

# **TRIPLE-M REGISTER BULLETIN**



**MMMerry Christmas**

**December 2012**





*MGCC Wiscombe, 8-9-2012 - Above: The COTY leading J2 of Fred Boothby  
Below: Jeremy Hawke in the ex Horton K3 - Both photos by Nigel Machin*



# TRIPLE-M REGISTER BULLETIN No. 70

## Editorial

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**Front Cover Picture from Ken Hall**  
*showing his N Type, was taken at the April (yes April!) 2010 Vintage Car show at Amberley Museum and Heritage Centre, West Sussex.*

**Back Cover Picture from Bob Milton:**  
*An unknown specator's J2 at VSCC Snetterton.*

Welcome to another Christmas Bulletin in which I hope you'll find a pleasant mix of articles. There is also some important news about the revised way in which we would like subscriptions to be paid. Please see page 4 for full details.

As part of its ongoing restoration, the editorial P-type has just been furnished



*Stan Chilton (left) and Son Phil with the Editorial PA. The hood was designed to allow maximum rear vision and headroom for tall drivers*

with a new hood and tonneau cover, made to a very high standard by Stan Chilton, Coach Trimmer of Derby. Stan has been running his trimming business for over 52 years and during this time, has never needed to advertise his skills which must say something for his reputation! Stan's motor trade experience goes back to just after the second world war when he began his apprenticeship with Rootes in Manchester. Then, before starting trimming, he was for many years, a partner in a Japanese car dealership. He is a dyed in the wool enthusiast, owning two vintage Morris cars which he restored himself from near scrap many years ago.

He is assisted nowadays by his son Phil and a lady machinist called Doreen who unfortunately, was not at work on the day we collected the P-type so she does not appear in the photo. The team can tackle any trimming job on ancient or modern vehicles and in recent months has done major work on three vintage Rolls Royce cars, the oldest of which was a 1904 model. My Brother in-law Nick Smith's J2 has had a similar treatment to the editorial P type, his including recovered sidescreens. We both strongly recommend Stan's workmanship and hasten to add that we have no connection to the business other than that of a satisfied customer. Contact Stan or Phil on 01332 343812 or [stan.chilton@btinternet.com](mailto:stan.chilton@btinternet.com).

### **Future Events - 2013**

12/13th Jan	VSCC Measham Rally	Tel 01608 644888
3rd Feb	VSCC New Year Driving Tests	Tel 01608 644888
16th Feb	VSCC Exmoor Fringe Trial	Tel 01608 644888
23rd Feb	VSCC Pomeroy Trophy	Tel 01608 644888
2nd March (Provisional date)	VSCC John Harris Trial	Tel 01608 644888
16/17th March (Provisional date)	VSCC Herefordshire Trial	Tel 01608 644888
6th April	Annual Register Dinner and Prizegiving - Ship Hotel, Weybridge.	
7th April	MG Era Day, Brooklands	
15/16th June (Provisional date)	MG Live, Silverstone	Tel 01235 555552

### **PLANS FOR OUR MAIN 2013 EVENT**

Detailed work has now started on the planning of this event. It will be based at the Metropole Hotel in Llandrindod Wells - a large, very comfortable but (delightfully) independent family-owned hotel with a long tradition of catering for groups of motoring enthusiasts, for which it has received many plaudits. Our event is over the August Bank Holiday weekend (23-26 August, 2013) and coincides with the annual Victorian Festival for which the town is renowned. We gather during Friday afternoon after which there will be an informal supper. On Saturday we tour the unspoiled Welsh Marches and surrounding area to visit several places of interest, rounding off the day with a formal dinner, with a guest speaker. Sunday sees us on the road once again for a perhaps slightly more relaxed tour of the area, after which the day concludes with an informal supper before departing during Monday.

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

Other entertainments and diversions are planned - watch the website and future Bulletins for more news. Many have already registered their interest in attending the event, so now would be a good time for you to do so as well! Please contact Elizabeth Taylor at e.taylor@oakend.net or tel. +44 (0)1628 665055

## **Chairman's Jottings**

This will be a brief note this time, as I'm catching up after a couple of weeks' holiday. "Holiday", I hear you say - "I thought he was retired!" Well, that's true, but in the interests of a balanced life, Gill and I took off for some Mediterranean warmth and culture and have just returned, suitably refreshed.

There, there was a distinct lack of Triple-M influence, but I confess that I did take a surreptitious look at the Register website from time to time, which made me appreciate what an effective medium it is for keeping in touch with events. So thanks are due to Nick Feakes for his tireless work in enabling folk in far-flung places to maintain contact with the 'mother ship'.

On other matters: George Eagle and I recently attended the MGCC forum on the planning of 2013's MG Live! event. Provisionally confirmed for Saturday and Sunday 15th and 16th June, the weekend sees the reinstatement of a sprint event, which will please many of us. Racing will unavoidably take place on the GP circuit, but perhaps better news comes with the Club's willingness to take on board suggestions about better-planned Register parking areas, improved information around the site about the daily activities and other refinements to cater for inclement weather if that should happen.

I know there have been rumblings about the quality and content of the race commentary in 'our' race. Here, the solution lies partly in our hands! We intend to ensure that the race commentators receive crib sheets about competing cars and their drivers, so that they and the spectators are better-informed. If possible we would like a knowledgeable and communicative person to sit in with the race commentators for our race, to add colour to the proceedings. Any volunteers - please contact me!

But all that is 6 months or more away. In the meantime I wish you and yours seasonal greetings and productive fettling!

Dick Morbey



## Bulletin Subscriptions

### Transitional arrangements during 2013.

As indicated in the October edition of the Bulletin, during 2013 we will be changing the Bulletin subscription arrangements. As a result, by the end of the year 2013 all Bulletin subscriptions will have a renewal date of January 1st.

At present, subscribers have renewal dates at different times of the year depending on when they first subscribed. To cater for this and to allow for the move to a single renewal date, the following transitional arrangements will apply during 2013.

If your current subscription ends with the receipt of the December 2012 Bulletin, your renewal will be for the 6 issues in 2013 and will expire with the December 2013 issue. The **full year cost for 2013** is as follows:

UK subscribers £12.00	European subscribers £15.00 ~20.00	Rest of World £15.00
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If your subscription expires at a later date, the following will apply:

For renewals which expire with the receipt of the issues shown below, the amount payable for the remainder of 2013 will be as follows:		UK subscribers pay (see Note 1)	European subscribers pay (see Note 1)		Rest of World subscribers pay (see Note 1)
Final issue received	Issues covered by your renewal				
February 2013	April - December	5 editions: £10.00	£13.00	~17.00	£13.00
April 2013	June - December	4 editions: £8.00	£10.00	~13.00	£10.00
June 2013	August - December	3 editions: £6.00	£8.00	~10.00	£8.00
August 2013	October - December	2 editions: £4.00	£5.00	~7.00	£5.00
October 2013	December (see Note 2)	1 edition: £2.00	£3.00	~4.00	£3.00

Note 1. These rates will apply unless there is a significant increase in postage rates during 2013, in which case we will notify you accordingly.

Note 2. Subscribers with December 2013 renewals will be invited to make a single payment to cover the December 2013 edition plus six editions for the 2014 year.

Paul White, the Bulletin subscription co-ordinator, will issue renewal notices along with the last Bulletin of your current subscription and will be happy to receive payment for the following period by cheque (UK Banks only) or in cash. **If paying with cash, please do not include coins.** If the amount due cannot be made up just with currency notes, it may be more convenient for you to pay by Bank transfer or by PayPal (see below).

Subscribers have the additional option of payment by direct bank transfer.

Our Bank details are as follows:-

Account name: M.G. Car Club (Triple M. Register)

Account No.: 80620483

Sort Code: 20-01-09

**OR**

IBAN: GB04 BARC 2001 0980 6204 83

SWIFTBIC: BARCGB22

You may also pay via PayPal, in which case you should add an additional £1 to your payment to cover charges made by PayPal. The above rates will apply during 2013 subject to Note 1 above. The committee will review annual rate applicable for 2014 before the end of next year.

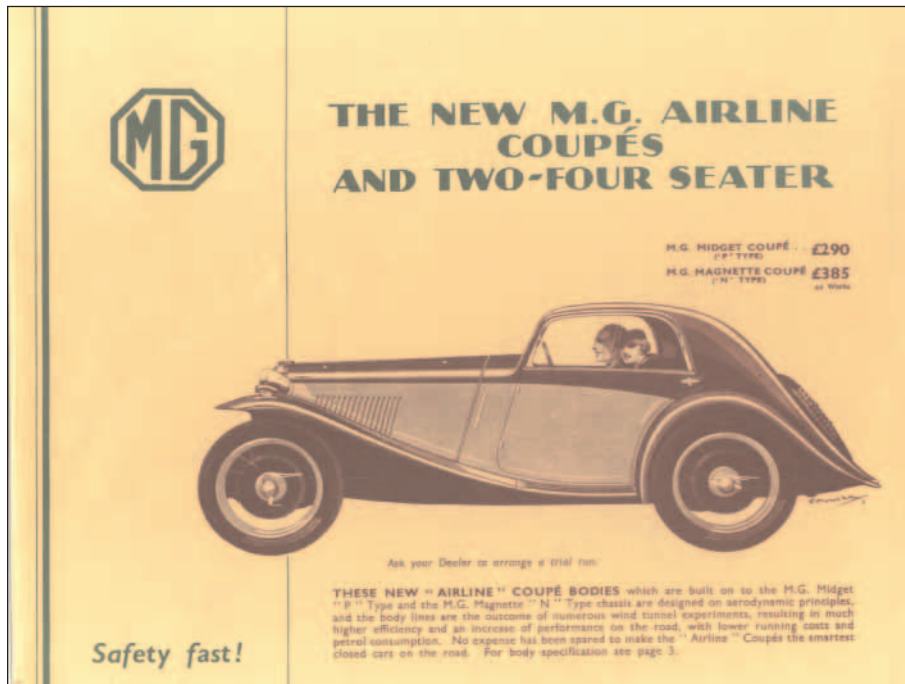
Further information about how to subscribe to the Bulletin including the use of Paypal can be found on our website at: [www.triple-mregister.org/bulletinsubscriptions.asp](http://www.triple-mregister.org/bulletinsubscriptions.asp)



*Summer at Shelsley showing Mike Dowley in his C type - Photo: Ian Davison*

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

## Who Made The Airline Coupé? by Lew Palmer



I am frequently asked who made the Airline Coupé. It bears an MG badge and was carried in the MG advertising brochures of the day, but the answer is not a simple one. An independent London-based automotive designer by the name of H.W. (Henry William) Allingham whose offices were at 10 Stratford Place, London W1 designed the general concept. He was also the designer of numerous other vehicles of the period, including Hillman (Aero Minx), and Rover (Speed Pilot).

