

TRIPLE-M REGISTER BULLETIN



Oct/Nov 2013





*Above: Graham Galliers in his ND/NE Special at a wet VSCC Prescott.
Below: Walter and Brigitte Kallenberg in their K1 on the Welsh Marches Event
with Martin and Frankie Gratte (J2) behind.
Both photos by Peter McFadyen (see his website <http://petermcfadyen.co.uk>)*



BULLETIN No. 75

October/November 2013

Editorial

Front Cover Picture (by D Hibbert): *As the trials season resumes I am pleased to include this shot of David Downes driving his 1933 J2 (before it was rebuilt) with Simon Hannam bouncing in the 1999 Lands End Trial. David says: 'The stones flying out of the back resulted in a successful climb. The J2 did take a bit of a hammering before they invented the wimps class. Racing is much kinder to it.'*

As mentioned in the Chairman's Jottings and in the Secretary's Report on the last committee meeting, I am delighted to announce that a big improvement in the appearance of the Bulletin will take effect in 2014. The paper will be of a higher quality, allowing the printing of colour throughout and although some historical photos will obviously remain in black and white, improved print methods should mean that they and the colour images will be reproduced to a high standard. Unfortunately, as with most improvements, there will be a small additional cost. Annual subscriptions, which will be payable in January 2014 are now as follows:

UK: £13.00

Europe £17.00

Rest of World (ROW) £18.00 The higher subscriptions for overseas subscribers reflect the increases in postal charges that have been applied over the last two years.

The preferred payment method is by standing order; our bank details are as follows:-

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

Account No.: 80620483

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OR (for EU and ROW subscribers only)

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Alternative payment methods are Sterling cheque made out to M.G. Car Club (Triple M Register) (it is important that the account name is perfectly correct), Pay Pal (under transaction description quote Bulletin subscription) or Cash in Sterling or Euros. Please send your subscription fee together with your name and full postal address and e-mail address to Paul White, the Subscription Co-ordinator (see address p 44).

PLEASE NOTE: THE DEADLINE FOR THE DECEMBER ISSUE WILL BE EARLIER THAN USUAL TO BEAT THE CHRISTMAS POST i.e 10TH NOVEMBER.

Future Events

26th October 750 Motor Club Birkett Relay Race at Snetterton Tel: 01332 814548

25 -27th October Rally of the Pre-war MG Register of Australia

20-25th May 2014 Highland Stravaig

See page 2

www.triple-mregister.org

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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Chairman's Jottings

Since the previous edition of the Bulletin the European Event of the Year and the Register's main touring event in the Welsh Marches have come and gone. The European Event attracted a goodly number of Triple-M entrants from the UK and further afield.

Many of these drifted down to Wales for the Welsh Marches event, which attracted 110 participants and 58 cars. Congratulations are due to all those whose cars managed the, at times, challenging routes set by the organisers. Sadly there were two failures: Bill and Karen Niven's PA suffered a bottom end failure and Martin and Frankie Gratte's J2 lost its drive. Our cars made a fine sight as we toured the Cambrian mountains, although regrettably two of our cars fell victim to reckless driving by locals – a salutary reminder that so many motorists these days drive with little regard to cars of our era. Nevertheless, thanks are due to all involved in the success of the event, including our sponsors, one of whom, Mike Dowley even turned up in person in his K2 and toured part of the route to provide a spares/breakdown service.

A reminder that next year's main Register event is being organised by Colin McLachlan and will be based at Ballahulish in Glencoe, Scotland. Entitled The Highland Stravaig, the event will take place from Tuesday 20 May to Friday 23 May 2014. The base will be The Isles of Glencoe Hotel, Ballachulish. Details are elsewhere in the Bulletin and on our website.

The past few weeks have been rather busy. We have furthered the dialogue with MGCC about their plans for Silverstone 2014 – likely to be named 'MG 90' in recognition of the 1924 founding year – and are quite hopeful that some of our concerns about the 2013 event will be addressed.

We should not overlook the fact that MGCC does give us very good support. For example, there has been a recent flurry of activity concerning identification issues involving some Triple-M cars, many necessitating dialogue with the DVLA, in which the Club has been very effective in recovering historic registration marks for members.

Looking ahead, you may recall that we have been considering moving the location of our annual dinner and Prizegiving and maybe combining it with our AGM. Well, we have been only partly successful in this, although circumstances dictate that for 2014 at least the dinner will remain at The Ship Hotel, Weybridge and will be linked to the Brooklands MG Era day. The dates are 5th and 6th April, 2014. We are planning to incorporate the AGM into the Saturday afternoon proceedings and will let you have more details in a future Bulletin.

Finally, and speaking of the Bulletin, the Committee has approved a change in format and for 2014 onwards, when the Lavenham Press will take over responsibility for printing and production. Future editions will be in full colour with the better reproduction of pictures and to reduce mailing costs, will be posted to you in a lightweight plastic wrapper, rather than a paper envelope. These changes will greatly assist Paul White the Bulletin co-ordinator, who does a magnificent job in managing the mailing and distribution of the publication.

Fuller details of this change are given elsewhere in this edition. Needless to say Bob Richards, the Editor, depends on all of us to provide material for inclusion in the Bulletin, so do please play your part by sending copy and pictures to him!

Best wishes to all,
Dick Morbey

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Secretary's Report on Triple-M Committee Meeting held on 1st September 2013.

D Morbey, Chairman, undertook to investigate the possibility of holding the next AGM either before the Annual Dinner or at Brooklands the day afterwards.

He also reported that there had been positive feedback from entrants to the Welsh Marches event, and thanks to the generosity of our 3 sponsors Andy King, Barry Walker and Mike Dowley the event will either break even or require a small contribution from the Register. There has been ongoing contact with the MGCC including a post MG Live! meeting with B Silcock, Club Chairman and J White, General Manager, where Triple-M member's views were presented by D Morbey, P Green and G Eagle. D Morbey has circulated the minutes of this meeting together with a paper covering the points raised by various members.

The Register received a request from the Club where SAIC/MG Motors, China enquired if a K3 owner might allow them to display the vehicle at an auto show in Thailand in November 2013.

D Morbey and G Eagle will represent the Triple-M Register at the next Council meeting to be held on 9th November.

D Morbey has been in contact with Gemma Price of the VSCC Comps Team who are organising the 80th Anniversary celebrations next August. She suggested possible options for marking the 80th anniversary of the P, N and Q types including a display on Day One of their event when the public will be present.

Apart from the post MG Live! Abingdon meeting G Eagle also attended two further meetings of the Welsh Marches working group. There has been the usual contact with members and it was noted there will soon be a need to order a fresh stock of metal car badges as the current stock is down to 24.

B Milton, Treasurer, gave an update of the Register's finances and noted that Yearbook production costs had now been recovered by income from sales.

R Hamblett, Registrar, reported the following new cars :- 1 PB, 2 M types and one N type. He was also pleased to report the success in helping a member obtain the original registration number for his M type.

M Linward, Competition Secretary confirmed results continue to come in as normal and that the latest tables will be published in the Bulletin as normal. Currently B Foster (C/s) leads the COTY from B Bennett (J2-PA/s) and F Ashley (M). He also noted the winner of Class A of the Welsh Marches concours was the Morgan's C type from F Ashley (M) and T Holden (J3). Class B results were B Niven (PA) followed by D

Richards (PA) and A Paverd (PA), Class C was headed by K Portsmore (NA) followed by W Kallenberg (K1) and M Allison (NA). The Morgan's C type won the prize for the car entrants would most like to take home.

P Hemmings, Librarian, reported another successful MG Silverstone for the Library with sales comparing well with previous years. With the lack of a defined area for Triple-M parking the Library stand became much more of a focal point where members were able to meet, discuss technical issues, library publications etc. However, facilities such as more space and seating would help considerably in future planning. Thanks are due to Paul and Euan White, Dick Morbey, George Eagle, Jay Hall, Val Davidson and many others who helped run the very busy stall over the busy weekend. The 2012 Yearbook continues to sell well with increased sales overseas due to the ability to pay by Paypal. There is ongoing liaison with M Dolton on the web shop with a few additions made. It is working well with over 200 transactions made. A recent purchase has been 10 signed copies of P Thelander's newly published limited edition "The MG NE Archives"

B Richards, Bulletin Editor, mentioned he is experiencing increasing difficulty in filling the bi-monthly Bulletin. The consensus was to continue with the present bi-monthly publication for 2014 but give the Editor the discretion to move to quarterly if the difficulty in obtaining enough material continues to be a problem – Editor to advise subscribers of this possibility. B Richards thanked B Milton for his very extensive and thorough report, cost analysis, proposals for the 2014 Annual Bulletin subscription levels and change to an alternative printer. After a lengthy debate it was agreed to continue as a bi-monthly A5 Bulletin with new annual subscriptions from 1st January 2014 as notified by the Editor. It was also agreed to change the printers to an alternative company who currently print a full colour Bulletin for several other car clubs.

