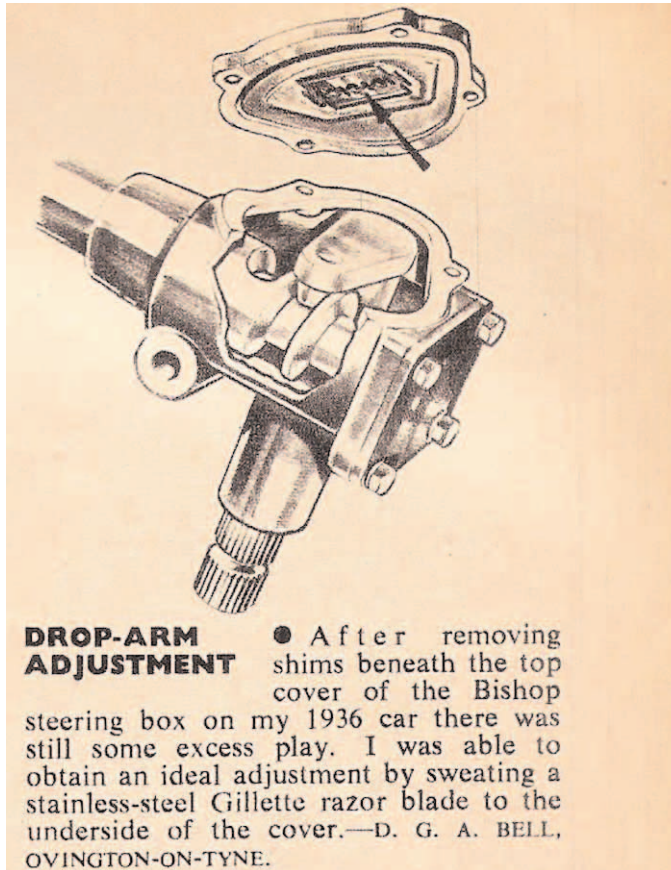


absolute minimum.

NDT (Non Destructive Testing) should be used to ensure base material is free of cracks pre plating. Post plating it should be used to ensure base material and chrome plate are free from cracks.

These important procedures may make the option of repair by Chromium Plating unrealistic on a cost basis?

**An Alternative remedy for your Bishop Cam problems, reprinted from an ancient Car Mechanics magazine (submitted by Graham Arondelle)**



## Triple-M Register Championships

- Mike Linward, Competition Secretary

There have been two race meetings so far this year in the UK in which our cars have featured: the VSCC Donington Park Sports Car meeting and the Spring Start Silverstone meeting. The only other speed events to see Triple-M activity have been the Werrington hill climb, organised by the Plymouth Motor Club on the 5th May and the Vintage Curborough Speed Trials on the 6th. Results from the May Wiscombe Park hill climb will have been issued after these notes have 'gone to press'. Bill Bennett had taken a break from trialing in April and has just completed a cycling marathon, together with some friends, from John o'Groats to Land's End. 847 miles in eighteen days is a very fine achievement and has raised nearly £2000 for local charities. Earlier in the month Bill was unfortunate to have to retire on the Easter MCC Land's End trial, which has rather scuppered his chances of a 'Triple' this year. Nevertheless he remains out in front in the COTY and Slade Trophy tables. The only other Triple-M 'Land's End' competitor in Class 2 was Ian Jenkins' J2, ANO 651. Those with a long memory will recognise the car registration as once owned by Ralph Bateman, of fond memory. The car was regularly campaigned by Ralph in the 1960s and '70s with considerable success, especially in driving tests but has been out of action for quite some time so let us hope this is a start of its renaissance.

The Kimber Classic trial and driving test took place in early April and had a good Triple-M entry of thirteen out of a total of twenty-nine starters. Although weather conditions had been very dry leading up to the event, a fortuitous torrential downpour in the 24 hours before the start ensured that the hills had at least some bite to them. The Vintage Eastern Rally took place at the end of April in foul weather conditions. All credit to Michael Jakeman (D type) and Barny Creaser (PA) for completing the course, and with identical scores, albeit in different classes. Unfortunately neither was low enough to gain an Award.