You will note that many of the automotive designs of this period carried a name evocative of aeronautics. This was a common theme in the 1930s, reflecting the public fascination with high speed airline travel and the Art Deco period, thus capitalising on a marketing opportunity. The prevalent characteristics of an "airline" body style include a curved roof line blending into a sloping tail, a falling belt line, pillarless windows, and a rearward sloping windscreen parallel to the side windows. Numerous other manufacturers' cars attempted the design, but few carried it out as gracefully as Allingham's design.



In late 1933, H.W. Allingham approached several companies looking to have them incorporate his Airline Coupé design. The general agreement was that the company would place a set number of chassis with Allingham who, in turn, would contract with a body builder for the construction of the body and mounting on the chassis. MG's agreement had the completed cars forwarded to their main distribution dealer network. Allingham would be paid for each chassis so placed. Although MG had no direct involvement following the shipment of the running chassis, they nonetheless carried the Airline Coupé in their advertising, such as the brochure on the previous page.

So who actually built the bodies?

There is evidence to suggest that H.W. Allingham presented the general Airline Coupé design concept to two different companies and asked that they execute that design. He would then select the best execution. These two companies were Carbodies of Coventry and Wittingham and Mitchell. Early photographs reveal very different ways of carrying out the basic concept.

As you can see from the photographs on the next page, there are several notable differences:

- 1) The W & M design has a flush mounted spare tyre whereas on the Carbodies design the spare tyre is recessed into the sloping tail;
- 2) The W & M car has roll-up side windows with a fixed rear section while on the Carbodies car the side windows are of a two-piece slide-by design;
- 3) The W & M car has a scuttle mounted vent but the Carbodies car has none.
- 4) The front windscreen on the W & M car is fixed while on the Carbodies car the windscreen opens via a winder mechanism.
- 5) The characteristic cathedral windows of the Carbodies design appears to be non-existent on the W & M execution. No doubt the sharp-eyed reader will find other differences. How many can you spot?

Based on the fact that only one Whittingham and Mitchell bodied car has ever been discovered, it is apparent that Carbodies was selected as the builder of these cars for Allingham. A few chassis would be pulled from the line, shipped to Carbodies, and fitted with the Airline coachwork. Never were there more than 4 cars built at any one time. So there were few purpose-built parts especially for the Airline Coupé. Given that there were a grand total of 49 Airlines built by Carbodies (and one by W & M), this is not surprising. What was put on any one car was very much a case of what was on hand. Some cars were built with a majority of their outer skins in aluminum, others mainly in steel. Most had some combination of both. Front windscreen winders vary between cars, many built by Perfecta, but other manufacturers are also seen.

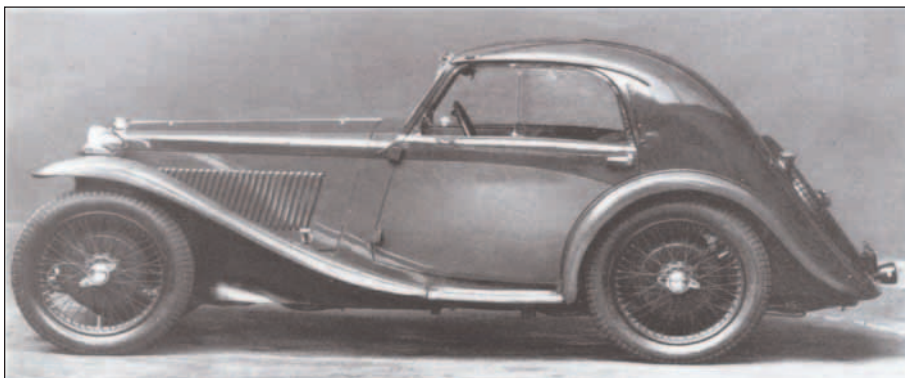
The N-type cars were built with substantially the same structure as the P-types. This



*Whittingham and Mitchell Design*

can be seen by looking at the two cars side-by-side. The rear wheels on the P-type are noticeably inset within the rear wings. This is due to the difference in the rear track width. The P-type is 2 inches narrower than the N's. No accommodation was made for the narrower car.

In fact, there were other changes from the standard P-type chassis so as not to have to change the body to fit the different cars. The N-type chassis is wider and taller than that of the P-type. Thus to fit the bonnet to the shorter P-type firewall, extensions were added to the aluminum channel containing the sorbo rubber seal. Aluminum strips



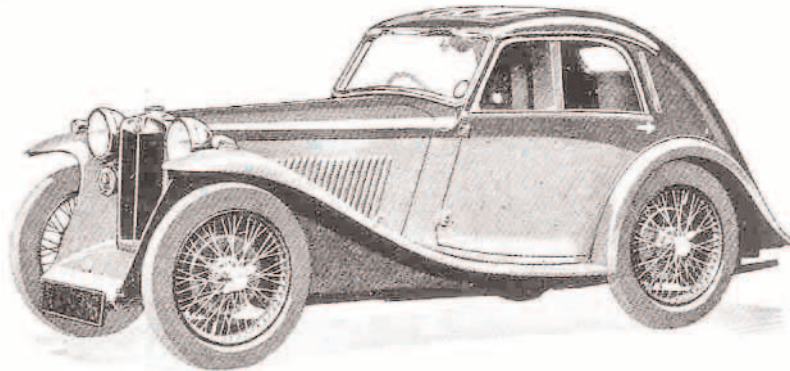
*Carbodies Design*

were fastened to the standard U-channel and wooden packing pieces inserted, thus raising and widening the top and sides of the firewall by approximately one inch.

As much as possible, the standard MG components were utilized. However, as mentioned, some modifications were made to accommodate the Airline Coupé chassis. The Airline Coupé bonnet, unlike the standard open 2-seater had bonnet louvres running nearly the full length. It is not clear whether Carbodies took delivery of the standard bonnet and added the additional louvres or whether this was on new construction. The fuel tank, as another example, bears a remarkable resemblance to that used on the 4-seaters of the period.

If one does the maths, there was a total of 50 MG Airlines built, 28 PAs, 14 PBs, 6 NAs, and one NB, plus the single TA, no doubt the result of having an extra body available. However, if we remember that these numbers include one Whittingham & Mitchell body, that leaves the rather strange number of 49 Carbodies cars. Would Allingham order a batch of 49 bodies? Unlikely. So where is the extra body? The answer is that HRG took one body as an experiment and mounted it in 1938 on their chassis as a prototype for a potential new model. Only the one was ever produced and it now exists in Pennsylvania.

The MG Airline Coupé was not a fast moving product. This is perhaps partially due to the cost (£290 versus £220 for the 2-seater P-type), this in an era when one could buy a conventional closed car for less than that of the Airline Coupé, and partially due to the idea that MG cars were more representative of open-air motoring. Nonetheless, today the Airline Coupé is seen as one of the prettiest and highly sought after pre-war cars.



*The above illustration is not part of Lew's article but has been scanned from a copy of the October 1934 sales leaflet (I thought it would fit the space nicely - Ed)*

## A Famous J2 Celebrates by Jeremy Hawke

J2396 has reached her 80th birthday. On 27th October 1932 she was delivered to "Imperial Motor Mart" of Cheltenham in Gloucestershire and sold to John Kendal. He must have liked the J2 because he replaced it with the 33 model little more than a year later. She broke her crank early on, whilst his brother had "borrowed" the car to take a young lady on a date (which must have left him with some explaining to do), other than that, she had an easy life. Towards the end of October 1953, she passed into the hands of a young Mike Hawke and her life became very much busier, the rest as they say, is history. So, to mark the event, Marcus & I set off for Cheltenham.



*J2396 outside the former Imperial Motor Mart premises*

The weather was far from ideal, being pretty damp, cold & misty (but at least it wasn't freezing as it had been when doing Castle Combe Sprint the day before) and by late morning we arrived outside the former Imperial Motor Mart premises. They now alas sit disguised behind a modern frontage, but enough of the original building remains to recognise it (listed I believe). The owner of the Italian restaurant opposite became very interested and enthusiastic, though this did not extend to offering us lunch!

We returned home through Nailsworth and paused at the ladder. This trials venue was the first motorsports event Mike ever attended and this was done on "bicycle power", whilst still at school. It is both daunting & ferocious in equal measure for an un-blown MMM, being very steep, rough and with a monster stone "step" to be overcome mid-

way up. The J has attempted this hill only once. Having succeeded with the diff, exhaust and everything else intact, she never tempted fate by trying it again. This however, was the place where, in accordance with his wishes, we scattered his ashes. Almost 80 years to the day after the car was built and 59 years after he bought her, they finally parted company.



*Mike and Jeremy Hawke in J2396 on Nailsworth Ladder - Photo: Mike Allison*



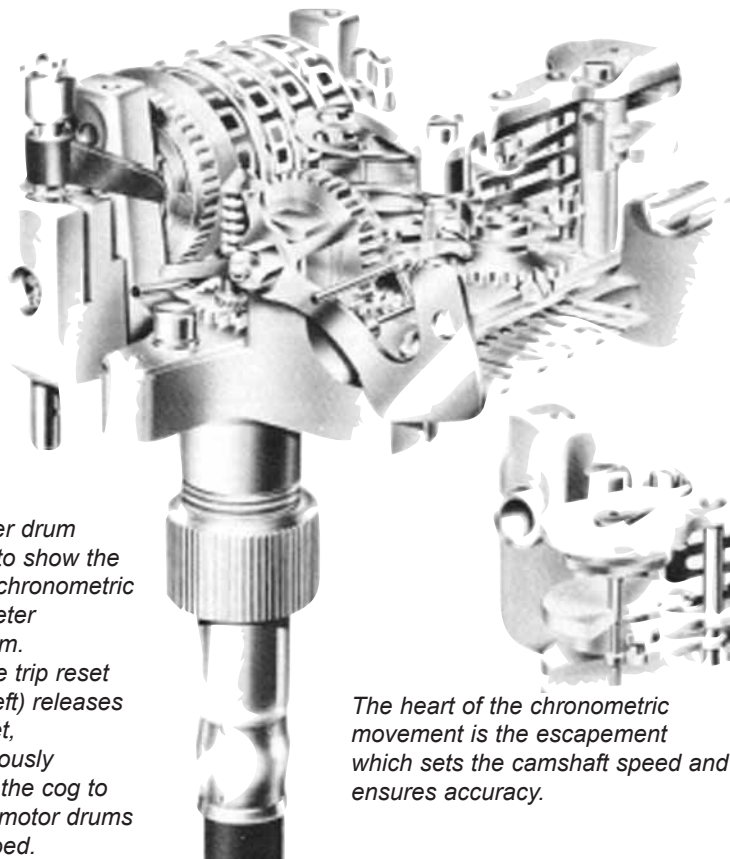
## Overhauling the Chronometric Speedo

*Note: This article was submitted by Keith Wallace. It was previously published in the April 1992 Classic Motorcycle Magazine and is reproduced with the kind permission of the editor.*

**Jonathon Jones takes time to dismantle the ubiquitous Smiths speedometer and finds out what makes it tick.**

**Action photography: Angie Jones.**

**How fast does it go mister?** Small boys are apt to believe the 120mph marking on a speedometer, even when it's fitted to a 600cc plodder. But all too often, when the motor cycle gets moving, the speedometer needle doesn't. And one peep inside the Smith's Chronometric can be enough to keep riders guessing their legality in 30 mph limits and ignoring indicated speeds of 75 between the front gate and the garage.