J Hawke, Safety Fast Scribe, mentioned the next issue will contain a report on the Welsh Marches event and Pre-war Prescott. He has plenty of good back-up material including a piece on trophies.

C Spoelstra, Yearbook Editor has received 2 articles for the next issue with 5 more expected. An agreed timetable will be established with the usual printers. E Taylor confirmed 21 invoices in connection with the adverts placed in the 2012 Yearbook were sent out in the middle of June.

The 2014 Annual Dinner has been booked for 5th April at the Ship Hotel to coincide with the Brooklands Museum MG day on 6th. The Highland Stravaig will be held on 20th to 23rd May 2014 and P Green has confirmed there will be another Summer Gathering with a date to be confirmed.

The date of the next Committee meeting is 1st December 2013.

G R Eagle, Hon Sec., 21st September 2013

Don't Believe Everything You Read

by Digby Gibbs

As the second generation of an MG orientated family it was inevitable that I would check if the PB owned by my Father in the 1930's was still in existence when I bought my very first Triple-M Register in 2007.

My Father, Guy Gibbs, purchased the car when it was new in 1935 and I am fortunate to still have the original purchase details. These documents showed the car as PB/0529, colour red and to manufacturer's specification. Purchase price was £220 with an extra £1.10.0 delivery charge ex works. My Father traded-in a Morris 8HP 2-seater for which he received £94. The PB registration number was AAB 551.

I was pleased to see that the car was still on the register, albeit in Luxembourg and shown as a 4 seater. That was where matters stayed until I had reason to communicate with Bob Clare with regard to our D Type and I sent him a copy of the PB's purchase documents for information.

I was really surprised when Bob came back to me with the suggestion that the chassis number shown on the documents was probably wrong and the car was actually PB/0259 as the engine number tallied (508.A.PB) and my Father's name appeared in the records!

Although Bob had the records for the car, it was not listed in the 2007 Register but he was able to confirm that the car was now in New Zealand and put me in contact with the current owner, Wayne Marsh. The car was dismantled at that time but Bob allocated a Register number to the car (3481) and it is nice to see it now on the register.

Information provided by Wayne was that the car was originally supplied to P J Evans of Redditch on 31/08/35 and then to Pitts (Redditch) Ltd from whom my Father purchased the car in December 1935. Wayne speculates as to why the car remained unsold for that period, given that the PB was a popular model.

Subsequent history from my papers is that the PB was traded in for an Aston Martin (XJ 9869) in January 1938 when the trade-in allowance was £105. Prior to this my Father took the car to Europe and I have photos of it in Ypres (with a dent in the rear wing!) as well as the accompanying photo of it being hoisted from the ferry at the end of the trip.

Wayne Marsh has also provided some of the later history from his research. The car was imported from Cheshire to NZ in 1960 and eventually came into the ownership of Mr Derrick Mcleod who apparently also had a second PB (0759). After Mr Mcleod died

the car was sold and was involved in an accident before being dismantled and laid-up at the restoration company from whom Wayne purchased the car in 1981. In the last email I had from Wayne (2008) he listed the current state of progress on the car and was hoping to make progress on restoration when his racing interests allowed! So an interesting scrap of MG history came from chance correspondence and a transcription error made in 1935. To see the car on the Register with its correct chassis number is very satisfying and I now look forward to hearing that the car is back on the road.



Digby Gibbs' PB being hoisted from the ferry at the end of the trip to Europe.

The Flex Plate and Vertical Drive

by Chris Leydon

An article Inspired by Bill Bollendonk who is negotiating his way through an L rebuild. (Reproduced from the North American MMM Newsletter by kind permission of the Editor, Larry Long.)

In the restoration of the prewar triple M engines, there is a substantial number of tricks and procedures, which if applied, will assure success. This article delineates a protocol for addressing the flexible coupling and the components which drive the overhead camshaft, a source of common failure from the factory floor to the present day.

For many of you who are familiar with this drive, the goal is to prevent stress to the coupling both on assembly and in operation: the coupling should remain perfectly flat in one plain (no wave) and aligned with the head so that the D-headed bolts drop into the coupling bores without flex plate distortion. Reduction in cylinder head thickness and periodic decking to the block are obvious sources of geometric change. To establish a flex free flex plate is a goal that requires attention to detail.

The Fork Drive:

The vertical bevel geared shaft which drives the camshaft comes in two flavours: one with a straight shank on which the fork is assembled and the other with a tapered end to engage a tapered bore in the fork (see Fig 1). Most engine builders have abandoned using the straight shank variety because it is prone to failure unless assembled with a heat shrink fit. The bevel gear with a tapered end assures a steadfast attachment to the fork, however, it requires a thoughtful review of the liabilities on assembly.

The tapered bored forks also come in many varieties, the consequence of which is a varied position on the bevel geared shaft. This, in turn, affects the acceptable clearance with the flex disk on assembly: a fork that protrudes vertically too far will flex the coupling down; a fork that falls short of the disk will warp the coupling vertically up on assembly.



Fig 1

A careful look at both new and old forks reveals some that are relatively flat and others whose forked ends are significantly offset. (See Fig 2.)



Fig 2

In addition to these varied offsets, the tapered bores vary significantly and will position the forks in different locations on the shaft. Notice the variations in fork positions on the two pictures (Figs 3 and 4). (The shaft is new and the two forks are new.) The first picture will yield an assembly which is .210" shorter than the assembly in the second picture. This information would prove most helpful should a longer or shorter assembly be needed.

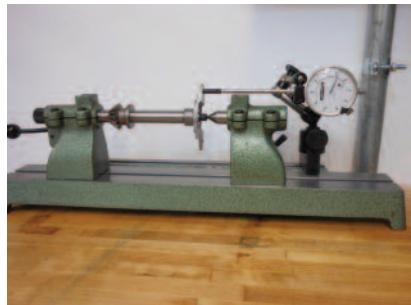


Fig 3

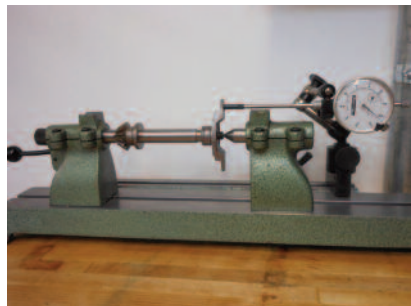


Fig 4

If it were to be anticipated that an original bevel geared fork would be reused, this component should be magna fluxed (or dye penetrant tested). A spanner of the type shown in Fig 5 ensures that the areas of concern are easily visible during inspection.



Fig 5

Over long use and/or mis-registration with the generator drive, the fork will fail in two areas: Firstly, at the base of the scroll (Fig 6). Secondly, in the area under the D-head bolts (Fig 7). Failure usually occurs in these locations as a fault of a marginal or no radius machined into the fillets.



Fig 6



Fig 7

The area of the scroll will be addressed later in this article, however, the area under the head of the D-bolt can be dressed with a jewellers file with a radius edge (Fig 8). Set the fork into a chuck with a locked spindle and dress the milled cut. In this way, the stress raiser at the root of the cut will be eliminated.



Fig 8

The Tapered Shaft:

The chance that the tapered bore in your chosen fork will perfectly match the taper on the vertical shaft is less than probable. To ensure that fork is secure on the shaft when assembled, these two components must be lapped together (Figs 9 and 10). Using either machinist lapping compounds or a combination of coarse and fine valve grinding compound, lap these two together oscillating thirty degrees, lifting up, relocating, and re-lapping similar to the process of lapping a valve into a cylinder head. To start with a grit of 240 and end with 400 to 600 grit would be appropriate. The end of your efforts should leave an evenly mat surface finish on both components. You may be surprised how long this will take.