### C.O.T.Y. 2012 Scores to 10th May

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	54
2nd	1883	J2	PO 8865	Patrick Gardner/ Brian Withenshaw	31
3rd	691	NA All'ham	BYU 271	Philip Bayne-Powell	30
4th	341	M	PJ 7970	David Rushton	29
5th	3	J2	DG 5404	Jeremy Hawke	26
6th	2362	NA	BTT 726	Richard Jenkins/Kim Jenkins	25

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=7th	1140	J2	JL 753	Mike Linward	24
"	2692	J2	SW 4156	Brian Galbraith	24
9th	627	J2	FS 5663	Ian MacKay/Emma Digby	21
=10th	907	K1	ADH 360	Neil MacKay/ Ewan Graham/John Reid"	20
"	3507	KN/s	OHL 3	Alex Pilkington	20
12th	1917	J1/s	VSV 521	Stuart Evans	19
=13th	1135	M	SV 5438	Alan Grassam	18
"	920	PA	TG 8337	George Ward	18
15th	-	J2/s	WF 5494	Fred Boothby	16
=16th	317	Jarvis M	GP 1856	Annette Lee/Philip Bayne-Powell	15
"	82	M	PO 1357	Nigel Stroud	15
18th	65	PA/s	DPH 228	Nigel Gibbons	14
19th	-	PB/s	-	Simon Etherington	13
=20th	2852	M	RH 5831	Philip Coombs	11
"	656	PB/s	JC 3269	James Gunn	11

*Note: The above table is curtailed due to space constraints. See [www.triple-mregister.org](http://www.triple-mregister.org) for the complete table.*

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 2012 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:

6th/7th January	MCC Exeter Trial	Full Results
14th/15th January	VSCC Measham Rally	Full
22nd January	Midland Automobile Club, Clee Hills Trial	Full
29th January	VSCC New Year Driving Tests, Broklands	Full
29th January	North Devon Motor Club, Exmoor Trial	Full
5th February	Stroud & District Motor Club, Cotswold Cloud Trial	Full
18th February	VSCC Exmoor Fringe Trial	Full
18th February	Fell Side Auto Club, Northern Classic Trial	Full
3rd March	VSCC John Harris (Derbyshire) Trial	Full
11th March	MGCC SE Centre, Spring Navisat Rally	Full
17th/18th March	VSCC Herefordshire Trial	Full
31st March	VSCC Pre-War Sports Car Race Donington Park	Full
7th April	IRC Alvis Scatter Rally	Full
14th April	MGCC SW Centre Kimber Classic Trial	Full
15th April	MGCC SW Kimber Classic Gymkhana	Full
21st April	VSCC Spring Silverstone Race Meeting	Full
21st April	750 MC "Trally", Navigation Rally & Treasure Hunt	Full
28th April	VSCC Spring (Eastern) Rally	Full
5th/6th May	Plymouth Motor Club Werrington Hill Climb	Full
6th May	VSCC Curborough Speed Trials	Full

[www.triple-mregister.org](http://www.triple-mregister.org)

**Slade Trophy 2012  
Scores to 10th May**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	29
2nd	M	David Rushton	4
3rd	J2	Brian Galbraith	3
4th	NA	Richard Jenkins	1

**Racing Challenge Trophy 2012  
The Betty Haig Cup  
Scores to 10th May**

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
C/s, PA	Hamish McNinch	4	0.797
PB/s	Simon Etherington	3	0.565
K3/s	Brandon Smith-Hilliard	2	0.545
J2	David Downes	2	0.826
C/s	Barry Foster	1	0.318
J2/s	Fred Boothby	1	0.421
J1/s	Stuart Evans	1	0.607
J2-PA/s, PA/s	Mike Painter	1	0.667
J2/s	Andrew Harrington	1	1.000

**Speed Championship 2012  
Scores to 10th May**

Position	Car/s	Driver	Points
1st	PB/s	James Gunn	9
2nd	NA/s ss	Ian Baxter	8
=3rd	J2-PA/s	Mike Painter	7
"	J1/s	Stuart Evans	7
=5th	M	David Rushton	6
"	J2	Brian Galbraith	6
7th	PA/s	Les Procter	5

## **Triple-M Successes in Inter Register Scatter Rallies**

### **Words and Pictures from Philip Bayne-Powell**

So far this year there have been two scatter rallies under the IRC banner, with MGs doing pretty well in both.