*Mileometer drum removed to show the standard chronometric speedometer mechanism. Pulling the trip reset spindle (left) releases the ratchet, simultaneously engaging the cog to allow the motor drums to be zeroed.*

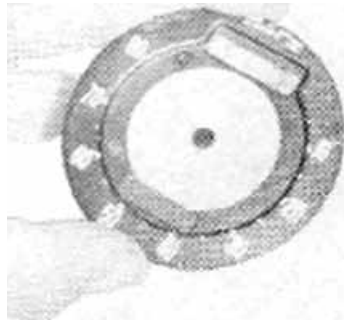
*The heart of the chronometric movement is the escapement which sets the camshaft speed and ensures accuracy.*

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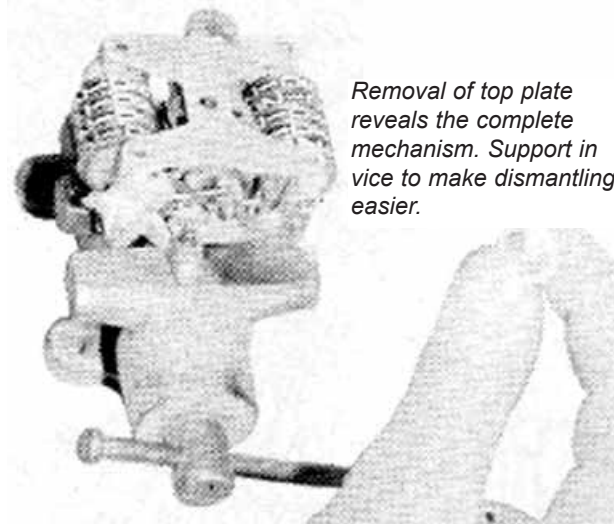
Dismantling the Chronometric isn't that daunting. It can be a nice little kitchen table job for a chilly evening, and once you get a grip on the principle, fault finding is not difficult. The worst thing that can happen is that you'll forget where the bits went, but with our photographs and step-by-step guide, you should be able to get everything back in the right order.

The Chronometric speedometer is common to hundreds of machines of the post-war period; you'll find exactly the same movement inside the little D shaped instrument, used by dozens of lightweights. If a trip reset extension is fitted, remove it to make the assembly less unwieldy, and address problem number 1; getting inside.

The D style is simple, just undo the three screws around the base, but the chrome bezels on the circular type can put the brake on things. Warmth works wonders - a rag soaked in hot water will usually free the fine threads - and with a cloth wrapped around the top, it can often be undone by hand. Like you, I've come across bezels which have been notched to provide a purchase point, but it's far better to apply force evenly. If hand pressure doesn't do the trick, try an oil-filter strap wrench - the nylon webbing type applied carefully to the ring. Gentle heat and perseverance is the key. Take off the sealing rubber, glass and supporting ring. It makes putting it back together easier if you use a separate container for each assembly - plastic margarine tubs are ideal.

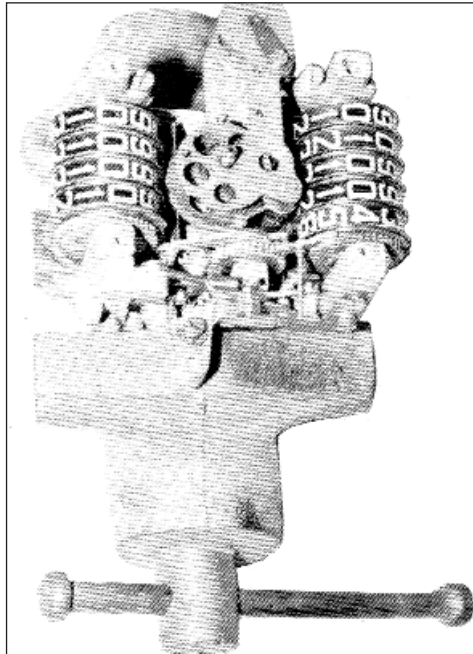


*Needle is a press-fit on its shaft; use gentle leverage beneath the face to remove it,*



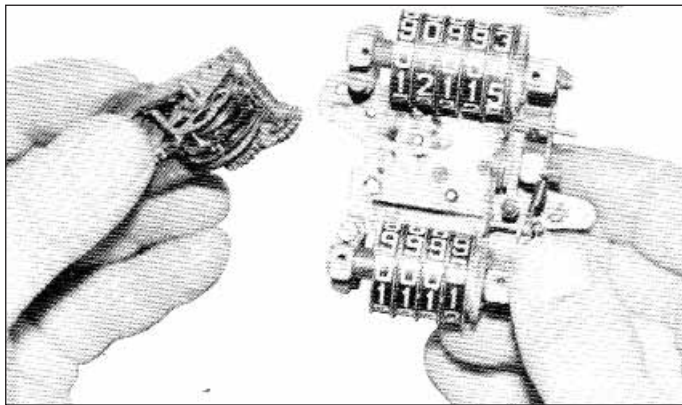
*Removal of top plate reveals the complete mechanism. Support in vice to make dismantling easier.*

Turn the case over, and remove the screws and starlock washers which hold the gubbins inside, supporting it by the cable attachment to stop it falling flat on its face. (The D type screws down from inside.) Take out the mechanism and undo the dial screws. Operators blessed with only two hands may like to support the assembly in a small vice.



Now, using two screwdrivers *under* the face to prevent damage to the surface, carefully lever off the press-fitted needle. If you choose the right size, they can be operated with a cam action, twisting the shafts until the needle pops off. Remove the top plate, where fitted, and before you go any further, inspect the works for signs of distress.

Much of the mechanism is brass, so corrosion is not usually a problem, though over-lubrication can be. Metal dust is more common, and the most likely cause is upward thrust on the drive shaft, caused by inner cables which are overlong. If you're lucky it won't be too late, but do look out for a half-dead instrument at autojumbles; it can make a useful parts store.



*Two screws attach the chronometric movement to the main casting. Oil-retaining pads let into the base keep the spindles well lubricated for thousands of miles.*

Two screws in the base remove the Chronometric movement - similar for all

instruments - which can be laid aside whilst the odometer section is serviced.

An eccentric wheel is at the centre of the ratchet mechanism which operates the mileage recorder, and the trip meter where fitted. Undo the outer locknut, and unscrew the 7BA bolt from the inside. The order, which can be seen in the photograph, is bolt; brass shim; pawl to trip meter, with spring; eccentric wheel and spacing washer; odometer pawl and spring; driving gear and pin; brass shim; supporting pillar on base; outer plate with pin which takes the two pawl springs; and finally the locknut.

Now the way is clear to remove and inspect the drive shaft, with its pinion and worm. Take out the screw, slide the plate from its slot and lift out the shaft, which sits on a brass washer on top of a felt lubricating pad.

Take the greatest care with cleaning, since even mild solvents will remove dial and odometer drum figures with remarkable efficiency. I have never found it necessary to dismantle the drums, preferring to use soapy water and cotton wool/cotton buds, as sold by chemists, these are ideal. Mileage can be zeroed by springing the retainers gently back; useful if you are putting together an instrument for a 'rebuilt as new' machine.

Wash the Chronometric movement by swilling it in petrol- white spirit is more acceptable inside the house - using a small brush to dislodge the muck. Overoiling of cables; or tachometer drives which pump engine oil upwards, are the main culprits here. Brass gears are selflubricating and don't need lashings of axle grease. Dry carefully and prepare for the really interesting bit.

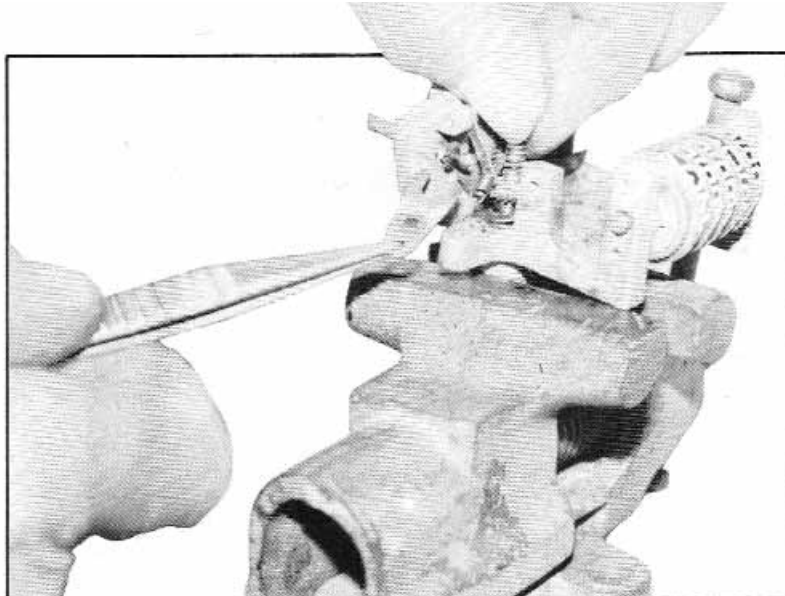
I have an aversion to instructions which say blithely: RE-ASSEMBLY IS THE REVERSE OF DISMANTLING. Everyone knows that taking things to bits is the easy part, and that all the problems start when bolting it back together. So let's assume that each piece is scrupulously clean, and try a different approach, describing how to assemble the mechanism, and advising that: DISMANTLING IS THE REVERSE OF RE-ASSEMBLY.

Begin with the camshaft and its brass escape wheel, which is regulated by the escapement anchor and driven through a clutch. Take the shaft, fit the small plastic disc; the diabolo spring; the large plastic disc; the pinion with its recess outward. Compressing the spring gently, slip the fibre retaining clip into its groove. Place the camshaft in the centre hole of base plate.

Next the needle assembly, which fits the captive shaft on the base plate. Fit a washer, followed by the fibre gear, boss to the top, and - meshing with it - the driving pinion and its rocking mainshaft. Then, onto the captive shaft place another washer; the integrator wheel assembly with its three-spring clutch, pinion to the top, and the

hairspring fitting in its groove in the post.

