

TRIPLE-M REGISTER BULLETIN



FEBRUARY 2013





*Above: The 2012 Le Mans Classic Team (Drivers: Chris Cadman and Robert Ellis)
Below: NA0311 - a Works demo car and 1935 Colmore competitor seen at
Silverstone 2012 - Photo submitted by: Dick Morbey*



TRIPLE-M REGISTER

BULLETIN No. 71

Editorial

Front Cover Picture, from Phil Anderson of Chicago, USA shows PA1212/BYF537, which he has owned since 1972. The photo was taken by Phil's friend Grace Lund on an old dock jutting into a bay in Hovland, Minnesota

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Welcome to the first bulletin of 2013. I must apologise for the poor quality of the graphics in December's article on the Chronometric Speedo. I was not able to obtain the originals so had to make do with copies. I also forgot to include Keith Wallace's note to the effect that increasing the weight on the speedo flywheel increases the miles per hour reading, so my apologies for that too.

I would like to thank all the contributors who have helped to make my task over the past year a pleasant one. I hope you readers enjoy the articles as much as I do! You will find another technical article from an old yearbook reproduced in this issue; I have one or two more in the pipeline but urgently need some new technical material from the experts amongst you. The closing date for the submission of articles for the next issue is March 18th.

Future Events - 2013

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
3rd March	The Triple-M Register's Annual General Meeting at Kimber House, Cemetery Road, Abingdon, Oxford, OX14 1AS. The meeting starts at 2.30pm and all MGCC members with an interest in Triple-M cars are welcome to attend.	

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16/17th March (Provisional date) VSCC Herefordshire Trial Tel 01608 644888

6th April Annual Register Dinner and Prizegiving See next page.

7th April MG Era Day, Brooklands

13/14/April S.W. Centre Kimber Classic Road Trial
starting near Yeovil,

More information below

15/16th June (Provisional date) MG Live, Silverstone

Tel 01235 555552

23rd June 75th Anniversary of the Cork Grand Prix

www.triple-mregister.org

23/26 August Main Register Event, Llandrindod Wells

Please contact

Elizabeth Taylor at e.taylor@oakend.net or tel. +44 (0)1628 665055

S.W. Centre Kimber Classic Trial 13/14th April

- Alan Grassam



Cars waiting to start at Lanes - Photo from Alan Grassam

Time to start engines and give your MMM a treat by entering the annual Kimber Classic Trial, first run in 1937. This year's event follows the traditional format, viz. Competitors gathering at Lanes Hotel, West Coker (01935 86) on Friday, 12th April with the cognoscenti booking their evening dinner at Barry's East Street Bistro (01935 863929 Eaststreetbistro@yahoo.co.uk). Scrutineering, under the eagle eye of Foz, takes place in the Car park of Lanes on Saturday morning before the cars set off on a route of some 90 miles along scenic Somerset and Dorset roads. Just like driving in the 30's! To add a little spice there are 10 "sections". These should not be confused with those used on major trials, such as the Land's End, which are rough, rutted and,

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at times, downright impossible. Clerk of the course Bruce Weston has worked hard to find sections that, though at times challenging, will not damage your car. But he does not guarantee that it will not get muddy! There is a relaxing lunch break at a congenial traditional Somerset pub. In short an enjoyable day out doing just what the first owner of your car most likely did. To round the day off there is an informal dinner.

On the Sunday the cars drive over to Butleigh, the home of those two famous MMM dicers, Foz and Hamish, who kindly allow us to spend the morning churning up their field attempting a series of cunningly laid out driving tests.

The whole weekend is very social and relaxing with many competitors returning every year. If you haven't entered before don't be put off by the word "trial" as any well prepared MMM car will be all the better for spending the weekend doing what Kimber and Co designed it to do. Still not sure? Call Bruce Weston (01963 440941) who will be delighted to fill in the details.

Regulars will soon receive their regs from Andrew Owst (andrewowst@hotmail.com 01761 221893) but if you haven't entered before he will gladly add you to the list.

The South West Centre looks forward to welcoming lots of you, old and new faces alike.

Annual Dinner and Prize Giving

This year's Annual Dinner and Prize Giving will again be held at the Ship Hotel in Weybridge and will be on Saturday, 6th April so that it coincides with the 'MG Day' at Brooklands on Sunday, 7th April. The cost of the three course dinner is £32 per person and nearer to the date a menu selection form will be sent to those who will be attending.

For those wishing to stay overnight, special bed and breakfast rates of £78 for a double room and £68 for a single room have been negotiated with the hotel. Room reservations should be made directly with the hotel (Tel. 01932 848364) quoting 'MG Car Club 156447'.

For those of you wanting some Triple-M activity before the dinner, there will be an informal light lunch at Peter Green's home in Farnham Royal followed by a scenic run of approximately 40 miles to the Ship Hotel. There will be a nominal charge of £7 per person to cover the cost of the lunch and route map.

Finally, a discounted entry fee to the 'MG Day' at Brooklands on Sunday, 7th April is available for those attending the dinner. For those of you who have never been to this event there is always a good turnout of pre-war MGs and during the course of the morning there is a Pride of Ownership competition. In the afternoon there are runs up the test hill and on the banking for those that wish to do so in their Triple-M car. You will of course have unlimited access to the museum all day.

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

Chairman's Jottings

I'm jotting this note in early January, so by the time you read it things may have moved on a tad. But it's nevertheless timely to wish you all a happy New Year and at the same time to welcome all new members to the fold.

One such is Christopher Dancey who, posting under the soubriquet 'MG Maverick', introduced himself on our website Forum pages in with this low-key greeting: "I have just acquired a J2 1933 cycle wing model. The car is dismantled and I am going to put it back together." He went on say that he is a retired chartered engineer and has been restoring all sorts of vehicles as an amateur hobbyist since the age of twelve, starting with his bicycle! He currently owns six classics, all restored by him, and is currently working on another three. He also owns a ' barn find ' 1935 Rover 10hp saloon.

Other visitors to the website coaxed more information and pictures from Christopher and by all accounts he has done a super job on other restorations, including his beloved Rovers, so we have high hopes for the J2.

A particular delight is the return to the UK of the famous Dugdale N type. Now co-owned by Jeremy Rivers Fletcher, son of the celebrated Rivers, the car has been acquired from Roy Palm in Sweden, who did such a great job in returning it to the unblown specification and condition in which it was raced in period by John Dugdale. Jeremy plans to race and hillclimb the car this year.

Don't forget the Register's AGM at Kimber House at 2.30 pm on Sunday 3rd March which MGCC members are cordially invited to attend. Come along and see your Committee at work!

A month later on Saturday 6th April we have our Annual Dinner and Prizegiving at the Ship Hotel, Weybridge. This evening event is open to all and is sandwiched neatly between an (optional) informal lunch and road run on Saturday, kindly organised by Peter Green, and the MG Era Day at Brooklands the following day on Sunday 7th April. Special rates have been negotiated and as always, Elizabeth Taylor will be happy to receive your applications!

Dick Morbey

Bulletin Subscriptions

Transitional arrangements during 2013.

The subscription period is changing as from 1st January 2013 to coincide with the MG Car Club's financial year, so transitional subscription arrangements for 2013 will be dealt with as follows:

Existing Subscribers: The correct interim subscription amount will be highlighted on your Renewal Notice. This will be issued with the final Bulletin of your current subscription

New Subscribers: Please contact Paul White, the Bulletin subscription co-ordinator, for details of how to subscribe and for your interim subscription amount.
Paul's e-mail address is rhiwlas.35@btinternet.com
Paul's home address is Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE

Paul will be happy to receive payment in the following ways:

By cheque (UK Banks only) payable to M.G. Car Club (Triple M. Register)

In cash, UK Sterling or Euros only (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 (details below) or by PayPal via www.triple-mregister.org In the latter case you should add an additional £1 to your payment to cover charges made by PayPal.

If paying by direct bank transfer, our Bank details are as follows:-

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Sort Code: 20-01-09
OR (for EU and ROW subscribers only)
IBAN: GB04 BARC 2001 0980 6204 83
SWIFTBIC: BARCGB22

Secretary's Report on Triple-M Committee Meeting of 2nd December 2012.

