

# **TRIPLE-M REGISTER BULLETIN**



**August 2012**





*Michael Kuijpers and Paul Leers in the Border hills- Photo: Karen Niven*



*Mike and Maureen Legg's NB, flagged away by Colin McLachlan- Photo: Ian Lindley*

# **TRIPLE-M REGISTER BULLETIN No. 68**

## **Editorial**

I very much enjoyed a pleasant day at the Vintage Minor Register's Pre-war Prescott event on 21st July. Having been to numerous speed events at Prescott and other venues, it was a refreshing change to share in this comparatively relaxed gathering. No timing (well not officially), no overalls, no helmets! The editorial P type not being quite ready for the road, I attended merely as a spectator but took advantage of the presence of MWS to purchase a couple of Blockleys to replace the Dunlops of 1970s vintage that came with my car when I bought it. Those Dunlops were unused and I very nearly risked putting them into sustained service. However the advice of those who cautioned against that action far outweighed the advice of those who recommended it. To compromise they will be kept as spares!

To resume my Prescott ramblings, I must say it was good to see so many people enjoying the beautiful summer's day. Outnumbering the Vintage Minors, something like two dozen Triple M cars were present, ranging from humble D and M types to the ex Horton K3 and ex Evans C type. Many of them had several runs up the hill, some with numerous different drivers and passengers, including children. Who said pre-war cars are only for the wrinklies?

It was not just the out-and-out sports car drivers taking advantage of the Hillclimb. A number of sedate tourers and saloons had a go including a pedestrian Jowett and an Austin 10. These were in stark contrast to the SU Skinner Special and many other fiery beasts that stormed the hill.

*Our front cover picture by Colin Murrell shows Chris Cadman in the M-type in this year's Le Mans Classic.*

**Please note that the deadline for the October Issue is 19th September**



*The  
REAL-bodied J2  
at Prescott  
(photo: Bob  
Richards)*

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

## Future Events

August 9th-12th	Cercle MMM Luxembourg Tour	tripleMtour@gmail.com
August 12th	Black Horse Trial	Tel 01372 452133 or patrick@patrickgardner.com
August 12th	Petwood Hotel Concours	See below
August 19th	Dutch Triple M Day	See next page
August 22nd	Abbeyfield Classic Car & Motorcycle Event	See next page
Sept 16th	'One Time Natter'	See page 4
Sept 8th	MGCC Wiscombe	See page 4
Sept 28th/30th	Hambye Raid	See next page

### **Petwood Concours d'Elegance**

#### **The Petwood Hotel, Woodhall Spa, Lincolnshire, LN10 6QG**

You are invited by Mike Hewson to the 3rd event at the hotel in The Temple Gardens by the Lake.

Entry will be from 10am with tea, coffee and biscuits available in the Garden Room until 12 noon. The main Terrace bar will also be available from 11am to purchase other refreshments. A hog roast will be served on the main terrace from 12noon to 2.30pm, priced at £6.95 per person. Or book Sunday lunch in the Tennyson restaurant, priced at £19.95 per person. Bookings for this must be made directly with the hotel reception on 01526 352411 asap.

Entries to the Secretary of the meeting by 7th August - Mike Hewson, The Cherry Trees, Bucknall, Woodhall Spa, Lincs. LN10 5DT (Tel 01526 388680)

The entry fee is £7 per car and £5 per motor cycle if received by the closing date, otherwise £9/£7 on the day. Entries will not be acknowledged unless a SAE is enclosed.

Amongst the 9 classes, Class 1 is for pre-1940 cars. All entrants will also automatically be entered into the Petwood Choice Competition where the winner will be chosen by a representative of the Hotel.

An award will be presented to the winner of each class and the Petwood Choice Competition, to be judged on originality, mechanical condition and presentation. There will also be a special awards for the 'Car of the Day' and the H & H Classic Trophies. No car or motorcycle may win more than one award. (A Special Award for MG Cars if enough entries.)

**The Dutch MGTTO has organised for the fifth year the Dutch Triple-M day.**

It will be held in the garden of Jan v.d.Werf -Postweg 64 -Lunteren,located in the central part of Holland.

The date is 19th August.

The gathering starts at 1100. At 1300 starts a tour followed by a gymkhana .

At around 1500 the BBQ starts and it all ends around 1700.

In the past years it was attended by approx. 25 MMM cars .

If you go to our website and click on events you can select in the left column photo's of the meetings in the previous years.

In case of rain the meeting will continue inside, in the hall of Jan's auto repair shop opposite his garden.

If you happen to be in Holland you are very welcome to visit us .

Please give us a ring on 0031-(0)334942831 or email: regio-oost@mgtto.nl so that we can adapt our catering.

Kind regards

Gerard van Putten and Jos Schreuders

[www.mgmmm.com](http://www.mgmmm.com)

**Abbeyfield Classic Car & Motorcycle Event - August 22nd**

A wonderful opportunity to bring your family and friends to see the amazing cars of yesteryear (pre-1985)

The Rotary Club of Gerrards Cross & Chalfont St Peter and the Abbeyfield (Gerrards Cross) Society have joined forces to organise what has become, an annual charity event for the local area based at the Gerrards Cross Memorial Centre on East Common, Gerrards Cross. (SL9 7AD)

The closing date for entries is the 10 August 2012

Details: <http://www.abbeyfieldgerrardscross.co.uk/classic-car-show> or 07790 928 535

**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.

**One Time Triple-M Natter**

Many of you know that 4 of us North American Triple-M members (Jack Kahler, Bill Richey, Dan Fest, and myself) will be coming to the UK in September. Our schedule is tightly packed, including Beaulieu on the first weekend and the Goodwood Revival on the second, with side trips planned for each day in between. We arrive on the 6th of September and depart for home on the 17th. It was suggested to me that a number of people we know might like to meet up to share a pint.

So I have made arrangements to meet at The Phoenix in Hartley Witney on Sunday September 16th between 2 - 4 PM. I hope this location is central enough to allow many in the southern counties to attend, although any and all Triple-Mers are certainly welcome - especially if you come in your Triple-M car.

If anyone is unable to attend or wishes to meet up with us at any other time during the 12 days, email me and I can send you our complete itinerary. A few evenings are open and unplanned, so evening activities may also be possible.

Lew Palmer

[lew@roundaboutmanor.com](mailto:lew@roundaboutmanor.com)

Cell phone and email: +1 (651) 270-3291, [Lew.palmer@yahoo.com](mailto:Lew.palmer@yahoo.com)

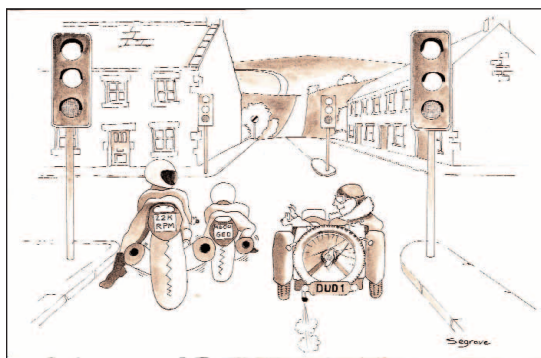
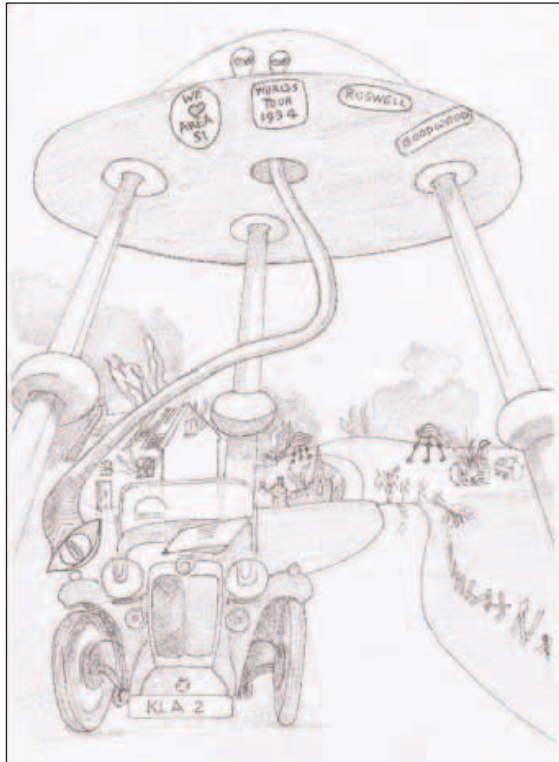
**MGCC Wiscombe**

There are a number of great events still to come this season, but we would like to draw your attention to MGCC Wiscombe Park, Sat 8th Sept. We are really trying to make this a Triple M focus point, which should in turn make a great season finale. Exciting news is that the Horton K3 will be entered competitively for the event. So please come and join us! Entries are now open at: <http://www.mgccsw.com/events/wiscombe-hill-climb/>

Or please do not hesitate to contact me on [mdjdolton@gmail.com](mailto:mdjdolton@gmail.com)  
Mark Dolton

## Cartoon Caption Competition with Cartoon by Ged Segrave

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



The winner of the June cartoon  
competition shown left is Lew  
Palmer with the caption:

“Eh chaps, where do you put  
YOUR dog?”

## **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.



## **Secretary's Report on Triple-M Committee meeting held on 13th May 2012.**

For his first meeting as Chairman, Dick Morbey circulated his report to Committee members with a big L plate attached!

Dick had experienced a busy few weeks including attendance at the Annual Dinner, floating the idea of a possible 3 day event in the Welsh Marches/Borders/mid Wales for the summer of 2013, he spent quite a considerable time on web site issues including a 3 way Skype conversation with P Green and N Feakes covering matters such as future development and photo library. Various conversations were also held with C Spoelstra, T Hartley and others about production and printing of the 2011 Yearbook. Conversations were also held with G Wilder (Club Deputy Chairman) in response to his approach about the concerns our members have voiced over the form and direction MG Live! has taken and its appeal to Triple-M racers and event attendees. Assistance was also given to 2 members who appeared to have problems with suppliers.

George Eagle, Secretary, attended the March Council meeting on behalf of the Register and gave apologies from D Morbey, also P Green who was due to deputise but was unable to attend for family reasons. There was the usual ongoing contact from members including one from Czechoslovakia who had acquired a 2 seater, chassis NA0472, and was seeking advice on how to complete the rear panel including the spare wheel carrier. The car is known to the Register and the rebuild appears to be of a very good standard. In anticipation of the increase in postal charges an analysis of badge sales/costs was completed, it was agreed there was no need to increase the selling price following the £1 increase last year.