Fit the next washer, followed by the recorder wheel, again hooking the spring around the post. Slip on the rocking spindle's top bearing, which is one end of the rocker which pivots on the post, while its forked end locates either side of the top cam. A final washer on the main shaft is followed by the stabiliser wheel, its stub to the top and the small hole accepting the recorder wheel's pin.



*Screw and plate retain the main drive spindle. Note the particles of metal around this one; an outward sign of mechanical malaise.*

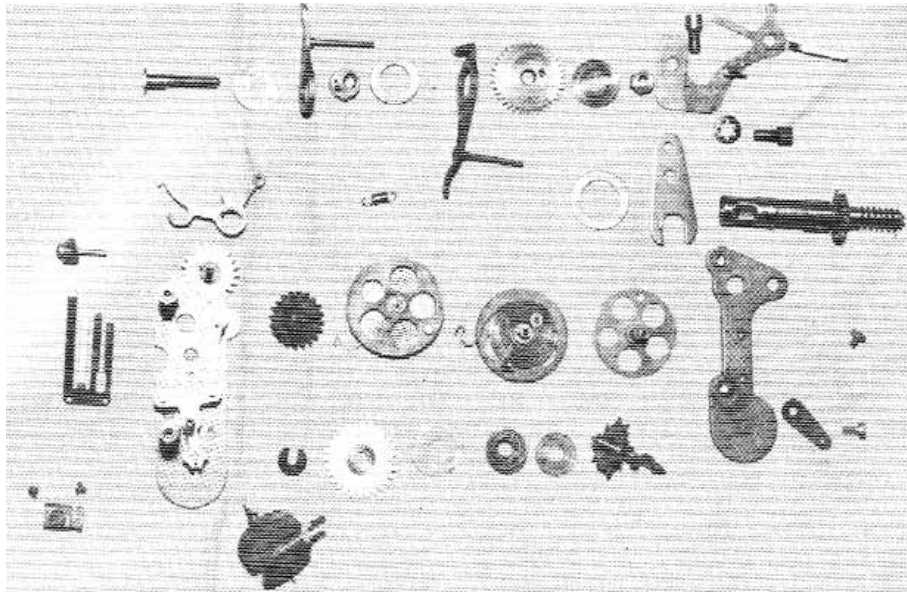
Now fit the escapement anchor, checking that its pins are in good shape . They can be worn by the escape wheel, causing it to stick, but they are a press fit. So it is possible to tap them out and reverse them, using a spot of Loctite, to present an unworn surface to the escape wheel's teeth.

Fit the balance wheel assembly, locating its cam and pin with the escapement arm. The balance weights effect the balance wheel's inertia, and ultimately the speed reading, and I'm sure that Smiths had a formula for setting accuracy . I'm not privy to its secrets, but if you want to experiment, give it a try.

Now fit the spring plate to the inside of the escapement post — two screws — aligning the springs, the lower two securing the integrator and recorder wheels ; the third to the rocker shaft, holding the rocking spindle in mesh except when the cam



disengages it . The top finger sits in a notch in the stabiliser wheel, and zeros the needle.



*Everything you need to build your own Chronometric movement, and what's more it's laid out in the correct order.*

Secure the balance wheel hair spring under its grooved plate, and the recorder and integrator hair springs beneath the oval plate on the opposite pillar . The elongated bolt forms a stop for the integrator and recorder wheels, which should be given about turn clockwise before the pin is fitted, so that they are held back against it by spring pressure .

Finally, replace the top plate, aligning the spindles carefully and fitting the longer of the two screws to the plate above the balance wheel. Use a little light machine oil on the bearings, keeping the camshaft clutch dry.

Before fitting the Chronometric unit, oil the two felt pads beneath it, and reassemble the odometer ratchets and eccentric wheel, using a spot of sewing machine oil as you build up the mechanical sandwich in — sorry the reverse order to dismantling . Lubricate the main drive spindle felt, refit the washer and spindle, and fit the retaining plate and screw. Finally, test the action of the ratchets by turning a small screwdriver in the cable drive, and screw the refurbished mechanism to the base casting.

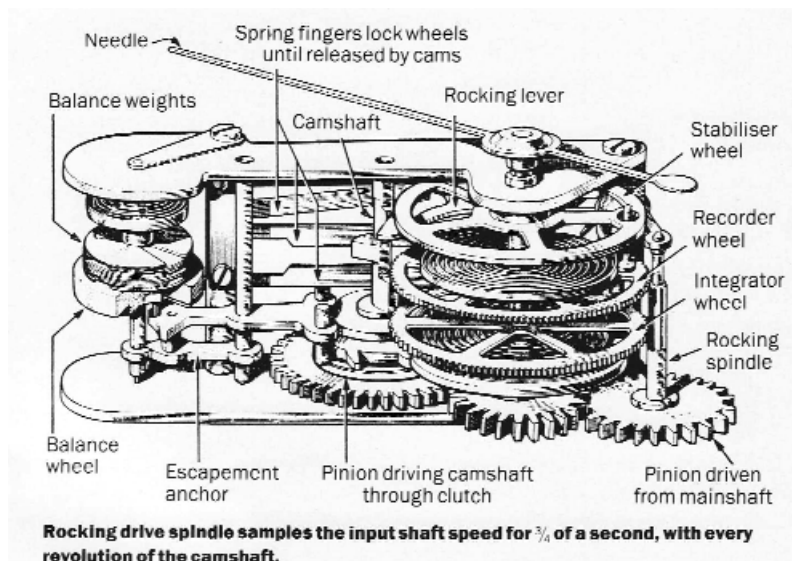
The completed instrument can be returned to its case after painting . A coat of white inside helps reflect light for better illumination, and a piece of white paper beneath the dial does the same job . Original equipment was a gasket between case and movement — blotting paper would make a good substitute, and may catch some stray lubricant . When refitting the needle, make sure that the stabiliser wheel is set to zero, and note that most speedometers indicate the 5mph marking when at rest ; not zero. Seal the glass carefully to keep the rain out, silicone gasket is ideal — and take care that your cable outer has no tendency to spring away from the threaded stub . Grind the inner back if it's too long.

How fast does your bike go? Now you'll be able to tell them .

### How it Works

The speedometer cable turns a chain of gears which drive a camshaft, its speed set by the escapement and its balance wheel.

One cam operates a rocker, which pulls a rocking spindle into mesh with the integrator wheel, turning this as far as it will go —dependent upon input speed — in 3/4 of a second . The integrator wheel drives the recorder wheel, and a pin locates with the stabiliser wheel, which carries the needle.

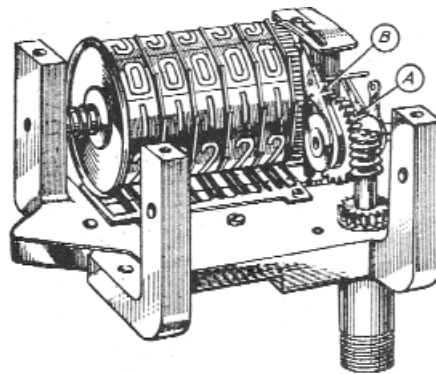


After 3/4 of a second, the camshaft disengages the rocking spindle, but the wheel is held by a sprung finger engaging in its teeth . The integrator wheel is released, and a

hair spring returns it to zero . Soon afterwards the cam releases a third spring on the recorder wheel, which returns to zero with the needle.

In practice, the rocking spindle will re-engage before the needle returns to zero, unless the drive has stopped. So the recorder wheel will react to any change in the number of revolutions it makes in 3/4 of a second, transferring this to the needle.

Worm on drive shaft turns gear A, and eccentric drive to the pawl B, which turns the recording drum ratchet.



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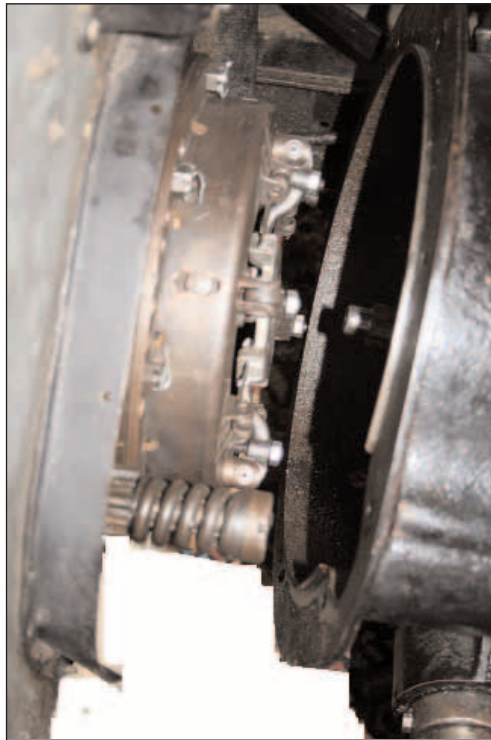
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## Clutch Finger Replacement

Words and Pictures by Graham Arrondelle

Some years ago I had a clutch finger break on my PA - seems a likely enough fault but I have heard of no one else having this particular part break. The errant part was welded and served well for maybe another twenty years - that is until a few months ago... On my way to pre-war Prescott a horrible clanking noise and a reluctance to let me change gear indicated that the finger had finally given up. A plea on the website led to a replacement arriving from Fozzie's parts bin, so I had no excuse for not getting on with replacing it!

The job requires separation of engine and clutch housing, and as I had not long replaced the engine I decided it would be less tedious to remove clutch and gearbox while the engine remained in situ. This entailed more work than I had anticipated, but even so was the better approach. To start with, seats and floorboards had to come out, followed by prop shaft tunnel and prop shaft, which I only loosened at the front end. I later found that I needed to drop the undertray and to do this I had to drop the exhaust... To further aid access I removed the steering wheel, gearbox remote and milo drive.



*Separating gearbox from engine*

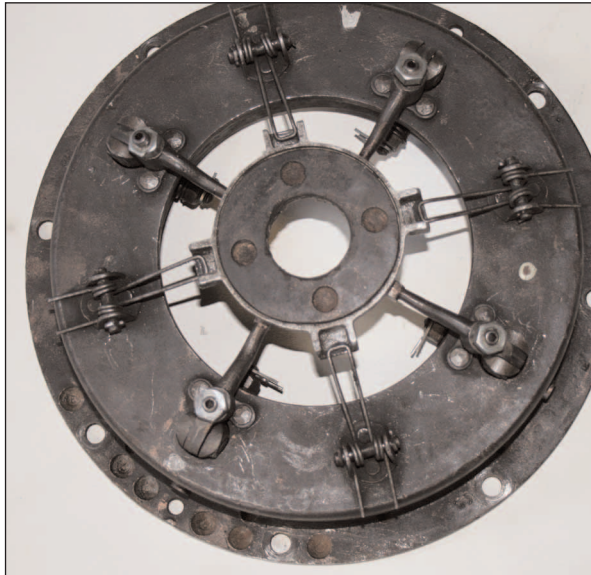
Before I commenced the serious business of removing clutch cross shaft mounting bolts and those securing the clutch housing to the engine, I placed a collection of wooden blocks under the sump for support, and chocked the wheels. Some time ago I replaced the bolts securing the cross shaft with allen headed bolts, which simplified the job a little, as I find little room for spanners and fingers down there. I found careful use of the jack helpful here, in taking the weight off tight bolts, and finally in helping release the housing from the block, which was rather tight.



