

TRIPLE-M REGISTER BULLETIN



Aug/Sept 2013





Two of the Triple M entries in the California Cup event at Silverstone: Graham Arrondelle, P (above) and Peter Ross from America, in Philip Bayne-Powell's ND - Photos from Ian Davison



BULLETIN No. 74

August/September 2013

Front Cover Picture: Gil Collins cornering at Montlhery, April 2013. The J2 ran well and overtook everything in all four track sessions (MGs, Amilcars (and lookalikes), Delages etc) about 30-40 cars per session,

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Editorial

It will be 80 years come September since Nuvolari's famous K3 victory in the TT, therefore I am pleased to be able to include an article about that race. You will most likely have read accounts of this before, but this one, 'The Hamilton Pit Stop' is from a slightly different viewpoint and I hope may be new to many of you. The article was first printed in 'The Motor' sometime prior to 1959 and then in a book called 'Moments that made Motoring History', published by Temple Press. As the Temple Press and The Motor were absorbed by The Autocar magazine, I contacted the editor of that weekly who readily agreed to have the article republished. I hope you enjoy it although you will have to wait until the next Bulletin to read the second half!

Future Events

11th August	Petwood Concours	See page 2
23/26th August	Main Register Event, Llandrindod Wells	
Please contact Elizabeth Taylor at e.taylor@oakend.net or tel. +44 (0)1628 665055		
28th August	Gerrards Cross Classic Car Show	See page 3
27-29th Sept	End of Season Sortie	See page 4
25 -27th October	Rally of the Pre-war MG Register of Australia	
20-25th May 2014	Highland Stravaig	See page 5



Concours d'Elegance
Sunday 11th August 2013

You are invited by Mike Hewson, Norman Fisher and Stewart Parker along with the Petwood Hotel to the 4th event here at the hotel in The Temple Gardens by the Lake.

Entry will be from 10am with tea, coffee and biscuits available in the Garden Room until 12.30pm. The Terrace bar will also be available from 11am to purchase refreshments. There will be Live Jazz by Peter Tabois on the terrace between 12noon and 2.30pm.

A hog roast will be served on the terrace from 12noon to 2.30pm, priced at £6.95 per person. Alternatively you may wish to book Sunday lunch in the Restaurant, priced at £19.50 per person. Bookings are essential, please contact reception as soon as possible T: 01526 352411.

The Concours d'Elegance will consist of 9 classes:

1. Motor Cars built no later than 1940
2. Motor Cars built between 1945 & 1959 inclusive
3. Motor Cars built between 1960 & 1969 inclusive
4. Motor Cars built between 1970 & 1985 inclusive
5. Motorcycles built no later than 1930
6. Motorcycles built between 1931 & 1940 inclusive
7. Motorcycles built between 1941 and 1970 inclusive
8. Racing motorcycles pre 1970
9. Masters Class for award winners at 2010, 2011 and 2012 events

All entrants will also automatically be entered into the Petwood Choice Competition where the winner will be chosen by a representative of the Hotel. The organisers reserve the right to merge any class where, in their opinion there are insufficient entries.

Awards

An award will be presented to the winner of each class and the Petwood Choice Competition with complimentary presentations to the runners up.

There will also be a special awards for the 'Car of the Day' and the H & H Classic Trophies.

No car or motorcycle may win more than one award.

Each car and motorcycle will be judged on originality, mechanical condition and presentation. The Judges decision is final and no objections in relation to the results will be considered.

The announcement of the results and presentations will be around 4.30pm.

Entries

To be forwarded to the Secretary of the Meeting by **Tuesday 6th August 2013** – Mike Hewson - The Cherry Trees, Bucknall, Woodhall Spa, Lincolnshire LN10 5DT (Tel: 01526 388680)

The entry fee is £7.00 per car and £5.00 per Motorcycle provided it is received before the closing date. Entries will be accepted thereafter and also on the day at a fee of £9.00/£7.00 respectively. Due to the cost of postage, entries will not be acknowledged unless accompanied by an SAE.

ENTRANTS MUST SIGN ON BY 12.45PM AND JUDGING WILL COMMENCE AT 2PM

There will be no supercar display this year. Except for officials no post 1985 vehicles will be allowed into the Temple Gardens. Only competitors will be admitted into the Gardens, all other visitors are asked to park in the main car park.

Joint Organisers:

Mike Hewson – The Cherry Trees, Bucknall, Woodhall Spa, Lincolnshire LN10 5DT (01526 388680)

Norman Fisher – Orchard Lodge, Stixwold, Woodhall Spa, Lincolnshire LN10 5HP (01526 354073)

Stewart Parker – PO BOX 4, Brigg, NE Lincolnshire DN20 8TA (01652 657603)

E-mail: Concours.At.The.Petwood@GMail.Com

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End of Season 'Sortie'

We have been asked by Patrick Gardner to host a small gathering at Maison Quesnel to enjoy a social weekend of old friends and old cars.

Accordingly we are proposing the weekend of Friday 27th September - Sunday 29th September. The programme will officially start with lunch at Maison Quesnel on Friday, however, depending on your ferry crossing, accommodation can be arranged for Thursday night.

There will be the opportunity to visit a market to take in a little culture, time to fettle and indulge the gourmet, not to mention John's Rallye du Jour!

It is planned that accommodation will be either at Maison Quesnel or The Auberge de l'Abbaye and excluding bed and breakfast costs, will be in the region of (125 Euro per person. This will include two lunches, two dinners, a museum visit, teas etc.

Patrick suggests the Brittany Ferry crossing from Portsmouth to Ouisterham: Thursday 26th, there are three crossings, 8.15h. (arriving 15.00h) 14.45h. (arriving 22.30h.) or 22.45h. overnight arriving Ouisterham 7.30h. on Friday morning. For the return on Sunday there is a sailing at 14.00h. (arriving 19.15) or an overnight crossing. There are, of course, other routes and ferry lines that may be more suitable.

We would appreciate your registering your interest with Patrick as soon as possible at patrick@patrickgardner.com or on 01372 452133,

We do hope that a return, or first, visit to Hambye will be of interest and that we will have the pleasure of seeing you here in September.

John and Lavinia Bevington

The 2014 Triple M Highland Stravaig will take place from Tuesday 20 May to Friday 23 May. Our base will be The Isles of Glencoe Hotel, Ballachulish <http://www.akkeronhotels.com/Hotels/Scottish-Highlands/Isles-of-Glencoe>. Arrivals will be on Tuesday, with tours scheduled for Wednesday and Thursday, and departures on Friday. The tours will feature more than 20 (count 'em) lochs, several castles, lots of rivers, countless mountains, innumerable stupid sheep, the odd highland coo (they're all a bit odd), possibly red deer, golden eagles, buzzards, three hydro power schemes and one of the finest collections of rhododendrons and azaleas in the UK (in full bloom).

There will be plenty of hard standing parking for tow cars and trailers, and the Hotel has promised a good three night DB&B rate, to be confirmed. We cannot guarantee that the weather will be as good as it was on the Border Reivers' Raid of 2012, but late May is acknowledged as the best time to travel in this part of Scotland. Mid week travel almost guarantees quiet roads, which is just as well, as many of them are single track with passing places - no problem for our little cars.

Anyone wishing to place their name on the advance register, without obligation, can email me, Colin McLachlan, at this address: triplem.highland.stravaig@acme-properties.co.uk. Pre-registered cars will get first notification of the details, and priority if the event is over-subscribed.



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VSCC Cadwell Park - June 2013

Mark Dolton



*Chris Cadman (M) leads Andrew Harrington (J2) and Anne Boursot (PA)
- Photo Peter Mcfadyen*

I have not been back to Cadwell since I was 9, when I was there for the 1985 VSCC meeting when Dad was racing his NA Special. So I don't remember too much but what I found was an incredible driver's circuit, idyllic and one of the best presented venues I've come across. Nicknamed the Mini Nurburgring, the circuit has the contrast of the very open undulating fast part mixed with a tight tree-lined section to finish.

As part of the VSCC race weekend, the organisers had teamed up with the Bugatti Owners Club to run a track day on the Friday. Novice drivers like myself, preparing for new adventures on the race track, mixed with some old hands getting ready for the serious stuff the following day. For £120 we had 4 outings on the circuit, about 10 laps at a time. I cannot express how brilliant it was to get such extensive track time in the car, 40+ laps was pretty tiring but the PB was superb, handling brilliantly through the twisty course. I even enjoyed 30 mins tuition with James Baxter who certainly told me where to go and encouraged me to drive the P type to its limit. Tip Top as he would say!