With the potential of the fork and shaft now to be mated as an assembly, there is still no assurance that the plane of the fork is perpendicular to the axis of the shaft. It most likely is not, especially if the chosen components are new. To address this issue, and it is an IMPORTANT ONE to address:

1. Clean the fork bore and the shaft of all residual lapping compound.
2. Install the key, ensuring a tight fit into the keyway slot in the shaft.
3. Lightly lubricate the shaft and fork and torque together.

Assemble between centres on a lathe with a suitable dog drive and machine the face of the fork as shown (Fig 11). Note: It is recommended that if the generator was finish-assembled to the front housing and the head fitted to the block with a gasket of appropriate thickness, the distance between the generator fork and the vertical drive fork could be measured and the fork machined to the thickness of the flex coupling swaged collars.



Fig 9



Fig 10

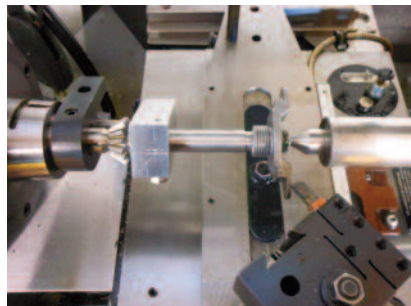


Fig 11

Oil Sealing the Vertical Housing

Before removing the fork from the shaft, it is wise to reflect on oil control. Traditionally, oil accumulating in the housing above the generator would overflow the reverse acme threads machined onto the fork. Misalignment and loose assembly would compound the problem by imparting matching grooves in the upper casting making oil control nearly impossible. Remedies in Great Britain would include soldering a disc to the underside of the fork to act as a slinger to shield the generator but create a spray of oil around the engine bay and inside bonnet (Figs 12 and 13).

Perhaps a more reasonable solution is to machine the housing to accept a modern lip seal. This is easily accomplished by centring the housing on the lathe (Fig 14) and machining a counterbore into the housing to accept the seal.

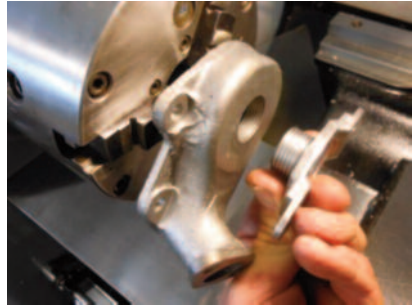


Fig 12



Fig 13



Fig 14

The use of a National Oil Seal, number 240816 (Fig15), might be an appropriate choice. Because the housing is tapered on the underside, a wise machine practice is to machine the face of the bore where the seal would enter (Fig 16), so that when pressing in the seal, the seal will not cock on entry.

Having kept the shaft and fork attached, this assembly may now go back onto the lathe (Fig 17), to machine off the acme threads to the prescribed diameter for the oil seal. This journal needs to be very smooth (perhaps finished with an emery cloth while on the lathe). Special attention should be paid to radius the cutting tool so as not to create a stress raiser in the fillet of the journal.



Fig 15



Fig 16

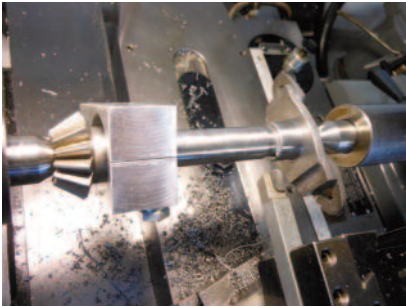


Fig 17

The efforts to create an absolutely true shaft and fork assembly can be ruined without one last precaution. It is an often seen practice to pull the fork off the shaft using a dual armed puller engaged on the two ends of the fork. With the fork tight on the shaft, this will likely bend the ends of the fork inward, and thus negate all mentioned previous efforts. A far safer and best practice would be to engage the use of an intermediary disc that would bolt to the fork to keep the arms in the same plane and then use a puller pushing through the centre of the fork to release the fork from the vertical shaft (Fig 18). The fork will pop off the tapered shaft and no damage will be incurred to the fork arms.

For the practice as just described to have merit, it is imperative that the vertical drive and the generator have a common axis. This procedure is described in Blowers Manual and elsewhere and employs a fixture similar to what is pictured below (Fig 19).

(Note: I cannot find this procedure in my edition of Blower but maybe it's the wrong issue! However, the procedure is described in the article 'Basic Engine Measurements' by John Kidder, published in the 1984 Yearbook and in the October 2012 Bulletin-Ed.)

If you feel a sense of exhaustion from having ploughed through this article, it is because the prewar MMM engines are complex and lack the simplicity of their pushrod cousins. The rewards, however, are in having Safety while going Fast.



Fig 18



Fig 19

The Register's Summer Gathering – Sunday 7th July 2013

by Terry Hartley

The alarm clock kicked up its usual fuss at 6.30am and for a brief moment I thought it had been an incredibly short weekend. Then reality slowly dawned and I realised that, at last, this was the Sunday I had been looking forward to for quite a few years. It had long been my intention to venture south and sample the much applauded Triple-M Register Summer Gathering at Peter and Thelma Green's home in Farnham Royal and this was the day.

Regretfully, due to other commitments, this had to be a one day dash so thoughts of making the 420 mile round trip in the NB was a non-starter according to the present Mrs H. Instead we opted for the 'modern', well at least it is an MG (ZT-T) and seeing how the day's temperature was predicted to be pushed up into the high 20s (C) maybe the air conditioning system would prove useful on our long motorway journey. As it turned out a previously intermittent fault on said air conditioning system decided to turn permanent very early on in the journey so we made the decision to at least enter into the spirit of Triple-M motoring by travelling with all windows down!

We arrived at Greenacres around 11am to find a good 25% or so of the 114 people named on the attendee list already present, maybe they knew a short cut. Peter was on front of house duty welcoming all and handing out the event packs. Cars (proper cars that is) were by now streaming in at a steady rate so, for that part of the day, he was kept quite busy. At this point we weren't familiar with the day's procedure but a quick read through the various items within the event pack told us we would be kept well entertained, fed and watered. It was obvious from the layout of tables, chairs, catering facilities, car parking, and strange things hanging from gazebo frames that here was a well-oiled organisational team in action. I had a suspicion that team Green/Taylor/Boghossian may well have done this before, and I was correct – this was the 9th such Summer Gathering – and they all deserve a medal.

By midday the sun was hitting the ground quite strongly which caused most to seek shade either under the many parasols and gazebos provided or in the lee of tall hedging. Wherever you were you couldn't fail to be impressed with the view, masses of Triple-M machines neatly parked in type specific order shining brilliantly in the sun. Q: Why can't Silverstone get back to being like this? A: That's another story to watch with interest!

Barry Walker arrived with trailer in tow holding the spoils of that morning's purchase; a fairly complete NB 4 seat tourer that had been salted away for many decades. No doubt someone is now feeling quite pleased. There was no shortage of cars with special/topical interest including a superb line up of K3s headed by Clint Smith's K3008 that had undergone a worthy and sympathetic restoration and the almost

finished restoration of Colin Henderson's very nice L1. Likewise, there was no shortage of great conversation to be had with Triple-M friends old and new, some with special fondness – thanks for coming Margaret and Peter.



*A section of the Summer Gathering 'Car Park' - Photo by Graham Arondelle
(More photos on back cover)*

Then lunch was ready. A tasty barbeque, expertly cooked and served up by the aforementioned organisation team, followed by strawberries and cream fitted the occasion perfectly. The demand for seating in shade was so heavy that Peter Prosser was seen enjoying lunch in his private dining carriage.

Now how do you improve a day of superb weather with excellent company and good food? That's right, with a spot of friendly competition.

The brainy types had plenty of opportunity to stretch their minds and test their observational skills solving such teasers as:

What is it? – Winner Oliver Richardson closely followed by Ken Robinson and George Eagle in joint second.

Guess the weight? – Winner Gerhard Maier, again with two people Chris Salmon and Terry Holden tying for second place.

Number of items in the jar? – Winner Gerhard Maier, with yet again a draw for second by Greg Smith and Nick Dean.

Ladies picture quiz - was won by Marian Down with Jacque Abbott and Anne Alison in close pursuit as joint second.

The Brands picture quiz – broke with the above tradition in that we had two joint winners Chris & Jo Salmon and Julia Gibbs, this time with Gill Morbey and Colin Henderson in joint third.