Members of the Committee were pleased to welcome Nick Feakes, Web Master, to the meeting. Dick Morbey, Chairman, advised he had attended a meeting, with G Eagle, with J White, General Manager, MGCC on 12th September to brief him about some of the adverse experiences that Club members and others had with particular members. J White noted the comments and agreed to take the matter up. The Club is trying to make more of the annually published traders booklet and would welcome comments as to format etc. It was noted the MGOC produce an annual survey of members who are invited to comment on, and rate, suppliers. It was agreed N Feakes should investigate the possibility of establishing a "pop up" survey on the Triple-M website. Dick also attended the Club's Council/AGM, with G Eagle, on 10th November. Subsequent to the meeting there has been considerable activity involving the Club President, Chairman and V Smith et al. Two things have emerged; many members are oblivious to the existence of the Centre/Register/Branch (CRB) structure, and quite a few CRB reps are new to the role. A draft paper written by D Morbey "Transactions in cars, spares etc" was discussed and the wording approved. It was agreed the paper should be submitted to J White for his information/action.

George Eagle, Secretary, noted that in addition to the two meetings mentioned above he had accompanied D Morbey to the MG Live! Forum held on 20th October at the MG establishment in Birmingham. The response from members to the questionnaire, distributed with the Safety Fast magazine, had been disappointing with only 145 replies. With regard to the 12th September meeting mentioned above - J White handed out a draft guide which had been drawn up by a T Register member but never used. J White thought it might form the basis of an agreed policy document to put forward to the Directors for consideration. There has been the usual contact with members in the last quarter including advice on values, information on cars for sale etc.

Bob Milton, Treasurer, confirmed all Vat returns etc were up-to-date, he also asked all present to complete their financial requirements and stock taking for the year end accounts.

Robin Hamblett, Registrar, confirmed the following "new" cars – 1 J2, 1 J3, 1 N type, 1 PA and 1 PB. He also advised that our President Mike Allison has gone through all the chassis files at Kimber House and produced a list of all the cars with production details, delivery to dealer and first owner. A copy has been given to P Neal, Archivist, MGCC and to the Registrar.

Mike Linward, Competition Secretary, who attended part of the meeting via Skype, confirmed the latest results tables would be printed in the December Bulletin, the

competition season had almost finished apart from the last VSCC tests. The Yearbook report is in progress and some photos awaited. The report may contain fewer but larger photos.

Peter Hemmings, Librarian, stated sales of the 2011 Yearbook have held up well with a total of 250 sold by mail order and 168 at MG Live! Close liaison has been kept with Mark Dolton on the new library e-commerce web pages with preliminary views looking good. The MG 1929 – 1936 CD Rom continues to sell readily with additional stock purchased; the Yearbook binders are again in stock at the continuing price of £6. As there has been no recent sales of 50th regalia it was agreed the remaining mugs should be sold off at a reduced price at Silverstone. Peter Green is continuing with the process of scanning in photos, a decision as to what to do with them can be taken when the process is completed.

Bob Richards, Bulletin Editor, confirmed the revisions to the subscription schedules have been agreed and are detailed in the December Bulletin. P White has discovered weight samples in a batch of printed 44 page Bulletins can vary and take some over the mailing threshold. The printer confirmed there can be variations and suggested 90gsm paper which was then used for the October issue. As there was no discernable difference in quality the Committee agreed 90gsm paper should be used in future issues thereby leading to small savings in both printing and postal costs. Bob reported there was a good response to his request posted on the Forum for Bulletin material. The Dickie Green photos are now in the MGCC archives and available for viewing.

Cathelijne Spoelstra, Yearbook Editor, confirmed there are articles in the pipeline and set the deadline to 1st January 2013 for regular articles, there was still a need for "ready to go" items. Elizabeth Taylor advised that 19 out of 23 invoices had been paid by advertisers with 2 payments on their way and one lost in the post. G Enoch, Octagon Services who is retiring, settled his account and made a £40 contribution to the Register.

Nick Feakes, Web Master, stated there was nothing major to report. There were a couple of issues with the email system server which will be tested more regularly in future. Committee agreed to explore the concept of providing a section where members can upload pictures of their cars. Should such a facility be made available to members only and be password protected? As always the Web Master will have editorial rights.

Mark Dolton also attended part of the meeting via Skype. Aided by Robin Hamblett's lap top and the overhead projector in the John Thornley suite Mark demonstrated the new E shop page www.triple-mshop.org This is a working site with core functionality built and working. Some tweaks are still required and a test for PayPal will be required. The plan is to go live at the end of January with test transactions etc. Thereafter it will be possible to carry out enhancements to cover items other than the

Library e.g. collection of ticket money for the Annual Dinner etc. Sitting underneath the programme is the facility to log in using passwords.

The contract with the Ship Hotel for the Annual Dinner on 6th April has been signed with 22 rooms reserved. Cost per person for the dinner will be £32 whilst the B&B room rates are £78 for a double and £68 for a single.

The first sub-committee meeting for the Welsh Marches weekend on 23rd to 26th August has been held and minutes circulated by D Morbey to P Green, E Taylor, M Linward and G Eagle. It was agreed an entry form be mailed to those members who have registered an interest and to include it with the April issue of the Bulletin.

A follow up will be made to I Grace, Morris Minor ohc Club to ascertain the planned dates for the 2013 Pre-War Prescott meeting.

As there was no AOB the Chairman closed the meeting at 3.35pm.
Date of the next meeting and AGM 3rd March 2013.

G Eagle, Hon Sec
11th January 2013.



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Walter Baumer - 1908-1941

Words and Pictures from Philip Bayne-Powell



Baumer ready to race

Walter Baumer is known in the Triple-M world for driving a C-type (C0291) at the 1933 Le Mans with John Ludovic Ford, finishing a very creditable 6th overall, and winning the 750cc Class, and coming 2nd in the Index of Performance. The duo also finished 3rd in that year's Mannin Beg in the Isle of Man. However that was really his only foray with MGs.

Walter started out racing motorbikes very successfully, until a serious accident forced him to transfer to four wheels. He then raced a 750cc Dixi and a BMW, often against his arch rival, Bobby Kohlrausch, who probably got him involved with the MG outings.

He got the nickname "Walter von der Wartburg" from regularly driving a BMW Wartburg. From 1932 to 1939 he was a regular in German hill climbs, driving his 750cc Austin side valve single seater racing car. His success with this car got him noticed

by the Austin factory who lent him one of their twin cams for various events, producing a class win at Shelsley Walsh and Freiberg.

In 1937 he became test driver for Mercedes Benz, and in 1938 he was signed up by Mercedes Benz as one of the Silver Arrow drivers. He raced the W125 in the German, and Swiss Grand Prix. In the Donington Grand Prix, he took over the Caracciola car, but it was damaged when it caught fire after 43 laps. In 1939 he entered the Belgrade Grand Prix but crashed out.

His main claim to fame was winning the 1940 Brescia Grand Prix driving a BMW 328 Coupe. This event was a road race equivalent to the Mille Miglia.

In 1941 he was killed in a freak road accident caused by being kissed by his female passenger, which distracted him and the car left the road, coming to a halt in a ditch. Walter was thrown out into the field striking a sharp wooden object, which killed him. He was only 33 years old.

This car has been out and about being campaigned by Graham Watts, and took part in the 2010 Mille Miglia, which was so excellently reported on by Graham's wife and navigator in Safety Fast, last March. Last year Graham again took part with his son.



Baumer at Le Mans heading for 6th place in a slab-tanked C0291



Success with his Austin racing car

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Triple-M Register Championships

- Mike Linward, Competition Secretary

All results for 2012 have now been scrutinised and the final points totals are as shown in this Bulletin. As expected, Bill Bennett continued to dominate in the trials results and wins the Slade trophy for the 14th year in succession. Who will beat him? Alan Grassam and David Rushton were joint second but a long way behind. It is ironic that MGs, so dominant in trialing in the 1930s with 'Works' teams and private entrants, now barely feature in the results. It can't be because trialing is not popular. In the recent VSCC Cotswold trial in November there were 120 entrants with Austin 7s making up 46 of these but MGs only 3. There were even 6 Morris's; 3 Cowleys, 1 Bullnose and 2 Minors which, incidentally, did rather better than their MG stable mates.

In the Speed Championship, the results were much closer with Ian Baxter in the single seat NA Bellevue Special coming out the winner with Frank Ashley, Philip Coombs and Mark Dolton close joint seconds.

Barry Foster in the C type successfully retained The Racing Challenge Trophy for 2012 with close competition from Fred Boothby's J2 and Hamish McNinch, also in a C. It was good to see and 'hear' Mike Dowley's R engine'd 'Bellevue' C type at Silverstone at MG Live! back in the summer. Long may it continue to enliven and entertain our Car Club's racing calendar.

Results from 60 events during 2012 helped to make up the Car Of The Year (C.O.T.Y.) totals with 145 cars being recorded. Many thanks to all those who have taken the trouble to send in results from some of the smaller Club events that do not get great publicity. Heading the table is Fred Boothby's J2 on 110 points, mainly from racing, with Bill Bennett's J2 second on 108 and Rosemary and Philip Bayne-Powell's NA Allingham third with 100 points.