I didn't take the assembly completely out, but found that by undoing the front brake cable mounting on the chassis I could slide it back sufficiently to gain the required access. Then it was a matter of removing the split pins and undoing the nuts securing the clutch pressure plate to the flywheel, when the whole lot could be removed.

I confess that the clutch assembly has had no more than a cursory glance from me in the past, so when I took a closer look I discovered that I have the later, thick pressure plate allied to the early, thick clutch plate - an arrangement I have since discovered was frequently used as a trials mod. Whatever, its worked ok since long before I had the car (bought as a runner in 1968!) so it went back in!

I dismantled and checked over the whole assembly, cleaned out forty years or so of accumulated dust and rust and reassembled it, taking care to put everything pretty much where it came from, inserting the 'new' clutch finger. I smeared a little copper anti seize on to the joint and body of the fingers, but you don't want to be too generous in that area!

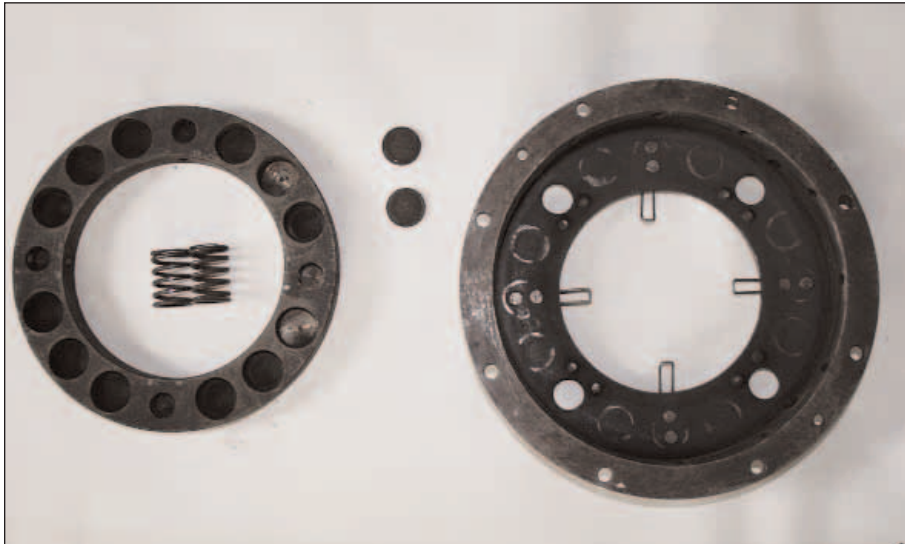


*Clutch Cover Assembled*



*Clutch Driven Plate*





*Clutch Cover Dismantled*



*Clutch Fingers*

Reassembly, as it always says in 'Blower', was the reverse of dismantling, however lining up the clutch plate is made somewhat easier by the use of a simple tool - I obtained mine from S&V years ago but if you have a lathe it would be easy to make. It is a bar which locates into the drive spigot on the flywheel and tightly fits the clutch plate, to ensure it all goes together in line, after which it can be removed to allow reassembly to continue. Again, judicious use of the jack to line things up was helpful, but with a bit of jiggling about it all went into place and was simply a matter of bolting things together.

When doing a job like this there's always a myriad of other things that need to be done, I have always lacked a bottom cover to the prop shaft, so made one up, but discovered more play than I would like in the diff. - another small job which I put off for a while. The amount of dirt and gunge in my undertray had to be seen to be believed, but I took the opportunity to apply grease and oil as necessary to the brake cross shaft. The pipes to my central oiling system were removed long before I acquired the car, and after liberally oiling my boots the first time I tried to use them, I found that there were grease nipples on all the required points - I use oil on the brake cables and steering box, grease to the spring mountings and brake shaft.

Once it is all together the final job is to adjust the clutch finger clearances - probably the cause of the original problem, though at fifty plus years (the age it was when it first broke) it was probably long past its anticipated life span! I shan't describe this here as most will be familiar with the adjustment and in any case I can't add anything to the description in 'Blower'. The important thing to remember is to make sure any tools you use are attached to a long piece of string, to aid retrieval from the clutch housing when you drop them! Newer adjusting screws have allen heads, rather easier to work with than the original slot heads, and I found that the spanner I use is exactly the right thickness to set the gap, saving me the bother of fiddling about with feelers or some other gauge. No tolerance is given in 'Blower' but I can't imagine that the adjustment is dead precise, as long as all are the same - and you will feel it through the clutch pedal if they are far out.

No doubt there will be some variation in the bits that need to be removed from car to car, but this essentially describes what needs to be done should you need to remove your clutch at some time. A determined engineer could probably manage it all in a day - it took me two or three but not all consecutive - my back's killing me!

## Autumn Roundup!

by Mark Dolton

### MGCC Wiscombe Park 8th September

The Triple M grid finally and slowly came together for our main MGCC hill climb of the year although it was a little disappointing in numbers., We had hoped for a few more entries but such is the choice of events available to competitors we managed a good respectable line up, supported by a strong contingent of Triple M supporters.

Wiscombe winds itself out of the valley and through the trees and the early fog took its time to lift, delaying proceedings; but when it did lift the sun came out and a great event unfolded. Despite the early delay and a further stop after a Frogeye excursion into the trees, the marshals organised proceedings with their usual expert, friendly and enthusiastic approach

On the hill Ian Baxter put on his now expected show of speed and power as he blasted up in 49.06 secs. Jeremy Hawke in the ex Horton K3 posted improving times after its initial reluctance to fire into life. Great to see two great racing cars in action and they were, in my view, the pick of the paddock at the event.

The sports car contingent enjoyed the usual tussle, although slightly confused in a very broad class structure. Howard Harman's PA was too quick for me in the PB posting a 58.17 run in class 2c for supercharged cars. Phil BP took a strong victory in class 2b in the C type with a 64.15. Andrew Morland had run out of excuses in the PA so turned up in a Lotus and was duly evicted to a far corner of the paddock in disgrace.

A great weekend as ever, well organised by Bruce Weston and team from the South West Centre and one we should continue to support in 2013.

### Wiscombe Results

E3 04	Ian Baxter	MG Bellevue Special	49.06	Pre 1955 VSCC Award
E2 102	Jeremy Hawke	MG K3 1087	56.81	The Don Smith Trophy
2c 16	Howard Harman	MG PA 948	58.17	
2c 12	Mark Dolton	MG PB 939	58.90	
2c 14	Fred Boothby	MG J2 850	59.91	
2c 15	Adrian Moore	MG F Magna	66.19	
2b 3	Philip Bayne-Powell	MG C type	64.15	1st in class
2b 4	Frank Ashley	MG M type	65.80	
2b 1	Philip Coombs	MG J2	67.13	
2b 5	Chris Cadman	MG M type	67.27	

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*Howard Harman and his PA at Wiscombe - Photo: Nigel Machin*

#### **VSCC Loton Park 15th / 16th Sept**

The greatest achievement of the weekend was the amazing coordinated attack on the Hogroast queue by the Triple M contingent. Approaches in waves resulted in an unprecedented supply of Hog Baps for our table, too much to be consumed, so doubled up as gifts to friends and the next days breakfast! The evening event on the Sat night makes the event one of the most informal, social and friendly of the VSCC calendar. James Baxter (Hill Guru) and family, was our guest speaker on our table and provided a great insight into how to tackle the hill, trying to adapt his advice to our rather slower ascents compared to his Frazer Nash powerhouse!

It was a fine weekend for camping, starting with a hearty meal on Friday in the local pub. But for those of you thinking that this was just a social weekend, out on the Hill the competition was as fierce as ever. A really strong triple M entry and just about a completely dry 2 days meant some pretty quick times resulting in one class win, two 1st on handicaps and a 2nd on handicap for the 10 cars that were on show.

Ian Baxter blew class 14 away with a 65.35 to take the Overall Pre War car award. An exceptional run when you compare to James Baxter who took FTD and the Hill record with 61.35 in the 3500cc Nash. Mike Painter took the Kayne to 3rd in class 13 and

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Andy King had the KN on form, sounding great as he steadily improved to a 77.01.

Mike Dowley and the Evans C type looked the part all weekend, improving with every run although incomplete on the final attempt. I'm sure he would have improved on his initial 82.59 time, but good for me as I snuck under this with a 81.15 in the PB. I got a smooth run in on Sunday morn after pushing hard but erratically in practice. It was enough to grab 2nd on handicap in class 3 and break my own personal best by 3.5 secs. Car certainly working well following the engine rebuild!

Taking 1st on Handicap in class 3 was Rachael Holdsworth in the other PB. Improving by nearly 4 secs, Rachael is really getting to grips with the car and clearly with the beaming smiles and enthusiasm has thoroughly enjoyed her first full season of competition.

In class 2 David Rushton took 1st on handicap in the M with some really consistent times. His 90.36 just beating Phil C in the J2 with a 90.64. Revenge will be sought for next year. Andrew Morland just about managed to screw the PA together in time, collecting parts along the way and guided by his nationwide support crew to take 4th in class with an 84.86.

Another cracker of a Loton Park event, remains my top pick of the season!

Loton Results:

1st Class 14	Ian Baxter	MG Bellevue	65.35 1st Overall
3rd Class 13	Mike Painter	MG Kayne	72.16
4th Class 15	Andy King	MG KN	77.01
4th Class 3	Mark Dolton	MG PB	81.15 2nd Hc
7th Class 13	Mike Dowley	MG C TYPE	82.59
4th Class 2	Andrew Morland	MG PA	84.86
8th Class 2	David Rushton	MG M Type	90.36 1st Hc
10th Class 2	Philip Coombs	MG J2	90.64
11th Class 2	Frank Ashley	MG M Type	91.23
9th Class 3	Rachael Holdsworth	MG PB	92.19 1st Hc

#### **VSCC Snetterton 30th September .**

The last VSCC race meeting of the year turned out to be a most glorious day with clear blue skies and unexpected warmth. 6 x MMM cars - C types of Barry Foster, Hamish McNinch and Oliver Richardson; the P type of Simon Etherington; Andy King's single seater KN and Fred Boothby's J2. For the standard and modified sports cars, this was the season final and would decide the final points and standings of the VSCC series. All MMMs raced, and all finished and well up, too, with Barry Foster leading home Fred Boothby, Hamish McNinch and Oliver Richardson. When all results





*Hamish & Foz discuss tactics behind their C types - Photo: Bob Milton*

were studied it was found that Fred Boothby had not only won his class in the annual series , but had come equal second in the overall standing.