As the afternoon temperature soared..... out came the ice-creams, brilliant!!!

The team had thought of everything, even down to the high factor sun cream on tap to make sure we didn't go home smarting.

To test the skilful drivers amongst us Peter had devised a series of 4 gymkhana challenges that once and for all provided definitive answers to such questions as 'Who would you most trust to drive you home with a bucket on their head?' For Dawn Smith's piece of mind I guess she would be happy it was Clint who triumphed.

The overall Gymkhana winner was our Competition Secretary, Mike Linward, even though he didn't win any one of the individual tests. These honours went to: Test 1 – Distance between barrels Grace Henderson, Test 2 – Distance along concrete roadway Richard Jenkins, Test 3 – Putting canes in cones Robin Hamblett, Test 4 – Driving with bucket on head Clint Smith. Mike got two seconds and two thirds, so I guess the key trick is consistency!

The final prize giving accolades were awarded to Pride of Ownership winners, self-judged by 4cyl and 6cyl owners with Robin Hamblett coming out tops in the former and Howard Maguire getting the honours with the latter.

Far too soon it was 5pm and time for us to start that long hot motorway journey north. We had enjoyed a fantastic day at Farnham Royal and I really don't know why we had waited 9 years to get there. I certainly don't intend leaving it that long before we go again.

Adventures in the Welsh Marches

by Mike Dalby

I hope we go over the Devil's Staircase, I thought, as I filled in the application form for the Welsh Marches Weekend with the Triple-M register. I had first gone over it in the MG YB on the 1995 Lands End to John O' Groats, when we had to pause just over the summit to assist other cars that were falling off the road going down the other side on sheet ice! Two hairpin bends and a 1 in 4 climb, easier in the summer, but still exciting in the M type!



*Terry Hartley may not have taken his NB to the Summer Gathering
but here are Terry and Sue on the Devil's Staircase
Photo: Peter McFadyen (see his website: <http://petermcfadyen.co.uk>)*

I still did not know if we were to 'do' the Devil's Staircase when we left Devon in the M-type, along with the F-type of Ewan Harris and Glen Bukin. We had elected to drive up the A38, then on the A4 round the north west of Bristol so to the northern Seven Crossing and up the Wye Valley and the Golden Valley to Hay on Wye and across to the start at Llandrindod Wells – the pretty route.

All went well until soon after joining the A4 and the traffic was stopped in front of us! So it stayed for what seemed hours, but slowly we crawled along, we and the car becoming hotter and hotter. I had been driving with the bonnet cable tied open in order to assist engine cooling, and this helped as I was experiencing fuel vaporisation, which occurred especially on hills.

Eventually paying the toll to enter Wales, we made our prearranged lunch stop at the Tintern Station Cafe. A pretty spot to stop. The road on the way to Hay on Wye was a little hilly, but nothing as to what was to come! Arriving at the Metropole Hotel the base for the event in Llandrindod Wells we received a very comprehensive detailed road book and a quick peruse showed we were to climb the Devil's Staircase – gosh!

There were 58 cars and 112 participants, and old friends, from Germany, Belgium, and Australia, as well as the English and Scots and Welsh, truly the "Marque of Friendship". The hotel has all the facilities of a large luxurious hotel, but with the

meeting of old friends and “talking cars”, there was little time to use them! There was overnight rain, but it was fine in the morning and after a hearty breakfast the cars left at irregular intervals on the prescribed route through spectacular scenery, 19.2 miles to the Devil’s staircase.



Martin and Frankie Gratte (J2) with Mike Dalby and passenger Duncan Gilbert in the M-Type - Photo: Peter McFadyen (see <http://petermcfadyen.co.uk>)

We paused at the bottom, and hoping there was nothing coming down, we set off leaving a respectful distance from the car in front. Number one hairpin OK, and the second OK, then rounding a lesser corner, there was a hold up, with cars stopped and no way of passing. Then I needed about six arms, stalling the engine, holding the car with the hand brake with two hands! A modern car was coming down the hill, saying the photographer had parked in the lay by, and then talking to each of the cars as she passed them! There was a cloud of smoke from the car in front as he pulled away, and then stopped again, luckily at a wider part.

Start the engine, with a foot on the foot brake, hand brake, accelerate, and pull away! Made it – no clutch slip, we crawled past the stopped car and slowly over the brow of the hill! My worst nightmare, but I am sure we could claim a baulk, if the climb had been competitive! We shortly joined the other cars in the viewing place, for many comments!

Then down to Tregaron by the direct route for a superb buffet lunch at Y Talbot Hotel. The longer route would have added a further 30 miles, and I did not feel the car

deserved it! At the Tregaron lunch halt there was much judging of the cars for the “Pride of Ownership” competition, and all the cars made a superb display in the town square. Then off to the Dolaucothi Gold mine to pan for gold in order to pay for the rebuild of the engine after climbing all these steep hills. Super tours and a chance for a further cup of tea and a cake! We were still full from the excellent breakfast, never mind the piles of sandwiches at lunch time! Then back to the hotel to get “spruced up” for the formal dinner and speeches! Queen Victoria also put in a surprise appearance.

Sunday dawned fine and warm again and we all drove the few miles to look round the 52 roomed Hall at Abbey Cwm Hir house and gardens. A truly amazing house and grounds, and not a speck of dust! Again a superb lunch was provided, before a choice of a longer route, or our shorter route to Titley Junction Station and railway. We climbed a very steep hill onto the top of the boundary between Wales and England before dropping down to Presteigne and progressing to Titley. Here the steam train was working and there were a number of journeys down the mile line for the 0-4-0 saddle tank. The forty mile drive was uneventful, but we had paused for petrol the previous day in Beulah where I recalled we had filled up the MG YB during the Le Jog and met the previous Editor of Safety Fast – Paddy Wilmer. Back to the hotel and more “car talk” and a swim!

Dinner on the Sunday evening had been brought forward so that we would be able to enjoy a torch light parade through the town and up to the lake. Most of the party joined the march and soon after arriving at the lake we were treated to a spectacular firework display. Was this in our honour? Unfortunately not - it marked the end of the town’s Victorian Festival Week! However, it was a fine tribute to the end of a super weekend on MG motoring, MG friendship and superb MG organisation by the team. Monday dawned fine and warm, again, and we said our farewells to friends old and new hoping that we may meet again in Scotland next year. The drive back to Devon was uneventful, but we took the road to Abergavenny, the motorway and the southern Severn crossing. Scary at times, with a line of cars bearing down at high speed, but we survived, but I promised myself not to venture on long dual carriageways again with the M type!

Pre-War Prescott 2013 or A Nice Summer Day in the Countryside by Christian Höptner

Pre-War Prescott is organised by Ian Grace of the Vintage Minor Register with additional help by Frank Ashley of M-Type fame. They (and their nameless helpers) put on a super event to which the Triple M Register is invited and members respond with a good turnout.

Last year I did it together with my friend Gil Collins. It was such a good event that we both agreed of doing it again.

Pre War Prescott is unique: It is based at one of the nicest hill climbs anywhere and as it is no competition event, the entrants are able to do a few more climbs if they wish to do so. However, being not a competitive event this does not mean that you cannot exercise your car.

The Marshals are on their posts and doing their jobs - always something to do - and I would also like to point out that the Marshals at Pre War Prescott are extremely friendly and enthusiastic - thanks for their support - much appreciated.

Last year Ian Grace asked all participants to do the "sun dance" due to the far too wet July - this worked very well and a nice sunny weekend was the result. Obviously, some of us also did the sun dance as a pre-caution for this year and it worked again - the weekend was blessed with beautiful weather, fortunately with a few clouds in front of the sun on Saturday preventing it from getting too hot.

Triple M cars were well represented.

Particular interesting Triple M machinery were Mike Dowley's C/R type, which looks and sounds absolutely right. It was a lovely sight seeing Mike leaving the start line with a blast of speed.

Another competition car of particular interest present was Chris Cadman's M-type built to Le Mans specification which he raced last year at Le Mans Classic.

Peter Prosser had his blown KN saloon there which was an incredibly quick car off the line - the sight of the saloon and the sound it produces combined with the quick get-away takes some time to believe.

Moreover, there was a representative of nearly every Triple M model produced with M-types, D-types, J-types (even the R.E.A.L. bodied J was there again), P-types, F-types, L-types and N-types present. Our librarian Peter Hemmings was there with his KN, so the K-types were also represented.