Many congratulations to all the winners and thanks to everyone who took the trouble to take part.

At the time of writing these notes, there have not been too many events to record for 2013. The MCC Exeter Trial on 4th and 5th January saw Bill Bennett's J2 achieve a Silver Award. The one failure being at Underdown. Although Simms was also a 'stopper', fortunately no-one else in Class 2 cleared, so it did not count. There were two MGs entered in the Measham night rally on the 12th/13th January. Neil MacKay and James Mather in Richard Jenkins' NA and Ewan Graham and Mark Darnell in Ian MacKay's K1 tourer. It cannot be said that either team did particularly well. The NA retired on the way to the start with a dead battery and the K1 managed about two-thirds of the event before it too ran out of volts. Ewan Grahams' wows were

compounded by inadvertently filling the K1's fuel tank with diesel, which then had to be expensively dumped.

Note: The tables below have been curtailed due to space restrictions; the complete tables may be found on the website www.triple-mregister.org. - Ed

C.O.T.Y. 2012					
Final Scores					
Position	Register Number	Car	Registration Number	Driver/s	Points
1st	3534	J2/s	WF 5494	Fred Boothby	110
2nd	909	J2-PA/s	FW 3909	Bill Bennett	108
3rd	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	100
4th	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
=20th	82	M	PO 1357	Nigel Stroud	49
22nd	-	M	HX 91	Chris Cadman Robert Ellis	48
=23rd	920	PA	TG 8337	George Ward	47
=23rd	627	J2	FS 5663	Ian MacKay Emma Digby	47

=25th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	45
=25th	2913	PA/s	MG 3855	Andrew Morland	45
27th	1533	PA-PB	WV 5012	Dick Morbey	44
28th	1551	PA	CYE 387	Barny Creaser	40
29th	1883	J2	PO 8865	Patrick Gardner Brian Withenshaw Rory Westbrook Jack Westbrook	39
30th	1902	PA	BXW 869	Richard Ellingworth	36

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

6th October	Castle Combe Racing Club	Full
14th October	MGCC SE Centre Autumn Navisat	Full
14th October	VSCC Welsh Rally	Full
14th October	Minehead Motor Club Exmoor Clouds Trial	Full
27th October	VSCC Goodwood Autumn Sprint	Full
28th October	MGCC SW Centre/Bristol MC Pegasus Sprint	Full
28th October	Launceston & North Cornwall Tamar Trial	Full
24th November	VSCC Cotswold Trial	Full
25th November	Bristol Motor Club Allen Trial	Full
1st December	VSCC Winter Driving Tests	Full
2nd December	Camel Vale Motor Club, Camel Trial	Full
2nd December	MGCC SE Centre Gribble Treasure Hunt	Full

Slade Trophy 2012 Final Scores

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	37
=2nd	M	Alan Grassam	10
=2nd	M	David Rushton	10
4th	J2	Jeremy Hawke	9
=5th	NA	Richard Jenkins	8
=5th	J2	Mike Linward	8
7th	PA	George Ward	6

8th	M	Oliver Richardson	5
9th	PA	Michael Legg	4
=10th	M	Nigel Stroud	3
=10th	J2	Brian Galbraith	3
12th	J2	Emma Digby	2
=13th	J2	Patrick Gardner	1
=13th	PB	Andrew Smith	1
=13th	M	Philip Coombs	1
=13th	K1	Neil MacKay	1
=13th	M	John Haine	1

Racing Challenge Trophy 2012
The Betty Haig Cup
Final Scores

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
	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
Final Scores

Position	Car/s	Driver	Points
1st	NA/s ss	Ian Baxter	53
=2nd	M	Frank Ashley	46
=2nd	J2	Philip Coombs	46
=2nd	PB/s	Mark Dolton	46

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=5th	PA	Colin McLachan	37
=5th	M	Chris Cadman	37
7th	PB/s	Rachael Holdsworth	33
8th	M	David Rushton	26
=9th	PB/s	James Gunn	23
=9th	J1/s	Stuart Evans	23
=11th	PA/s	Howard Harman	19
=11th	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
=18th	PA/s	Les Procter	11
=18th	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
=24th	KN/s ss	Andy King	5
=24th	K3/s ss	Jeremy Hawke	5

D'Artagnan Saves the Day by Bryan Ditchman

October 2012 - Funny noises from top end of engine in 'Boris' the BV8. Decided to lay-up for winter and run MGB GT (standard car with overhauled 4 cyl engine) till the spring.

Saturday before Christmas: - Load up MGB for journey to Norfolk - leave at 8 a.m. After 200 yards serious tapping sound develops from top end of engine; drive 3 miles on test, buy paper and return home slowly! Still raining.

At 8.30, open garage and greet the Musketeer; replace clutch pedal, return spring and bracket. Fire-up - all in order.

9.30: Transfer overnight bag, sheets, derri boots, Christmas presents, umbrella, spare oil and water, not forgetting 5 spare caps. Don Barbour jacket.

10.05: Out of the gate and head for Norfolk via J. B. Reid and family near Royston; thence to Fakenham and Wells-next-the-Sea for Xmas turkey and wine.

Friday Dec 28th: Pouring with rain. Down large plate of porridge and load up d'Artagnan again.

10.05: Set sail for home.

11.45: Pass by Cambridge & top up with 97 octane. Rain stopped.

14.05: Arrive home dry as a bone.

Result: 480 miles, 25.3 mpg, 2.5 pints oil and a dried out tonneau. (Hood only carried as packing or ground sheet!)

Sunday Dec 30th: Found blown head gasket on MGB and replaced (in the rain). I wonder if it is the same problem with the V8.

What, When, Where, Who,??

'I keep six honest serving-men (they taught me all I knew); Their names are What and Why and When and How and Where and Who' - Rudyard Kipling (1865-1936)

Bryan Ditchman has unearthed some mystery trialling photos, of which the event and location are unknown. We intend to have a regular feature showing one of these photos in each issue. You are invited to let the editor know if you can identify any of the missing details. The first of these photos (below) shows Austen May in a PB Cream Cracker but what was the event, when did it happen and where is the location of the section?



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From the Archives

The following article, submitted by George Eagle, was first published in the July/September 1959 issue of Safety Fast, Vol 1 number 4.

Retirement After 25 Years



The little ceremony pictured here which took place at Abingdon not long ago, is the handing over to John Thornley (General Manager, M.G. Car Co) of this 1934 M.G. 'NA' Magnette, by Mr. E. B. Allison who has owned the car since new.

A plaque on the side of the bonnet reads: "The NA Magnette 1934 model. After over 170,000 miles of delightful and trouble-free motoring, presented to the M.G. Car Company Ltd. by E. B. Allison of Swanland, E. Yorkshire, in acknowledgement of J. W. Thornley's long and happy association with sports car enthusiasts, June 1959."

In spite of this phenomenal mileage, the car is in excellent condition and still has the original engine. Mr Allison (standing beside the car) has owned five M.G.s and is now running an 'MGA'.

George Eagle adds: *The car mentioned is in the Gaydon Heritage collection and is an ideal source of info if anyone is restoring an NB 2 seater – I looked at it and I know Tom Metcalf also did so before rebuilding 2 NB 2 seaters.*

Ed's Note: *Two photos of the car in the Gaydon Heritage collection can be found inside the back cover.*

Report on Recent Inter Register Club Scatter Rallies

Words and Photos by Philip Bayne-Powell



Alvis Register, Dartmoor Scatter Rally, 29th September

Rosemary and I had wanted to do this last year, as the idea of doing a rally in this lovely area really appealed. Also I had an ex-girlfriend living in Bovey Tracey, who was happy to put us up. Unfortunately she was going to be away in the USA that weekend, so we booked in with our B&B friends, Keith and Anne Portsmouth in Winsham, near Crewkerne. Our two Allingham NAs could then have a friendly chat.

The start of the event was up a dead end road leading to a car park at Meldon Reservoir, near Okehampton. We checked it out the day before to see if toilets and coffee/teas were available, to find only the former facilities. Our SE Centre Naviscats have moved on from starting in exposed car parks, and now arrange to meet in the warmth of pubs who are only too happy to provide coffees and teas.

As just six entries were all there by 11am, we were set off half an hour earlier than indicated in the Regulations, which gave us 5 1/2 hours to find the locations and answer the questions, which meant that most people went to ALL the locations, and had time to stop for a picnic lunch at the Fernworthy Reservoir.

One of the clues was up on the moor itself, but the rest were down narrow lanes to the east of the moor, where the greatest problem was braking down very steep hills and being ready to stop when a 4x4 came pounding round the blind corners; the questions were easy compared to this.