So if anyone is looking to learn and get used to track driving with other people buzzing around you, this is a brilliant opportunity. Let's hope they run it next year. By the end



Tony Seber wins the handicap race. - Photo Peter Mcfadyen

of the day there was some more entertaining driving to be had, mixing it up with Nashes and Bugattis preparing for the race meeting. Great experience, great value, great company (so many welcoming VSCC members) topped off with a free night in the bar. Oh, and the sun was out all day!

So this left us all set for the main event. I'm not quite ready this year for full racing so I left it to the pros to show us the way. A solid turn out of, PA, PB, J2, C Type and M to keep us entertained.; and so they did. Chris Cadman had an interesting practise as his gear stick snapped off in his hand heading into the mountain. Luckily a local garage fired up the welding equipment and glued it all back together. Chris was then forced to qualify via 2 parade laps for the opening 2 races but earned his place on the grid for later in the day.

Barry Foster coordinated a military operation that required a full pit crew to transform the C type from running stripped for the Pre 1935 GP race back into sports car mode for the later race. When the racing started, Tony Seber demolished the field in the supercharged PB to win the Handicap Race, the car looking and running brilliantly. Barry foster then mixed it up in a wonderful grid of Bugattis for the Williams Trophy, taking a well deserved 9th place out of 20 starters.

In the Geoghegan Trophy, Set 3, sports cars, Barry's C and Fred Boothby's J2 mixed it up mid-field, whilst at the back of the grid the real race developed. Chris Cadman, in his M type managed to keep the chasing pack of Andrew Harrington (J2) and Anne

Boursot (PA) behind him to win the battle! Barry actually managed to lap this battling group whilst Fred took a bit of a bump from an HRG. Unfortunately Fred's J2 developed a fuel issue and didn't make it out for the following races. The majority of the triple M cars were back in action for a number of the following races, making the most of this brilliant track that is so suited to our cars.



Barry Foster leads the Bugattis in the Williams trophy

All in all. a wonderful meeting at a cracking venue and I can't wait to be back there next year. Thanks to all involved, Well done.

Chairman's Jottings

Here in the UK the touring and competition season is well and truly underway. We have had (and mostly enjoyed) events such as MG Live! (AKA Silverstone), Peter Green's Summer Gathering (which was a splendid success) and Pre-War Prescott, to name but a few and the VSCC Prescott Hill Climb is nigh!

Mentioning Silverstone, the Register Committee has made a detailed submission to the MGCC with observations about this year's event, which, at least from this Register's point of view, offered 'potential for improvement'. We have made a number of specific suggestions aimed at improving things for the 2014 event. These cover aspects such as the format of 'our' race grid, positioning and adequacy of Register parking, greater visibility for the Register generally and provision of a socialising area for the Register. Watch this space for developments!

The organising sub-committee for the imminent Welsh Marches weekend has been hard at work and entry to the event is effectively now closed, all of our 62 allocated hotel rooms having been filled. We are looking forward to having a good time, regardless of what the Welsh weather decides to throw at us.

I'm pleased to report that Nick Feakes continues to develop our Register's website and as foreshadowed in last time's Bulletin, this now includes the facility for you to post additional pictures in the Members' Cars section of your car or another person's Triple-M car (assuming you can be sure of that car's identity). Just go to http://www.triple-mregister.org/pictures_members.asp Nick has also created a new topic area: 'Seeking Information' where you can post requests (and pictures) of a general and historical nature.

We are running a dialogue with the VSCC with the objective of obtaining a Triple-M presence at their 80th anniversary celebration event in Peterborough in August 2014. This may be a timely alliance as 2014 also brings the 80th anniversaries of the P, N and Q-types.

And finally, with grateful thanks to Colin McLachlan who is organising things, we can now announce that the Register's main touring event, The 2014 Triple-M Highland Stravaig will take place from Tuesday 20 May to Friday 23 May. The base will be The Isles of Glencoe Hotel, Ballachulish. Further details of the event and how to register your interest can be seen later in this edition.

Best wishes to all,

Dick Morbey

Secretary's Report on Triple-M Committee Meeting held on 2nd June 2013.



Three committee members drove their Triple-M cars to the meeting, namely D Morbey PA, R Hamblett J2 and the writer in his L2. - Photo by George Eagle.

The committee was pleased to welcome Jeremy Hawke and to co-opt him onto the Committee as Safety Fast Scribe.

Under 'Matters Arising' the question was raised "Should future AGMs be combined with the dinner, with an event and dinner over 2 days or a drive and pub lunch?". D Morbey undertook to investigate possible venues.

Chairman D Morbey reported the 4th and 5th meetings of the Welsh Marches working group have been held, contact made with various locations, hotel, event photographer and that the organisation is well in hand. He reported to Committee on his attendance at the Council meeting held on 16th March, and also that he had been requested to join a project working group which will consider the expansion of Kimber House to create a proper archive. He had also attended the funeral of T Andrews, one of several friends who drove their Triple-M cars there.

Secretary G Eagle confirmed he had expanded and updated the Yearbook Index to include the 2012 Yearbook; it was agreed that 40 copies be printed off and offered for sale at MG Live. He also assisted in the identification queries on 2 cars, attended the Welsh Marches working group meetings, agreed to inspect a car and noted the

Register will again have to police its allotted car park at Silverstone.

Treasurer B Milton produced spread sheets covering the accounts and confirmed everything was up to date including VAT payments. He also covered the current costs of producing the Bulletin and the problems experienced by P White, Co-ordinator, over renewal of subscriptions and the change to one subscription date. It was agreed he would investigate setting up a facility to enable members to renew their subscriptions by either standing order or direct debit mandate. There are no problems with the Library/Shop and the PayPal account is working well.

Registrar R Hamblett reported the following new cars – 2 M types, 1 J1, 3 J2s, 1 F and 2 PAs. He also highlighted the identity problems of 2 cars, one of which will need to be inspected. He posed the question of whether there is a need to review the Register Guidelines in the light of his recent experience.

Competition Secretary M Linward reported that with the help of J Reid 100 copies of the 2013 printed Register will be ready for MG Live! Enquiries were also being made for USB flash drives which in addition to the 2013 Register would include the last 12 months Bulletin and the Yearbook index. He also reported that due to the nature of the large grid and the GP circuit there will be no Triple-M entries at Silverstone despite the offer of sponsorship. Endeavours will be made to establish the foundations for 2014 noting F Boothby is assisting.

Librarian P Hemmings reported the sales of the 2011 Yearbook had slowed down with 278 sold to date by mail order plus 168 sold at MG Live! 2012. The 2012 edition went live on the web shop over the weekend of 18/19th May with 57 copies sold. There have been a number of congratulations passed to Editor C Spoelstra. Turnover on mail order sales to the end of April 2013 was £3908. Recent actions have mainly been enhancements of the online web shop in conjunction with M Dolton. Following a significant increase on 1st April postage rates have been adjusted.

Bulletin Editor B Richards confirmed his main concern is the large increase in postal charges which came into effect on 1st April; the greatest increase was for the overseas rates. It was agreed that a spread sheet analysis be created to illustrate the current costs of printing/posting 400 Bulletins split 100 overseas and 300 UK., this will be discussed at the September Committee meeting.

Retiring Safety Fast Scribe R Morbey requested that full support be given to J Hawke who will now take over. The June spread will include an interview/welcome to J Hawke, brief report on the dinner/prize giving, Kimber trial, tributes to T Andrews and E Tieche.

Yearbook – the Committee recorded their thanks to the Editor C Spoelstra and contributors for the 2012 Yearbook, feedback has been good. Production was on time

due to a printer's deadline to work with. Copies of the Yearbook will be sent to magazines for review. There is a good selection of articles for the 2013 edition, the deadline for submission is 1st September. In order to attempt an increase in sales of the current Yearbook M Milton has distributed a "flyer" to 17 identified museums with a 2011 or 2012 Yearbook. So far there has been a poor response but a follow up will be made.

Web Master N Feakes reported no major issues with the current configuration. The Forum currently has 1106 registered members, 19 of whom have made more than 500 posts. The picture library project seems to have stalled – a volunteer member is needed to manage this project. The software that allows members to upload pictures to the current "pictures" section of their own cars, or any they might have of another member's car, is almost ready to go live.