Pre War Prescott uses the "long-course" incl. Ettore's bend rather than the short variant as used by the VSCC. I would like to compare the two courses in driving style - and I would also suggest they both call for a different driving style, at least as far as Pardon hairpin. When leaving Ettore's bend one gathers quite a lot of speed which needs to be cut down before Pardon - and then you have to change down, too - one runs out of legs. Once round Pardon hairpin, it is great fun accelerating away and into the Esses and then into the semi circle.

It is quite interesting to compare Shelsley Walsh, where we were for the 50th anniversary celebrations two years ago, with Prescott. I think that Prescott is more suitable and fun with a smaller engined car and Shelsley favours more powerful cars. Altogether, I did about 10 climbs to make it worthwhile and J2330 seemed also to enjoy it.

Due to its informality, relaxed and very friendly atmosphere Pre War Prescott is highly recommended.

VSCC Prescott August 2013

by Mark Dolton

Prescott was once again a fantastic social weekend with some good hard competition thrown in as ever. We had hoped for a bumper entry of MGs but a few entrants on the initial entry list failed to show; had all arrived on Saturday morning we would have been the 6th largest marque on show on track. Regardless, there was a nice mix of triple M cars, as competitive as ever.

Saturday was warm and dry which led to some interesting track times and kept the Handicappers busy with revisions for Sunday morning. But Sunday was wet and slippery which was a shame. Prescott is a challenging short course and very unforgiving, it's not a place to push too hard when the grip levels are unknown with a combination of Armco and steep drops as run off! The start line was the first challenge with very little grip resulting in more sideways than forward motion as the tyres struggled to bite. The track began to dry in places, with further intermittent rain, hence why the times were a little all over the place.

Graham Galliers had a first outing in the ND/NE, a very good looking car with original NE body. A cautious first run was followed by an excellent 54.82 run in the tricky afternoon conditions. Duncan Potter allowed father David a run out in the C Type as a shared entry. Luckily for Duncan, David was gracious enough not to beat his times. In another family battle James Gunn remained focused to outpace Rebecca, and most others with an electric 48.79 run in the Q Type rep. This certainly blew class 13 away to record 1st Overall by nearly 3 seconds.

Ian Baxter had looked to be contending for best time overall but the power of the Bellevue even with the double wheel set up was too challenging in the conditions to really set a quick time and he settled for 5th in class. Tony Wood in the attractive PA Riley special was impressive in class 10 taking 4th place and 1st on Handicap.

I managed to knock 2 seconds off my personal best on Saturday in practise with 53.82. I was all set to really challenge the top 5 but in the wet I struggle to compete with the bigger 1400cc cars. I need to carry as much pace as possible through the corners to stay competitive and in the wet on pretty worn Blockleys I simply could not get the grip. All in all, 9th place out 27 was a pretty good result for the smallest car in the class. I do believe there is a 52sec run out there for me if I can tie it all together in the future!

As normal, the social side of Prescott is just as important as matters on the track. Great to see so many people out for a BBQ and a beer. Lots of people hinting a return or a start in competition for next season, let's hope that materialises. As for the organisation, it really is a very large event that is run exceptionally well, especially

down in the paddock for assembly, so hats off. But perhaps the biggest topic of conversations was regarding the performance of Black Elvis in the Bugatti Club House....I'll leave judgement to those lucky enough to experience the event! All good fun!!



*Duncan Potter (or is it David) in the C-Type
Photo by Graham Arondelle*

Results

No	Driver	Cl Car	Saturday		Sunday		Award / Posn
			P1	P2	T1	T2	
266	James Gunn	13 Q Rep	46.29	46.92	52.08	48.79	1st/16 1st o/all
291	Ian Baxter	14 Bellevue Special	44.14	43.55	49.96	52.10	4th/23
211	Tony Wood	10 PA / Riley	51.30	51.64	50.75	54.26	4th/25 1st h/cp
213	Graham Galliers	10 ND/NE	52.56	51.80	65.10	54.82	12th/25
766	Rebecca Gunn	13 Q Rep	49.77	49.12	58.50	57.55	13th/16
55	Mark Dolton	3 PB s	53.99	53.82	60.98	58.26	9th/27
33	Duncan Potter	2 C s		57.27	67.28	60.74	7th/22
29	Chris Cadman	2 M	61.05	59.97	63.46	62.41	9th/22
733	David Potter	2 C s	69.95	66.80	75.04	70.96	17th/22

MG Car Club Yorkshire (24/39 Group)

Coast to Coast Reliability Run

By David Rawlinson

Various Clubs have run a Scarborough to Morecambe Run, but the event over the late May Bank Holiday week-end was in the capable hands of Terry Hartley and Bob Walker of Flat Cap and Whippet fame on behalf of the pre-war section of the MG CC Yorkshire Centre.

The event itself ran on the Sunday but a number of the 30 entry gathered at a Scarborough hotel on the Saturday evening and stayed at Lancaster University on the Sunday evening. While the entry was predominantly Triple M cars, there were also various post-war MGs, and sundry other marques including 3 Austins, a Riley Kestrel, a Lagonda and a Bristol 401. Entrants travelled from as far afield as Scotland and Lincolnshire, and trailers were noticeable by their absence!

I had intended to take my J2 but doubts about the weather and my wife Diane's preference for relative comfort meant we finally opted for the Austin 7 Box saloon. It also had form, having completed the event twice before when Malcolm Parker had run the event for the Pre-War Austin 7 Club. Malcolm himself was out in his slightly earlier Austin 7 saloon.

For those unfamiliar with the geography north of Watford, there are certain physical obstacles which lie between Scarborough and Morecambe — principally the North York Moors and some small hillocks called the Pennines. These areas do have tarmac roads but they tend not to run in straight lines, the more interesting being narrow, steep, unfenced, sometimes very fast and at other times just simply scary. A wily organiser seeks out these roads, providing as they do a worthy challenge to older cars and their predominantly older drivers.

From an early Marine Drive start on Scarborough's North Bay, the morning route soon ran into the North Yorkshire forests, via Hackness, Snainton and across the North York Moors to Malton, Helmsley, Kilburn (home to Robert Thompson "the Mouseman" celebrated woodcarver) and onto Byland Abbey, Thirsk (James Herriot country), Bedale and finishing in Masham for lunch; 75 miles which Terry Hartley described as "a relatively easy and pleasant drive". Indeed, in glorious sunshine and through magnificent scenery it was a fine way to spend a morning.

The afternoon run was described by Terry as "an energetic dash over the tops". Also 75 miles, it quickly ran into the Dales National Park, going down Park Rash (a pre-war hill climb), through the hairpins into Kettlewell where the Austin 7's brakes just about held on, and then over Arncliffe, Malham and on to Settle.

The final challenge was the Trough of Bowland, a long climb followed by another

downhill test of the Austin 7's brakes while enjoying magnificent views of Morecambe Bay with the Lake District as a backdrop. We were now in Lancashire and a run north of Lancaster brought us to Morecambe Promenade with Eric's statue, the Art Deco restored Midland Hotel and a rendezvous with a display of historic buses organised by the Ribble Vehicle Preservation Trust.

An excellent event, with well organised weather, a superb route with excellent instructions enlivened by Terry's little asides. As a cricketer I was interested to learn that Thomas Lord (Lord's Ground) was born in Thirsk and Hoveringham Hall has probably the oldest private cricket ground in England. I was also surprised to learn that Sir Ben Kingsley, the actor, was born in Snainton — I was in the same form at school with him in Manchester but knew him then as Krishna Bhanji.

Our thanks to Terry and his organising team and to sponsors Peter Best Insurance Services Ltd.

When we finally returned home to Northumberland on the Monday afternoon we had covered 416 miles — nearly a season's motoring for the Austin in a week-end and it never missed a beat.