Bob Milton, Treasurer, suggested that in order to simplify the accounting/costing a single start date for Bulletin subscriptions should be implemented. It was agreed this should be investigated with a possible start date of 1st April 2013 - it was also agreed the matter should be discussed at the September Committee meeting together with a review of price and possible increase in the Rest of the World subscription. The new laptop for the Registrar has been capitalised and the software written off.

Robin Hamblett confirmed the latest Register listing update had been sent to M Linward for inclusion in the data needed to produce copies of the 2012 printed Triple-M Register. The usual 90 copies will be produced for MG Live, Silverstone. The Committee also discussed matters raised by four separate owners in respect of the identity of their cars, in two of these the chassis numbers were claimed by two owners. One of the enquiries was in respect of the identification of a PA - the Committee agreeing the photos submitted clearly show the knuckle/guarantee plate number stampings are original.

Mike Linward, Competition Secretary, confirmed the updated tables had been sent to B Richards for inclusion in the next Bulletin. He also confirmed the competition year report had been completed and would be sent to C Spoelstra - there are 13300 words and 122 captioned photographs. The Committee approved the rewrite of the competition rules which will be included in the 2012 version of the Triple-M Register which will be ready for Silverstone.

Peter Hemmings, Librarian, has sold a further 12 copies of the M Green book but sales are now falling. A duty rota will be set up for manning the Triple-M stand at Silverstone, volunteers include P White, B Richards, G Eagle and D Morbey. There was a discussion on how best to use the collection of photographs held in the Library and whether it would be possible to list these on the web site using a water mark (a software update would be required) or alternatively handing them over to the MGCC Archivist. A list of the photos will be drawn up for discussion at the September Committee meeting.

Dick Morbey also submitted a brief report in his role as Safety Fast Scribe. The last two issues have contained a report on the AGM, plug for the Annual Dinner/prize giving, brief report on the MG Era day at Brooklands and a listing of 2012 events. Plans for the June spread include a report on the Kimber Classic, Annual Dinner/prize giving, feature about the Jaguette and a piece on the Raymond Baxter J2.

Bob Richards, Bulletin Editor, reported the main concern for him was the large increase in postal charges, this subject was also raised by Bob Milton as noted earlier in these notes. A 44 page Bulletin would be below the 100 grams threshold whilst a 48 pager would be above this weight. If it is decided to limit the number of pages to 44 this would save on both printing and postal costs - an example of saving would be if the competition results could be abbreviated as the year progresses. Bob stressed it would be desirable to have more technical articles and George Eagle suggested having a retro page as currently printed in Safety Fast.

Cathelijne Spoelstra confirmed all outstanding articles had been submitted and final touches were being made to some of these so they could all be sent to designer T Koehorst by 13th May. The Yearbook will be ready for MG Live! There has been some criticism, though not to the Editor, about the size of photos used with the competition report in past Yearbooks.

Elizabeth Taylor confirmed a CD containing the various artwork for the Yearbook advertisers had been sent to T Koehorst. One advertiser has withdrawn and there will be four new advertisers.

Mark Dolton submitted a very comprehensive paper titled "Triple-M Register Website Development Project". This was initially circulated to members of the working party who responded by giving their approval. The project is to be structured on 3 key

phases:- Phase 1 - Web redesign and architectural upgrade, Phase 2 - Ecommerce platform and integrated payment system and Phase 3 Active Register database and management. With regard to the data base, each chassis has a file and the definitive central record will be held on the Registrar's laptop.

Future 2012 events include MG Live, 23/24th June, Pre-war Prescott 21st July and Summer Gathering 24th July. The 2013 Annual Dinner will again be held at the Ship Hotel with provisional bookings for 30th April and 6th May noting the date for the Brooklands MG Era has yet to be announced. Initial plans for a Welsh weekend to be held over the 2013 August Bank holiday weekend - 23rd to 26th - were unanimously approved. The suggested base is the Metropole Hotel, Llandrindod Wells, Powys a venue used by other car clubs. It was agreed a sub-committee be established.

With regard to the stamping of engine numbers on new blocks, it was agreed there should ideally be some distinctive stamping to signify this fact.

Date of the next meeting 2nd September 2012.



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## **Abingdon Works Drive-it Day Out** **by John Harris**

Every year the Abingdon Works Centre celebrates "Drive It day" and St George's day with a run.

I set out in my PA "Lucky Eddie" to the start at The Wagon & Horses just outside Abingdon ably navigated by my Son In law Mike Page. The morning was bright and sunny and Eddie purred along nicely at a steady 60. The route took us on a tortuous route in a generally westward direction.

As we neared Kemble airport, where the Red Arrows once were based, the sky gradually darkened. We arrived to take our picnic lunch just as a few drops came down. We managed to put the tonneau on and retrieve our lunch just as a heavy shower came down.

We were lucky that we had an aeroplane wing to sit under. We parked next to a really nice KN owned by an Australian and in the charge of Greg Smith. By the time we finished lunch the rain had stopped and we came out from the hangar, where we had a look at some really nice aircraft, the sun was out again ready for our trip home.

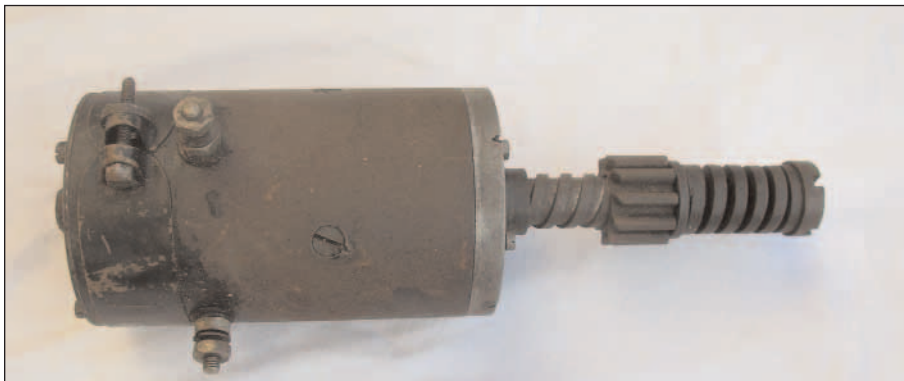


*"Lucky Eddie" and KN under Britannia's wing - Photo from John Harris*

## Starter Motor Maintenance

By Roger Challis

**Editor's Note:** *This article was first printed in the Riley Register Bulletin for June 2011 and has been reproduced by kind permission of the Riley Register and the Author, Roger Challis. Please be aware that there are differences between MG starter motors and the Riley starter motors covered in this article although most of them are versions of the basic M35 design.*



*9 hp Riley, Rotax M35 2 stud starter motor*

The starter motor used on our Rileys is normally ignored whilst it continues to work. "If it ain't broke don't mend it" seems to be applied quite satisfactorily for most cars most of the time. Riley used either Rotax or Lucas starter motors of the same electrical configuration although of differing frame dimensions. These are of a simple robust construction with fortunately minimal maintenance required. The early vintage type has two electrical connection studs of ¼" BSF thread for live and a separate earth lead. The later types have only a single stud for the live connection with the earth return via the body of the starter motor then via the engine to the chassis return circuit. Mindful of newer owners, the following simple tips are offered to restore trouble free motoring without a frequent recourse to that starting handle.

### **No starter motor operation**

If there is a reassuring clonk noise as the starter button is operated then this indicates that the starter solenoid is alive and operating. The ammeter will not show the starter current as this several hundred amps is taken direct from the battery. Occasionally the starter pinion can fail to return on the bendix leaving the motor permanently engaged. This may be freed by rocking the car bodily forward and backwards in a gear until the starter motor pinion slides free. Clearly this freeing operation is not possible with a centrifugal clutch car. Alternatively a spanner may be used on the square end of the

starter motor shaft to disengage the starter motor, that is, if it can be reached behind the possibly hot exhaust pipe. This fault can be due to a build up of a black oil/dirt crud on the bendix thus preventing free return of the pinion gear. Some starter motors incorporate a soft spring to assist pinion return movement. This may have become displaced to become an ineffective mangled mess. Rarely the solenoid can have a build up of crud on the main contacts or an intermittent solenoid coil connection sufficient to give some movement but not enough to connect power to the starter motor. Some cars have a torsion spring in the pinion drive, however, this can break resulting in starter motor operation but no drive to crank the engine.

#### **No starter solenoid clonk**

With a charged battery connected in the car, the starter motor electrical operation can be proved by flashing a thick wire between the thick live cable to the starter solenoid and the metal strap or the cable going to the supply stud on the starter motor. Careful as this wire will quickly get hot. Vintage cars did not have a solenoid so the starter button itself directly connects the live supply to the starter motor. Sparks will confirm life and that heavy currents are flowing which should kick the starter motor into life. If so, then the electrical circuit supply to the solenoid and the solenoid itself need checking. Instead if there is no life from the starter motor and probably no accompanying sparks, then the fault is within the starter motor provided that you are sure that a good battery is connected OK. Jumper leads from another car battery can provide a good alternative battery supply.

#### **Slow cranking speed**

This is a more common fault that often goes undiagnosed, with the carburetion, ignition or magneto getting the blame for a non starting engine. Additionally a cold or low charge battery giving a low cranking speed can be assisted with jumper leads from another car or good battery. For a short while the batteries should be connected in parallel i.e. red +ve on one battery to the red +ve terminal on the other battery and black -ve terminals similarly. Do not let the cars touch together nor the jumper lead clips inadvertently touch the bodywork, otherwise other unwanted damaging heavy currents accompanied by much sparking may occur. Caution - do not use a very recently charged or over charged battery, as venting hydrogen gas may be exploded by even a small stray spark from connecting a jumper lead. A battery explosion is an experience to be avoided. Internally the starter motor commutator may have been pitted by sparking possibly due to worn brushes. Rarely, one of the pair of field coils may have become disconnected as the solder has melted out of a joint or more rarely the insulation has failed due to vibration causing inter-turn shorting. All of these result in a low torque output and thus a slow cranking speed which can be insufficient for ignition sparks, particularly from a magneto.