To make the web site more interesting Committee should consider a change to the way in which the web site operates. Members would take more ownership if they were able to contribute to the content themselves. Wherever possible the Register should make it possible for members to upload pictures and documents themselves, e.g, photo album containing pictures of Triple-M cars currently unknown to the Register or not identifiable.

C Maclachlan has offered to organise another Scottish tour, it would be a mid-week event to be held 20th to 23rd May 2014 when hotel rates would be cheaper. The Committee fully support the proposed event and are grateful for the kind offer.

G Eagle
Hon Secretary
26th June 2014

Tales of Ancient Grease

by David Harrison

(Reproduced from the North American MMM Newsletter by kind permission of Larry Long)

Recent chilly mornings in Virginia remind me of driving my 1933 MG L1, HY9497, to engineering class on frosty Bristol mornings. After unzipping the tonneau, the first challenge was to get the car started. My ancient battery was never much good, and had not been improved when a rear wheel decided to part company with the car due to insufficient whacking of the knockoff. The reduction in ground clearance during the incident cracked the bottom of the battery case, and the acid level was always low despite frequent raids on the chemistry lab and a poultice of plasticine. Such

necessities as girls and beer meant there was never any money for a new battery. Fortunately my hall of residence was on a hill and I could usually rely on a push and gravity to start the engine, with the Mk1 starter as fallback.

Once in motion, the choke knob needed to be kept pulled out until the engine warmed up. Unfortunately, MG forgot to install either a thermostat or a choke lock. Changing gear required one hand for the gear lever and one hand to keep the choke knob pulled out to avoid stalling the engine, particularly when double declutching down. An unavoidable left turn at a busy crossroad was a daily challenge. The L1 had neither turn signals nor brake lights, so I had to hand signal my intention to slow and turn while approaching, then constantly signal the turn while waiting for traffic to clear at the stop. Hand signals are a lost art now but were essential in those days. The need for hand signals at the crossroad pretty well tied up the right hand, so three hands were needed without considering steering. My wheel bearings were worn, and the car needed constant steering corrections, even going straight. This required another hand, at least some of the time, though I could sometimes hold the wheel with my knees.

The old L1 really needed a four handed driver on a cold morning. I quickly learned more tricky hand moves than a Vegas dealer. The gear lever and choke knob could be operated by the left hand, but not simultaneously. I could steer and signal with the right hand, but not simultaneously. A lot of juggling went on during my three years of ownership of HY 9497, two years at Bristol university and one with ICI in North Yorkshire. Then I met a nice warm girl and the cold, draughty, neglected MG began to lose its charm. I found a 1947 Triumph 1800 Roadster with roll up windows, a snug top and a powerful heater, and the L1 was sold to another student for 30 pounds. HY 9497 was still on the UK MMM Register last time I checked, now restored as an L2. I wonder how the current owner handles a frosty morning drive.

Low Cost SU Carburettor Petrol Seals.

by Ron Green

I am sure that I am not the only one who has experienced leakage of petrol from the SU jet assembly. We have all bought, at great expense, SU service kits in order to get the cork ring glands which we need and then ended up with a large number of unused assorted gaskets. The cork items require soaking in oil for at least a few hours before use which means that if we carry spares for emergency use they need to be kept in oil. I have found that a cheaper and more convenient option is to use Nitrile, (NBR) 'O' rings. These do not require lengthy preparation and do not harden with age. They have given very satisfactory performance on the carburettors of my J2. For the small glands, I use 6mm Inside Diameter and 2.5mm cross section, giving Outside Diameter

11 mm, and for the larger glands I have 22mm ID and 3mm cross section giving 28mm OD.

Initially, I found these by rummaging through the assorted offerings at plumbers merchants, and iron-mongers shops but it is unusual to find the required size. I recommend that you first look at www.polymax.co.uk where amongst other products, you will find a huge range of 'O' rings. There is also a useful Chemical Compatability Guide. Another excellent supplier of components including 'O' rings can be found at www.simplybearings.co.uk. This supplier has a smaller minimum order, low cost of P&P and very rapid response. It is worth considering getting a few of your natter members to club together to make up a larger order and thus get a good deal for everyone. A final tip is to use a short length of 10mm copper piping to push the O rings into the jet assembly. This is readily available from a plumbing supplier.




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Spring Wrapping

by Chris Leydon

(Reproduced from the North American MMM Newsletter by kind permission of Larry Long. I thought this article would aptly complement recent discussions of this subject on the website forum - Ed.)

The challenge of wrapping suspension springs for the prewar cars is rarely described and, as this is probably my last effort in building a K for competition, I thought it best to chronicle the effort to help encourage others not to shy away from the task.

Before the wrapping saga begins, it is important that:

1. All four springs are disassembled and cleaned.
2. Inspected for cracks, especially around the eyes.
3. Trunnion ends are measured for suitable reuse: not excessively worn.
3. Mating surfaces are ground to a polish.

Mix a paste of grease and graphite powder, heavy on the graphite side, and coat the mating surfaces of the springs. It is a messy job reminiscent of the days when locomotives reigned, so wear an apron. Assemble the springs using C-clamps and install centring pins and U-clamps. This will squeeze out grease suitable for applying to suspension pins and the like. Wipe springs with thinners and coat with radiator enamel. This paint has flex agents that prevent cracking in use. At this point, the springs can be either mounted on the chassis or securely mounted on a bench or table as long as clearance is permitted around the axis of the spring.

At this point, a decision must be made on the design of the wrap: either with security threads which engage each single wrap with a cord of smaller diameter or with no security cord. This exposition will be with the former. Not only does it resist unwrapping if a cord gets severed, but it also has precedence as the design used by the factory.

The Cord: The cord used for wrapping is a woven cord, not a twisted cord like the yarn used in weaving or knitting. It measures around 5/32" and is often called "sash cord" because it is used in the restoration of old windows.



Fig 1 A simple set-up for securing a spring.

The Security Cord: is a waxed thread, also woven, of a much thinner diameter. It is similar to the cord used on aeroplane harnesses before plastic tie wraps became popular.

The length of the cord used is a function of the length of the springs. It should be obvious that the six cylinder cars will use more cord than the four cylinder cars; however, if you have never attempted the effort, what will not be obvious is that it takes a hell of a lot more cord than you might estimate.

The cord will need to be stretched prior to wrapping. Take a minimum of fifty feet of cord and tie one end to a stationary object: milling machine, door knob, car bumper. Pull one end until a noticeable amount of stretch is taken out of the fibres. Roll the cord around a dowel or suitable mandrel to make it easier to handle in the wrapping process. You are now ready to wrap.

Tape the springs with old fashioned friction tape, the kind you might have applied to the end of your hockey stick when you were young - see fig 2.

Mark the friction tape as seen in fig 3. Notice that the longer spring section close to the axle mount is divided into thirds. On a C,P,J, and M, this might not be necessary. The marking will outline the security thread pattern.

Starting at the axle purchase, begin with a double slip knot making sure to start at least one cord width away from the axle mounting plate. Tie waxed security cord around and through the wrapping cord to anchor the start of the pattern. This is as seen in fig 4. An alternative to this "start" is to lay a two inch cord in the axis of the spring toward the axle plate and then wrap around the cord as if you were making a hangman's loop.



Fig 2



Fig 3



Fig 4

Wrap the spring, pulling the cord tight with every loop and secure the waxed thread around the cord as shown in fig 5, with the end of the cord always pinching the wrap against unraveling.



Fig 5

Have your security cord follow the pattern you have drawn on the friction tape (fig 6).

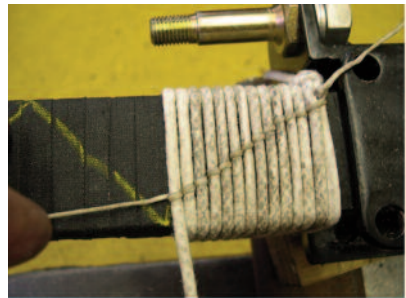


Fig 6

When coming to the end of a spring section, knot the wrapping cord and secure with the security cord to insure against coming undone (fig 7).



Fig 7

Ending the wrap (fig 8).



Fig 8

I use a dog bone type stick with a cut out on the end in which I wedge the cord when either taking a rest or knotting the security cord (fig 9).