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Triple-M Register Championships

- Mike Linward, Competition Secretary

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
3rd/4th August	VSCC Prescott Speed Hill Climb	Full
4th August	Camel Vale Motor Club Castle Hill Climb	Full
9th-11th August	Oldtimer Grand Prix Nurburgring	Full
11th August	MGCC SW Centre 'MGs on Grass' Driving Tests	Full
17th August	VSCC Pembrey Sprint	Full
18th August	VSCC Pembrey Race Meeting	Full

18th August	Pepper Harrow 'Black Horse' Trials	Full
18th August	MGCC SW Centre Mendip Trial	Full
24th/25th August	Triple-M Welsh Marches Rally & P.O.O.	Full
7th September	VSCC Autumn Rally	Full
8th September	VSCC Madresfield Driving Tests	Full
14th September	MGCC SE Centre Wiscombe Park Hill Climb	Full
14th/15th Sept	VSCC Loton Park Hill Climb	Full

C.O.T.Y. 2013
Scores to 21st September

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	1931	C/s	VD 30	Barry Foster Andrew Harrington	100
2nd	909	J2-PA/s	FW 3909	Bill Bennett	96
3rd	691	NA All'ham	BYU 271	Philip Bayne-Powell Rosemary Bayne-Powell	95
4th	1595	M	PG 1045	Frank Ashley	89
5th	3	J2	DG 5404	Jeremy Hawke	78
6th	1018	J2	MG 2853	Philip Coombs	72
7th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	66
8th	2200	C/s	RX 8306	Philip Bayne-Powell	63
9th	2694	J2-PB/s	Kayne Spl.	Mike Painter	61
10th	360	PB/s	BTU 260	John Seber David Seber Tony Seber Christopher Broad Mark Hafford	58
11th	-	M	HX 91	Chris Cadman	51
12th	1533	PA-PB	WV 5012	Dick Morbey	50
13th	3534	J2/s	WF 5494	Fred Boothby	49
14th	2362	NA	BTT 726	Richard Jenkins Neil MacKay James Mather	48
15th	920	PA	TG 8337	George Ward	46
16th	1551	PA	CYE 387	Barny Creaser Gillian Creaser	42
=17th	1164	PA	YSV 703	Anne Boursot	41
"	81	C/s	JK 1932	George & Marguerite Morgan Greg Smith	41
"	627	J2	FS 5663	Ian MacKay Emma Digby Mike Linward	41

20th	162	ND/s	BKL 256	Philip Bayne-Powell Peter Ross Sandy Mackay	40
21st	2912	C/s	GX 9693	Duncan Potter David Potter	38
=22nd	148	M	OY 1548	John Haine	35
"	2692	J2	SW 4156	Brian Galbraith	35
=24th	1883	J2	PO 8865	Patrick Gardner Luke Bray	
"	3018	PB/s	MG 4516	Jack Westbrook Rachael Holdsworth	33
=26th	605	L1/s	MG 2802	Charles Jones	29
"	1135	M	SV 5438	Alan Grassam	29
"	1140	J2	JL 753	Mike Linward	29
"	1991	KN/s Saloon	ELF 409	Peter Prosser	29
30th	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher John Keogan	28
=31st	2960	J2	AM-30-25	Thijs de Groot	27
"	2272	C/s	LJ 4444	Oliver Richardson	27
=33rd	2742	J2	DG 7828	Robin Hamblett	26
"	317	Jarvis M	GP 1856	Philip Bayne-Powell Ed Taylor Tony Bradbury	26
"	2430	PA/s	497 UXH	Howard Harman	26
=36th	2170	PB/s	CLX 112	Mark Dolton	25
"	761	J2/s	APU 280	David Downes	25
"	2615	PB	BOF 564	Tim Beckh Jez Earnshaw	25
=39th	1486	K3/s	JB 3181	Howard Maguire	24
"	3017	J1 Salonette	UG 3585	Jim Collier	24
=41st	656	PB/s	JC 3269	James Gunn Rebecca Gunn	23
"	1647	NB	JB 6864	Bill Abbott	23
"	797	K1	ALA 871	Christopher Hobbs Kate Hobbs	23
"	807	KN/s	MG 4119	Richard Jenkins	23
=45th	2000	K3/s	MG 3570	Peter Green	21
"	2852	M	RH 5831	Philip Coombs	21
"	1917	J1/s	VSV 521	Stuart Evans	21
=48th	1065	PA/s	MG 4440	Bill Niven	20
"	1171	NA All'ham	MG 3538	Keith Portsmouth	20
=50th	467	J3/s	HH 6711	Terry Holden	19
"	1581	K1	E-KK 1933	Walter Kallenberg	19
"	2141	PA/s	RC 3349	Derek Richards	19

=53rd	3302	J2	KS 6104	Andrew Harrington	18
"	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	18
"	1676	D	NG 2461	Mike Jakeman	18
"	3448	PA	BKE 103	Aubrey Paverd	18
"	1	NA/s	JB 3852	Mike Allison	18
"	670	PA	BFY 711	Richard Holl	18
"	1963	PB	YS 5081	Keith Wallace	18
=60th	1746	NB	JB 4846	Frank Holtrigter	17
"	353	K3/s	AGW 37	Clint Smith	17
"	2134	K1/s	MG 3094	Günther Krenn	17
"	1278	F1	MG 1313	Ian Goddard	17
"	2927	PA	OAZ 678	Jacques Vanlint	17
=65th	30	J2	OC 3816	Ian White	16
"	3205	K3/s	JB 7526	Pat Boghossian	16
"	2175	PB	JB 7524	Elizabeth Taylor	16
"	968	PA	BU 8079	Roger Davies	16
"	423	J2/s	DU-FG 86 H	Christian Höptner	16
=70th	3298	PA/s	OSL 309	Les Procter	15
"	66	K3/s	MG-K3	Gerhard Maier	15
"	2290	L1 Saloon	10 AH 922	Arnaud Jacobs	15
"	1009	PA	ALV 601	Henry Tennant	15
=74th	225	K1	ALU 463	Martin Jacobs	14
"	1270	NB Cresta	MG 4750	Bob Clare	14
"	1249	F1	GY 2473	Alaster Bentley	14
"	2231	J3/s	YG 4293	David Kempton	14
=78th	815	KN/s	MG 4314	Martin Warner	13
"	1156	PA-PB	AAD 264	Nick Dean	13
"	2227	KN	MG 4282	Peter Hemmings	13
"	2792	J2	10 AM 345	Yves Mittler	13
=82nd	664	PA/s	BLB 209	Peter Chance	12
"	3408	L1 Salonette	575 AKB	Rod Ptak	12
"	1710	F1 Jarvis	IU 2474	Philip Bayne-Powell	12
"	676	PA/s	WP 5939	Roger Thomas	
				Russell Thomas	12
=86th	1521	C/s	RX 8591	Dave Cooksey	11
"	108	M	OU 4824	Mike Dalby	11
"	950	L1/s	MG 2349	Ian Davison	11
"	1659	PA	VL 5643	Terry Davies	11
"	1976	J2/s	JF 5278	Gil Collins	11
"	-	F1	MG 1588	Charlie Cartwright	11
"	2193	NB	DUB 679	Terry Hartley	11
"	625	F1	OV 9757	Ewan Harris	11
"	2508	NA	BKJ 398	Martin Gratte	11

"	776	NB	YS 6658	Mike Legg	11
"	2591	PA	MG 3242	Colin McLachlan	11
"	2823	F1	GY 5141	Robert Walker	11
"	2703	PA 4str.	MG 3452	Tony Wild	11
"	1607	F1	HZR 714	Stefaan Vernyns	11
"	1531	J2	PJ 8586	Chris Smith	11
"	75	L2	APJ 750	David Stansbie	11
"	-	J2	APK 438	John Forster	11
"	633	NA	LAS 368	Tony Hay	11
=104th	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
"	158	PA	BJO 800	Peter Down	10
"	329	PA/s	CZ 4895	John Adams	10
"	283	M	SVS 374	Guy Westbrook	10
"	3226	C/s	JO 2288	Hamish McNinch	10

Apologies that table is abbreviated due to space constraints - Ed.