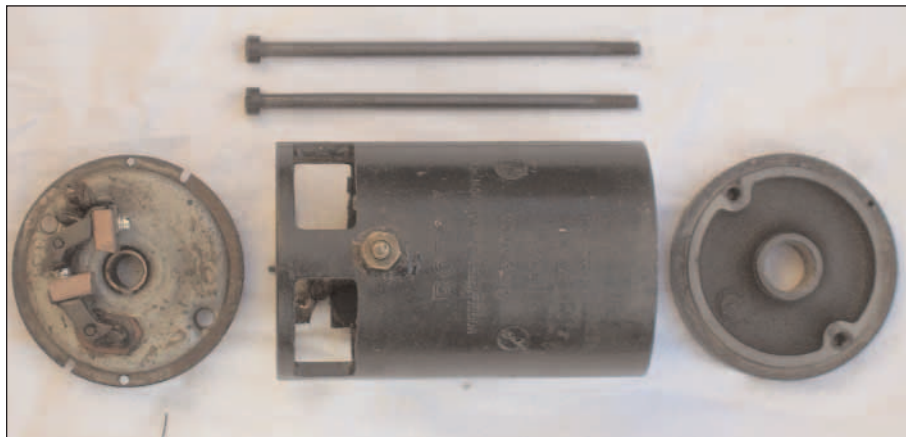
#### **Starter motor dead**

An initial simple in situ check is to measure that there is electrical continuity between the live stud and either the earth stud or body of the starter. The circuit being checked

is from the live stud, through the field windings, to one brush, commutator segment, armature winding, commutator segment then through the other brush to earth on the body or earth stud. Circuit resistance should be about 1 ohm. Most meters cannot measure this accurately but can give a diagnosis of a fault causing an open circuit. With the starter motor removed from the car the brush inspection cover band should be removed to reveal the inside condition. The starter motor takes several hundred amps current for a short period and thus the brushes have to be robust. Brushes are made of a sintered metal with a strong spring loading them onto the copper commutator to minimise sparking but this results in a steady wear whilst operating. When a brush has worn to about half of its original length, the spring reaches a mechanical stop, subsequently the motor stops working. Excessive sparking may also cause pitting of the commutator segment area. Inspection will usually reveal a general copper dust covering everywhere with general grime. The commutator should have bright copper segments over the full 360 degrees. The pinion should be free to slide on the bendix and return freely by the spring if fitted.

#### **Starter motor strip**

No electrical skill is required as all electrical connections are mechanically substantial as is necessary to carry, for a short duration, the hundreds of amps current. Sustained motor operation can cause overheating with the solder melting then running out of the electrical joints. Over-speeding the motor, as occurs when driven still engaged with the engine, can ultimately cause the commutator to disintegrate. A split pin secures the screwed collar which pre loads the thick reaction thrust spring. The bendix should be free to slide on the splines and the pinion free to slide on the bendix. The armature shaft bearings may be plain bronze bush or caged ball bearings. After cleaning, lubrication with grease should suffice for many years. Slight wear is acceptable. The starter motor direction of rotation is not changed by connecting on either positive or negative earthed cars.



*M35 Body and brushes*

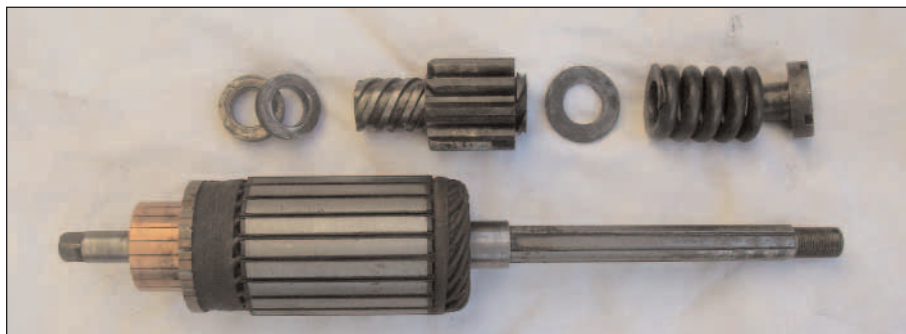
[www.triple-mregister.org](http://www.triple-mregister.org)

### **Brush replacement**

The stiff springs loading the brushes make brush replacement impractical with the starter motor in situ on the car. The live thick flexible tails must not touch the motor frame or cover band and must be insulated from them. The brushes should be refitted with contact along their entire width and in the orientation that gives best area of contact with the commutator. There needs to be an effective locking washer under the brush securing screw. It is not possible to change the alignment of the brushes against the field as their end plate is correctly located by a small dowel pin or similar and hence the direction of rotation and timing is fixed.

### **Commutator cleaning**

The copper segments should be bright and even. Cleaning with methylated spirit and worn wet & dry paper should suffice. Some commutator wear is acceptable with skimming in a lathe as a last resort. Do not skim the face that has the wire connections as this eventually shortens the contact area for transfer of current. Undercutting of the mica insulation between the segments is not required as the brush is made from sintered material which is hard enough to not be damaged nor be worn by the mica spacers. The reader may recall that dynamos use softer carbon brushes and thus the mica insulation between those copper segments must be undercut, but only on dynamos.



*M35 Armature, bendix, pinion and spring*

### **Field coil general cleaning**

The field coils are wired in a series circuit with the armature. The live stud connects to one end of the field coils with the other end(s) connected to one brush. The other brush connects to the starter motor casing or earth stud on vintage starter motor models. The field coils and starter motor generally may be cleaned with paraffin or white spirit but definitely not in modern unleaded petrol. Old maintenance books say wash in petrol but that was in the days before our seriously harmful unleaded petrol aromatics were added to raise the octane rating. The field coils will be insulated from the starter motor frame and pole pieces and rigidly held within them. Some models



have the four field coils wired in two pairs and earlier models have all four in series. Connections are by substantial conducting strips soldered in place and these being uninsulated must not contact the motor casing.

#### Starting handle use

The old hands will be aware, hopefully not from personal experience, of a cautionary tale. When hand starting any engine, ensure that if it has a centrifugal clutch that it is not in gear and always that your thumb is beside your index finger when gripping the starting handle. An engine first firing before TDC may suddenly kick back and this will snatch the starting handle from your hand. This will break your thumb if it is in the way. As regards pre-selector gearboxes, think of the scenario when hand starting an engine inadvertently in gear, handbrake off and a little hand throttle applied, then think of that immovable garage wall behind you. It has happened. Full retard, in neutral, handbrake securely on and thumb positioned, are the essentials.

The advertisement features a black background with white and yellow text. At the top, three MG logos are followed by the words 'MIDGET', 'MAGNETTE', and 'MAGNA'. Below this, a white banner contains the text '47 YEARS OF SERVICE' on both sides and 'MMM THE SPARES SERVICE YOU CAN RELY ON!' in the center. Contact information includes 'Phone on 01939 210458' and 'Fax on 01939 210644'. The main headline reads 'Parts for all OHC Models 1929 to 1936'. A website URL 'www.sportsandvintage.co.uk' is provided, along with a note that the site is 'regularly updated with special offers'. Further details include 'Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.', 'illustrated catalogue', and 'Visa - Mastercard welcome'. The bottom section contains the MG logo, 'SPORTS & VINTAGE MOTORS SHREWSBURY LIMITED', the address 'Upper Battlefield Shrewsbury SY4 3DB', and contact numbers 'Telephone: 01939 210458' and 'Fax: 01939 210644'. Logos for Mastercard, VISA, and the British Motor Heritage Approved emblem are also present.

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**Border Reivers' Raid**  
**Peebles, 25th to 28th May 2012**  
**By Ian Goddard**

The East, Middle and West Marches of the Scottish border region have been relatively quiet since James VI of Scotland ascended the English throne in 1603 and even more so since the full union of the two countries in 1707, barring the 1745 interlude when Bonnie Prince Charlie marched through on his way to Derby. For several hundred years before 1603 the families on both sides of the border supplemented any other income by stealing each others' cattle and moveables, and earned the now romantic, but at the time not complimentary, title 'The Border Reivers'.



*The Kallenberg K1 at rest.*  
*Photo: Karen Niven*

The 2012 Border Reivers were an eclectic group, generally peaceful, but intent on travelling the hills and valleys of the Borders on their incarnations of the Reivers' now extinct 'Galloway Nags'. The modern horses proved to be capable of the terrain but occasionally temperamental. Happily there were farriers and whisperers on hand: 35 cars started the event and 35 were at the finish, albeit one was not well, Andrew Smith's J2 having munched a valve in its fodder.

The original Reivers used to meet in the hills at a recognised landmark. In 2012 the pibroch was sounded by The Colin, McLachlan of Montrose, at the Barony Castle Hotel near Peebles, and the people came. The façade of the hotel epitomises the Scottish Baronial style and provided a notable backdrop to the gathering. With commendable foresight the ancient Lairds had provided enough parking in front of the hotel for the participants, an area for trailers and rooms for all, as well as enough additional space to accommodate a wedding during the weekend.

In the 15th and 16th centuries no Reiver had a timepiece, and so in that tradition Raiders arrived at all times on Thursday and Friday. Obliging the barometer was set to high for the weekend and the sun shone relentlessly. Indeed, it was hotter than most expected in Scotland and was a perfect weekend for open motoring. Only Peter and Dorothy Prosser were pessimistic, driving their period-perfect KN Pillarless saloon - hot stuff indeed - or were they the wise ones, bringing their own shade?

As no doubt some Reivers missed some raids, so there were absences in 2012. Bill and Karen Niven's supercharged P type was excused duty having cracked its head, possibly a consequence of fitting of steel valve seats long and several owners ago, but Bill and Karen epitomised the spirit of the event and took full part in a modern supercar, helping where they could and photographing the progress. Tony Margel's M type crankshaft had sub-divided and he was unable to join the raid. Charlie Cartwright, who has taken part in a number of Scottish tours in recent years, was unable to undertake his usual 600 mile drive up from Penzance in the J2 as his engine rebuild is not finished.

Apart from the indigenous population, Raiders came from England (how appropriate), Wales, Holland and Germany with MGs of the highest quality and standard of presentation. Walther and Brigette Kallenberg's wonderful K1 tourer, in battleship grey, was a giant among the Midgets and Magnas and even the well represented N types. On Sunday the K1 suffered an electrical problem - cutting out - but the errant lead was eventually found, admonished in German and refitted. Jan and Gea van der Werf's supercharged D type looked like a C type and sounded the part; Christian Hoptner's supercharged J2 likewise was a delight to both eye and ear. Michael Kuijper's most attractive M type had more modern BMC propulsion - it is his play car - since he felt that the ohc M type which he had used on the Flat Cap did not have enough Whippet for the hills - perhaps it is less challenged in Holland. Michael may have had more umph, but it was too much for the 3.50 tyres which were as bald as Ben Nevis by the finish. Not so Mike and Tim Dalby, whose original M performed strongly once it had its battery charged, having been left switched on for a day or two.



*Piper and the Richards' PA. Photo: Ian Goddard  
www.triple-mregister.org*

The car looked very modern when it was plugged into the mains at the hotel; and its tyres remained roadworthy.