Many people finished over 30 minutes early at Castle Drogo, where there was a military rally on, only to find no sign of the organisers!

Once the scores were totted up, it was found that four people had tied for 1st place, so the result was down to the car with the lowest mileage, giving our Allingham 2nd place, behind the winning Sunbeam. The Humbers took the team prize; MG came 4th.



MG Autumn Naviscat 14th October

This annual event started at the lovely old White Hart in Godstone, and attracted an entry of nine MGs and eight Inter Register Club cars of Alvises, Humber, Sunbeam and Austin to challenge the two pre-war cars of Peter Hague in an 18/80 and ourselves in Rosemary's Allingham NA.

The usual format of plotting 6-figure map references was used, and the points collected varied depending on the difficulty of the location or the question asked.

There were nine MGs entered and eight cars from the IRC. The overall winner was John and Sally Reay's TC just beating the 12/50 Alvis of James and Tom Campbell. In the Inter Register results the two MG came 2nd and 3rd, which gave the MG team second place behind the Humbers who had fielded a full 3-car team.



Austin Clubs' Nightjar Rally 17th November

This popular event is a mixture of a scatter rally and orienteering, taking place in the early evening. One has to find code boards with bird names, six of which are situated close to the road, but for the other six one has to report to the marshals in a car park who give you the orienteering question to be solved on foot. This requires a good compass to follow the right route, and a measured pace to work out the distance.

Three MGs entered class one for pre-war cars; the PA of David and Tiffany Saul, Rosemary's NA Allingham, and the VA of newcomer, Tim Phelps. The class was 22 cars strong with Humbers, Rileys, Austins and two Morris's, just one Alvis, Sunbeam and Standard. There was also a class two for post-war cars, the nine cars ranging from Ford Focus to Renault Megane.

The start was in a nice new Village hall at Hook, Hampshire. Cars were given their instructions at intervals, and had to be back at the hall in 4 1/2 hours. The evening was perfect, with cloud cover preventing it from being cold, and no rain. Previously, when we tackled this event, we had linked up a spare battery, to supplement the twin 6 volts jobs on the NA, which hadn't been up to a full evening with lights ablaze. However, this time we were blessed with a correct junction box and cutout, which had recently been fitted to replace the post-war CVC box. This had the two charging rates, and even with the lights on was only slightly discharging. However we still carried a spare

battery just in case. During the event we found that by using the twin spot lights we were getting better illumination and no discharge on the ammeter, so went through the whole event on the normal batteries.

We didn't do very well as our compass was found to have leaked and so was giving false readings, which meant we didn't find a lot of the orienteering clues, and only got three out of the six unmanned clues. We thus finished 15th, behind the VA of Tim Phelps (14th) and David Saul (13th). The team prize went to the Rileys, but our MG team came in third.

Summary:- this year has been a better year for MG entries with nine MGs entering nine out of the eleven events. Bob Walker and Ian Goddard, the latter winning the Riley event in Scotland, and the former coming seventh on the Crossley event in North Yorkshire. In the drivers championship, your truly came in fourth, whilst Rosemary came third in the navigators championship. The team championship was won by Humber with 50 points, and the MG team came in a 5th with 32 points, close behind the STD team with 35 points, and Riley with 36 points. So it was a close run competition.

Next year we hope more Triple-M cars will enter, so we can get the better of the Rileys, Humpers and Alvises. They are a very friendly bunch, and the rallies are not too difficult, just needing a good brain and a nippy car, which is where we win over the slower Humpers and Sunbeams.

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Off Your Rockers or Why your Triple-M runs UGH!

by Mike Allison

This article was first published in the Yearbook for 1989/90 and is reproduced by kind permission of our president, Mike Allison.

The Triple-M car is best characterised by its lovely little single overhead camshaft engine. If that is stating the obvious then I make no apology but will add the qualification that it should be a lovely little free revving motor capable of pulling a relatively heavy car with a quite outstanding performance for the 1930's. Those of us who came to the cars in the late fifties and early sixties found them in a state of some disrepair and we wondered if there was something special, even mythical, in the stories of the way in which the cars had performed in the past. However with the help of people like Geoff Coles and a certain amount of hard work we were able to restore them to something like their prime. Then the Triple-M Register was formed and the cars started appearing at Club meetings running as they had in days gone by.

Nowadays, some thirty years on, there is a new mythology arising: that those who "know"-are not passing their knowledge on for the benefit of the newcomer. Let it be said that this is not true but it may be that some of us have grown tired of repeating the same instructions time and again and have shut up for fear of being accused of being repetitious in old age! The purpose of this article therefore is to set the record right and put down all the essentials to basic tuning of a Triple-M engine. By the time you have read this you will be able to recite every detail and in theory carry out the instructions but it must be said that to carry out the work detailed, access to good workshop facilities and some machines is essential as is a degree of engineering skill and patience. Also it is as well to point out that it is only proposed to deal with those points which will allow a standard engine to run at its best and not with any aspects of supertuning for high speed or competition.

The Triple-M engine is a standard four stroke engine running on petrol, and can be said to represent the high end of "state of the art development" for the 1930's. It can develop a high specific output and this can be increased to a small degree by using latter day knowledge' and materials, but if carried out to extremes this will be at the expense of reliability. In over thirty years of running Triple-M cars I have found that the standard or very close to standard specification engine will develop sufficient power for the car to give a reasonable performance on the road and it will be as reliable as a modern car IF IT IS PROPERLY MAINTAINED according to the pre-war maintenance schedules. ... and these are fairly demanding by current standards! Extra tuning, in my experience, is not only likely to make the car less reliable than a standard car but will only give increases of performance which can be measured at the expense of reliability. In over thirty years of running Triple-M cars I have found that the standard, or very close to standard, specification engine will develop sufficient

power for the car to give a reasonable performance; a supercharger is something else to go wrong, and by the well known Law of Mechanical Perversity it jolly well WILL go wrong!

The first principle of engine tuning is that to get the best out of an engine all unnecessary friction must be removed. Just about the only other important objective is that which states that if you are going to do something then do it as well as you can and as near as possible to the designers' specification. It has become fashionable for every BRM (bar room mechanic) to refer to "blueprinting", and this is what it actually means. The purpose of this article is to give some clues as to what is important for the Triple-M engine.

One last point before getting started, I have made reference to modern gasket sealants in place of paper gaskets. If you want to use the old-fashioned methods then please do so. I have found that modern materials are much easier to use and more reliable than the old techniques and use them in the knowledge that I had the blessing of my old chief Reg Jackson, who once told me that they would certainly have been used in 1934 had they been available... the only thing I would say about this material is that it is essential to remove excess extrusions once the material has set, and this is done with a screwdriver or similar instrument and makes for a much tidier finish to the job!

So, where to start. Well starting at the beginning is as good a place as any and one might as well state that if you want the best performance possible from your engine then it will need to be in first class condition. The whole engine will need to be stripped, cleaned, thoroughly inspected and all faults will need to be eradicated before any notion of putting it back together can be entertained. In general, these days this work is carried out to a reasonable standard so far as the preparation of the crankcase is concerned and there is now available a greater variety of parts than ever before to make sure that the dreaded broken crankshaft or connecting rod problem is minimised. The use of a pre-war crank or set of rods is still not completely out of the question but the use of components known to be cracked should not even be considered.

However let us assume that you have all the bearings and basic machining work successfully completed and that you have a pile of parts awaiting assembly. We will also assume that all parts are clean but, believe me, just because machining has been carried out don't assume the parts have been cleaned: we normally expect to spend two working days cleaning parts to be ready for assembly, and even after that all parts are carefully cleaned for a last time immediately prior to assembly. I personally recommend a chemical cleaner such as "Jizer" with the final cleaner being cheap paint thinners prior to oiling for final assembly.

The actual assembly is straightforward but the skill involved in "fitting" is not. Basically

what you are trying to achieve is a frictionless engine, for any trace of tightness at any stage will result in lost power, and this is what we are trying to avoid! Once the crankshaft is assembled it should turn easily with the application of finger pressure applied to the flywheel. Normally a professionally built engine may be somewhat tighter than this merely because the time taken to achieve this standard would result in a bill of over £1 per revolution at maximum power, but the professional will know the difference between a tight assembly and one which is too tight!

It is most important at this stage to ensure that the dynamo drive gear is in good condition and is properly shimmed to give good mesh with its mate on the dynamo base. The gear should be a drive fit onto the crankshaft; if it is not you will have a rattle and variable valve timing, the former annoying, the latter will ensure that time spent on tuning is wasted! Do not make the mistake of thinking that chemicals or tight Woodruff keys will solve the problem: lash out on a new pair of gears! One small point here, I recently heard one BRM state that a Woodruff key was a driving medium and should therefore be hard: not so, it is there for primary location only and should be soft ... the actual driving loads being taken on the gear teeth. The contact between gear and shaft should be "interference fit". This will not be repeated but all gears should be a good fit on their mating shaft.