The first was the MG Car Club's own Spring Naviscat organised by the SE Centre, on March 11th. This started at the Bull, an old coaching inn in Wrotham, and saw 27 entries plotting 45 6-figure map references around the back lanes of this area of Kent. The day was dry, but quite cold to start with.

There were four classes for all MGs; our cars were in class A with the Vintage entries and a sole TC, the Triple-M being represented by Annette Lee in her Jarvis M-type and Rosemary and I in her NA Allingham. The rest of the IRC entries were in class E (the non-MG class). There were eight IRC entries here with Alvis, Humber, Jowett and Riley represented. They were also up against some modern cars in the shape of a Mazda, Peugeot, and Renault Alpines.

Once the locations were plotted, cars chose their own routes to visit the locations and answer the questions. Some of these were easy and others not so easy.

All cars had to be back by 2.30pm to hand in their answer sheets, and then settled down to the buffet lunch provided.

When the results were announced, the 18/80 was in 4th place overall, and 3rd in class A, where the TC and Rosemary Bayne-Powell's NA Allingham narrowly beat them. However, as MGs came 2nd, 3rd and 4th overall, they scooped the Team award, beating the Alvis team. This is the second time that the MG team has come first.



*The Bayne-Powell's preparing to start in the N type Allingham*



*The awards presentation*

The second IRC scatter rally was organised by the Alvis Register, on 7th April. This was based on the Greyhound pub just south of Midhurst in Sussex, and attracted 15 entries from Sunbeam, Alvis, Riley, Austin and just two MGs, despite the author trying to get a full team of three together. However it was the Easter Saturday, which probably meant many people were off with their families.

Once the clues were handed out, we took about an hour to plot the various devious questions, which included spot heights, herringbones, map references to get ones head round. Once the hard work was done, we scattered to the locations, where a simple clue needed to be answered to prove we had been there.

Our Triple-M Register entry for this event was the Rosemary's NA Allingham and the author's 14/40 driven by Martyn Phillis, who managed to borrow an expert navigator from one of the other registers!

Some very narrow lanes were used, and at one point we were confronted by a huge Sunbeam, and had to back up some way to let it through - he was bigger than us you see!

After our buffet lunch the results were announced, with their liquid prizes, and our Allingham came 4th, being beaten by a Riley, a Humber, and an Alvis, the 14/40 being 5th. The seven novices filled all the bottom seven places, which one would expect, the points scored ranging from 170 down to just 39.

As the Riley, Humber and Alvis Registers fielded three cars each, so the MG team only managed 4th in the team results.

The third IRC event was run by the 750 Motor Club, and called itself a "Trally", being a full blown rally in the morning with time controls and an 18mph average speed requirement. This was followed by a Treasure Hunt, after which the second rally took place.

We had two MG entries; the Allingham being joined by the PA of David Saul. We got the route seriously wrong in the first rally, arriving 10 minutes late at the first control, although the following controls were reached within a few minutes of the bogey time. This meant we finished 10th out of 11 entries, with David Saul coming in 8th. We did better in the Treasure Hunt coming 6th, with David Saul 11th.

On the second rally we went wrong at the beginning and missed three control boards, although we got to the control points within a few minutes, despite our inability to reprogramme our speed, after covering more miles than the route. We had overtaken the car which started 1 minute before us, but were not sure if he was slow or we too fast. We then caught up a Sunbeam that had started 6 minutes ahead of us, but when we realised he was a novice, we decided he was wrong and so overtook him. We finished 9th this time, with David Saul coming in 10th. Our MG team finished in 4th

place overall behind the Humbers, Rileys and Sunbeams.

We would like to see more Triple-M Register members taking part in these mildly competitive events, and the list of coming events is shown below. For regulations and entry forms go to the IRC website [www.intr-register.org.uk](http://www.intr-register.org.uk) or contact the author on 01483 811428

<b>Date</b>	<b>Organising Club</b>	<b>Event</b>	<b>Location</b>
Sun 15th July	Humber	Navigation Rally	Dorset
Sun 22nd July	Riley	Scatter Rally	Scotland
Sun 29th July	STD	Driving Tests + tour	Hungerford
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" Scatter/Orienteering	Surrey/Hants/Berks

## **Your Letters**

### **From Mike Hewson**

Petwood Concours d'Elegance, Petwood Hotel, Woodhall Spa, Lincolnshire,  
Sunday 12th August 2012.