After this main race several scratch and handicap races were held , with all three C types and Simon Etherington's P type entering the Spero Trophy and all finishing strongly, with Barry Foster crossing the line fifth, after being badly baulked by a spinning competitor. Oliver Richardson and Fred Boothby had entered the last handicap race and finished second and third respectively, separated by less than a second at the finish.

All in all, a quite excellent meeting and maybe this sets a record, with all MMMs finishing every race entered .

Snetterton Results:

REDGATE MUG FOR STANDARD & MODIFIED PRE-WAR SPORTS-CARS

RACE 1

7th	38	Barry Foster	MG Montlhery	1:53.80 (fastest lap) Winner on HC
8th	112	Fred Boothby	MG J2	1:54.26

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10th 44 Hamish McNinch MG C Type 1:57.73

SPERO & VOITURETTE TROPHIES FOR VINTAGE & PVT CARS UP TO 1100cc  
RACE 5

6th 38 Barry Foster MG Monthery 1:53.83  
10th 44 Hamish McNinch MG C-Type 1:55.82  
14th 135 Oliver Richardson MG Monthery 2:01.

SCRATCH RACE FOR PRE-WAR CARS (VSCC SET 5) - RACE 7

8th 74 Simon Etherington MG PB 2:01.23  
9th 135 Oliver Richardson MG Monthery 2:01.84 First VSCC Standard Car

HANDICAP RACE FOR PRE-WAR CARS RESULT - RACE 10

2nd 135 Oliver Richardson MG Monthery 2:01.75  
3rd 112 Fred Boothby MG J2 1:55.54  
10th 74 Simon Etherington MG PB 2:01.96

DONINGTON MUG FOR SPECIAL PRE-WAR SPORTS-CARS RESULT - RACE 11

12th 74 Simon Etherington MG PB 2:00.99

**Castle Coombe Classic: 6th October**

This was a 'one-off' pre-war race for VSCC sports cars, the MMM contingent consisting of the four C types of Barry Foster, Hamish McNinch, Oliver Richardson, and Charles Jones driving Graham Watts' car, plus Fred Boothby with his J2. Clear skies, but a damp circuit for practice and all MMMs survived, though most drivers considered the circuit to be tricky and needing a lot more learning.

Unlike Snetterton not all MMMs finished the race, Hamish pulling off after one lap which included a double spin at Quarry corner and stating handling difficulties and low oil pressure as the reason. Oliver Richardson retired on lap three with a misfire and lack of power. Barry Foster occupied his usual position at the head of the MMMs, pursued by Charles Jones. By lap three the circuit had a liberal coating of oil which made things somewhat difficult and when a backmarker got into difficulties at the first chicane, Barry had to use the escape road, allowing Charles Jones to nip by. Normal positions were resumed soon afterwards, with Barry taking the flag just 2 seconds in front, but with Charles Jones setting the fastest lap of the C types. Fred Boothby finished a further 3 places down, having frightened himself on the copious oil at Quarry corner, but still third of the MMMs.

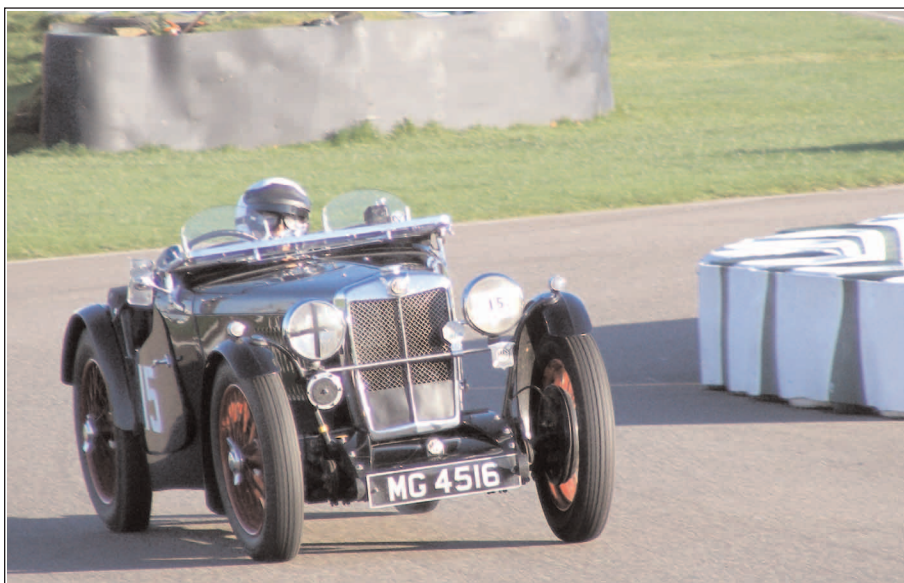
So that's the last race of the year.

#### Castle Coombe Results

12th	Barry Foster	MG Montlhery	1:42.175 (fastest lap)
13th	Charles Jones	MG Montlhery	1:41.550
17th	Fred Boothby	MG J2	1:47.211
Not Classified:			
DNF	Oliver Richardson	MG Montlhery	2:05.41
DNF	Hamish McNinch	MG Montlhery	

#### VSCC Goodwood Autumn Sprint

A wonderful finish to another great year of Sprints, Hills and Racing. Unlike the manic and crowded nature of the revival show, this event is the more traditional club get together. It's a great social event with a wonderful array of cars on track and in the paddock car parks for all to enjoy.



*Rachael Holdsworth cornering hard in the PB - Photo: Andrew Harrington*

We all had a couple of attempts in the afternoon after the 2 timed practice laps in the morn, tackling the revised lap set up starting from the end of the pit lane. It was cold! Many experienced snow storms in the early hours before the skies cleared but the bitter wind never died. The last batch of racing cars was hit with a rain shower but the majority enjoyed a dry if blustery day.

With a good selection of triple Ms out to please the crowds, it capped a great year where our cars have been on track in force and this has been well noticed by officials

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and spectators. We might not have the balmy grids of 30 triple Ms in the 70s but MGs have played a regular part all season.

Phil BP faced further trouble in the C-Type as it expired in practice with oil once again making an unwanted appearance externally. Rachael Holdsworth was throwing the P Type around with gusto but couldn't get the car to perform in top gear, suggesting a fuel starvation problem. For so many of us it's a new challenge compared to the hill climbs, a real opportunity to open up the cars at full whack, but difficult to know how they will perform.

I had my first successful Goodwood after 3 yrs of mechanical, electrical and driver breakdowns. The PB was flying, hitting about 5600rpm in top on Lavant which must be around 90mph. Holding your nerve through the first 3 right handers flat out is a great experience but I wish I had a few more laps to get into a rhythm. I think I'll target the GRRC track day for classics in June to sneak some practice. Despite a significant handicap cut at lunch I still improved and took 1st Handicap for class 3 with 131.97 beating my season long rival in the Frazer Nash Super sports.

Barry Foster and Fred Boothby brought their track form and speed to the party for all to see with impressive consistent lap times. Fred taking 2nd overall in class 3 in 128.75 reporting 6600rpm in top! Barry for some reason ended up in class 9 with the special racing cars but still took 4th place with an electric 124.77 lap.

Chris Cadman's M pipped Phil Coombs' J2 in class 2, taking 2nd on Handicap in the process. The dual-wheeled Ian Baxter recorded a 108.72 in class 14 just 4 secs slower than the FTD ERA.

All in all a great pot-haul for the Triple Ms and a great way to close the 2012 racing calendar. It's been a brilliant year with many new faces hitting the tracks, we really hope that more of you will come and play next year and continue the modern day fight for Triple M racing domination!

All the best, Mark

Thanks to Fred Boothby for content!

Goodwood Results:

Class 14	- 3rd	Ian Baxter	MG Bellevue	108.72
Class 9	- 4th	Barry Foster	MG Monthery	124.77
Class 3	- 2nd	Fred Boothby	MG J2	128.75 2nd Ov
Class 3	- 4th	Mark Dolton	MG PB	131.97 1st Hc
Class 2	- 9th	Chris Cadman	MG M Type	153.82 2nd Hc
Class 2	- 10th	Philip Coombs	MG J2	154.34
Class 3	- 10th -	Rachael Holdsworth	MG PB	158.19
Class 2	- NS	Philip Bayne-Powell	MG C Type	Retired

## **MG Spanners - Abingdon, King Dick and Shelley (with apologies to Lynne Truss!) by Simon Johnston**

It's all Oliver Richardson's fault really! As he was coming to the end of the fabulous job he did in putting my J2 together, he casually dropped the suggestion that I might like to gather up some nice period tools to go with it. What a great idea, I thought, but where to start? Well of course there's the list of tools in the Parts List and in the Instruction Manual, and the very useful picture on Barry Walker's web site showing a wide range of tools for our cars. But there wasn't much by way of specifics available. A trawl through the MMM Forum produced lots of general information that seemed to boil down to the fact that our cars got fitted out with whatever tools happened to be in stock on any given day and that one can't be too obsessive about originality as what one car had might be totally different from the next car down the line.

There was much talk on the Forum about Shelley and King Dick and Abingdon spanners, and in particular their adjustable ones, but little by way of factual information about which was which, which was better (if any) and why the apparent interchangeability between them at MG in the early 1930s.

But let's start with the old canard that King Dick adjustable spanners with Abingdon stamped on them were made specially for MG. But first we need to go back to the 1850s when one Thomas Mabbutt, from Abingdon on Thames, opened the Abingdon Works in the gun making quarter of Birmingham where he made breech blocks, roller skates and also some tools. The business prospered and began to specialise in the manufacture of motorcycles and hand tools and in 1907 moved to new premises in King's Road, Birmingham. The tools produced under the "King Dick" brand were actually named after the show winning bulldog belonging to the owner of Abingdon Works. The name was adopted first as a trade mark in 1881 (complete with picture of the prize winning hound himself!) and later, in the 1940s, incorporated into the name of the company itself as Abingdon King Dick. (As an aside, Abingdon Works also made motor cycles in the 1920s under the 'AKD' brand - Abingdon King Dick)

In general it would seem that while the King Dick name was the only name stamped or cast on open ended spanners, the adjustable spanners sometimes also have 'Abingdon' stamped on them. But as should now be obvious this has nothing to do with MG at Abingdon, but simply refers to the name of the manufacturer of the spanner.

But why are the King Dick and Shelley adjustable spanners virtually identical? One avenue of research led me to believe that at one time Shelley actually owned King Dick, but while there was anecdotal evidence to support this from a former Norton employee (Shelley owned Norton in the 1920s), there was nothing factual to back it up. I had a great exchange of correspondence with a guy who is writing a history of the adjustable spanner in Britain (yes, really) and he could throw no light on this, but then two seemingly unconnected bits of information came my way which made the link.