The next job is to align the dynamo so that it is truly vertical to the line of the crankshaft, both fore and aft and across the engine. The easy way to check this is using a spirit level. Set the engine block so that it is level and then recheck the levels on the dynamo platform. If things are not right here you will need to strip the front housing off and realign it. It is most unusual to have any linear problem since the line boring man should have checked this; transverse errors are corrected by moving the locating dowel but a good line borer will have checked this for you too - in my experience problems usually arise here when the engine is a mixture of parts rather than parts from one old engine.

Now you can start work on the cylinder head, and I will preface this by saying that more power is lost at this stage than any other. We all know that a good camshaft and new rockers are essential to achieve maximum power but if the job were as simple as a No 6 Meccano model all Triple-M cars would have equal performance! The secret of good performance is in careful, correct assembly.

Starting with the bare head casting, it is essential that cracked valve seats should be eliminated. There are three routes to solving this and in my order of preference they are stitching, inserting and welding. If the valves are badly pocketed or recessed in the combustion chambers, then inserting is the best solution - there is a fourth route for certain models: that of using a new casting.

Stitching consists of drilling a small hole and plugging it, then drilling another close to and just overlapping it and plugging that and so on for the length of the crack. It is a

tedious process which can only be carried out using the correct equipment, and is best entrusted to a specialist in the field. It is invariably successful where engines are used mainly on the road but if the engine is to be driven hard I prefer inserts which have the additional merit of restoring the valve seat to its correct level.

Inserts are hard rings which should be frozen and pressed into place after machining the old seat away. Definitely a job for a specialist, inserts have had a reputation for falling out, but my own N-type has twelve fitted and have never given trouble in well over twenty years of use and maltreatment. However if inserts cannot be fitted then the head will need to be welded.

Welding cast iron is a very uncertain business often resulting in the scrapping of the casting. This is seldom the fault of the welder who will normally only undertake such work at the owner's risk, but is due to the uncertain nature of cast iron. I have had a small measure of success using electric welding but there have been a couple of disasters too! Gas welding will only be successful if the head is pre-heated and this procedure is even more fraught with pitfalls.

The real solution to the problem is of course to buy a new head, like they used to in pre-war days, although the cost may seem high it is better than having to attack another cracked head bought second hand.!

Once the valve seats have been repaired new valve guides can be fitted and the seats can be ground to the correct angle, which is 30 degrees for an M.G., and then the valves themselves can be lapped in in the usual way. If you are considering using old valves they must be examined carefully for excessive wear. The stems should be carefully checked with a micrometer and wear in excess of 0.002" be the rule for scrapping. Should they pass this test then check the head, the depth of this to the seat face should be in excess of 0.020" prior to lapping. Having ground the valves in they and the cylinder head are cleaned and the valves are kept in a stand to ensure that each valve is restored to its correct seat. When first working a head I favour valves with no cotter groove, they are a little cheaper but the real reason will become clear later. I also recommend the use of the so-called "racing quality" valves which have a greater resistance to burning and are therefore much cheaper in the long run.

The vertical drive assembly we will assume is oil-tight and in good condition, but may well be covered in a later article. Apart from careful fitting to ensure that the shaft runs free and true it has little real bearing on the tune of the engine, oil leaks being outside the scope of this article.

The first job of assembly is to fit the camshaft stands, and to align these so that they are in line. Personally, I bolt the whole set of camshaft stands together on a short plate so that they butt against each other and are kept in line with short shafts passed through the rocker shaft holes, I then have the camshaft bearings bored in line to the

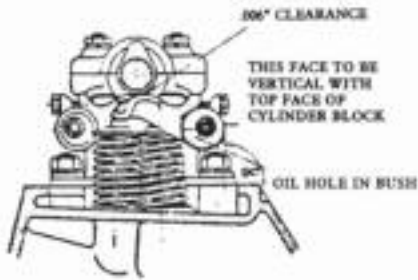


FIG. 1
SHOWING POSITION OF
ECCENTRIC BUSHES FOR
J MODELS

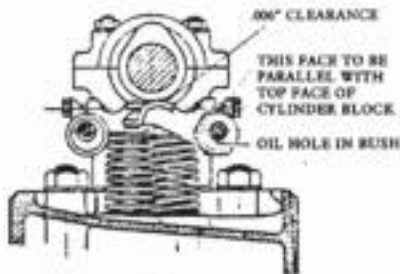


FIG. 2
SHOWING POSITION OF ECCENTRIC
BUSHES FOR K, L, PA, N, KN,
AND PB MODELS

correct size. This results in the stands being capable of being aligned on the cylinder head using the camshaft itself while they are tightened onto the head. The camshaft should now turn easily. Now fit the rockers onto their bushes and these onto the rocker shafts in their correct places. The rocker bushes should be moved to the correct position for setting the valve clearance, ref the diagrams above.

Next the valves are pushed into their seats and the camshaft is turned so that the lobe is pointing vertically upwards and the clearance is checked using feeler gauges. There should be no clearance between the rocker and the camshaft but there will be clearance at the valve seat. The valve is removed and the end of the stem is carefully ground until there is the correct clearance achieved at the heel of the cam **WITHOUT HAVING MOVED THE ROCKER BUSH**. In grinding the stem a flat surface, or one which is slightly convex should be aimed for. The purpose of the first measurement is of course to determine by how much to shorten the valve stem which is the seat clearance plus the intended running clearance. This is a long and tedious process but the more care taken at this stage the better the engine will run. Having completed the

exercise for all valves the worst part of the work is over.

The cotter grooves can now be machined and should be at a height above the valve spring location of the head of 1.1875": this will ensure that all the valve springs have their correct installed length and therefore their correct seat pressures.

The valves can now be fitted to the head, then the rockers using correct length spacers. Before the war spring washers of a type referred to as "Belleville" were fitted to production engines but the works racing cars always had spacers made to the correct length allowing a maximum end float of 0.003" per rocker. The valve clearances can now be checked and any small variation can be adjusted on the eccentric bush. All of this work should ensure the correct opening and closing period of the valves, but when preparing for racing this must be done individually for each valve without moving the rocker bush from its ideal position and the correct clearance obtained by grinding the end of the valve stem!

The vertical drive assembly can now be fitted to the head using shims to obtain the correct running clearance for the gears. This is made easier if you delete the Belleville washer behind the cam gear and shim this for a maximum end float of 0.004". Check to ensure that the drive fork is at exactly 90 degrees to the line of the camshaft with the latter in its timing position. When all is well, finally assemble the housing, using silicone sealant between each surface in the assembly, taking great care not to use so much that it clogs the oilways.

Now fit the dynamo to its platform ensuring that its form is along the line of the crankshaft with the front piston exactly at the top of its stroke. Any adjustment necessary to achieve this will have to be made on the crankshaft gear. It is possible to correct gross errors by turning the dynamo armature through a half turn since this gear has an odd number of teeth and of course very small errors may be corrected by fitting the correct shim under the dynamo. Don't forget that the object of the exercise is to achieve a line exactly parallel with that of the crankshaft and that there should be just perceptible backlash in the gears. Finally fit the dynamo as you did the vertical drain housing


The head can now be fitted to the block, care being taken to ensure that the head gasket does not overlap either the bores or the combustion chamber. I recommend using a solid copper gasket in preference to a composition one but whichever is used it will need a suitable sealant to be applied. There is none better than grease, although some people prefer to use a proprietary compound such as "Wellseal" or "Hylomar". This same compound may be used wherever a gasket is used, but personally I prefer to use a silicone gasket material which actually gives a better oil seal and use this except for the cylinder head face joint, and the exhaust manifold faces.


It will be noted that I have made no reference to equalising combustion chambers or aligning manifolds, these items I regard as "special" tuning outside the scope of this

particular article. I would however recommend that checks are made to ensure that there are no gross errors in these areas before final assembly.

Having reassembled the engine using these basic principles there is no reason why your car should not give its proper performance. However when you drive your car do remember that standards of sporting performance have changed over the years and with so few horses available every one is essential! Also remember that even with full performance available the car is fairly heavy so to realise the best performance the engine will need to be kept turning over briskly. Amongst our engines, only the M, D and F types develop appreciable torque at less than 3000 r.p.m., therefore all the later cars need to be kept above this engine speed for the car to accelerate well. Maximum power for the later engines is quoted at 5500 r.p.m., if full use of the gearbox is made then excellent road averages can be maintained by keeping the engine between "3" and "5-5" on the clock.