**Slade Trophy 2013
Scores to 8th September**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	38
2nd	J2	Jeremy Hawke	16
3rd	J2	Yhijis de Groot	11
4th	PA	George Ward	10
5th	M	Oliver Richardson	9
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 31st August**

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Barry Foster	0.247
2nd	PA	Anne Boursot	0.743
	L1/s	Charles Jones	4 0.302
	J2/s	Fred Boothby	4 0.366

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C/s	Oliver Richardson	4	0.682
NA/s	David Downes	4	0.759
PB/s	Simon Etherington	4	0.839
PB/s	John Seber	4	0.919
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
C/s	Dave Cooksey	2	0.489
C/s	Hamish McNinch	2	0.682
K1/s	Günter Krenn	2	0.700
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

**Speed Chamionship
Scores to 21st September**

Position	Car/s	Driver	Points
1st	J2	Philip Coombs	49
2nd	NA/s ss	Ian Baxter	46
3rd	C/s	Duncan Potter	34
4th	M	Frank Ashley	30
=5th	PB/s	Mark Dolton	28
"	PB/s	John Seber	28
"	J2-PA/s	Mike Painter	28
8th	C/s, ND/s	Philip Bayne-Powell	22
9th	PB/s	Rachael Holdsworth	21
=10th	PB/s	James Gunn	19
"	M	Chris Cadman	19
=12th	J2	Jeremy Hawke	15
"	C/s	David Potter	15
14th	NA, KN/s	Richard Jenkins	14
15th	PA/s	Les Procter	13
16th	PA/s	Thijs de Groot	12
=17th	J2, C/s	Andrew Harrington	11
"	J2	Brian Galbraith	11
=19th	PB/s	Christopher Broad	10
"	ND	Graham Galliers	10
"	PA/s	Howard Harman	10
22nd	C/s	Barry Foster	9
23rd	PB/s	Mark Hafford	8
24th	J1/s	Stuart Evans	7
=25th	NA/s ss	Jeremy Rivers-Fletcher	6
"	PA	Anne Boursot	6
=27th	PB/s	Rebecca Gunn	5
"	J2/s	Fred Boothby	5
"	C-RA/s	Mike Dowley	5
"	NA/s ss	John Keogan	5

The following article is a continuation from the first part, published in the last issue of the Bulletin and 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 Hamiton Pit Stop in the Tourist Trophy 1933 (part two)

At noon Nuvolari was briefly in second place, 53 seconds behind Hamilton on handicap, Dixon third, 6 seconds 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 mph,



Holding an apparently secure lead on handicap, Hamilton's blown M.G. Midget swings right-handed through the awkward turn in Comber on the Ards circuit.

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Freddie Dixon lines up his Riley for the fast but fearsomely skew corner under the bridge at Dundonald Station.

the fastest among the 750-c.c. class, and then had more bother with ignition. Simister swept past Gillow after a struggle and then crashed. Nuvolari, lapping faster and faster at over 80 m.p.h. chased Hamilton at a speed only three miles an hour slower than that of the fastest car on the circuit, Brian Lewis's Alfa Romeo. This performance ended after 10 laps when there was a grinding noise in the Alfa Romeo back axle and no transmission.

At half-past twelve the picture showed Hamilton leading at 74.09 m.p.h., Dixon second at 75.49 m.p.h., Gillow third, Hall fourth, and then Gillow once again took Quarry Corner too fast and staged his second annual crash.

During the next half hour Nuvolari moved up from sixth to fifth, cutting Hamilton's lead to 1 min. 51 sec., although the Irishman had pushed his average up to 74.13 m.p.h. and was going ever faster. At half-past one Nuvolari was third, just over 60 sec. behind Dixon, who had made the fastest pit-stop of the race, and lay 1 min.

57 sec. behind the Midget which was now averaging 74.29 m.p.h. With the disappearance of Brian Lewis, Tim Rose-Richards took his place with the Alfa Romeo which Louis Chiron had driven at Le Mans, and was averaging a shade under 80 m.p.h.—not sufficient for the job.

Soon after the half hour, Nuvolari stopped at his pit for the routine work, which he and Hounslow had had no time to practise, and it was a model of how such matters should be conducted. Hamilton, with better fuel consumption, was not due to stop for another 20 minutes. On went the new wheels, in went the fuel, both men snatched a bite of sandwich and a quick drink, and off went the car in just over three minutes. At two o'clock they were 6 min. 23 sec. behind, in third place.

At 2 p.m. Hamilton, cramming on more speed, had averaged 74.62 m.p.h. for his routine pit stop was at hand. Dixon raced 1 min. 47 sec. behind and Nuvolari averaged 76.36 m.p.h. Then Dixon's exhaust pipe fell off and he wasted 11 min. out on the circuit struggling with the red-hot metal. Finally he restarted with his mechanic holding it in place, and they lost more time at the pits with copper wire. So vanished his chance.

Hamilton screeched to rest at his pit, and now it was that one mistake, due to nerves, led to more mistakes and to disaster. The mechanic filled the tank, splashing the fuel badly over himself. The driver busied himself with the rear wheels. The mechanic darted to the front, leaving the filler cap open and as he wrenched the car upwards, Hamilton was splashed, startling him and wasting more seconds, while both men knew Nuvolari was roaring closer and closer. At the front, unfamiliar with this type of jack, the mechanic fumbled for a whole minute. The wheels were on, hammered home, the drivers leaped aboard. The starter was dead.

Now indeed bedlam broke out in the pit. Everyone was bellowing instructions at the two men, now frantic. The mechanic jumped out, unstrapped the bonnet (bonnets had to be secured that way in those days), opened up, grabbed a wheel-hammer from the counter and tried to short the starter motor. Sparks flashed instantly and his petrol-soaked gloves caught fire. Dancing about in a frenzy, he beat out the flames and tried again while Nuvolari tore that 6-min. lead to shreds. They had been there 5 min. already.

Suddenly, in the uproar, the pit filled with mechanics from other

M.G. pits, "Jacko" from the works took over (R. C. Jackson, still with the M.G. company) and began giving calm orders that silenced the shouting. By regulation, all work had to be done by driver and mechanic who were permitted only to pick up tools from the counter; handing them over was banned. Now the mechanic took a screwdriver. Hamilton was behind his wheel stabbing the starter button. The engine fired, in leaped the demoralized mechanic—and left the bonnet open. Out he got again, almost in tears, lost time buckling the bonnet strap, and at last the little car roared off back into the race. The stop was so long that no one seems to have taken the time—certainly the writer did not, being too busy keeping a chart and clocking Nuvolari, but it was over 7 min.

The great little man was in the lead at 77.08 m.p.h., with 47 sec. in hand over Hamilton, 1 min. 48 sec. ahead of Rose-Richards and over 6 min. ahead of Dixon after that exhaust-pipe episode.



Lifting a wheel as he cuts the corner in the square at Newtownards, Nuvolari saves every second he can to hold his lead over Hamilton. He judged this corner to a fraction, his front wheel less than a foot from the wall on every lap.

At 3 p.m. with two hours to go, the Magnette led at a higher average still—77.76 m.p.h. but, on handicap, Hamilton, 5 m.p.h. slower per lap, had closed that frightening gap to a mere 9 sec. In the next 30 minutes it was down to 3 sec. although, of course, the cars were miles apart on the long circuit. Both drivers were hurling their machines through the corners, braking later and later, mechanics crouched low in the passenger seat with their little aero screens put down flat, and both were breaking their class records lap after lap. At the end, Nuvolari had done it no fewer than eleven times, Hamilton five times, and then Hamilton came too fast into the Dundonald hairpin and skated with locked wheels into the escape road: more precious seconds lost.

Four o'clock—Nuvolari averaging 78.26 m.p.h. now, and had lapped at a staggering 81.4 m.p.h.; Hamilton, at 73.24 m.p.h., had lapped at an equally astonishing 77.2 m.p.h., but was 39 sec. in arrears. In Newtownards, officials fled as Nuvolari appeared with the car sideways and tyres screaming.

At Nuvolari's pit they got ready for an emergency fuel stop, but the driver signalled all was well. But to stave off the Midget, he had to break his own records lap after lap. Hamilton drew closer . . . closer . . . and on handicap he went into the lead. Nuvolari could go no faster—even if the engine could stand it—and remain on the road. The Midget took the lead. There had never been racing like this on the Ards circuit. With two laps to go the Midget held a lead of 54 sec. and then Hamilton tore up to the pit for fuel—their tank was dry.

This time the job was quick and perfect. Just one churn was sloshed down the huge funnel. Churn and funnel were hurled into the pit, off went the car—and Nuvolari came storming up from Dundonald, 15 sec. after the Midget shot round Quarry Corner.

As if Nuvolari was not aware that it was now or never on that last lap, the pit staff were leaning far over the counter, waving arms and screaming; the crowds were shouting. On that lap both men defied all laws of gravity and centrifugal force. They went through Newtownards one behind the other, and on the fast section beyond, the extra power of the Magnette came into its own and Nuvolari slashed past, 115 m.p.h. to the Midget's 105. It was the end. And as the excited spectators craned forward, Staniland crashed the six-cylinder Riley at Quarry Corner.