The PA of Derek and Rosemary Richards set the standard for presentation both for originality and wheelspoken sparkle. The car proudly displayed its 1934 tax disc for a mechanically propelled vehicle. Malcolm Kirby's PA car has a mosaic paint finish, but no one could accuse Malcolm himself of cultivating 'shabby chic' style. Alaster Bentley has not long had his F1 and confesses to spending much time and effort keeping it pristine, which it is. Alaster, a distinguished oboist, found time to meet a client from Glasgow and fettle his oboe. He may have been the only participant able to put the cost of attending the event against tax.

Other 4 seaters included the delightfully patinated PA of Keith and Jill Jackson, a comfortable family home. Tony Wild's preparation of his similar car involved a week on a beach in Lanzarote. The D type of Alastair and Mike Cowe seemed to cope with the roads, perhaps finding them benign, coming as it did from Aberdeen and the Cairngorms. Likewise the M type of John and Angela Haine had no issues even though its normal roads are in the soft countryside of Surrey. Terry Wilson's F2 had a misfire for a while, but it was only seeking attention and soon fixed.

N types were very well represented, both in number and in quality. NBs outnumbered NAs by 3 to 2, all resplendent, lending grace and quiet assurance among the slab tanks and cycle wings of the buzzing Midgets. N type passengers looked comfortable whereas Midget passengers are somewhat exposed.

Dinner on Friday was a 'Hail and Well-Met' occasion, friends coming together, many acquaintances being renewed and new ones made. Your scribe is in awe of the ease with which our friends from mainland Europe chatter away in our language when most of us are unable to say 'MG' in theirs.

Saturday dawned bright and some of the polishers were out drying off the morning dew before breakfast - it would be improper to identify them. A group photo was attempted before the start, involving a lot of arranging, reversing and 'no, no, after you's. To the horror of The Colin, who tries to avoid such clichés like the plague, a piper had been quietly arranged (if pipers can be arranged quietly) by Ian 'The Lowlander' Lindley to put the event in its Scottish context, and every car was set on its way by the chanter and drones of Major Tracey Thomson of the Peebles Ex Servicemens' Pipe Band. The combination of piper, cars and hotel façade made for a memorable photo, and many were taken.

The sixteenth century Reivers followed well-known but little used tracks through the hills and along the rivers, and so was it with the latter-day Raiders. Immediately from the start the crews were heading across isolated moorland between the Meldon Hills west of Peebles before descending to the Tweed valley, which was followed for 15

most agreeable miles to Tweedsmuir, home of aristocratic spy and author John Buchan. As if to say 'This may be the Borders, but we have hills too', the route then ran past the Talla Reservoir (which is high enough to provide water by gravity the 28 miles to Edinburgh) before climbing Talla Linn, at 1 in 5 challenge for any car, the more so with a crash gearbox. All cars achieved the climb, albeit at different speeds. Even your scribe's F type, then using only 4 cylinders, conquered the summit, but only by engaging its improbably low first gear.

Unknown to the hairy-chested men of old was the Samye Ling monastery, a Tibetan Temple in the Borders. It provided sustenance both to those who sought peace as well as those who merely sought coffee. A relatively short hop took the Raiders to Moffat, once a centre of the wool trade, now an agreeable lunch stop.

Few, however, suspected that in a garden at The Glebe stood a full-size Mk IX Supermarine Spitfire, appropriate in the home town of Air Chief Marshall Lord Hugh Dowding. By serendipity the aircraft, although only a model, came to the rescue of Tony Hay. The NA broke a gear selector as it came into Moffat. Dr Hamish MacLeod, the owner of the Spitfire and who also indulges himself in Bentley motor cars, was happy to talk to enthusiasts for cars and planes. Mention of Tony's problem produced a welding kit and, while the good doctor declined to apply the weld on someone else's car, our own breakdown manager Keiran Boyle has infinite welding skill and no such qualms. Tony and Janice were soon on the road again and able to enjoy the whole tour.

The return to Barony Castle came through the beauty of remote Moffat Dale, past St Mary's Loch, across the Ettrick and Yarrow Waters, whose valleys were the highways of the original Reivers, leaving time for a visit to Kailzie Gardens and sight of the resident ospreys.

At the hotel the tales were told, the heat of the day recalled and cars were fettle whether they needed it or not. Two which did need it were Tom and Liz More's 4 seat P type which had had the bad grace to blow its head gasket, and your scribe's F type, which had been in a foul mood all day and refused to use all its cylinders. The More's daughter retrieved a previously used head gasket from the back of the garage at their Fife home and brought it to the hotel, while Tom and Keiran set to and took the head off. The car was running in the morning. The Goddard F type needed coaxing back to full vigour with attention to fuel supply and electrics, the key element being a new distributor cap which Bob Walker produced out of thin air. Your scribe's thanks go to Bob Walker, Mike Cowe and Malcolm Kirby for their help in reigniting all the cylinders.

The evening was completed with a talk after dinner by Derek Stewart of the Border Clansmen, a living history group. Derek's knowledge of the real Border Reivers produced many stories, not least that of the reiver who, on being caught thieving red-handed, was offered the choice of the gallows or marrying his victim's daughter, who

wasn't bonnie. The reiver, being a pragmatist, accepted the challenge and by all reports had a large family.

Sunday was just as hot as Saturday and the route was to the East, this time travelling along the Ettrick and Yarrow valleys, then over Lauder Moor to Thirlestane Castle. All gathered for a photoshoot in front of the castle, and it was here that Andrew Smith's J2 succumbed. The interior of the castle was a notable visit, not least providing some respite from the heat. The tea shop provided light relief as the sudden influx of many visitors overwhelmed the service infrastructure. The problem was met with good humour, but several members are still waiting for their tea and sandwiches.

The afternoon took in Scott's view - often visited, it never fails to appeal to anyone who enjoys a landscape - and Kelso, where the Teviot meets the Tweed and Roxburgh Castle once guarded the entrance to Scotland. James II, an artillery enthusiast, accidentally blew himself up here in 1460. Fortunately there were no mishaps for the Raiders on this visit, who were able to enjoy this ancient town and its well preserved 18th century market square.

The return to base was through the beautiful rolling hills of the Borders, a lovely run of 40 miles, in company with other fine motor cars and typifying the joy of touring gatherings. Those who were back in time were able to enjoy the story of the relief map of Scotland, built in the garden of the hotel in honour of General Maczek, who commanded the Polish army in WWII and was based at Barony Castle. The 'map' is 150 feet in diameter ....

Sunday evening was the last time everyone would be together and so there were some post-prandial formalities. Among such quality of MGs there was close interest in the choice of 'Car I would most like to take home'. Would it be Gerard van Putten's



*The Prossers' KN on Talla Linn. Photo: Karen Niven*

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immaculate cream and brown J2, the Richards' PA, the C replica, the KN or one of the N types? There were many candidates. The choice was the Prossers' KN Pillarless saloon, and approval was general. The Spirit of the Event went to Mike Linward who, having driven the ever improving J2 from Chingford to Peebles on its rebuilt engine, was continuing on a journey to the Shetlands. Both received a bottle of malt whisky, courtesy of Charlie Cartwright, who generously commuted his unused entry into a prize fund.

Thanks were rightly expressed to Keiran Boyle, our back-up for the event, who had been quite busy with both trailer and spanners, but expressed his pleasure at his task. His restoration business is based in Dunfermline - kieranboyle24@aol.com - I make no apology for the advert. Ian The Lowlander received praise for the routes offered. Greatest thanks were reserved for The Colin, delivered by Jos Schreuders, together with a huge pair of Dutch clogs which led to a standing ovation - Colin was standing in his clogs, the rest provided the ovation.

Monday offered alternatives: the renowned arboretum at nearby Dawyck Gardens, or for those who wanted to keep going there was a 50 mile round trip to Biggar, and the prospect of visits to the 19th century gas works and the museum dedicated to Albion lorries, which were made there until the 1970s. One of our ladies did confide that she was not distressed when she was told that, unhappily, the gasworks was closed.

Every emotional event requires closure and for the latter-day Border Reivers this was a buffet lunch at the Barony Castle Hotel. Those who had had car problems vowed to be at the next such meeting in full working order; those who had had no such issues likewise said 'Until next time'. All reflected on the perfect weather; that the route had been well chosen; that the Borders were an area of outstanding beauty.

Indeed Bob Walker, a Yorkshireman, thought that it was the second best place he knew.



*Bob and Beth Walker about to leave. Photo: Ian Goddard*

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## Chairman's Jottings

This edition of the Bulletin is the sixth that Bob Richards has edited since taking over the job last Autumn - how time flies! Thanks are due to Bob for the continuing high standard of this publication and also to all those of you who submit items for publication. If you have a story to tell, do please submit it to Bob and it may well find its way into these pages, or perhaps into Safety Fast or the Register Yearbook.

Despite various rumblings and grumbles before and after MG Live! (Silverstone), one distinct high spot of the event was the opportunity for us enthusiasts to meet each other. That's really the essence of our little world: the people who populate it. These days many of us meet 'virtually' through the medium of the internet – for example via our own (occasionally sparky) discussion forum - but there's no substitute for getting together in person. For example, our good friend Lew Palmer from Minnesota will be across in the UK in September with a small group of Triple-M folk. Details of how to rendezvous with them on three possible occasions are given in the **Future Events** pages.

Elsewhere in this edition you'll find George Eagle's summary of the most recent committee meeting which was held in May. Your committee is very active right through the year, with much emphasis currently being given to keeping the Register of cars up to date, assisting owners in technical and other ways, planning the future development of the website including an on-line 'shop' for library items, and much more besides. If you have any thoughts or suggestions about how the Register could better serve the Triple-M fraternity, do please get in touch – we'd be glad to hear from you. Our next meeting is on 2nd September.

Yours octagonally (as they used to say!)