We are once again organising this event in conjunction with the Petwood Hotel and would like to invite your club and its members to come along.

Entry will be from 10am. There will be refreshments, a doll's house fair and a jazz band. The concours will be divided into 9 classes according to vehicle type and age. If there are enough Triple M cars, a special award will be put on.

For further details and entry forms, please contact Mike Hewson on 01526 388680.

(For further details of the event, see the news section of [www.triple-mregister.org](http://www.triple-mregister.org) - Ed)

**From Alan Simpson,**

In response to the article in the Bulletin No 66 about the carbs on J2:

I had a blue print copy of a factory data sheet on J1 and J2.

It covers the J1 chassis no. from J0252, July 1932 to chassis no. J0631 finished July 1933. J2 chassis J0251, J2001 - J3750, J4101 - J4432, July 4032 - July 1934.

It states on this data sheet that the carbs are twin SU semi-downdraught, 1 inch diameter. No other carbs are fitted.

This information may be already known to many members.

**From Peter Prosser**

Over the past 3 years the Triple M Bulletin has kindly advertised our annual Charity Classic Vehicle Gathering.

I ask if you would kindly print our invitation to the '4th Classics at the Centre', to be held at Gerrards Cross on Wednesday 22nd August 2012.

This year our gates open at 2.00pm. All pre-1985 vehicles are invited to attend.

Entry forms for all pre-1985 vehicles may be downloaded from:  
[www.abbeyfieldgerrardscross.co.uk](http://www.abbeyfieldgerrardscross.co.uk) or by phone from 07790 928535.

The entry fee for classic vehicles is £5 cars and £3 motorcycles. Spectators entry fee is £1.

As last year the Garden Tea Room and Mulberry Bar will be open.

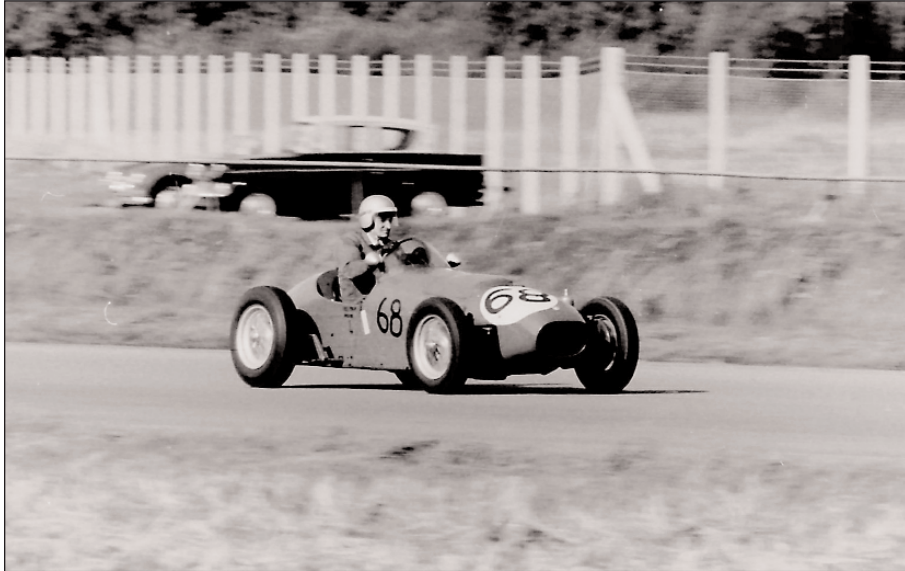
Again I pass on our organising committee's thanks for your support; in these challenging times all support is much appreciated.

(For further details of the event, see the news section of [www.triple-mregister.org](http://www.triple-mregister.org) - Ed)

**From Ian Davison (By e mail)**

I enjoyed the pieces by Ray Masters. Here is a photo of him racing the Q-Type engined single seater on the 21st September 1968 and the venue, believe it or not, is Silverstone: the approach to Becketts. (See *next page* - Ed.)