Fig 9

Simple set-up for handling the cord (fig 10)

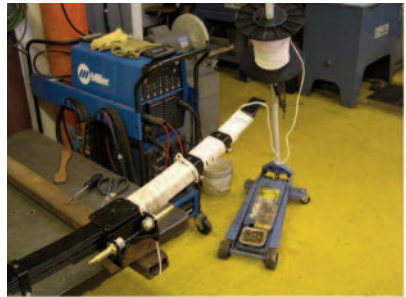


Fig 10

When approaching the end of the spring, it is sometimes wise to pre-wrap the remainder of the spring to insure you have measured enough cord (fig 11).

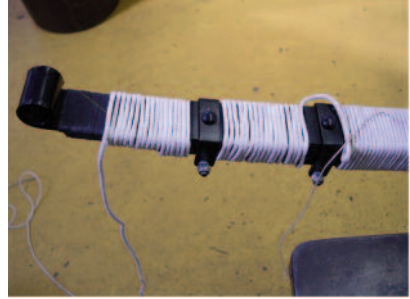


Fig 11

When going between spring sections, I use a chain loop and leave play in the chain so as not to be stressed by spring elongation in use (fig12).



Fig 12

It is important not to crowd the rubber trunnion cover with the cord. Keep 1/4" away from where it might lie to insure against interference. Seen in the photo (fig 13) is a flat packing tool to tighten up the wrap .

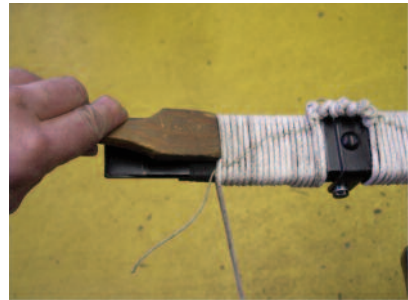


Fig 13

End the wrap with a chain knot but be sure to engage the waxed security thread in the chain (fig 14).

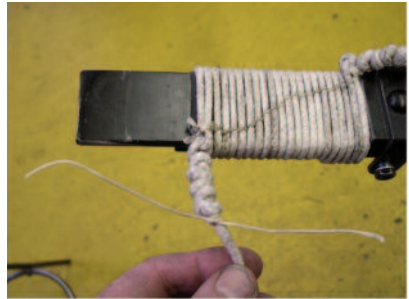


Fig 14

In order for the job to look "vintage" and protect the wrap from moisture, a process that might safely be omitted in Colorado USA, shellac the cord with amber shellac. Mix in burnt umber die for a deeper colour (fig 15).



Fig 15

At this point, this is what your springs should look like: tidy (fig 16). But the process is not over.



Fig 16

Using a double boiler (fig 17), melt down brown beeswax candles.



Fig 17

Brush the liquid wax onto the wrap making sure to put a liner under the spring to catch the drippings (fig 18).



Fig 18

Using a hair dryer or heat gun (fig 19), warm the wax until it saturates the cord and goes in between all the spaces. In the "old days" the prescription was to use Russian Tallow, however, that is not so readily available.



Fig 19

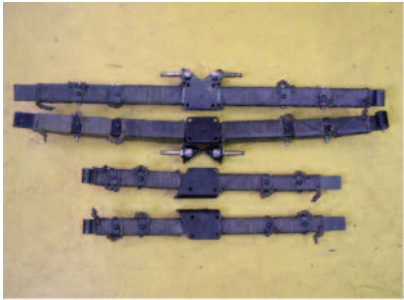


Fig 20

At this point, your springs are ready for installation. In the 1930's, serious racers would put an additional wrapping of friction tape over the entire wrapping. Although serious about many things, the need for this extra margin of protection has always escaped me.

Happy Wrapping, Chris Leydon, Salida, Colorado

Chris Leydon, the author of the spring wrapping article, is the founder and owner of Leydon Restorations. Located in the heart of beautiful Bucks County, Pennsylvania, Leydon Restorations continues the tradition of fine engine restoration first established in 1973. Our small staff size of seven skilled artisans, with over 100 years combined experience, ensures that every engine we restore receives the attention to detail only an expert can provide.

We use original parts when available, and have the capabilities to repair or remanufacture nearly every part of every engine we service. Whenever possible, we attempt to apply modern engine advancements to improve the performance and reliability of our engines without sacrificing their historical integrity.

As we approach our 40th anniversary, the torch has been passed for a new generation of leadership to continue the reputation upon which our name has been built. Let us give you the opportunity to find out what it means to have a Leydon hand-built engine.

Through this portal, I present a portfolio representing four decades of my work as a vintage car restorer and engine builder. (To view the portal, visit their website. <http://www.leydonrestorations.com/>)

The purpose of the site is threefold:

1. to celebrate the craftsmen and craft of the shop which I founded.
2. to share the excitement and joy of working on some of the most prestigious machines in automotive history.
3. to inspire a new generation of craftsmen.

This website is dedicated to all my former employees, suppliers, gifted artisans, and the many patient clients, without whose support, nothing presented here would have been accomplished.

Leydon Restorations, continues with the same dedication to craftsmanship under new ownership. Chris will be moving to Salida, CO where he is building a house on 35 acres and where he will join Jack Kahler and the Colorado group of Triple M owners. You can contact Chris at <http://www.christopherleydon.com>.



Another photo from Bryan Ditchman

This picture from a magazine was taken in the late 60s outside the White Swan in Oxford Road, Banbury. The 4 seater PB, registered BFY662 was owned by a Mr. Blinkhorn, a local motoring buff, during his bachelor days. His son now runs a photographic business in Banbury but neither he or his mother can supply any further data on the car.

Below: Ds and Ms gather at Vintage Prescott - Photo: Digby Gibbs



www.triple-mregister.org

Pre War Prescott

Words and Pictures from Julia and Digby Gibbs



*The next generation: our daughter Jo Salmon returning from a run up the hill.
(Joint owner of D0377 and MGB stalwart!)*

We have seen it in sunshine, light showers and heavy downpours but this year's Pre War Prescott, was held on a perfect English summer's day which, given the heat wave of the preceding week, meant there was less likelihood of the cars overheating. This event, first held in 2011 and organised by Ian Grace and The Vintage Minor Register has become more impressive year on year. The atmosphere of a relaxed garden party...or rather a casual picnic party....amidst a wealth of interesting cars together with the opportunity of non-competitive runs up the renowned Hill, makes this truly a highlight of the season.

Triple M cars featured strongly with one avenue of the paddock set aside for their gathering. The D Group marquee was a prominent feature, manned by Ted Hack and Bill Grayling with D Types parked proudly outside.

We had travelled up from Bath in the family D Type in convoy with our daughter in her B, taking turns as driver for the road run and then with only short respites during the day the gallant D managed six runs up the hill. Again we all took turns to enjoy the drive but without even a hint of competition as to which of us could do it in the quickest time! Just sheer enjoyment of the opportunity of doing so.

Runs up the hill were paused for the nostalgia of a Hurricane fly-past; most appropriate as the event raises money for the RAF Charitable Trust and the local Air training Corps were in attendance with the offer of GoPro cameras to record the runs up the hill.

The event concludes with BBQ and "swinging forties" entertainment. However, we left before this as we realised that we would be having a challenging drive home with virtually non-existent brakes and so set off before the entertainment began.

A day of nostalgia : historic cars, a historic plane in an historic setting with the sound of steam trains to complete the picture. A wonderful event in the summer calendar that can be thoroughly recommended.



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The Fougères Rally

By David Stansbie

At the end of May I attended the Fougères Rally in the hinterland behind St-Malo on the Normandy/Brittany border. I was in my J2/s and my companion, Max Batten, was in his recently acquired F1, beautifully re-built as an F2 by Barry Foster. Most of the cars were large and expensive: Bentleys, Jaguars, Lagondas, Delahayes and even a type 57 Bugatti. There were also a lot of Rileys, but only 4 MGs our two, a TC and a TD. It was a rather 'upmarket', event but I was very cheered to read the organiser's comments on our cars in the rally booklet. He described the F1 as an 'adorable et impressionnante voiture de sport' and it attracted a huge amount of interest, especially considering the company we were in. He obviously had a soft spot for the J too since the catalogue described it as a 'Petite bombinette muni d'un motor à ACT (OHC) et compresseur. Freins à câble d'efficacité variable et propension à prendre feu. Le rêve de tout mécanicien sportif accompli'.

The TC was 'beaucoup plus placide' than our MMM cars while the TD was described as 'bourgeoise'. Just as well that that there weren't any Chinese made modern MGs there I hate to think what he would have said about them! I'm pleased to report that we didn't catch fire despite his comments.