In my correspondence with King Dick Tools Ltd., I learnt that Abingdon Works went into decline in the late 1920s and early 1930s ending up in liquidation in 1931, and the company, including King Dick tools, was bought by a Mansell family. And in researching the Norton connection I found out that one of Bob Shelley's close business associates was Walter "Bill" Mansell whom he appointed as Managing Director of Norton when he bought it in the mid 1920s. But I couldn't find anything to confirm that they were one and the same Mansell.

And then over lunch with Mike and Anne Allison and Oliver Richardson when Sandra and I went to collect the J2, the subject of Karl Weissmann's J4 came up (I can't remember why) and the story of how he was given a set of King Dick tools by the car's original owner D K Mansell who apparently had some connection with King Dick. With Karl Weissmann's help it was fairly easy to track down, and then speak to, Tina Mansell, grand daughter of Dennis Mansell, J4 owner and later MD of King Dick, and great grand daughter of Walter "Bill" Mansell, MD of Norton and the head of the family that purchased King Dick in the 1931. Bingo! The link between Shelley and King Dick and MG was the Mansell family.

So why the interchangeability between the brands at MG? To be honest, there's no definitive answer to this that I could find. But it does seem that within the Shelley group there was a general policy of sourcing components from companies that had an association with Shelley by virtue of their owners being directors of Shelley companies. So King Dick, owned by Walter "Bill" Mansell's family, would have been considered part of the Shelley 'family' when it came to doing business. And in fact there are parts of the adjustable spanners which would seem to be identical by virtue of having the same Registered Design number stamped on them and which quite probably came from the same factory. So it may simply have been that MG bought from both Shelley and King Dick; or they bought from Shelley who could fall back on "Bill" Mansell's King Dick company for supplies if need be; or indeed they may simply have purchased tools from a local wholesaler who kept both Shelley and King Dick in stock.

So if we're on the lookout for an appropriate adjustable spanner for our MMM MG what should we look for? As far as I can determine, MG did not specify any particular preference (although I seem to recall that Shelley jacks were specified in some cases) but I didn't have access to all the parts lists so I stand to be corrected on this. But we shouldn't forget that in 1931 the makers of King Dick went bust after some years of decline so they probably wouldn't have been seen as the premium brand that they are thought of today. I'd venture to suggest that they may quite possibly have been the second choice for MG in the early 1930s with Shelley, a large and successful manufacturer of a wide range of tools and equipment, as first choice. But I doubt we'll ever know for sure.

So when hunting on eBay or round the auto jumbles how to tell if a spanner, whether Shelley or King Dick, is of the right period for our cars? Well, we can't be absolutely precise but we can at least narrow it down to pre-1931 and 1931-45. Prior to 1931 the adjustables, both Shelley and King Dick, had a slot down one side that extended as far as the adjusting barrel (see right). So one like this would probably really only be appropriate for an early M type.





The next major change was in 1945 when the adjusting barrel was increased in length from 0.45" to 0.6" (left). So it's really quite easy to pick out one that dates from the 1930s or early forties as the adjusting barrel is noticeably wider than it is high (right). But beyond that, for now I haven't been able to identify any specific characteristics that would enable more precise dating.<sup>1</sup>



OK, so we've now found an acceptable adjustable, whether King Dick or Shelley - your choice - so how do we choose which open ended spanners to put in our tool roll?



The same arguments about whether to go for King Dick or for Shelley still apply and I'm not convinced that either one of them is inherently better than the other. The Shelley spanners I acquired (left) are rather more substantial than the flat plate or flat forged ones one more commonly sees and I haven't actually come across a similar set of King Dick ones. That's not to say of course that they don't exist; simply that they certainly are uncommon.

The standard sizes in the tool kits seem to have been 3/16 x 1/4, 5/16 x 3/8 and 7/16 x 1/2. Note the lack of overlap in sizes so tough luck if you need two 1/4 spanners to undo a lock nut! But more importantly, note the lack of descriptive size, i.e. no W or BSF.

And this is the key to making sure that your spanners are age appropriate, although as we'll see even then we can't be absolutely definitive in every case. Most of our modern workshop spanners probably carry dual sizing, i.e. both 1/4W x 5/16W and 5/16BSF x 3/8BSF but this simply isn't correct for a 1930s tool kit.

The original Whitworth sizes (where the nut/bolt size corresponds to the spanner marking, i.e. a 1/2" W spanner fits a Whitworth bolt with a shank/thread diameter of 1/2") were standardised in 1841 by Sir Joseph Whitworth and featured a significant head oversize to accommodate the crude tolerances of the production methods of the

<sup>1</sup>Ron Geesin, who is writing the magnum opus on the history of the adjustable spanner in Britain, has promised to let me have the results of his research into the minutiae of King Dick and Shelley adjustables in due course. But for now, this is as narrow a date range as I could confirm from the information he was able to give me.

day. In 1908 the standard was revised to include the option for a finer thread and became BSF (British Standard Fine) and BSW (British Standard Whitworth).

During the Second World War, as an austerity measure to reduce steel consumption by reducing the oversize bolt heads and nuts, the standards were revised again<sup>2</sup> and this resulted in the head sizes being reduced by one step so the head size for the older Whitworth 1/4" bolt was used for the revised BSW/BSF 5/16" bolt, etc., thus avoiding the need for new tools.

So we can say with certainty that a spanner marked with the dual sizing of W and BSW/BSF is, by definition, not from the 1930s. But what about a spanner without the dual sizing? Well, caution is advised since, for example, King Dick abandoned the dual marking some fifteen years ago and now mark most of their Whitworth spanners simply as 1/4W, 5/16W, etc. But the key is the inclusion of the letter 'W' to indicate 'Whitworth'. As far as I have been able to determine, pre 1940 spanners, i.e. those that pre date the change to dual sizing, are unlikely to be marked with the 'W' for 'Whitworth'. My Shelley ones in the photo above simply have the size marked on them but no 'W'.

So it's more a case of probabilities: if a spanner is marked with a 'W' it's **probably** post 1940, but **possibly** pre 1940; and if it has no 'W' marking it's **almost certainly** pre 1940 and **unlikely** to be post 1940. (Bearing in mind of course that it would have taken some time for the new standards to be introduced across the board and many spanners made after 1940 may well have still had the pre 1940 single sizing marked on them.)

I wouldn't for a moment claim that this is in any way a definitive paper and people with far more knowledge and expertise than me continue to try and unravel the sagas of both Shelley and King Dick. But it has been great fun doing a bit of 'digging', and the most satisfying part was coming up with the link between Mansell, King Dick and Shelley as that connection seemingly hadn't been made before. But if anyone can add anything to the history of either King Dick or Shelley then I know that Ron Geesin (ron@geesin.demon.co.uk) and his co-conspirator Bill Whiteley (lonprops@blueyonder.co.uk), both of whom were enormously helpful in my research, would be very glad to hear from them. Bill, in particular, is anxious to get any information possible on the history of Abingdon Works and on the use of the King Dick trademark.

I'm also grateful to Dr. Paul Crawford of Dundee University for providing me with the 1940 British Standard and for the explanation of the relationship between Whitworth, BSF and BSW both pre and post 1940; and to Rich Payne, a serious Norton enthusiast, who provided me with a lot of information on the Norton tools which are often very similar to the MG ones for reasons that we now understand. As he said, he always knew he had to be up early to beat the MG guys at Beaulieu, and now he knows why!

<sup>2</sup> *War Emergency B.S. 916 : 1940.*

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

*Note: The tables below have been curtailed due to space restrictions; the complete tables may be found on the website [www.triple-mregister.org](http://www.triple-mregister.org). - Ed*

### C.O.T.Y. 2012 Scores to 18th November

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	3534	J2/s	WF 5494	Fred Boothby	106
2nd	909	J2-PA/s	FW 3909	Bill Bennett	98
=3rd	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	91
	1426	NA/s ss	Bellevue Spl	Ian Baxter	91
5th	2272	C/s	LJ 4444	Oliver Richardson	89
6th	2200	C/s	RX 8306	Philip Bayne-Powell	86
7th	1595	M	PG 1045	Frank Ashley	85
8th	1140	J2	JL 753	Mike Linward	78
9th	907	K1	ADH 360	Neil MacKay Ewan Graham John Reid Alex Reid	77
10th	2591	PA	MG 3242	Colin McLachlan	74
11th	1931	C/s	VD 30	Barry Foster	70
12th	2362	NA	BTT 726	Richard Jenkins Kim Jenkins	68
13th	3	J2	DG 5404	Jeremy Hawke Marcus Hawke	66
14th	341	M	PJ 7970	David Rushton	65
15th	1018	J2	MG 2853	Philip Coombs Wendy Leigh	61
16th	2694	J2-PA/s	Kayne Spl	Mike Painter	57
17th	-	PB/s	--	Simon Etherington	54
18th	3226	C/s	JO 2288	Hamish McNinch	53
19th	2692	J2	SW 4156	Brian Galbraith	50
20th	2170	PB/s	CLX 112	Mark Dolton	49

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:

*Note: To save space, the following list includes only the more recent events. For the complete list please refer to previous Bulletins - Ed*

4th/5th August	VSCC Prescott Speed Hill Climb	Full
5th August	Camel Vale MC Lostwithiel "Castle" Hill Climb	Full
12th August	'Black Horse' Peper Harrow Driving Tests	Full
18th August	VSCC Autumn (Southern) Rally	Full
19th August	MGCC SW Mendip Car Trial	Full
25th/26th August	Monklands Sporting C.C., Forrestburn Hill Climb	Full
8th September	MGCC SW Wiscombe Park Hill Climb	Full
8th/9th Sept	Bo'ness Hillclimb Revival	Full
9th September	VSCC Madresfield Driving Tests & Concours	Full
15th/16th Sept	VSCC Loton Park Hill Climb	Full
30th September	VSCC Snetterton Seaman Memorial Race Meeting	Full
6th October	Castle Combe Racing Club	Full
14th October	MGCC SE Centre Autumn Navisat	Full
14th October	VSCC Welsh Rally	Full
27th October	VSCC Goodwood Autumn Sprint	Full
28th October	MGCC SW Centre/Bristol MC Pegasus Sprint	Full

**Slade Trophy 2012  
Scores to 18th November**

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
12th	J2	Emma Digby	2

**Racing Challenge Trophy 2012  
The Betty Haig Cup**

<b>Scores to 18th November</b>				
Pos	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Barry Foster		0.188
2nd	J2/s	Fred Boothby		0.296
3rd	C/s	Hamish McNinch		0.445
4th	PB/s	Simon Etherington		0.458
5th	C/s	Oliver Richardson		0.479
6th	NA/s	David Downes		0.897