Nuvolari screeched round Dundonald hairpin and came flat out up the hill to where the chequered flag was held high. He had lapped at 80.35 m.p.h. He shot across the line with one arm in the air, 40 sec. ahead of Hamilton, at an overall average of 78.65 m.p.h., a record for the race by more than 4 m.p.h.

Behind the exhausted pair, Dixon, undaunted as ever, was fighting for third place with Rose-Richards, Eddie Hall (Magnette), after a magnificent race, close behind them. Dixon's mechanic had been in agony—he was holding the loose exhaust pipe in place and the battery was splashing burning acid on to his trousers, which disintegrated on to his legs. They finished fourth, Hall fifth, but, after examination of the regulations, the Stewards reluctantly disqualified him for having a defective silencing system—they had no alternative. Hall was therefore placed fourth, Lord Howe fifth, Belfast's Bobby Baird (1,100 c.c. Riley) sixth. Hamilton had won his class as some consolation.

In tribute to Dixon's wonderful, fighting race, Sir William Morris presented Dixon with a special award of £100, equivalent to what he would have won.

Nuvolari finished on his reserve tank—and that was nearly empty. It is on record that somebody asked Hounslow about the state of the brakes after those astonishing lap times. "Brakes?" he said, "the man doesn't use them!"

It had been the fastest race of the series.

The 1933 Tourist Trophy

1. TAZIO NUVOLARI (1,087 c.c. M.G.)	5 hr. 56 min. 34 sec. (78.65 m.p.h.)
2. HUGH HAMILTON (746 c.c. M.G.)	5 hr. 57 min. 14 sec. (78.46 m.p.h.)
3. TIM ROSE-RICHARDS (2.3-litre Alfa Romeo)	6 hr. 10 min. 6 sec. (78.71 m.p.h.)
4. E. R. HALL (1,087 c.c. M.G.)	6 hr. 12 min. 14 sec. (75.18 m.p.h.)
5. The EARL HOWE (2.3-litre Alfa Romeo)	6 hr. 18 min. 1 sec. (77.04 m.p.h.)
6. W. R. BAIRD (1,088-c.c. Riley)	6 hr. 24 min. 21 sec.
7. G. MANBY-COLEGRAVE (1,087 c.c. M.G.)	6 hr. 24 min. 31 sec.
8. C. R. WHITCROFT (1,486 c.c. Riley)	6 hr. 27 min. 7 sec.

Disqualified from fourth place: F. W. DIXON (1,088 c.c. Riley).

Fastest lap: T. E. ROSE-RICHARDS (83.06 m.p.h.).

Your Letters

From Ged Segrave



A small group of Triple M fans have an annual summer lunch together here in the North East, we compare notes, swap parts and share experiences. Coincidentally, one of our group David Rawlinson J2, on the right of the photo was the winner of the Bulletin's February cartoon completion.

So we made an occasion of it and had a presentation.

From David Wright

On reading the excellent bulletin something caught my eye in the photo sent in by Barry Robinson (see *July/August Bulletin - Ed*), probably the ADU in the registration which I have not seen that often on an MG. Unfortunately the next digit is not that clear because of the starting handle position, but I have PA1216 with ADU92 which could fit.

I cannot help with details from the 50's as the older logbooks were destroyed (or so the London County Council told me when I enquired in the 80's), so I only have them

from after that. The car was obviously always in the midlands region from registration till the early 70's, and then down south to me in London. When I got it the body had been turned to a special probably for trials and I returned it to the correct form, unfortunately disposing of the cycle wings and stays that I now realize were proper older MG ones. I was motivated by always getting covered in water, mud and stones when steering with cycle wings - and no hood of course.

The discussion presently on the forum about running stripped reminds me that I went to the first MOT with the new body and wings in place, but still without doors as I could not wait to get motoring again. The tester was a little suspicious, but I assured him that I could not fall out on a corner as I was holding the wheel, and any passenger would have the handbrake to hang on to as my braking assistant - seemed to convince him.

Anyway, if the number fits, I would be delighted to make contact.



From David Downes

Might this be any good. Taken at VSCC Pembrey 17 August by Ann Boothby. You can see in the sky the conditions. Very Wet!

This was the team that came second on Handicap in the 90 mins relay race. Annie Boursot PA, David Downes J2 and Fred Boothby J2. The team was called Wilson Kepple and Betty, hence the Fezzzz'ssss with MSA helmet stickers. Perhaps a change from pictures of cars.

From David Kempton

Your reprint in the June Bulletin of Mike's excellent gear ratio study has re-opened a topic discussed from time to time on the Forum, and I am sure around many a noggin

bar. One important omission (to me anyway) was the J3. This model had the same 9/43 (4.778:1) final drive as the F-type, but with very different torque characteristics. Forum chat in more recent times has been inconclusive about MG's choice of ratio for the J3, with Mike/David implying the factory got this one wrong, but J3 guru Ed Taylor supporting the choice. I suspect that MG wanted to justify the J3, and its high price, by claiming a 90mph capability as they had already set 80mph expectations for the J2. They needed taller gearing to achieve this within the crank's rpm capability.

J3768 Blithe Spirit

Your Adverts

Wanted

– PA exhaust manifold in reasonable condition.
Contact George Ward 01252-876783 or george@ese-assoc.demon.co.uk

Wanted

- Brooklands Bluemels steering wheel boss to fit J2 Marles Weller Steering Column.
4 cylinder six inch rev counter
Alan (01244) 639245

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.

Car for Sale

C-type Montlhery Midget - RX 8306

A new owner is being sought for this historic MG, as the current driver is now getting too slow on the competitive front, and the car needs someone to progress its full potential.

This car was the MG works demonstrator and development car, and was used for the Autocar and Motor road tests. Later it was extensively raced by Kenneth and Dennis Evans, as well as their chief mechanic, Wilkie Wilkison, at Brooklands, Donington and the Lewes Speed trials (for a 2-page list of events entered, contact the owner)



This car has been restored to as near original condition as possible, using details supplied by Barry Foster, and finished in the colours of the Bellevue Garages, when it was owned by them in 1932/3, i.e. Pageant Blue with Old English White wheels.

The engine has a new replacement block, rear housing and new Phoenix crank and rods, with Mahle pistons. The original cracked Ambrosia crank and rods have been kept for historical reasons, as has the original block, which was the works development block, with evidence of the change-over from AA configuration to the AB setup.

The original external exhaust is also evidence of the changeover from AA to AB configuration, being modified from the 3-branch exhaust to the later 4-branch arrangement. This may not be very efficient; however there is a free flow exhaust system in the spares inventory.

The supercharger fitted is a Volumex unit, but there is a spare brand NEW Powerplus No7 blower (as originally fitted to C-types) with its gearbox. This blower has been re-engineered with new Shorrocks type internals by Derek Chinn. There is also an Arnott style displacement oil tank to go with the Powerplus. The Volumex is giving a useful 10psi boost.

The dashboard sports all the original instruments, which all work, apart from the two telegauges; however all the fittings are there for these to be made functional. The Kigass pump is also not connected, as the car starts well without.

A new 12 volt battery has been fitted in May 2013. The steering wheel is a new "Malcolm Campbell" wheel.

A full tonneau cover in blue is fitted, but there is no hood (or hood frame).

The car is fitted with the later 12" brakes, and is currently fitted with recent 4.00x19" tyres on the front, and new 4.50x19" tyres on the rear.

Price by negotiation, contact Philip Bayne-Powell on 01483 811428 or e-mail: philippb@mgcottage.freemove.co.uk.

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 Ray Masters who is the winner of the last cartoon (shown on the right).

Ray's winning caption is:
'Not for me mate, I have enough trouble with one cam.'

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



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Photos on the Welsh Marches event by Peter McFadyen (see his website <http://petermcfadyen.co.uk>)

*Above: Christian Höptner in his s/c J2 with passenger Geert Reymen;
Gil Collins (J2) is cresting the rise.*

Below: Arnaud and Martine Jacobs in their L1





K3s at the Summer Gathering (photos from Julia Gibbs)

Above: Three at rest

Below: One in Action (K3013 conducted by Berbel and Gerhard Maier)