The Max Batten F-Type

www.triple-mregister.org

Triple-M Register Championships

- Mike Linward, Competition Secretary

At the beginning of June, the BARC held the annual hill climb at Harewood and as usual there were classes for pre-'39 cars. Four Triple-Ms took part with the best performance from Duncan Potter's C type with 87.29 seconds in the 1100cc unsupercharged, and up to 750cc supercharged class. This was some way off the class record of 80.63 seconds but this is held by a Riley Brooklands. Philip Coombs and Andrew Harrington were the other runners in the class. Les Procter competed in the next capacity class with his supercharged PB and achieved 88.95 seconds (class record 72.41 seconds).

VSCC Cadwell was on the second weekend of June. Tony Seber, driving the ex-Ted Lund PB, was rewarded with a Handicap win in Race 3. Normal service was resumed in Race 6 when John Seber, in the same car, came home last. This was not a case of VSCC bias against MGs as John's times were more than 10 seconds a lap slower than Tony's. In between, Barry Foster was battling against Type 35 Bugattis in the Williams Trophy Race for pre-'35 Grand Prix cars and finished a creditable ninth out of seventeen. The Geoghegan Trophy Race with twenty-seven starters had five Triple-M entries, the largest of the meeting. Once again, Barry Foster led the Brigade home in thirteenth place, a lap ahead of Fred Boothby's J2 and two laps ahead of Chris Cadman's M type, Andrew Harrington's J2 and Anne Boursot driving Hamish McNinch's PA.

MG Live's California Cup driving tests had only four Triple-M cars and the rather scrappy results sheet showed that this Register took the Register Trophy with Jeremy Hawke in the J2 taking the Class win. The Sunday sprint, on the Stowe circuit had a rather better Triple-M entry of ten cars. Best performance, once again, was by Barry Foster, winning the Supercharged class in 141.49 seconds from Thijs de Groot's PB, 3.6 seconds slower, around the 1 ¾ laps of the circuit. The un-blown class was won by Philip Coombs' J2 in 159.66 seconds.

The Brooklands Double Twelve Speed Trials, on the same weekend as MG Live!, had seven Triple-Ms taking part. Philip Coombs managed a handicap win in the combined Classes 1&2 while Rachael Holdsworth's supercharged PB also gained a handicap win in Class 3. The small capacity Racing Car class had the largest Triple-M entry and John Seber's PB again took the handicap prize with Jeremy Rivers-Fletcher in the ex-Dugdale N type 2nd. Ian Baxter in the Bellevue Special N type went one better with an actual Class Win in the larger Racing Car class.

It was a hot day for the third Vintage race meeting of the year at Mallory Park with a sprinkling of success for the MG drivers. Fred Boothby's efforts in Race 2 in the J2 gave him an eleventh place finish but first on handicap. Barry Foster finished two

places higher but third on handicap. Anne Boursot in the PA finished second from last, two laps behind the winners, but 5th on handicap. In the scratch Race 11, Charles Jones' supercharged L type finished third, which was the best placed MG performance of the day but not the quickest. That honour went to Mike Painter's 'Kayne Special' in Race 1, whose lap time of 1:02.38 represents an average speed of 77.91 mph.

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 2013 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:

4th/5th January	MCC Exeter Trial	Full Results
12th/13th January	VSCC Measham Night Rally	Full
3rd February	VSCC New Year Driving Tests	Full
3rd February	Stroud & District MC Cotswold Clouds Trial	Part
16th February	Fell Side Auto Club Northern Trial	Part
24th February	Holsworthy MC Chairman's Trial	Part
2nd March	VSCC John Harris (Derbyshire) Trial	Full
17th March	MGCC SE Centre Spring Navisat	Full
17th March	Torbay Motor Club Torbay Trial	Part
29th/30th March	MCC Land's End Trial	Full
13th April	MGCC SW Centre Kimber Trial	Full
14th April	MGCC SW Centre Kimber Gymkhana	Full
14th April	Ross & District MC Kyrle Trial	Part
20th/21st April	VSCC Silverstone Race Meeting	Full
27th April	VSCC Spring Rally	Full
5th May	VSCC Curborough Speed Trials	Full
12th May	VSCC Wiscombe Park Hill Climb	Full
12th May	Ilkley & District Motor Club, Ilkley Classic Trial	Full
26th May	Sevenoaks & District MC Crystal Palace Sprint	Full
1st June	BARC Yorkshire Centre Harewood Hill Climb	Full
8th June	VSCC Cadwell Park Race Meeting	Full
15th June	MGCC Silverstone California Cup Autotests	Full
15th June	VSCC Brooklands Double Twelve Speed Trials	Full
16th June	MGCC Silverstone Sprint	Full
16th June	VSCC Brooklands Double Twelve Driving Tests	Full
7th July	VSCC Shelsley Walsh Hill Climb	Full
7th July	Triple-M Summer Gathering P.O.O. & Gymkhana	Full
21st July	VSCC Mallory Park Race Meeting	Full

C.O.T.Y. 2013
Scores to 26th July

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	62
2nd	1931	C/s	VD 30	Barry Foster	
				Andrew Harrington	59
3rd	360	PB/s	BTU 260	John Seber	
				David Seber	
				Tony Seber	
				Christopher Broad	
				Mark Hafford	58
4th	1018	J2	MG 2853	Philip Coombs	57
5th	3	J2	DG 5404	Jeremy Hawke	52
=6th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	50
"	2694	J2-PB/s	Kayne Spl.	Mike Painter	50
8th	2362	NA	BTT 726	Richard Jenkins	
				Neil MacKay	
				James Mather	42
9th	-	M	HX 91	Chris Cadman	37
10th	2200	C/s	RX 8306	Philip Bayne-Powell	36
11th	627	J2	FS 5663	Ian MacKay	
				Emma Digby	
				Mike Linward	34
12th	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher	
				John Keogan	28
=13th	2960	J2	AM-30-25	Thijs de Groot	27
"	3534	J2/s	WF 5494	Fred Boothby	27
15th	2742	J2	DG 7828	Robin Hamblett	26
=16th	920	PA	TG 8337	George Ward	25
"	1551	PA	CYE 387	Barny Creaser	25
=18th	1486	K3/s	JB 3181	Howard Maguire	24
"	148	M	OY 1548	John Haine	24
=20th	3018	PB/s	MG 4516	Rachael Holdsworth	23
"	1533	PA-PB	WV 5012	Dick Morbey	23
=22nd	2000	K3/s	MG 3570	Peter Green	21
"	1164	PA	YSV 703	Anne Boursot	21
=24th	2615	PB	BOF 564	Tim Beckh	18
"	3302	J2	KS 6104	Andrew Harrington	18
"	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	18
=27th	1746	NB	JB 4846	Frank Holtrigter	17
"	2170	PB/s	CLX 112	Mark Dolton	17
"	353	K3/s	AGW 37	Clint Smith	17

"	2912	C/s	GX 9693	Duncan Potter	17
=31st	797	K1	ALA 871	Christopher Hobbs	
				Kate Hobbs	16
"	30	J2	OC 3816	Ian White	16
"	3205	K3/s	JB 7526	Pat Boghossian	16
"	2175	PB	JB 7524	Elizabeth Taylor	16
=35th	3298	PA/s	OSL 309	Les Procter	15
"	66	K3/s	MG-K3	Gerhard Maier	15
=37th	1883	J2	PO 8865	Patrick Gardner	14
"	1595	M	PG 1045	Frank Ashley	14
"	225	K1	ALU 463	Martin Jacobs	14
"	1270	NB Cresta	MG 4750	Bob Clare	14
=41st	815	KN/s	MG 4314	Martin Warner	13
"	761	J2	APU 280	David Downes	13
=43rd	1647	NB	JB 6864	Bill Abbott	12
"	2272	C/s	LJ 4444	Oliver Richardson	12
=45th	691	NA All'ham	BYU 271	Philip Bayne-Powell	
				Rosemary Bayne-Powell	11
"	605	L1/s	MG 2802	Charles Jones	11
=47th	3303	M	LS 2464	Oliver Richardson	10
"	-	PB/s -		Simon Etherington	10
"	3454	PA/s	AXR 370	Thijs de Groot	10
"	2188	M	GH 4434	Colin Reynolds	10
"	656	PB/s	JC 3269	James Gunn	10
"	1991	KN/s Saloon	ELF 409	Peter Prosser	10
"	158	PA	BJO 800	Peter Down	10
"	329	PA/s	CZ 4895	John Adams	10
=55th	1135	M	SV 5438	Alan Grassam	9
"	919	PA/s	DPB 140	Graham Arrondelle	9
"	2430	PA/s	497 UXH	Howard Harman	9
"	1963	PB	YS 5081	Keith Wallace	9
"	600	J2/s	WJ 7070	Ken Robinson	9
"	1238	PB	BZ 3433	Martin Gratte	9
"	2538	M	YJ 42	Shirley Willcox	9
=62nd	162	ND/s	BKL 256	Peter Ross	8
"	82	M	PO 1357	Nigel Stroud	8
"	1146	K3/s	JB 3182	Gunther Stamm	8
"	81	C/s	JK 1932	Greg Smith	8
=66th	907	K1	ADH 360	Neil MacKay	
				Ewan Graham	
				Mark Darnell	7
"	670	PA	BFY 711	Richard Holl	7
=68th	2715	KN/s	CG 8379	Tanya Lewis	6
"	807	KN/s	MG 4119	Richard Jenkins	6