Dick Morbey

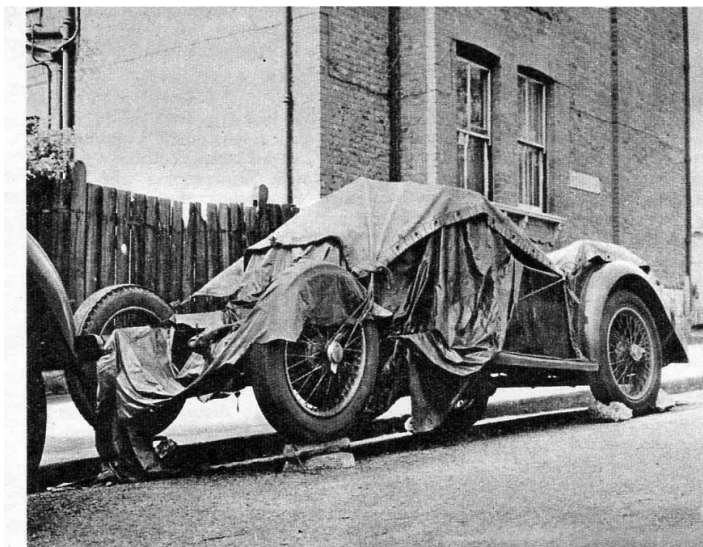
## Abandoned Vehicles

by Peter W. Card

I have always been interested in the way seemingly relatively new motor-cars from the vintage and post-vintage period depreciated dramatically in value before WWII. Scanning the 'cars for sale' pages of a 1937 edition of Motor Sport gives a depressing view of the state of the market in the 1930s: For example, a 1933 S.S. 20hp Sports Coupé with an original retail price of £325 was offered, less than 4 years later, 'just serviced and ready for the road', for £28; less than 10% of its original retail price. Similarly, a 1931 Rolls-Royce Phantom II Limousine De Ville was priced at '£75 cash', representing a likely loss of nearly £3000 in little more than 6 years. Perhaps one of the reasons for this dramatic depreciation was the inability of the cars to withstand the awful roads and importantly, the abuse with which vehicles were often treated by our forebears. Clutch wear and adjustment problems, leading to a 'failure to proceed', accounted for a great many breakdowns.

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A DERELICT OF THE MOTOR AGE: AN ENGINELESS OLD CROCK, SHROUDED AND PROPPED UP—AND ABANDONED IN A LONDON STREET AND, INDEED, ONE OF MANY SO TREATED. Attention has been recently called to the increasing number of old and useless cars which are being simply abandoned by their owners in the side-streets of London. In Lambeth alone it is said that the authorities deal with about 1000 such each year.

Some M.G.s of the early 1930s had just not been developed sufficiently enough to iron out niggling irritations which later developed into major problems because they were not rectified by subsequent owners. In the 1930s, as today (if Clapham is anything to go by), in certain parts of London, vehicles were abandoned in the street by their owners, who did not have either the will, common sense or frankly, the money to service and renovate a sad vehicle that had fallen on hard times.

Keeping this in mind, I recently came across this illustration and caption from a 1937 copy of Country Life.

The photo shows a circa 1933 M.G. K1 four-seat tourer with its engine, radiator and bonnet missing. Having owned one of these cars, I can confirm that, unless the engine and components are kept in tip-top condition, things can start going wrong, be it the vertical dynamo allowing oil leaks from the OHV head, the cam-shaft and rockers losing their gaps easily, and the water pump redirecting water into the oil sump. Is it any wonder then, that significant numbers of vehicles were abandoned in the 1930s. As the caption indicates, if every authority in London cleared 1,000 cars a year from its side-streets, it is a wonder that any pre-war cars have survived to the present day. Do any triple-M members have a view on this peculiarity or, indeed, have interesting photographs of abandoned M.G.s ?

## ENV Manual Gearbox Ratios

By Barry Foster

When I first started racing the C type, I found the original first gear ratio far too low. Lots of revs at the start of the race gave a good start for about 40 yards then came the wait to get into second gear! First step to remedy this was acquiring a J4 gearbox. However I never fitted it as all the advice I got proclaimed the first gear "too high and lots of clutch slipping would be required".

An AC or Invicta box would be the solution - and they were crosstube mounted so would go straight into the car. A very nice AC box was acquired, it even had helical constant mesh gears - I assume to make it quieter for the little saloon it was used in.

While I was searching for this gearbox I had a number of conversations with Barry Linger, who was the proprietor of Classic Motor Gears and a well known Triple M owner. He suggested that it was possible to design and make a set of gears to give the best ratio possible. A ratio that would give good starting from standstill and was quick to change to second gear. It would also have a ratio gap that gave a 1 to 0.5 to 0.25 series of steps, making the box almost perfect!

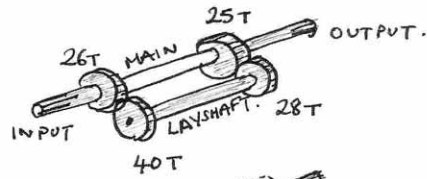
So design was put into production and I have spent the last 25 years with these gears. Recently some more have been made so that C and J4 racers have the ideal gears and F type owners have a good starting gear. (See Tables 1 and 2)

Table 1  
ENV gearbox Ratios.

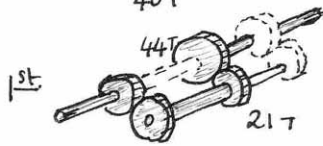
C & F-types.	C & J4 Close Ratio	AC & Invicta.	CMG Modified
4.01	2.69	3.805	3.223
2.006 ↓ 2.004	1.86 ↓ 0.83	2.006 ↓ 1.798	2.006 ↓ 1.217
1.373 ↓ 0.627	1.373 ↓ 0.49	1.373 ↓ 0.627	1.373 ↓ 0.627
1:1 ↓ 0.373	1:1 ↓ 0.373	1:1 ↓ 0.373	1:1 ↓ 0.373
R. 4.01.	R. 2.69	R. 3.805	R. 3.223.

Reverse gear has a longer gear which connects the two first gears so the output shaft then goes 'the wrong way' and you have reverse. Because the gears for all the 4 varieties of 'first' are different sizes, it means that the reverse shaft is in a different place. Conversion from one ratio to another requires the box case to be bored out and bushed to move the gearshaft to align all 3 gears correctly.

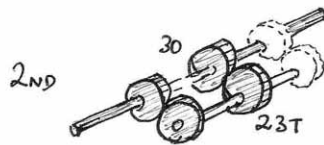
Table 2. Calculating ratios -  
ENV Gearbox ~ with 'CMG' gears



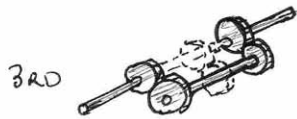
Constant Mesh  
 Main/Layshaft  
 gears.



1<sup>st</sup> gear ratio  
 $(26/40) \times (21/44)$   
 $= 3.223.$



2<sup>nd</sup> gear ratio  
 $(26/40) \times (23/30)$   
 $= 2.006$

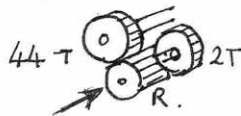


3<sup>rd</sup> gear ratio  
 $(26/40) \times (28/25)$   
 $= 1.373.$



4<sup>th</sup> gear ratio  
 Main/Input shafts.  
 Locked.  
 $= 1:1.$

Reverse Gear.



Reverse - double length  
 reverse gear locks  
 together 1<sup>st</sup> Mainshaft  
 and 1<sup>st</sup> Layshaft gears.  
 $= 3.223.$

## **An M.G. in Detroit - in the Ford Museum!**

**By John Vlossak, Founder of the M.G. Car Club Detroit Centre**

*(This article has been reprinted from Safety Fast, May 1959, submitted by George Eagle)*

Here, at the very seat of the vast American automotive empire, stands a fine tribute to motoring in the sports-car way and to the talents of the men of Abingdon. Standing in silent splendour at the Henry Ford Museum is a perky yellow 'M' type M.G., and the proud owner of this Midget was none other than Edsel Ford, Henry's own son. Edsel having been a gifted automotive designer and stylist in his own right, it is no wonder that he chose the most popular small sports car of its day, the 'M' type, as his own personal runabout. The car was purchased on 18 February 1930 through the Ford Motor Co. of London for £175 and was driven until some time in 1933, when it was donated by young Mr. Ford to the Museum.

The presence of such a particularly interesting automobile in Grosse Pointe, the fashionable Detroit suburb where Edsel lived, caused some of the red bloods to take note. It wasn't long before three more 'M' types arrived in Detroit, imported by Wm. F. V. Neumann & Sons, a Pierce Arrow dealer. Eventually Bill Wood acquired one of these cars, and the ownership of the Midget, more than any other single factor, probably determined Bill's motoring future. For he went on to become the first M.G. dealer in Detroit and a founder of the sports-car movement in this area. Bill's M.G. Car Club membership goes back to early 1947, when he began introducing the 'TC' to local enthusiasts.

All three 'M's have long since disappeared, probably under the breaker's hammer. All attempts at tracing them have proved futile - apart from a frame and running gear from one of the cars that we located, still hanging in an enthusiast's garage.

### **A Typical M Type**

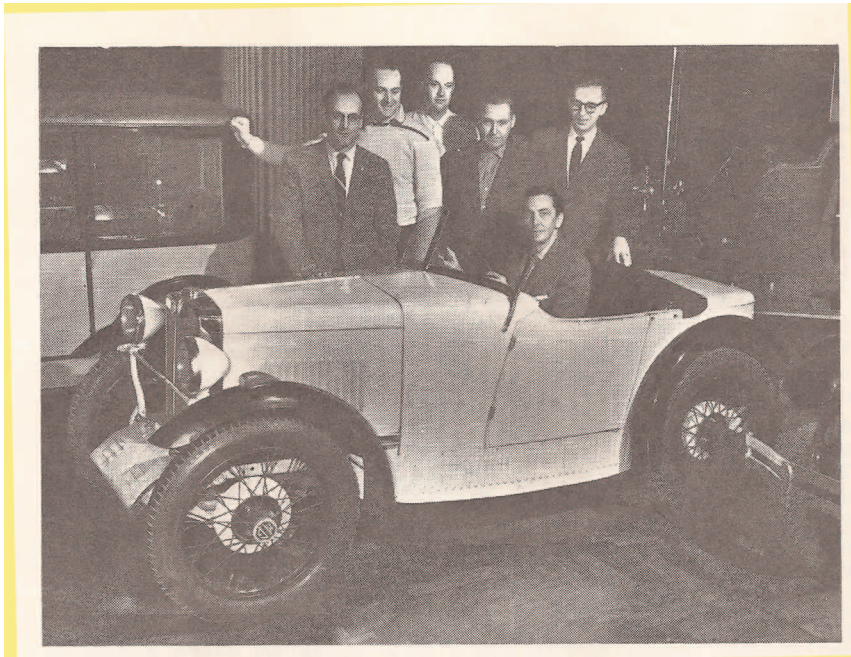
The Ford M.G. is typical of the 'M' types of its day. The body is built of an ash and plywood frame covered with fabric and sprayed in a light-yellow lacquer. The engine is the single-overhead-cam, four-cylinder unit with the larger 847 c.c. capacity (57 x 83 mm.) and three-quart stamped steel sump. The original S.U. has been replaced by an updraught Schriebler Marvel carburetter.

Within the boat tail we found the top and bows, two spare tyres, and the standard tool complement. There is also a set of replacement parts for the clutch, which had been blown at some time or another.