*Ray Masters at Silverstone (See letter from Ian Davison.)*

**From Lew Palmer (By e mail)**

Having reread the article in the February 2012 Bulletin on the reassembly of the PLC switch, I find I have a slightly alternate method which may ease the process.

The method described has the restorer align all the parts before attempting to fasten everything together. Instead, I find it far easier to assemble the ignition switch contacts, the lock barrel sleeve, the lock extension (the one with the threaded portion that comes through the body), and the lock barrel spring, immediately followed by reinstalling the small nut at the back of the case. Then proceeding to assemble the lighting portion.

In this way, the restorer is not attempting to hold all of the components in perfect alignment while fighting to overcome the pressure of two springs. By assembling the ignition switch first and holding it together with the nut, the task of assembling the remainder is eased considerably.

And, a warning is in order. The lock barrel sleeve is extremely brittle. If at all possible, I strongly advise against bending its tabs as they will break off with the slightest hint of pressure. If there is no reason to remove it from the switch body, consider leaving it in place throughout the process.

## Tips and Hints

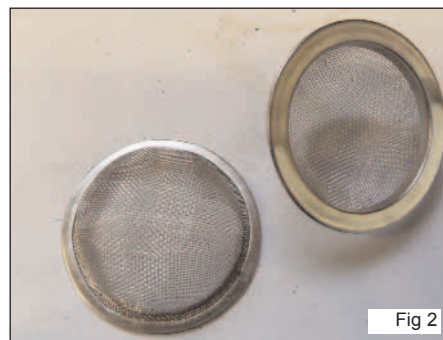
### Air Filters for 1 inch SU Carburetors by Keith Wallace

#### Parts Required (Fig 1)

- 1 x Tea-bag strainer (£1 from Tiger Shop)
- 2 x Small lengths of 27mm ID Steel Pipe
- 2 x 50mm dia. steel washers
- 1 x 60mm length of bicycle inner tube

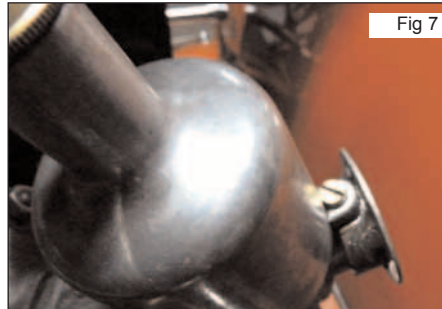
#### Procedure

- 1 Carefully remove filters from handle (fig 2).
- 2 Tack weld washers to steel pipe to form a top hat (fig 3).
- 3 Cut hole in washer to match I/D of pipe (fig 4).  
(No need to use a lathe.)



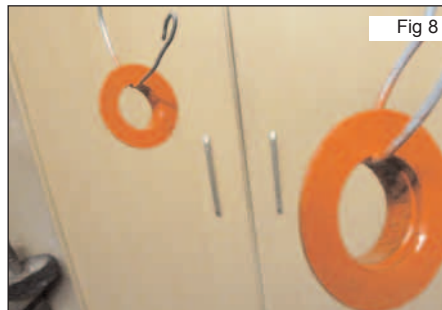
- 4 Trim top hat to leave approx. 12mm to brim (fig 5).





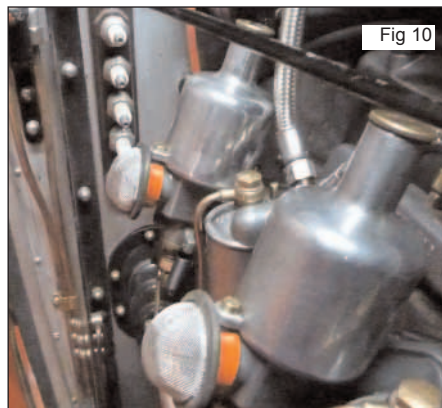
5 Cut a 11mm slot to clear carb. vacuum chamber fixing (fig 6). Clean all edges with a file.

6 Trial fit (fig 7). Should be a push-on fit. (Remember that they will be tighter when painted. File top hat to ease, or squeeze to tighten.)