Having thus prepared your engine, go out and enjoy its new lease of life and you will see what we are getting at!






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Taking our 1932 Magna Special to MG Car Club Germany's 2012 Bayerische Fahrt

By Bill Cullen

The idea of attending this event came about whilst we were in Belgium attending the 2011 MG European Event of the year at Spa in the Magna. We had joined a group of friends from the Owners Club and gone as a group which included Doug and Jenny Plumb in their 1974 Midget.

During the week, Doug and Jenny mentioned that they were to take part in the 2011 MG Treffen Altmuhital event which was taking place not long after the Spa event. As they explained, they had taken the MGF over to Germany on several occasions and how nice the German countryside was away from the cities and travelling the A & B roads, we thought we might attend the 2012 with them.



First Stop in Bavaria

Following their return, Doug & Jenny showed us the photos etc. and we therefore decided to join them this year on the Treffen which is a Touring Assembly type of

social event limited to 30 cars so we applied early for a place. Whilst the Treffen is staged over the weekend we decided to make a 13 day holiday of it.

The Treffen was to be based in Weissenburg in Bavaria and the theme of the event was Castles in the Altmuhital.

Over the next few months Doug had planned our route with precision and the ferries and hotels were booked for September 2012. Jenny spoke nearly fluent German as during tracing her family's history she had found that many years ago her ancestors had fled Germany and settled in England. Over the years she and Doug had visited her family's towns and villages in Germany/Bavaria and had learnt German to help her with tracing the family's history.

The trip included 4 stops en route to the event and 3 on return and would take us through France, Belgium, Luxembourg then through Germany onto Bavaria.

Both the outward and return legs were set at a pace that allowed time for visiting lovely old towns, museums etc. The use of motorways was restricted to the first and last days with more small A & B roads for the remainder

I spent August going over the car and using it for events in the UK including a long weekend in the Cotswolds; all seemed to work well. Having attended quite a few events in my P and this Magna, I had what I thought I would need to take for spares but on a 14 day trip and with space in a MMM limited, I had to compromise and allow Joanne to take more luggage than we had taken before (must keep the lady happy).

Day 1:

With the Magna fully loaded we set off from Battlesbridge in a very heavy mist bound for Dover to catch the Sunday lunch time ferry from Dover. The mist soon disappeared and the sun was hot. The weather forecast had predicted high temperatures and following a very smooth crossing it became very hot and as we unloaded at Dunkirk the terminal temperature gauge was showing at 32 degrees.

I am sure that all MMM drivers know how uncomfortable driving a MMM in hot weather is and in this high temperature my concern was the engine temperature; the electric fan was doing overtime.

We started our afternoon motoring across Belgium on the motorway, stopping to allow time for the car to cool along with us (I lost count of how many bottles of water we drank)

Coming off near Tournai we took a slower section, then joined the motorway to bypass Charleroi. However we came off too soon only to drive through some of the less desirable parts of the city although we got many smiles and cheers from the kids

playing in the streets. We were confronted by a road closure which necessitated driving up & over at least a 5" kerb to rejoin the motorway; both cars made it but with a lot of scraping of exhaust.

Finally, with the city behind us, we headed to our first B&B south of Namur on the very poor A & B roads. By this time darkness had started to set in and driving a MMM on very bumpy rutted Belgium roads is not to be recommended after a very hot day. Although I have Halogen bulbs fitted all the bouncing about on the rough roads does focus the mind..

Doug who had been navigating pulled over, apologising as he had mis-programmed the sat nav to the previous visits B&B on his last trip; the correction was to take us back another 25 miles.

On reaching the B&B two very very tired couples emerged from the cars with a deep desire for sleep. This was the longest driving day of the trip 270 mile in the day.

Day 2:

After an excellent breakfast we headed out for a more relaxing 110 mile drive through the Ardennes to a village near Bitburg in Germany. The day started a little damp and as it looked as if it might not clear we put the hood up, the first time since the start. The B & B was sited on quite a steep hill in the village and the exit from the B&B and village was taken carefully to save the exhaust on both cars.

By the time we had reached Rochefort the sun was out so the hood came down and we continued on to St Hubert where we stopped for a coffee break in the front of the Basilica. The cars became quite an attraction to the locals.

We then headed for Bastogne using the almost traffic-free flowing roads through forests with wonderful scenery. En route we stopped to admire over 20 red kites circling overhead. Carrying on we sighted more red kites along with buzzards, a truly magnificent sight in the sunshine. We took a short break in the pretty town of Clervaux in Luxembourg; we had visited and stayed here on one of the MMM Luxembourg trips. Taking advantage of the cheaper petrol we filled our tanks and headed to Bitburg for the night.

Day 3:

The next day was a bright sunlit day as we set off for our next overnight stop in Kaiserslautern, some 130 miles. We crossed the river Mosel near Piesport before climbing up on to the Hunsruck plateau to a break at Morbach. The Magna was performing well and we had noted that as we drove further in to Germany the climbs became steeper and of course the descents steeper as well with many hairpin bends but the brakes were working hard but well with just a small amount of groaning and getting hot.



Approaching one of the many hairpin bends

Our next stop was the Bad Sobernheim Freilichtmuseum where we spent a couple of hours looking at the collection of vernacular buildings from the Rhineland Palatine region; we had lunch in the old timber hunting lodge. After a 50 mile drive we reached our B&B south of Kaisersautern.

Day 4:

We started out the day in bright sunshine however as we climbed through the hills and forests that led us to some retail outlets, (Jenny's favourite shoe outlet) before leaving Hauenstein it started to rain so up went the hood. Major roadworks prevented us taking the planned route so we re-routed and crossed the Rhine at Karlsruhe which took us on to Maulbronn where we planned to visit the famous monastery. We planned a route which would avoid most of the Stuttgart conurbation, we then drove to near Schorndorf to visit Doug & Jenny's friends Erich & Sigrid. They had kindly asked us all to stay for two nights at their beautiful home on a hillside outside Schorndorf; the views from their house were stunning.

In the afternoon we visited Schorndorf and the house where Gottlieb Daimler lived. Following this Erich took us to what he calls his MG hotel where he keeps his TD, MGA & MG. What a place!

Day 5:

This was a rest day for our cars and us drivers and Erich & Sigrid took us to the fabulous Mercedes Benz museum. It is a fantastic place, showing the complete history with many cars on show. We spent several hours here before being taken to a restaurant outside the city on top of a hill overlooking Stuttgart and having dinner.

Day 6:

We set out in the sunshine to Weissenburg in Bavaria where the weekend was based. Erich had devised a lovely route to take us via the Carl Zeiss optical museum and the medieval walled town of Nordlingen. The Carl Zeiss museum is a fascinating place and shows the first microscopes right through to today's devices.

On our arrival in Weissenburg we were met by the organising committee headed by Peter Forstner, who made us very welcome and introduced us to the other participants.

We were embarrassed by the wonderful comments about the car and the fact we had driven it the 650 miles to the event.

We spent a wonderful evening with them all and enjoyed what we were told was a typical Bavarian evening with plenty of food and of course Bavarian beer.

We were presented with a special road book for the English visitors which had printed instructions in English and distances in miles all done as the international tulip diagrams. Given we were the only 2 English cars it was much appreciated.

Day 7:

With 30 cars spread across 4 hotels in the lovely walled town of Wiessenburg, we assembled at the Kirchweihplatz for the start in dull and damp conditions. Prior to the start we were handed in English a sheet of 20 questions comprising both observational questions and MG knowledge, The former were in random order and the sheet was to be handed in at the afternoon stop.

The route took us through forests and valleys with fantastic views. The first section finished at a castle ruin near Wellheim where a drink and a short break were taken. Joanne had been filling in the questions but found we must have missed some.

Our lunch stop was at the castle at Willibaldsburg. The approach was up a very steep, rough, cobbled road and then through an arch in the castle wall. We noticed that at the bottom of the climb most of the cars had parked in a lower car park which meant they had a very steep footpath to climb, but being in the only MMM car I could not let the side down so started the steep climb and reached the top in no time at all which was met with some applause. Most embarrassing.

We had a leisurely lunch with our new found friends within the castles vaulted dining hall before setting off in the sunshine for the next castle at Rosenberg Schoss.

At Rosenberg Schloss we were treated to a spectacular falconry display with the bird handlers standing and launching the birds just above our heads which of course made us all duck.

Following the display and coffee we headed back to the hotel Golden Rose through limestone valleys and forests before the final very steep decent in to Wessenburg. We handed in the questions sheet and got ready for the evening's gala dinner.

The dinner was a very nice informal affair with excellent food and wine. Once this had taken place Peter did a Powerpoint presentation with the results of the questions and it was a surprise when it was announced that Doug & Jenny had won first prize. They were presented with a lovely trophy comprising two real fossils mounted on a marble plinth. We came joint third.