As you can see by the accompanying picture, the car has always been maintained in the best tradition and appears as a fine example of the very first M.G. Midget. In fact, the odometer reads only 27,509 miles, so this little automobile, now resting in Detroit, is probably the least-used and best-kept 'M' type in the world today. Only the radiator cap is missing, and the M.G. works staff at Abingdon are now moving heaven and earth to find a replacement.

An identification plate on the firewall reads:  
M.G. Car No. 2 M-812. Engine No. 563-A.  
Change Oil Every 1,500 Miles

And so we see that, although Edsel Ford was not actually an M.G. Car Club member, his possession of the 'M' type reveals his interest in the marque and the movement. Were he alive today, I am sure his sympathies and fond memories would surround that perky yellow M.G., resplendent in the lengthening shadows of the museum that bears his father's name.

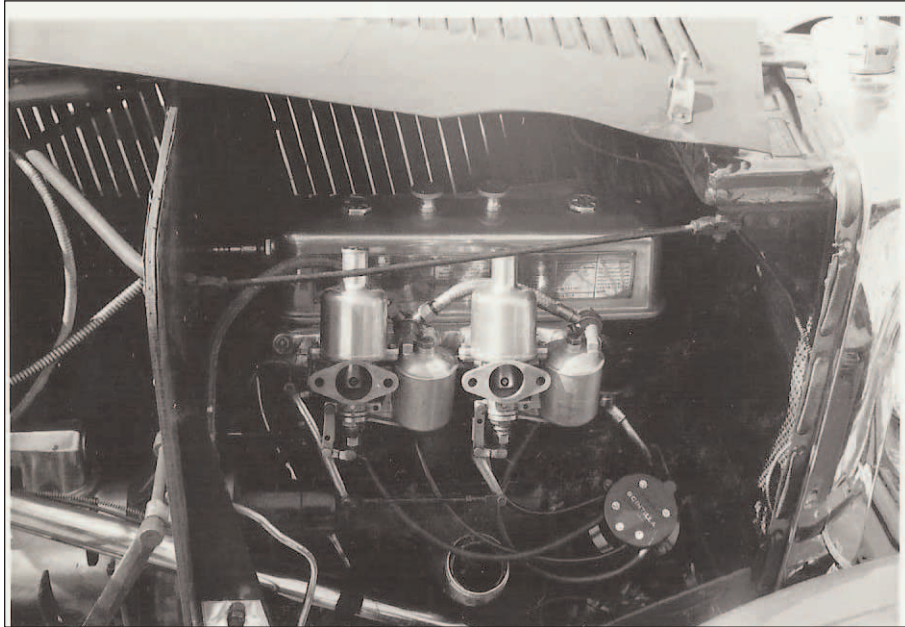


## Photos from 1961 from Jeremy Hawke

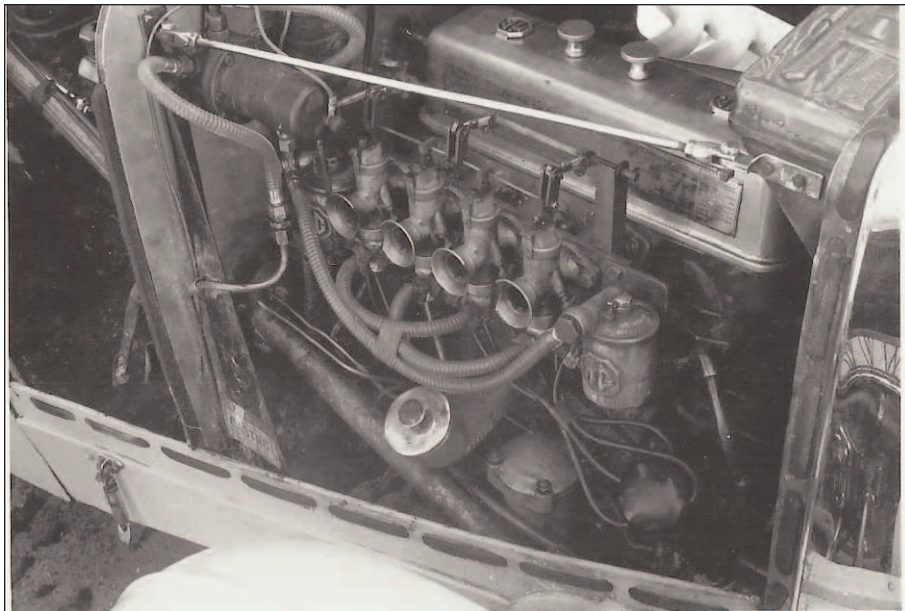
The first photo I sent you is of Dad & Mel Jones at Silverstone in Sept 1961, Club Racing with their J2s. J2396 is sporting the Ex J4004 radiator, 1 $\frac{1}{4}$ " SUs & Scintilla Mag, whilst J2988 is running 4 Amals & a Scintilla also (see photos 2 and 3). The J4 rad later went to J2988 (Mel's J2), whilst Mels' alloy doors went to J2396, where they remain to this day. In the 50s/early 60s these two cars (with the benefit of cheap & plentiful "goodies") tried just about every mod going in the quest to reduce lap times, J2988 eventually going down the blown route. However, J2396 remained un-blown and after nearly 20 years experimentation settled on the original carbs, with sets of 1 $\frac{1}{4}$ " & 1 $\frac{1}{8}$ " carbs consigned to the shelf! In the 80s, the flow-bench work done by the likes of David Vizard confirmed what had been long suspected; that 2 x 1" SUs were more than capable of satisfying the breathing needs of a J2, the limiting factor being the heavily shrouded inlet valves.



*Mike Hawke (on the right) & Mel Jones at Silverstone in Sept 1961  
Photo from Jeremy Hawke*



*Photos 2 and 3 from Jeremy Hawke (see previous page)*



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**Triple-M Register Championships**  
**- Mike Linward, Competition Secretary**

**C.O.T.Y. 2012**  
**Scores to 15th July**

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	64
2nd	1140	J2	JL 753	Mike Linward	57
3rd	3	J2	DG 5404	Jeremy Hawke/Marcus Hawke	54
4th	-	J2/s	WF 5494	Fred Boothby	49
5th	1018	J2	MG 2853	Philip Coombs/Wendy Leigh	47
6th	1426	NA/s ss	Bellevue Spl	Ian Baxter	42
=7th	907	K1	ADH 360	Neil MacKay/Ewan Graham	
				John Reid/Alex Reid	41
"	2692	J2	SW 4156	Brian Galbraith	41
9th	2362	NA	BTT 726	Richard Jenkins/Kim Jenkins	40
10th	3226	C/s	JO 2288	Hamish McNinch	38
11th	-	PB/s	-	Simon Etherington	36
12th	1278	F1	MG 1313	Ian Goddard	33
13th	148	M	OY 1548	John Haine	32
14th	1883	J2	PO 8865	Patrick Gardner/Brian Withenshaw	31
15th	691	NA All'ham	BYU 271	Philip Bayne-Powell	30
16th	341	M	PJ 7970	David Rushton	29
17th	656	PB/s	JC 3269	James Gunn	27
18th	571	PB	CKT 829	Andrew Smith	25
=19th	2591	PA	MG 3242	Colin McLachlan	23
"	1917	J1/s	VSV 521	Stuart Evans	23
"	2272	C/s	LJ 4444	Oliver Richardson	23

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
25th March	Torbay Motor Club, Torbay 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
13th May	VSCC Wiscombe Park Hill Climb	Full
25th-28th May	Triple-M Register Border Reivers' Raid	Full
2nd June	BARC Yorkshire Centre Harewood Hill Climb	Full
3rd June	MGCC D&C Centre Auto Solo	Full
9th June	VSCC Cadwell Park Race Meeting	Full
16th June	VSCC Brooklands Double Twelve Speed Trials	Full
16th/17th June	VSCC Double-Twelve Concours/Driving Tests	Full
23rd June	MGCC Silverstone California Cup Autotests	Full
23rd June	MGCC Silverstone 'MG Live' Race Meeting	Full
24th June	VSCC Mallory Park Race Meeting	Full
1st July	VSCC Shelsley Walsh Hill Climb	Full
7th July	VSCC Summer Rally	Full

**Slade Trophy 2012  
Scores to 15th July**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	34
=2nd	M	Alan Grassam	10
"	M	David Rushton	10
4th	J2	Jeremy Hawke	9
=5th	NA	Richard Jenkins	8
"	J2	Mike Linward	8
7th	PA	George Ward	6
8th	M	Oliver Richardson	5
9th	PA	Michael Legg	4
=10th	M	Nigel Stroud	3
"	J2	Brian Galbraith	3

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12th	J2	Emma Digby	2
=13th	J2	Patrick Gardner	1
"	PB	Andrew Smith	1
"	M	Philip Coombs	1
"	K1	Neil MacKay	1
"	M	John Haine	1

**Racing Challenge Trophy 2012  
The Betty Haig Cup  
Scores to 15th July**

Pos	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	J2/s	Fred Boothby		0.421
2nd	C/s	Hamish McNinch		0.445
3rd	PB/s	Simon Etherington		0.550
	K3/s	Brandon Smith-Hilliard	4	0.502
	NA/s	David Downes	4	0.913
	C/s	Barry Foster	3	0.318
	PA/s	Richard Ellingworth	3	0.615
	C/s	Oliver Richardson	3	0.669
	J2-PA/s	Mike Painter	2	0.542
	PA/s	Thijs de Groot	1	0.333

**Speed Championship 2012  
Scores to 15th July**

Position	Car/s	Driver	Points
1st	NA/s ss	Ian Baxter	45
2nd	J2	Philip Coombs	19
3rd	PB/s	James Gunn	18
4th	J1/s	Stuart Evans	16
=5th	PB/s	Rachael Holdsworth	13
"	PB/s	Mark Dolton	13
7th	M	Frank Ashley	12
=8th	ND/s, C/s	Philip Bayne-Powell	11
"	M	Robert Ellis	11
"	PA/s	Les Procter	11
11th	M	Chris Cadman	10

## Hints and Tips

### LUCAS PLC switches. So you've lost your ears?

by Ian T. Coxen:

Bob Butson's excellent repair article in February & Lew Palmer's easier assembly made me dig out old repair notes for 'ears' which were broken off two PLC 2 switches. Photograph below shows 2mm drill for holes, small tap for threads, 2.5mm drill to widen slots in body where screw heads are proud, 2 tabs and a suitable bolt.



**Method** - Drill holes in two tabs & lock barrel where ears fell off, tap all. Burr over, in vice not on lock barrel, end of tab to just grip on barrel collar, assemble using bolt and Loctite.

Next step- use pillar drill or hand drill fixed in vice, grind both the inside and outside part of bolt until it is just proud of the barrel on both sides. Next use the 2.5mm drill to relieve both the slots, to accommodate the extra metal and the proud bolt heads in the PLC body, bend the longer tabs over, having ensured the barrel is firmly home, don't hammer!