7 Paint (fig 8). (Silver may be preferred.)

8 Cut a 15mm band from the inner tube and slip over wire strainer and washer edges to hold them together. (I used 2 layers on each.)



**Top Tip**

Buy another tea strainer for spares.

## Your Private Adverts

### For Sale:

#### M-TYPE

1 x Short propshaft (33 <sup>1</sup> / <sub>2</sub> " long- for 4-speed box);	£20
1 x long propshaft (34 <sup>1</sup> / <sub>2</sub> " original length);	£20
Cover plate over gearbox;	£15
3 Original hub caps;	£15 each
Original exhaust pipe (T-shaped) support bracket from chassis;	£12
Brake pedal;	£10
Brake pedal pivot ali support casting;	£25
Front axle, with stub axles and backplates;	£45
Track rod;	£12
Accelerator pedal and linkage;	£18
2 x water jacket side plates (original type);	£15
A plain steel water jacket side plate;	£5
Oil filter housing and support bracket;	£15
Front wing rear support brackets:	£20 pair
Wing stay "feet" (As also used on K3s);	£25 set of 4
2 x chromed wing stay feet;	£20 the pair
Morris handbrake assembly;	£15
Inlet/exhaust manifold;	£40
Early advance/retard control rod;	£5
Engine bell housing;	£30
4 brake shoes;	£15 the set
Brake pedal;	£12
DS4 distributor base;	£10
Steering box, no column;	£20
Rear raised edge number plate, poor;	£10
Cylinder head;	£45
3-speed gearbox with gear lever, worn input shaft;	£70
6-volt wiper motor;	£20
Pair of bonnet catches with "yokes";	£45
Pair of 502 type shockers, with unequal length arms;	£30
Battery carrier U-shaped support bracket;	£10
3 x used propshaft couplings;	£3 each
2 x new style propshaft couplings;	£25/pr

#### J-TYPE

Remote gear lever, spring and turret;	£18
Gear lever undertray;	£12

[www.triple-mregister.org](http://www.triple-mregister.org)

**N-TYPE**

2 pairs of Lucas 150 headlamp shells, rims and reflectors;	£60 a pr
Spare rim for above;	£8
Spare reflector for above;	£10

**JUNCTION BOXES**

Model CF cutout/fusebox;	£20
Model CF3 type L fusebox;	£20
Model CJR3 black (6volt) junctionbox/cutout, slight loss of base at corner, but overhauled and checked;	£50
Model SB5 type 16V junction box/cutout 2 fuses, 12 volt;	£20

*Philip Bayne-Powell Tel 01483 811428 or e-mail  
philipbp@mgcottage.freemove.co.uk*

**For Sale:**

Triple-M Register Yearbooks from 1977 to 2010 inclusive (33 copies as 1986/87 is one book). All in clean unmarked condition. £300. *Ian Fairhead. 01522 753100. ian\_fairhead@hotmail.com*

**Wanted for my new J2 project:**

I am progressing well with the rebuild of J3714, ALO789. I am busy with the body at the moment, having salvaged the remains of 7 (!) scrap bodies and now have a frame that is 75% original, i.e the bits have all seen the inside of the Abingdon factory.

However the chassis is now held up due to lack of bits:

- 1 Brake cross-shaft (TA/C might do as I have hydraulics)
- 2 Brake pedal mounting bracket
- 3 Chassis cross-tube which supports engine and steering box
- 4 Aluminium draught excluder blocks which fit inside chassis at firewall
- 5 Throttle pedal assembly
- 6 Support clamps and plates for propshaft tunnel
- 7 Propshaft tunnel (or rear end of it)
- 8 Radiator header tank or complete rad.

Does anyone out there know anything about the car's history? It once had an 1141cc engine fitted which sounds like an Austin Ten unit. Does that ring any bells, being an unusual conversion?

Thanks

*Martin White, 71 Deepfield Road, Bracknell, Berks, RG12 2NU, Tel:01344  
424258*

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*Admiration at Polesdon - photo: Roger Chamberlain*



*Neil MacKay goes swimming in the K - photo: Alexander Reid*



Philip Bayne-Powell receives the John Kidder Memorial Trophy



John Reid receives his long service award