"	845	M	PG 5027	Mike Cleary	6
"	679	J2	MG 2787	Terry Holden	6
=72nd	1235	L1/s	JB 6878	Bryan Ditchman	5
"	2852	M	RH 5831	Philip Coombs	5
"	1422	J2	MG 2161	Archie Thomson	5
=75th	994	L2	ALA 656	George Eagle	4
"	1331	PA	EDU 347	Roger Cadogan	4
77th	922	D	KG 1237	Digby Gibbs	3
=78th	1428	J2	DG 6142	George Ward	2
"	317	Jarvis M	GP 1856	Philip Bayne-Powell	2
"	3357	D	FS 1786	Kenneth Sheffield	2
"	597	PB/s	VV 4538	Peter Haynes	2
"	534	NA	HH 8103	Bill Bennett	2
"	1794	J1	UF 9865	Colin Lee	2
"	-	M	-	Roger Horsfield	2
"	1537	PA/s	LV 8989	Patrick Gardner	2
"	1187	PA/s	EO 5823	Colin Wallace	2
=87th	1140	J2	JL 753	Mike Linward	1
"	65	PA/s	DOH 228	Nigel Gibbons	1

**Slade Trophy 2013
Scores to 26th July**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	38
2nd	J2	Thijs de Groot	11
3rd	PA	George Ward	10
4th	M	Oliver Richardson	9
5th	J2	Jeremy Hawke	8
6th	M	Alan Grassam	7
7th	M	John Haine	6
8th	NA	Richard Jenkins	5
9th	L1/s	Bryan Ditchman	4
10th	M	Philip Coombs	3
11th	PA/s	John Adams	2
12th	KN/s	Martin Warner	1

**Racing Challenge Trophy 2013
The Betty Haig Cup
Scores to 26th July**

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
C/s	Barry Foster		0.457
PA	Anne Boursot		0.896
PB/s	Simon Etherington	4	0.839
PB/s	John Seber	4	0.919
J2/s	Fred Boothby	3	0.428
J2-PA/s	Mike Painter	3	0.429
PB/s	David Seber	3	0.882
M	Chris Cadman	3	0.956
J2/s	Andrew Harrington	3	0.987
L1/s	Charles Jones	2	0.362
NA/s	David Downes	2	0.970
PB/s	Tony Seber	1	0.043
KN/s	Tanya Lewis	1	0.615
PB/s	Peter Haynes	1	0.667
NA/s	Jeremy Rivers-Fletcher	1	0.769
NB	Chris Smith	1	0.923
C/s	Oliver Richardson	1	1.000

**Speed Chamionship
Scores to 26th July**

Position	Car/s	Driver	Points
=1st	J2	Philip Coombs	39
"	NA/s ss	Ian Baxter	39
3rd	PB/s	John Seber	28
4th	M	Frank Ashley	21
=5th	C/s	Duncan Potter	19
"	PB/s	Mark Dolton	19
=7th	J2-PA/s	Mike Painter	17
"	C/s	Philip Bayne-Powell	17
=9th	PA/s	Les Procter	13
"	PB/s	Rachael Holdsworth	13
11th	PA/s	Thijs de Groot	12
12th	J2	Andrew Harrington	11
13th	PB/s	Christopher Broad	10
14th	C/s	Barry Foster	9
=15th	NA	Richard Jenkins	8
"	M	Chris Cadman	8
"	PB/s	Mark Hafford	8
=18th	J2	Jeremy Hawke	7
"	PB/s	James Gunn	7
20th	NA/s ss	Jeremy Rivers-Fletcher	6
21st	NA/s ss	John Keogan	5

The following article is reproduced by kind permission of the Editor of 'The Autocar'. It was first published in 'The Motor' magazine of an unknown date and then in a book called 'Moments that made Motoring History' that was printed in 1959. I apologise for the quality of the scanned pages which are from my copy of that book - Ed.

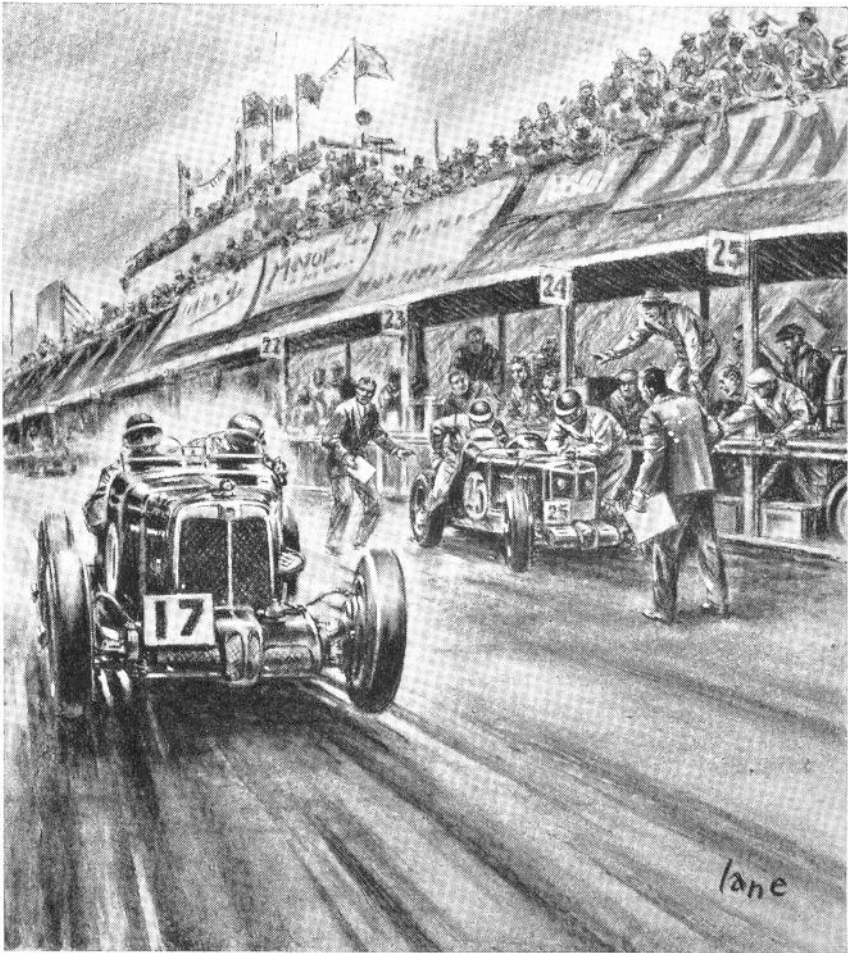
*The "Hamilton Pit Stop"
in the Tourist Trophy
1933*

THE parade of 25 sports cars was drawn up along the line of pits with the machines in echelon, tails to the pit counters. Two men sat waiting in each car as the time neared eleven o'clock on the chilly morning of Saturday, September 2nd, 1933.

In an M.G. Magnette, entered by Whitney Straight, then a leading driver himself, now deputy chairman of Rolls-Royce, sat the small figure, in leather helmet and wrap-around vizor, leather jerkin over white overalls, of Tazio Nuvolari, the Italian champion of champions, even then hailed as "Il Maestro." Beside him, helmeted and goggled, white-overalled, sat his riding mechanic from the M.G. factory at Abingdon, Alec Hounslow. Fifty car-borne men were waiting tensely for the start of the Royal Automobile Club's great classic, the Tourist Trophy, founded in 1905 in the Isle of Man.