Until the bodies cracked and bits fell off, causing electrical problems, as well as the

bezel tabs breaking & not gripping, my repaired switches worked for years. Hope it helps.. Anyone repaired the bezel tabs let us know how, please?

For a lighter spring, that from an SU electric pump is a good fit and seems to work.

### From Paul Edwards

I'm new to the triple-M world after 40+ years of having a TC. I struggled with the choked-up chassis-lube system of my J2, which had stood for years so that the grease had hardened up. This is what I eventually bought in the local car accessory shop:

The Draper grease gun '34400 100cc Mini Grease Gun Part No: A6' is ideal for the Triple-M chassis lube system. Its head has a hemi-spherical cup with a rubber seal at the bottom so that it fits the original bulkhead nipples. It works by pushing the body of the gun, so the harder you push the better it seals.

It also has the advantage that if you keep it vertical it doesn't drip oil, unlike any of the lever-type guns I have tried. Not only that, but it's far cheaper than the lever-type ones.

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## Competition Roundup

by Mark Dolton

### May 6th - VSCC Curborough

The first VSCC sprint of the year on the ever popular circuit attracted a strong entry and five Triple M cars across the classes. James Gunn took the rapid Q Type replica to a class win with a 40.04 sec run, just piping the Kayne special into 2nd place with the smallest of margins. Great looking cars leading the way with some thrilling and pacy runs. A great advert for the MGs at a VSCC event.

Ian Baxter was as competitive as ever, having decided to hold on to the car after deliberating a sale. We are certainly pleased with his decision and he took 2nd in class 7 with an impressive 39.01 sec run. I was disappointed not to be giving Les Procter a run for his money in class 3 and he finished mid class in the Q rep. Dave Rushton threw the M Type at the course with his usual gusto albeit being out paced in the amalgamated class system at Curborough.

### Triple M Results

2nd/8	Class 7	135 Ian Baxter	Belleville Special 1491 1935	39.01	2nd
1st/8	Class 6	126 James Gunn	Q Type Replica 1084 1936	40.04	1st
2nd/8	Class 6	125 Mike Painter	Kayne Special 850 1935	40.57	2nd
8th/23	Class 3	52 Stuart Procter	Q Type Replica 847 1935	45.96	
16th/20	Class 1	1 15 David Rushton	M Type 847 1932	54.82	

### May 13th - VSCC Wiscombe Park

The busy May calendar continued with the annual visit to Wiscombe Park in Devon. The green mossy track had a face lift over the winter and had been relayed. Early practice runs were tentative as the competitors looked to find the limits and although the overall times were quicker through the day, the track was slightly unpredictable. It caught a number of Drivers out, including the record holder James Baxter who ended up parked in the Rhododendrons on his final run but luckily picked up only minor damage.

There was a strong Triple M entry which hopefully will be repeated when the MGCC visit Wisc in September. Ian Baxter picked up another pot on handicap with an impressive 48.92 certainly showing the new track was quick if you dared. In class 2 the MGs took a clean sweep. Andrew Morland continued where he left off last season, taking 1st overall, despite the usual excuses of misfires and missed gears! Frank Ashley took the M Type to 1st Vintage and Phil Coombs took 1st on handicap. Rachel Holdsworth made her UK debut in the PB in class 3, with Richard Jenkins taking the N to 2nd on Handicap. Two events into the season and an impressive haul of pots on the Triple M mantle-pieces!

### Triple M Results

3rd/9	Class 14	148 Ian Baxter	Belleville Special1491	48.92 1st Hc
8th/14	Class 9	88 Stuart Evans	J Midget 850 1932	59.27
1st/6	Class 2	15 Andrew Morland	PA 747 1934	59.84 1st
2nd/6	Class 2	14 Frank Ashley	M Type 847 1929	63.32 1st
4th/6	Class 2	Philip Coombs	J2 848 1933	67.60 1st Hc
7th/11	Class 3	25 Rachel Holdsworth	PB 939 1936	68.18
8TH/11	Class 3	22 Richard Jenkins	N Type	68.41 2nd Hc
6th/7	Class 4	46 Philip Bayne-Powell	ND 1287 1934	70.12

### MG Live Brooklands 500 and Triple M race

Despite the varied thoughts to Triple Ms at Silverstone, personally I think the race was a wonderful show case for the cars, complimented by an interesting prewar grid from the Motor racing Legends. The GP circuit might be long and not the greatest for spectators but it was wonderful to see the guys at full tilt at Silverstone. It was also an immense test and a wonderful example of reliability for the majority on what must have been a demanding excursion for the MGs.



*The Dutch P Type in full flow! Photo: Graham Arrondelle*

Despite a degree of confusion of the format of the race, who was pit stopping and who was racing whom in what category, the racing was a great spectacle. The triple Ms battled hard against the Bentley, Aston and Lagonda monsters. Barry Foster was dominant in the Rat, taking Triple M Honours at the flag. 1 of 4 C Types together in a competitive race, including the Evans C Type making its first race outing for 40 years. Its wonderful exhaust note was like music to our ears as it blasted its way around the circuit even if its 2 double rear wheel sprint set up gave its driver interesting

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challenges in cornering. Fred Boothby has the J2 dialled in beautifully and was impressively quick as he took the Mary Harris Trophy for 2012. The Dayglo P Type sporting the Dutch colours of Thijs de Groot was equally as quick. I thoroughly enjoyed watching the Orange P Type special and Thijs's regular waves to his fans in the stand - a firm favourite of my daughters! Clive Temple showed that all of our cars can be raced as he took his P type for an alternative outing to its normal weekend drives. All in all the mixed entry on C's, K's, N's, Ps and Js gave a great account for themselves.



*K3016 and the Evans C-Type make an impressive sight and sound.  
Photo: Graham Arrondelle*

Personally (and on behalf of many others) I would like to thank all the drivers for giving us a wonderful show. It was a wonderful race and has really stoked my fire to go track racing and enjoy the fun. I really hope that it will generate the same feeling in others and we can build on this to grow the grid in future years

For an even fuller round up and photos of this great event, do not miss the banter on the forum, especially the exceptional writing skills of the "Foz"!

**Triple M results: Overall positions**

5th	Barry Foster	C-Type
6th	Fred Boothby	J2
10th	Thijs de Groot	PA Special
13th	Mike Dowley	Evans C-Type
15th	Hamish McNinch	C-Type

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16th	Peter Green	K3
17th	Howard Maguire	K3
18th	David Downes	NA Magnette
19th	Jane Metcalfe	MG NA
20th	Oliver Richardson	C-Type
DNF	Clive Temple	PB
DNF	Andy King	KN Special

### VSCC Brooklands – Double Twelve Speed Trials June

Finally my PB was back in action at Brooklands along with a good selection of Triple Ms and Drivers. Based on the twisty Mercedes Bends test track the event is a very relaxed sociable affair and part of the wider Double Twelve Celebrations. A rare sunny day prevailed, although the wind was almost storm force, a head wind straight down the main straight. Never good for our sleek high radiator aerodynamic cars ;-)

In action on the day Wendy Leigh made her first appearance in a shared drive in the J2 and Phil Bayne- Powell had the rebuilt C-Type out for the first time. The sister PBs 0601 & 0602 lined up alongside each other in Class 3 with Rachel Holdsworth taking chunks off her time throughout the day. Chris Cadman was using the event as a shakedown pre Le Mans Classic in the M type and there was a first time outing in the recently restored K of Adrian Paul, not to mention the ever present Ian Baxter in the Bellevue back at its familiar Brooklands haunting ground.

Matt Johnston took the LA Austin / MG Special to a Class 13 Pre-1941 Racing Cars up to 1100cc win. Not quite triple M but amazing what you can do with a P Type engine, recording 48.8 secs!

Phil Coombs picked up 2nd on Handicap in Class 2 and I picked up 1st Handicap in class 3 with a 53.65 sec run. I'm chuffed as I was a full second quicker than my best here and with that headwind too, looking forward to the next event! Adrian Paul also picked up a fine 2nd in class 10 in the K with a 51.65 sec best

### Triple M Results

3rd/12	Class 14	Ian Baxter	Belleville Special 1491 1935	43.40
2nd/ 7	Class 10	Adrian Paul	K Magnette 1500 1933	51.65 2nd Ov
3rd/7	Class 3	Mark Dolton	PB 939s 1935	53.65 1st Hc
4th/ 13	Class 2	Philip Coombs	J2 848 1933	58.90 2nd Hc
6th/7	Class 3	Rachel Holdsworth	PB 939s 1936	61.10
8th/10	Class 8	Robert Ellis	M TYPE 847 1931	61.33
10th/10	Class 8	Chris Cadman	M Type 847 1931	62.16
7th/13	Class 2	Philip Bayne-Powell	C Type 746s 1931	62.18
12th/13	Class 2	Ms Wendy Leigh	J2 848 1933	77.86



## Your Letters

### From Ewan Harris

One improvement that I have found which reduces wear of the points' opening foot is to lubricate the cam and foot with neat Moly slip oil, the concentrated stuff. It is becoming harder to source so Molybdenum Disulphide Grease might be an alternative. Molybdenum Disulphide is a useful additive for anything with gears such as steering boxes, gearboxes and back axles; in my experience it does indeed coat metal parts with a solid, wear resistant film. Some friends of mine have said that it is **not** a good idea to use it in engines.

Returning to points, some form of transistor ignition is quite a boon, along with Moly slip it helps to reduce maintenance and improve and maintain tune. The one from Maplin Electronics is very reliable if care is taken over its assembly and installation.

Also available from Maplin are direct replacement red L.E.D. bulbs with two bayonet sizes; good for stop lights as they last virtually for ever. As mentioned before, a diode placed (the right way round) at SU petrol pump points is also worth the while. Thank you for an excellent Bulletin.

PS: I read elsewhere that back in the 1950s you could buy Cleveland Discol petrol; it was said that in some cases it contained over 10% alcohol. It did not seem to upset tune or SU pump diaphragms. Of course, modern cars are much more sensitively tuned than our cars. The EU is proposing 10% ethanol (alcohol) will be available from 2013.

### From Lew Palmer

Although not strictly Triple-M related, I thought the following bit of news might be of interest to those of us with a curiosity about the MG Airline Coupe.

A recent letter appearing in the May 2012 issue of "Enjoying MG", the magazine of the MG Owners Club, piqued my interest as it appeared to identify a previously unknown TA Airline Coupe (AMO825). The letter went on to indicate that it was once owned by Donald Healey in the 1930s.