Joanne and I were also surprised when Peter announced that we had won a prize for being the oldest car and furthest driven. It was 8 bottles of specially brewed beer for the Oktoberfest along with 2 tankards.

After a great night of making new friends we finally went to bed about 1.30.



DrivingTest (Wagner Helmut)

www.triple-mregister.org

Day 8:

Sunday saw the driving test part of the Treffen and we all gathered in the Kirchweihplatz. The test comprised driving forward halfway around an outline of cones and then reversing around the remainder of the course and crossing the line in a time as close to 40 seconds as possible. Most entrants used their phone stop watch which we also intended to use. However as we set off Joanne pushed the wrong button and we ended up counting the seconds. We finished around 6th which was not bad we felt.

Following this test (the only one) we gathered the cars in the square where a light lunch had been laid on for us. Following the presentation of the driving test trophies, the final farewells were said and most entrants then departed. We were staying in the Golden Rose for another couple of nights and used the afternoon to visit the Roman excavation exhibition on the edge of town.

Day 9:

With a long driving day ahead we decided to visit Nuremberg by train. We spent a very pleasant day in Nuremberg's old city where a festival market was in full swing.

Day 10:

We left Weissenburg and headed across Franconia which is the Protestant region of mainly Catholic Bavaria, towards Schwabisch Hall. The route then gently climbed to finally descend into the small town of Lowenstein which has fantastic views.

Out of Lowenstein we travelled through what seemed to be mile after mile of vineyards and fruit farms before stopping at Eppingen for lunch. Leaving the town we again passed through the fruit farms of the Rhine valley and then taking the road from Mailammer to the Speyerbach valley This final section was a fantastic mountain road with hairpin bend after hairpin bend both going up and coming down, this really put the pulling power of the Magna to test as well as the braking coming down. The satnav became completely confused by the bends.

Day 11:

The route as far as Luxembourg (the Country not the city) was familiar as we had been on several MMM rallies there. We stopped at St Wendel for coffee then for Lunch in Saarburg and took some very interesting roads with very tight bends which MMM owners will know can be difficult in a MMM car with limited lock. We crossed the Mosel and headed for our B&B in Bitburg.

Day 12:

With the sun shining we had a beautiful run over the hills and through the valleys to Vianden in Luxembourg then following the Our valley before reaching Esch sur Sure. At Bastogne we joined our outward route and retraced our route to St Hubert for lunch. The afternoon saw us in the town of Dinant, famous for its inhabitant Adolphe Sax.

We avoided our horrible outward route as we headed for our B&B used on the outward trip.

Day 13:

We had an early start to catch the early afternoon ferry from Dunkirk. Waiting for the ferry we meet up again with some of the German MG cars and their owners going to MGB 50 event.

The crossing was excellent and Jo & I had elected to stay in Dover that night before heading back home the next day. What a wonderful event and trip it had been. The Magna performed perfectly with no problems, given what it had been through.

Doug and Jenny had been wonderful companions and Doug's navigating skills had been excellent. We have already registered for next year's Black Forest event.



Sax Town

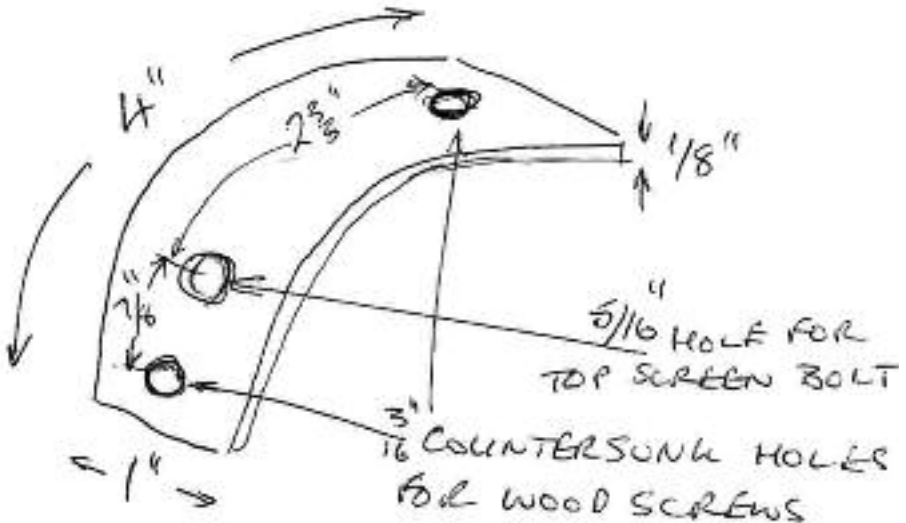
Hints and Tips

From Martin White

Following my research into J2 mods., here is yet another **Factory J2 Modification / Bodge**

Where the top fixing bolts for the windscreen stanchions go through the body the wood is very fragile, having been cut across the grain and having a fixing screw through it right next to the bolt hole. This piece of wood falls to bits and the top screen bolt comes loose.

Years ago I saw a piece of metal strip fitted here (which I've kept) to reinforce this area. I thought it was a 'fifties' bodge but during the rebuild of J3714 I found another and they are identical. So it would seem that these bodies fell to bits even before the cars were finished and MG fitted these bodes!



They were obviously drilled when flat and bent afterwards as the 5/16" hole distorts and closes up to fit the 1/4" screen bolt! The best way to fit them is to bolt the screen on first, then drill the wood to take the woodscrews and then put these in. They make a feeble area of the body much stronger.

From Ewan Harris

Dynamo Wobble

If on initial assembly, the dynamo wobbles, when connected to the upper bevel drive and rotated, the following might be of help:

Slacken the four bolts at the base of the dynamo and the four on the flexible coupling, then nip them all up lightly. Now rotate the engine using the starter motor and then fully tighten all the bolts carefully.

If wobble persists, try turning either coupling fork by 180 degrees relative to the other thus changing the position of the top or bottom bevels and repeat the above process.

Lastly, it is usually difficult to remove all wobble, there is usually a trace left, so fully tighten the two dynamo tie bolts (the long ones) and then loosen by half a turn. This allows for a small amount of give in the system, so reducing any stress.

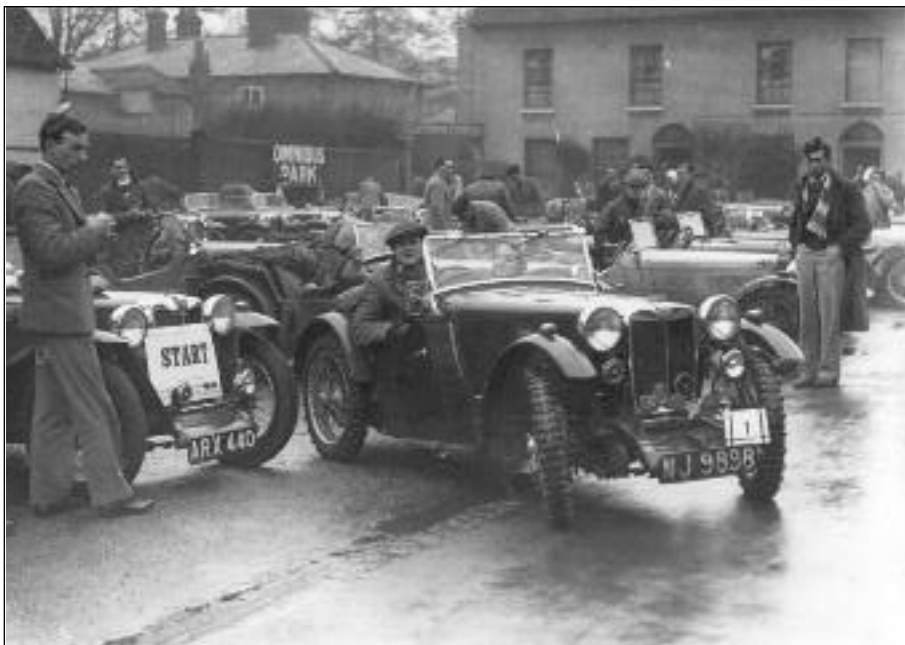
From Philip Bayne-Powell

The N-type is fitted with two separate 6-volt batteries in two carriers either side of the propshaft. Six volt batteries are now as expensive as the twelve volt batteries, if not more so. So why not fit two twelve volt batteries in parallel, and have the added bonus of increased capacity for those night time rallies. The problem has been that twelve volt batteries are bigger than the six volt batteries, and so will not fit into the two battery carriers. However there is a 12-volt Numax battery that does fit the carriers to enable this upgrade to be easily carried out. The reference type is 002L, and is a 40amp hour unit, so producing a healthy 80 amp hour capacity. The base size is 6 and 7/8" square, while the body is 6 and 1/2" x 6 and 3/8"; the wiring needs to be changed a bit but otherwise is an easy modification"

Dickie Green's 100 **by Bryan Ditchman**

In 2011, Roger Thomas and I assembled an album of 100 photos of Dickie Green's trialing exploits and placed this at Kimber House for the Register's 50th Anniversary celebrations. The album is available for viewing and members should make contact with the archivist Peter Neal prior to visiting Kimber House.