A few cars away up the line happy-go-lucky impetuous Irishman Hughie Hamilton, in his little M.G. Midget, glanced over his shoulder at the Italian, the man he knew would be his greatest rival if the racing worked out the way they planned. The series of those pre-war years was held on the 13.7-miles Ards circuit, a tramride from the centre of Belfast, capital of Northern Ireland. The cars were derivations from existing models as catalogued by their manufacturers with certain permissible alterations which at that time, as in these days all over again, were advancing the sports car of the day to the point where they were verging on the performance of single-seater racing cars, an impression heightened by the facts that superchargers were regarded as the obvious method of producing more power with greater ease and that the machines could be stripped for racing—no wings, lamps or hoods, and their light-metal bodies were frankly two-seater racing bodies.

In the packed grandstands and the enclosures, behind hedges, in cottage gardens, in the streets of Newtownards, which gave its



The stop that lost the race: Hamilton's mechanic feverishly struggles to secure the bonnet after the disasters at the pit, as Nuvolari comes shrieking past to put his Magnette firmly into the lead.

name to the circuit, and Comber, over a quarter of a million spectators stood waiting. In the special V.I.P. box sat the British Prime Minister, the Rt. Hon. Ramsay MacDonald, the Prime Minister of Northern Ireland, Viscount Craigavon, and, among other notabilities, Sir William Morris, now Lord Nuffield, who had presented the R.A.C. with the prize fund that day, here to see his M.G. cars battle with their direct rivals, the Rileys.

It had been drizzling from grey skies all morning as the vast crowds streamed to the circuit, but after ten o'clock the rain ceased, a watery sun broke weakly through the leaden clouds and the course was drying out. Just the same Nuvolari wore jerkin and vizor (Hounslow had his spare goggles) and had specially greased his steering to keep out the wet.

The entry lacked the excitement of foreign competitors, but the arrival of Nuvolari had suddenly electrified the public. The line-up of cars began with two $4\frac{1}{2}$ -litre Invictas and three 2.3-litre supercharged straight-eight Alfa Romeos. Then came the four six-cylinder Rileys (with the previous year's winner, C. R. Whitcroft in one of them), three four-cylinder Riley Nines (1,088 c.c.) with that wild man Victor Gillow and the no less enthusiastic skidmaster Freddie Dixon. The next group held the four six-cylindered K3 M.G. Magnettes and eight four-cylinder J4 M.G. Midgets lined up with an Irish Sullivan Morris Minor with a supercharged engine. The Alfa Romeos and M.G.s were all supercharged.

The Tourist Trophy was a handicap race to give a theoretically even chance to every driver. The system was on the basis of credit laps and a time-start group by group. To win, the Invictas were to cover the full 35 laps (five more than in 1932) which is 478 miles, a journey to be accomplished faster than the limit men with 750 c.c. could drive 29 laps plus a start of nearly five minutes. The fastest cars rarely had won the race, a factor in which was that their drivers were faced with the task of overtaking the slower cars time and time again, and overtaking is always a hazard.

The Ards circuit, now no longer used, was nearly 14 miles in the shape of a triangle distorted almost into a diamond, with the acute Dundonald Hairpin on the outskirts of Belfast, the little grey town of Newtownards at one end, Comber at the other. Between these three points the road, just adequately wide, wound this way and that with only two straights worthy of the name—a short run downhill

under a railway bridge in the streets of Newtownards and the three-mile run alongside Strangford Lough into Comber, which was not really straight but very fast. In the former town the cars crossed the market square diagonally, missing the corner of the Town Hall by inches (most of the time); in Comber there was a sharp, slightly uphill right-angle turn between the pavements, faced by a butcher's shop window packed with spectators who more than once ran for their lives. After Comber came the most difficult section, the fast run past Ballystockart, through the fearsome corner under Dundonald Station railway bridge set on the skew. At Dundonald the road ran uphill to a short straight past the pits, followed within 200 yards by the notorious Quarry Corner where at least one car went through the hedge in each race, uphill, winding all the way to Bradshaws Brae, and so, along the crest of the ridge, to Newtownards. The centre of the circuit was a steeply rolling landscape of fields and hedges, sandy lanes, farmsteads and cottages.

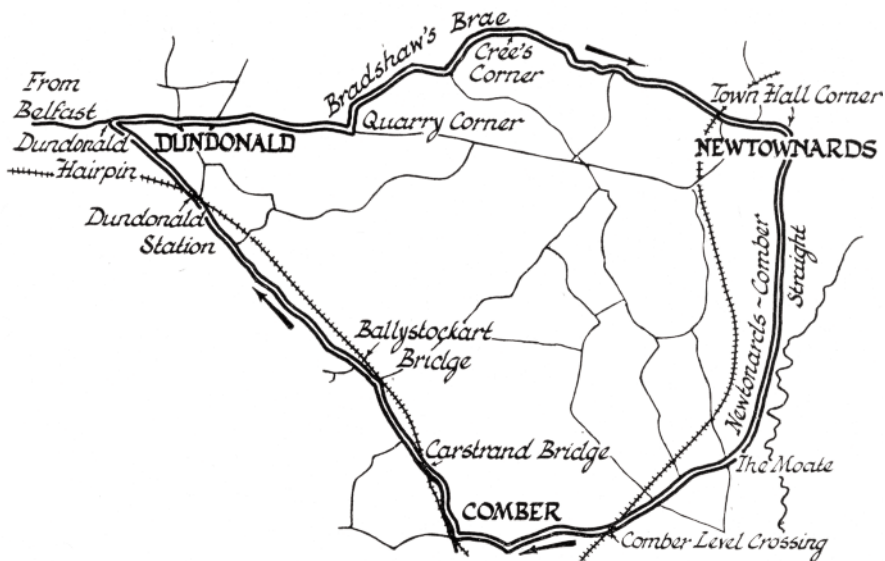
On this circuit there was little escape verge at the road sides. The course was flanked by grass banks, ditches, stone walls, cottages, trees and hedges and telegraph poles—very like the Dunrod circuit not so far away.

The 1932 race had been won by Whitcroft's Riley at 74.23 m.p.h. Fastest car had been Lord Howe's Alfa Romeo at 80.53 m.p.h. and fastest lap belonged to Tim (later Sir Henry) Birkin's Alfa Romeo at 83.2 m.p.h. The handicap for 1933 had been stiffened to make such speeds mandatory.

Nuvolari had never even sat in a K3 M.G. and had never raced with a Wilson preselector gearbox. Its use had to be explained in a mixture of dumb-show and somewhat bad French. In practice he managed only an hour and a half on the course after one delay or another, but he sat waiting with his usual serenity. The car had a single overhead camshaft, developed about 120 b.h.p. and was really a scaled-up version of the J4, with bigger brakes, a new steering system and, of course, magneto ignition instead of coil.

Tension grew as the starter arrived with his chronograph and Union Jack. Huge green-uniformed Ulster Constabulary with holstered pistols at their belts, cleared the road with marked and sometimes brusque efficiency. The flags waved in the cold wind. The drivers lowered their goggles.

On the scoreboard, the cars which had credit laps were shown as



The 13.7-mile Ards circuit.

having already covered them, and the groups were therefore despatched according to their time-start differences. Nuvolari was giving Hamilton a start of 27 miles and 1 min. 22 sec. Both men knew the course; Nuvolari had won the race for Alfa Romeo in 1930.

Exactly at 11 o'clock, the Riley Nines swept away, followed in 13 sec. by the supercharged "750s," Hamilton duelling with Crabtree. Calmly Nuvolari waited another 82 sec. and then his group was unleashed. Six minutes and 14 sec. after 11 a.m. the two Invictas (Lace and Field) took off on an empty road, alone—the race was on.

The men who mattered that day, apart from the M.G. stars, were Freddie Dixon and Gillow, Eddie Hall (Magnette), and the Hon. Brian Lewis (now Lord Essendon) with his Alfa Romeo. Great things were done among the 25 drivers, but the story of the 1933 Tourist Trophy is the story of Hamilton and Nuvolari, and of a calamitous pit stop, which was virtually decisive. On the other hand, the fact was that Nuvolari began to drive flat out only in the closing stages. Had Hamilton restarted after a normal loss of time, it is likely that the Italian would have begun going faster much earlier and it is undoubted that the J4 with much less speed was no

real match for a K3, let alone a K3 driven by Nuvolari. The speculation is academic; motor racing is full of ifs and buts. . . .