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K3/s	Brandon Smith-Hilliard	4	0.502
J2-PA/s	Mike Painter	3	0.528
PA/s	Richard Ellingworth	3	0.615
PA/s	Thijs de Groot	1	0.333
C/s	Charles Jones	1	0.333
J1/s	Stuart Evans	1	0.607
C-RA/s	Mike Dowley	1	0.667
K3/s	Howard Maguire	1	0.667
NB/s	Jane Metcalfe	1	0.883
J2/s	Andrew Harrington	1	1.000
K3/s	Peter Green	1	1.000

**Speed Championship 2012  
Scores to 18th November**

Position	Car/s	Driver	Points
1	NA/s ss	Ian Baxter	53
=2nd	M	Frank Ashley	46
"	J2	Philip Coombs	46
"	PB/s	Mark Dolton	46
=5th	PA	Colin McLachan	37
"	M	Chris Cadman	37
7th	PB/s	Rachael Holdsworth	33
8th	M	David Rushton	26
=9th	PB/s	James Gunn	23
"	J1/s	Stuart Evans	23
=11th	PA/s	Howard Harman	19
"	J2/s	Fred Boothby	19
13th	PA/s	Andrew Morland	18
14th	ND/s, C/s	Philip Bayne-Powell	17
16th	J2-PA/s	Mike Painter	16
16th	C-RA/s	Mike Dowley	13
17th	J2	Brian Galbraith	12
=18th	M	Robert Ellis	11
"	PA/s	Les Procter	11
"	C/s	Barry Foster	11
21st	K/s	Adrian Paul	9
22nd	NA	Richard Jenkins	7
23rd	PB/s	Rebecca Gunn	6
=24th	J2	Wendy Leigh	5
"	KN/s ss	Andy King	5
"	K3/s ss	Jeremy Hawke	5

## Letters From Readers

### From Bob Milton

Rising to the Editorial bait in the October issue regarding the comment "by 1939 best 750cc racing car in the world" referring to the twin-cam Austin and comparing it with the R Type I would comment as follows.

Firstly to compare two racing cars separated by four years is asking for trouble, the difference four months development can make as seen in current racing almost means the difference between the front and rear of a grid line up. This is not to take anything away from the Austin which was a truly competitive racing car not only in its class but also against larger engined cars in sprints and hill climbs. The R Type was developed by Charles to make better use of the existing engine power and deliver that power through the tyres to the track, albeit without a blank cheque provided by the company owner, unlike Lord who bankrolled the Austin effort, giving Jamieson a blank sheet and the necessary funds to develop a completely new car. How ironic that it was the same Lord who brought to an end any further factory development of the R Type when he closed the MG Racing Shop in 1935.

One final point; from what I recall reading about the 750cc class during the immediate pre-war years, that apart from the Austin and a few privately entered, now some years old, MGs I don't recall any other makes - perhaps not too difficult to be the best "Meow"

### From Ewan Harris

Dear Bob,

Thank you very much for the October Bulletin which is always awaited with anticipation, in particular comments on F type manifolds and associated problems. It does seem that head gasket problems have become more frequent in recent years, although this might be due to an increase in reporting. I think it should be remembered that the cars are now 80 years old and that they are probably not the same as when they left the factory. Many cylinder heads will have been resurfaced, perhaps two or three times which could have a weakening effect. I have never driven my car with a standard thickness head so I don't have a truly reliable bench-mark, but even with just the first skim, there were always small bubbles at the joint.

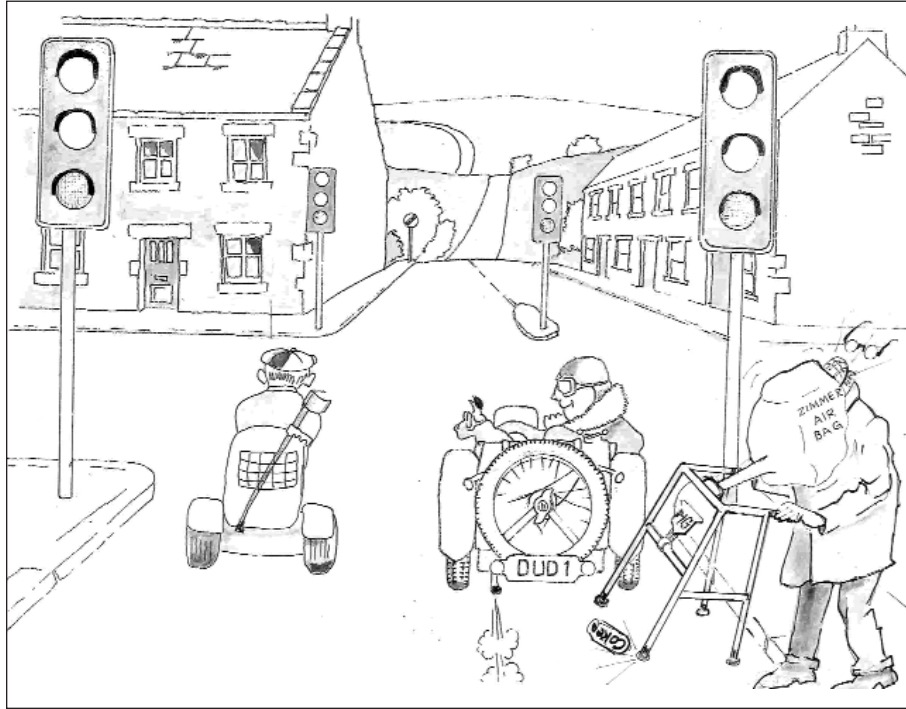
With regard to manifolds, Derrington recognised the need/possibility for improvement and made a multi-tract manifold with two downdraft R.A.G carbs as can be seen on Stefan Vernyn's (Sh!) car, although he has replaced the R.A.Gs with SUs.

I think Ray Brown must have been very lucky not to have had problems with a supercharged engine, although the very much improved exhaust could have resulted in a cooler running head and perhaps he used a solid copper gasket?

Thank-you for a great bulletin.

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## Cartoon Competition

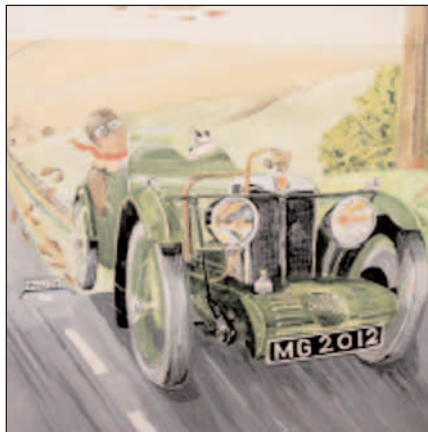


Your suggested captions for the cartoon above are warmly invited and should be submitted by e-mail to:-

[triple.m.caption.competition@gmail.com](mailto:triple.m.caption.competition@gmail.com).

For details of the Competition Rules, please refer to the August 2011 Bulletin or the web page: [www.triple-mregister.org](http://www.triple-mregister.org)..

Congratulations to Jeremy Hawke who is the winner of the last issue's cartoon (extract shown right). His winning caption is **"I told you the Originality Police would spot that post-war blower you fitted!"** Jeremy will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



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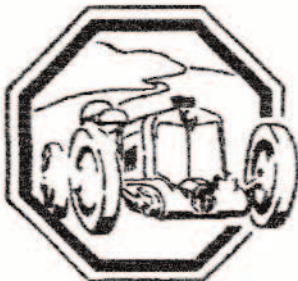


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## **Tips and Hints**

### **From Philip Bayne Powell**

Richard Staerck (Jack's Cottage, Rotten Row, East Tuddenham, Norfolk, NR20 3JP) specialises in selling old tools, and is very helpful.

### **From Peter Scott PA 0758**

#### **Rear Axle Oil Seals**

Some time ago I fitted Roger Furneaux rear hub nuts and seals, which do an excellent job. So when I had occasion to withdraw the halfshafts on my PA this week, I was surprised to see oil in the near-side hub. Fortunately, I have fitted sealed bearings in the hubs, so the oil was retained within the hub and did not leak out onto the back plate and brake shoes. Belt and braces is a good policy where rear hubs are concerned. I also have a lip seal behind the bearing but I doubt that it would be very effective as the surface on which it runs is not very good.

I looked up Roger's website and there in his price list is the advice that you should replace these seals every 5,000 miles. Mine had done 13,000 miles and on examination they were very worn. I guess that they have a pretty rough life in this application even though they run on a polished stainless steel wear ring. So £6 spent at the local bearing stockists and I should be OK for the next couple of years.

So the moral of this story is "Read the instructions" and "Replace rear axle lip seals every five thousand miles".

### **From Keith Wallace**

With my car's (last) MOT due, I thought I had better have yet another attempt at setting the brakes to pull up evenly.

Using the method describe below, I was pleased to see that the MOT examiner was able to bring the car to halt in a perfectly straight line, obtaining a reasonable meter reading of 48% G. (which is not that far distant from a modern car - 58 )

The method I used is as follows, using a spring scale purchased from a local High Street "Pound Shop".

1. Lift the car so all four wheels are clear of the ground and spin freely.

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2. Set the hand brake on to about four clicks.
3. Turn each wheel to the point that the most resistance is found and mark the top of the tyre with a piece of masking tape.
4. Hook the spring scales around a spoke and measure the pull requires to make the wheel move. I found mine required about 35lbs. (see photo).
5. Adjust each wheel brake adjuster to give similar readings.



## Parts for Sale

**KA/KD Instruction Manual, 1934 2nd Edition.** In basically pretty good order, spoilt by poor heavily pencilled information in two places & two torn fold out sheets, one poorly repaired. Seems complete and if you haven't got one here is your chance, privately.

Offers please to Ian T Coxen, Fresh Fields, Frogpool, Truro TR4 8RP

More parts on next page

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## More Parts for Sale

**4 x 57mm dia. domed top pistons + 0.060.** Split skirt; two compression rings and one oil control ring above the gudgeon pin and one oil control ring below the pin. Overall height 2.75"; Height from pin centre line to top of dome 1.5"; Height from top land to top of dome 0.125" Floating pins with I think duraluminium end pads - one pin missing. £40 inc. P&P to a UK destination. -

**Spiral Bevel Crown Wheel & Pinion** Ratio 9/44 Crown wheel 6" outside diameter and drilled for both 2 & 4 star diffs. No chipped or missing teeth! Morris Motors manufacture. £57.00 inc. P&P to UK destination.

Bob Milton treborbardbarn@fsmail.net or 01359 221397

## Tail Lights

The photo below was given to Paul White at Silverstone by Teja Fischer. Does anyone recognise the occasion or the car which appears to be a PB? The rally plate on the front may give some clues. In case they are not legible, the visible words are "Vichy St Raphael Feminin".



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Above: Ian Baxter in the Bellevue Special at Wiscombe - Photo: Nigel Machin  
Below: NA0546 (1935 Monte-carlo Rally car) at Snetterton - Photo: Bob Milton