2012 was Dickie's Centenary Year.



*The MGCC Chiltern Trial 23-1-1938. Dickie, partnered by Madge Loan, first away from the start in the square outside Platt's garage in Marlow.
- Photo from Bryan Ditchman*

Your Letters

From Mike Linward

"-----in answer to your question on page 43, (of the december Bulletin - Ed) the car is a PB. It's Betty Haig's winning car (XG 3729) in the Paris - Vichy - St-Raphael rally, either 1937or 38. A picture of the car appears on the back of the 1985 Triple-M Yearbook and there, the trophy on the extreme right of the folded windscreen is the cup which is now used by the Register as the Racing Challenge Trophy. I'm sure others have spotted the connection, but just in case....."



From Colin Butchers

I expect that you have already received a dozen or more replies to your enquiry about the event pictured on page 43 of the current Bulletin, but in case you haven't I enclose an attachment which explains the matter. The car is a PB (chassis number PB0532 - Registration Number XG 3729) driven by Betty Haig at the end of the 1937 Paris-Vichy-St.Raphael Rally which she won outright. I think that the co-driver and navigator might be Barbara Marshall, but I am not certain of this. The event was open only to lady drivers (hence the reference to "feminin" on the Rally Plate, and it was quite a tough event involving a number of speed sections. In fact in a previous year, a girl driver in a Bugatti was killed when her car crashed on a hill-climb.

Betty is thought to have entered in the next year's event (1938) but there is some confusion about this. She was unplaced (or possibly came second overall) and she was then driving a blown PA (JB 4611 - chassis number PA1323) which is thought to have been a Works car, which was trialled extensively by J H Summerfield, and F G Minter amongst others in other events.

Colin followed on with this:

I have always believed that it was the 1937 Paris-St.Raphael that Betty won, but I am now having second thoughts about it. The advert appeared in March 1938, and I have now come across some information which suggests that the Rally was always held in mid February each year. This points strongly towards it being February 1938.

She is believed to have competed in an M.G. on another occasion, which is thought to have been JB 4611 (the blown PA). This points towards that being February 1937, when she was unplaced (or came second overall, depending on what you read!). The Rally wasn't held in 1939, and in 1936 she drove a Works Singer.

So there we are. I will put this to Mike Allison, who interviewed Miss Haig back in the 70s to see what he thinks.

Then This:

I have now heard from Mike Allison and he has referred to the chassis files for both the PB and the PA. He tells me that Betty won the Rally in 1938 (mid-February 1938) driving the PB, XG 3729. She then bought the PA, JB 4611 later that year and for some time she seems to have owned both cars at the same time. The intention was to run JB 4611 in the 1939 event, but this never took place.. She kept the car for a while longer and then sold it via Wilkie Wilkinson. She said that JB 4611 "went like the wind" but she did not like its fuel consumption ! The story about her possibly competing in the 1937 event seems to have been incorrect, although she might have done so in some lesser make of car as she did in 1936 when she drove a Works Singer !

Your Letters - continued

From Ewan Harris

A few days ago I replaced the original, 80 year old, main lead from the battery to the floor operated starter switch; at the same time I dismantled the switch to give the very simple internals a good clean. Because the cable run is about 10 feet, I thought I'd try something different and decided to use 240 Amp welding cable with black silicone insulation. It is much more serviceable and the cross section of the conductor is about 2x that of the original; it is of course not braided.

I hope the mice which had eaten the original insulation are less partial to silicon. I was prompted to make the change on one morning finding the battery flat although everything was switched off. On measuring the insulation resistance it was found to vary between 100 & 300 ohms; it should of course be 2 mega ohms.

To make removal and replacement of the starter switch possible, a thoughtful previous owner had Araldited the bolt heads (3) to the underside of the switch mounting bracket.

The end result is that the starter does spin the engine more quickly; a cold winter will be the proof of the pudding!

Parts Wanted

P/N gearbox remote turret (gear lever) Phone 01132610638, evenings or leave clear message on answerphone.

Bryan Ditchman seeks the last few original parts to complete his PB 4 seater:

Brass body for SU petrol pump

P-Type sump dipstick

P-Type flexible loom duct on firewall

Rev cable union on rear of cam cover

An offside screen to scuttle stanchion (Bryan has a TA offside stanchion to swap. This has a smaller hole for the 5/16" dome nut stud and is thicker on the upright stem.)

Also has anyone got 3 headlamp glass protectors which were fitted under the wire W-clips?

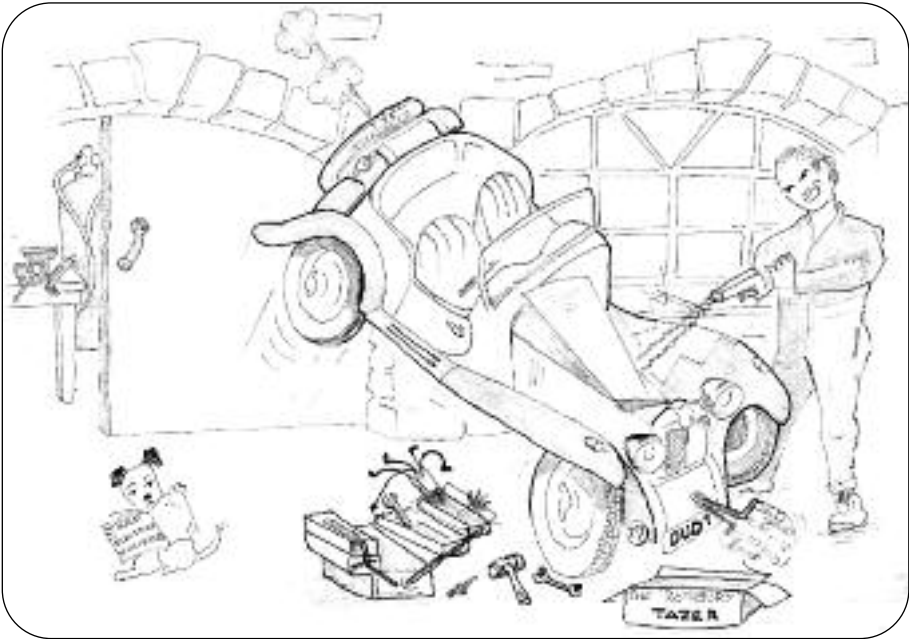
Please call 0118 9326346.

12 inch brake back plates and shoes, odd ones OK (does not need to be a complete set).

J/P/L back axle banjo rear cover.

Peter Cranage, 10 Tile Hill Lane Coventry, CV49D6. Tel 024 7667 4952, e mail: pcts@talk21.com

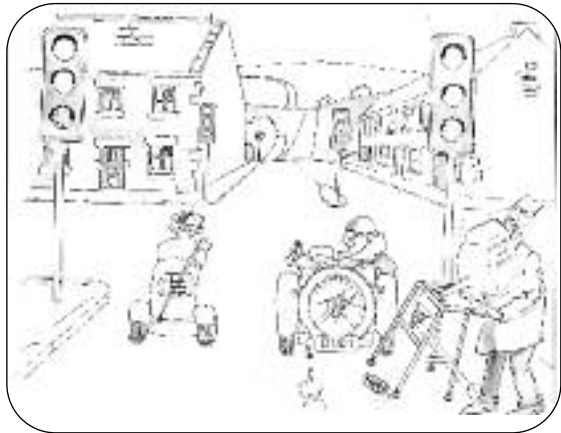
Cartoon Competition



Your suggested captions for the cartoon above are warmly invited and should be submitted by e-mail to: triple.m.caption.competition@gmail.com.

For details of the Competition Rules, please refer to the August 2011 Bulletin or the web page: www.triple-mregister.org.

Congratulations to Nick Feakes who is the winner of the last issue's cartoon (shown on the right). His winning caption is **"If you could just slow down a bit, you can have your dog back"**



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Two views of NA0952 at the Gaydon Heritage Collection. - Photos by Mike Aspey



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Above: Peter and Dot Prosser in the KN pillarless saloon at Kop Hill 2012
(Photo submitted by Dick Morbey)

Below: The clue to how the front cover picture was composed!
(Photo by Grace Lund)