It was known that Nuvolari's speed and tremendous cornering would necessitate at least one wheel change, and a special jack had been devised for him. Freddie Dixon used no jack at all, merely a garage axle-stand on to which he lifted his Riley bodily. He was a little, rugged, square-shaped man of enormous strength.

Nuvolari, who never hung back for any reason, was behind several of his group as they catapulted from the pits, and had his wheels in the gutter and on the grass trying to pass as he began to master the unfamiliar preselector gearbox, with which a driver selects the gear for the corner to come as he erupts out of the last and on arriving, merely presses the clutch pedal. In this account, it must be remembered that position on the circuit, the order of passing the grandstands, or which car was overtaking which, had no bearing on the order of the race, which was determined by the number of seconds by which drivers were "beating their handicap."

Hall led the M.G. Magnettes, Nuvolari on his tail, practising his gear-changing for a lap and on the second time round Hall drew over and invited Nuvolari to pass. Dixon and Gillow were in the awe-inspiring throes of a duel that only they could stage, passing and repassing all round the circuit, Gillow cornering on the limit or just over it, Dixon only slightly less exuberant. Gillow was always tremendously fast while he stayed on the road.

After the first half hour Hamilton led the race 21 sec. ahead of Crabtree's Midget, Gillow 16 sec. behind, Dixon at his elbow, Simister's Midget fifth and Brian Lewis (Alfa Romeo) leading the heavy brigade at 78.24 to Hamilton's 73.07 m.p.h. Nuvolari was not yet in the picture. He was the first to cross Newtownards sideways—quite unruffled, grinning and at ease. As he became used to the new-fangled gearbox, vulgarly known as the "help yourself," his speed began to mount. He covered lap 1 at 75 m.p.h., lap 2 at 76.24, clipped five seconds off that, and then broke the 1,100-c.c. lap record at 77.69 and 78.18 m.p.h. on the next two rounds.

At noon, he was briefly in second place, 53 sec. behind Hamilton on handicap, Dixon third 6 sec. behind the Italian. The battle had commenced and it seemed impossible for Dixon, who had at last left Gillow well behind, to go any faster and remain between the hedges.

Crabtree fell back changing plugs, put in a lap at 75.54 m.p.h.,

--to be continued

Your Letters

From Mike Linward

Hello Bob,

Many thanks for the publication which is as interesting as ever.

May I be permitted to make a comment on the Kimber Trial report by Jo and George Ward. My problems on Osborne Stoney Lane and other hills had nothing to do with the new clutch in the J2 and everything to do with poor preparation and driver incompetence. I had 'adjusted' the ignition timing just prior to the event which certainly gave more top end power to the engine but at the expense of low speed torque. I just could not get the car to pick up speed from a hill start and there was not even enough low speed power to slip the wheels. The final ignominy came on Honeycliffe when I tried to get more speed from the engine by slipping the clutch which finally gave out after repeated attempts to get going. All was put right on Sunday as, with the help of Barry Foster and Ian MacKay, the clutch lining and springs were replaced. The 'new' clutch is an improvement on the original as the solid steel floating plate has been replaced by a modern, flexible type. The friction material of the original J type has been replaced by two steel discs. Time will tell if it has cured the chronic wear I have experienced on clutch plates and first motion shafts in the past which are both time consuming and expensive to replace.

I have also replaced the 23 rollers on the gearbox 3rd speed constant mesh gear fitted on the lay shaft. All the previous overrun rumble I have experienced with every Wolseley gearbox I have used has gone completely and the car is now quite pleasant to drive. Once again, I am indebted to Barry Foster for pointing me in the right clutch and gearbox direction.

Kind regards,

From Barry Robinson

Bob,

I'm enclosing a photograph of a deceased friend of mine, Norman Shipley, standing by a P-Type. We think the photograph would have been taken in 1956 or 1957 but we don't know if Norman owned this particular car. He did own two other MGs, a J1 and J2 which I bought from him in 1959 and which I still own.

This photograph was given to me by Norman's son Paul and he does have more photographs which may be of interest to the current owner if he can be found.

Best regards (*The photo is on the next page - Ed.*)

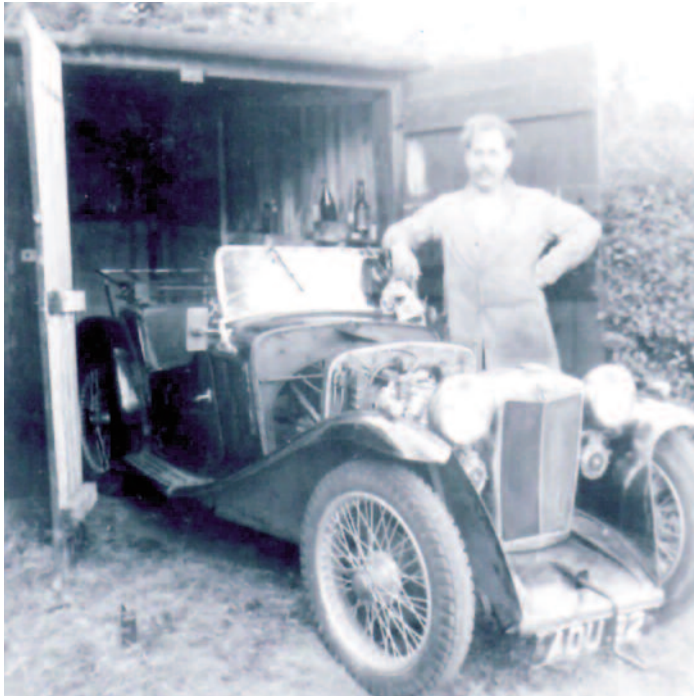


Photo from Barry Robinson - See his letter on previous page

From Graham Arrondelle

Hi Bob – I very much enjoy the mystery trials photos, but note no replies have been printed as to locations etc. The pic in the Feb issue I have on my garage wall, and in fact have pics I took there myself in 1972 while following the Lands End trial – it is the foot of Crackington, but the competition number (12) on the car (C A N May in JB7521) suggests this was not on the Lands End Trial, as I can't find it in Cowbourne.

Anyway, I attach a couple of scans of my photo album as evidence! You may be able to use some of the pics if you crop accordingly – the only MGs on one page are Charles Landells (spelling doubtful) with Steve Dear behind with one of the Crackers, but focus is poor, it was only a Kodak Instamatic, after all! Other pics taken do not show the brook but I am sure it was the same place – as always, use as you see fit!

Always enjoy the Bulletin,
regards
Graham

See next page - Ed

Here on the right is the best of Graham's photos showing MGs at Crackington plus the mystery photo from the February Bulletin below. (See Graham Arondelle's letter on the previous page.)



Although, as Graham admits, his photo quality is not good, the stream and bridge details seem to bear out Graham's identification of the February photo..



www.triple-mregister.org

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 2012 Bulletin or the web page: www.triple-mregister.org.

Congratulations to Graham Arrondelle who is the winner of the last cartoon (shown on the right). His winning caption is "Well what did she expect, going for a dirty weekend in his sports car?"

Graham will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



Parts for Sale

MMM Lucas headlamps

(Would Charles please call again)
Martin White (Tel: 01344 424258)

£100-250 a pair.

Books for sale

Set of three by Barre Lyndon. £150 for set of three
Combat.

Grand Prix

Circuit Dust

Maintaining the Breed John Thornley. £15

Wheel spin and More Wheelspin C.A.N. May. £25 each

Tuning and Maintenance of M.G.s. Philip Smith £10

Stephen Ellis (Tel: 02089541943) Please leave name and contact number on
answerphone with details of the book required.

Parts Wanted

D/F/J1 wings for my J1 rebuild.

Barry Robinson (Tel 0121 704 4323)

J2 Oil pump bits

(Would Charles, the gentleman who rang, please call again.) (The number you left
did not work.)

Martin White (Tel: 01344 424258)



PB0299 at Vintage Prescott- Photo: Digby Gibbs

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*Above: The C-types of George Morgan and Mike Gooch - Photo by Dick Morbey
Below: A suitably seasonal view of the Gibbs Family D in the Cotswolds
- Photo: Digby Gibbs*





Scenes at MG Live by Dick Morbey:

Above: Peter Prossers's KN saloon has pride of place in the main Club Marquee

Below: Mark Dolton fettles his rev counter