Since there was always some speculation that two TA Airline Coupes existed at one time, this raised my doubts as I was never able to prove more than the one such car (TA0355), now in the possession of two enthusiast collectors in Australia, having been sold by the long-time owner in Switzerland.

However, a letter from Roy Miller, the historian for the MGCC T-Register confirmed that indeed TA2210 was built as an Airline Coupe, although it has long since been stripped of its Airline body and subsequently changed into a Q-type look-alike special.

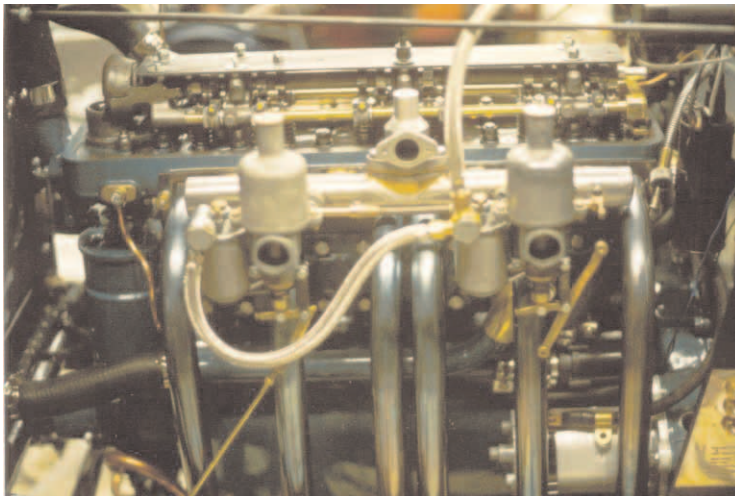
I am awaiting further information and possibly photographs of the car in its early life. But it now appears that there were 51 MG Airline Coupes built. Granted, this is a somewhat odd number, but I also believe there is an explanation. I need to do further research to confirm my belief.

**From Dieter Wagner**

Regarding the comment of Ewan Harris about the design of inlet and exhaust manifolds on the MG F-type, I send you pictures coming from USA. The owner sent it to me showing his product of a special made manifold for his F-type. The manifold can be used both for carburetors and for supercharger.



*Manifold Mods - Two Photos from Dieter Wagner*



## Your Adverts

**For Sale:** J2 fuel tank. Could be seen leaking on the Exmoor Rut. Offers.  
*Paul Edwards, 01935 864413 or [paulewards@waitrose.com](mailto:paulewards@waitrose.com)*

### **For Sale: Triple M MG Ancestor**

1927 Wolseley 16/45 2 Str + Dickey with Good Hood.

Rare 2 ltr, 6 cyl, OH Cam engine, with 7 main bearings, 4 speed gearbox, good 4 wheel brakes, MoT May 2013. Spare engine (dismantled), spare gearbox, 2 diff units built with new 8/39 CW&P, 4 x spare 1/2 shafts, spare Lucas GJ6 magneto etc. Very rare opportunity for half the cost of 18/80. Owned 16 years. Reluctant sale due to owner failing his "MoT" with DVLA.

*Offers over £20k to Stephen Dear, phone: 01249 819683 or write: 9 Ebor Gardens, Quemerford, Calne, Wilts, SN110AT*

### **For Sale:**

- 1 Main/reserve brass 2-way petrol switch pat. 10006/31. Connections for  $\frac{3}{8}$  outside dia. tube, for fitting on floor in front of driver. Ex C. Dobson's NE £35
- 7 Assorted aluminium brackets for fixing body to chassis with caps and 'U' bolts. Off J but I think they fit most Triple M cars. (Essential for fitting nose-driven blower to front crosstube.) £30
- 1 12V Lucas New Alto, complete restored horn. Good chrome; suits most Triple M cars. £45
- 1 6V Lucas Altette horn. Good condition but not restored. £25
- 1 Double plate clutch bearing holder assembly. 2" long by  $2\frac{5}{8}$ " dia. from L or J4 £12
- 1 Lucas 6V wiper motor, less locking lever £17
- 1 Starter button with Bakelite knob from M type £20
- 1 Set, consisting of brake pedal and mounting bracket, throttle pedal but cut off before choke. All drilled to save weight. Ex Geoff Coles J4 Special £23 the lot

*Colin Smith, Killiemor Cottage, Aros, Isle of Mull, PA72 6JZ, Scotland.  
Tel: 01680 300398 (All prices include postage.)*

**Wanted:** Alloy sealing cover over 1st motion shaft at front of 4 speed J/P gearbox.  
*Please telephone 01872 863507 or write Ian Coxen, Fresh Fields, Frogpools, Truro TR4 8RP.*

### **J2 Parts Wanted:**

Running Boards (same as P type)

Hood Frame (same as P, F2, L2)

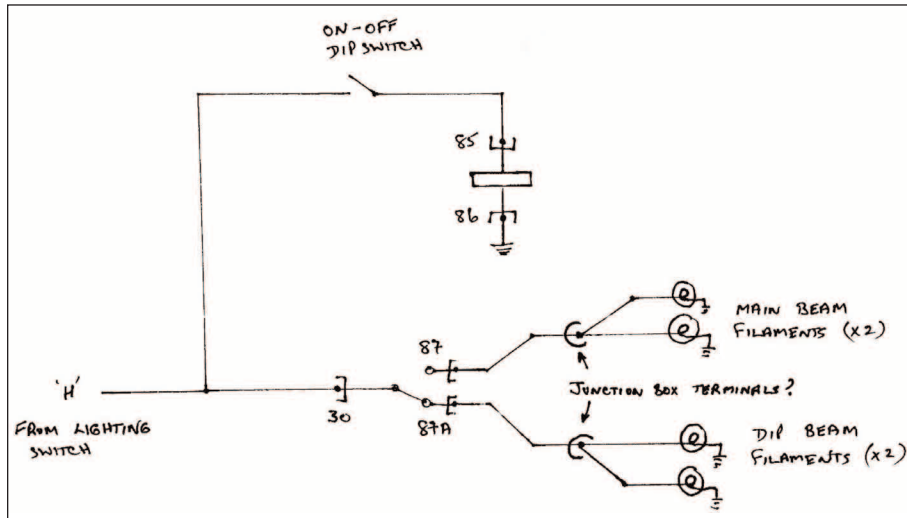
Front Apron (same as F2, L2)

Aluminium Blocks which fit into chassis at firewall

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

## Tail Lights

*An incorrect picture has been printed on page 18 of the 2011 Yearbook. Though the caption is correct, the diagram should actually have been this one:*



*Apologies to author Nick Feakes and to our readers for any inconvenience caused!*

## Bishop Cam Steering

**Eric Worpe has made the following comments regarding the articles on the Bishop Cam 'box which were printed in the April and June Bulletins.**

"My attention has been drawn to page 17 of the April Bulletin, in particular the first Note under the 'Restoration' heading. This note which states that some people prefer not to fit an oil seal to the Bishop Cam 'box reads as though I made the statement. I did not and wish to record my concern at what seems to be specious reasoning and an erroneous conclusion. However, the length of the sector shaft's housing is such that there may NOT be enough housing to incorporate an oil seal without reducing the length of the sleeve unacceptably."

Eric is also concerned that the impression might have been given that as the Triple M 'box is not long enough for two 1" wrapped bushes, one would suffice. He cautions that this would not be satisfactory and the solution to the problem would be to make a longer bush out of SAE 660 bronze that would cover the whole length of the sector shaft's housing. This bush would need to have an interference fit of less than 1 thou. (0.001") in the bored out housing. It was never Peter Green's intention that one 1"

wrapped bush should be used in a Triple-M steering box; he favours using one solid bush the whole length of the shaft which is reamed to suit the diameter of the shaft.

Eric has made the following comment about Hard Chroming:

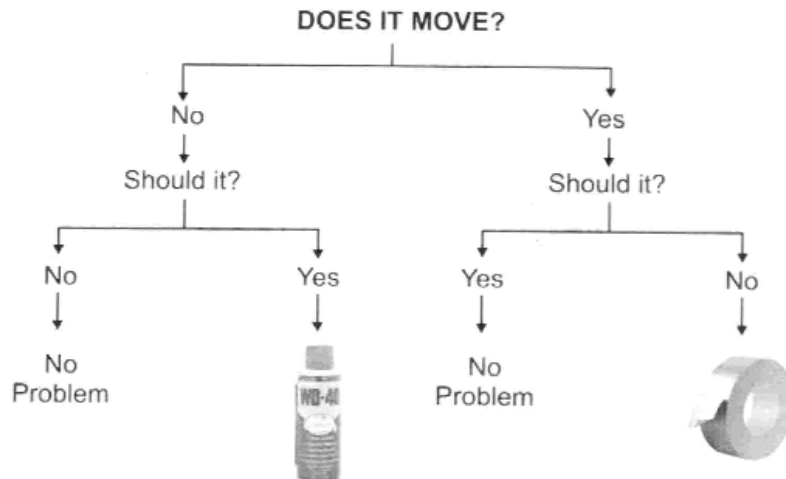
In the June edition, the article following mine on "Rebushing the Steering Box" (page 24), is on "Repairing shafts by hard chromium plate" by Steve Cameron. Whilst hard chroming is a reasonable approach when dealing with materials of known specification and history, the application of hard chrome plating to a sector shaft of unknown fatigue stress exposure should not be recommended."

The Triple M Bulletin Editor apologises for not making it clear in the April Bulletin that the note about not fitting an oil seal was not part of the original article from Totally T-Type. This note was in fact added on the advice of Peter Green who says: "It is a fact that some people do not like the idea of using a lip seal at the bottom of the shaft because they would rather some oil leaks out (with any impurities) which then lets clean oil lubricate the shaft. I do however agree that a lip seal would stop oil leaking out of the box."

We agree with Eric's caution above about Hard Chroming and would further emphasise that as mentioned by Steve Cameron, any part being considered for hard chroming should be crack tested before and after chroming and must be free of cracks before use. It should be borne in mind however, that the accumulated costs of crack testing and hard chroming may begin to approach the cost of a new sector shaft made with a superior grade of alloy steel.

**We conclude this issue with the following gem from Barry Foster:**

## Engineering Flowchart



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*C- Types at VSCC Pembrey. Drivers in their cars (L to R): Hamish McNinch, Oliver Richardson, Barry Foster. Standing L to R: Fred Boothby & David Downes  
Photo from Andrew Morland*



*The office of K3007, the ex Horton single-seater of Jeremy Hawke at 'Pre-war Prescott,' July 2012 - Photo: Bob Richards*

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# Wiscombe Park Hill Climb

Saturday 8<sup>th</sup> September 2012



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Relaxation at 'Pre-war Prescott' - Photo: Bob Richards