

# TRIPLE-M REGISTER BULLETIN



**APRIL/MAY 2014**



**Abbeyfield**  
When older people need care in the way



## **National Drive it Day!**



**Sunday 27<sup>th</sup> April 2014**

**FREE ENTRY**

**Take the dust sheets off your car or motorcycle, take it for a spin and then join us for cream teas and cakes at The Memorial Centre**

**Teas served between 2.30 & 5.30pm**

**Classic Cars will be on parked on the grass as at our summer event.  
All other vehicles will be parked in the GXCA car park.**

**All net proceeds to charity**

**Light Refreshments & Licensed Bar Available**

**A Charity Event in aid of Abbeyfield (GX) Society and the Rotary Club of Gerrards Cross & Chalfont St Peter  
In association with Gerrards Cross Community Association**



# BULLETIN No. 78

## April/May 2014

### Editorial

As this year is the 80th anniversary of the introduction of the P and N types, I could not resist using a picture of Peter Davis in his P type on the front cover. Peter writes: "New use for one of my classics after the recent unusual snowstorms in the southeast USA. Took the MG PA (Plough Accessory) out and put it to work. Crank up the supercharger and off we go. Maybe it goes under the heading of re-purposing the "blower" to "snowblower".

Your N-type pictures are invited as candidates for future covers but for the time being, have you noticed the profile of the KN at the top of each bulletin page? You may wonder why I've chosen a non-typical KN saloon. This is because my first encounter with Triple M cars was in such a car.

In 1957 or '58, as an impressionable sixteen year old motor trade apprentice, I was thrilled to be given a short ride round the block in a very tatty KN that had been taken in part-exchange. As the garage was Derby's main dealer for Triumph and Armstrong Siddeley, I had plenty of rides in TRs, Sapphires, Jaguars and other exotic cars, but these did not surpass the thrill of the KN's double de-clutch change-down, the splendour of the comprehensive instrument panel and the engine compartment with its two swept exhaust manifolds. Although I had not yet taken a driving test, my ambition was to own that car. Sadly, the cost of purchase and of replacing a broken brake cable were too much for a first year apprentice. The KN was last seen in Bob Storer's scrap yard. Did it survive? I did not record the registration number but a year or two later I did see an unidentified KN parked in Derby. Could it be the same car? Does anyone remember Derby's Triple M scene in 1957-62?

I never did own a 6 cylinder MG but was fortunate enough to have several 4 cylinder models. Please send me tales of your experiences, or you may be regaled with more of mine!

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## Future Events

13/14th April	S.W. Centre Kimber Classic Trial	01761 221893
27th April	Drive it Day - Abbeyfield	See inside front cover
4th May	VSCC Curborough Sprint	01608 644777
11th May	VSCC Wiscombe Hill Climb	01608 644777
20-25th May	Highland Stravaig	
8th June	Harewood Hill Climb	01608 644777
21st/22nd June.	MG90 Silverstone	www.mgcc.co.uk/
6th July	VSCC Shelsley Walsh Hill Climb	01608 644777
3rd August	Gerrard's Cross Show	See inside back cover
4th-10th Aug	VSCC 80th Anniversary at Peterborough	01608 644777
4th-7th Sept	N. American National Meet	See page 3
8th-11th Sept	Return to France	See page 3
19th-22nd March 2015	MMM Franschoek South Africa	See page 4

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## “A Return to France”

John and Lavinia Bevington would be delighted to repeat last year’s very successful Triple ‘M’ trip to Hambye France from Monday 8th September to Thursday 11th September 2014.

There will be the usual mix of good food and wine, visits to local places of interest and car treasure hunt and no doubt a chance to visit local markets, finishing with a Gala Dinner.

The dates are chosen to fit in between the Beaulieu Auto Jumble ending on Sunday 7th September and the first day of the Goodwood Revival Meeting on Friday 12th September allowing participants to attend all three events if they have the stamina!

Anyone interested in booking up for the ‘Return to France’ should contact John & Lavinia on Tel No. 0033233508925 or Email [j-lbevington@wanadoo.fr](mailto:j-lbevington@wanadoo.fr)

Or

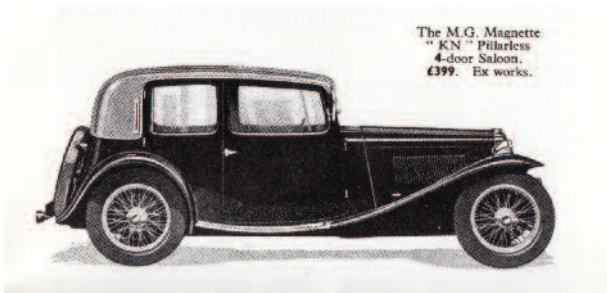
Patrick Gardner Tel No. 01372 452133  
Email [patrick@ptrickgardner.com](mailto:patrick@ptrickgardner.com)

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## Or America?

The North American MMM Register invites you to the National Meet held in conjunction with the US Vintage Grand Prix and Festival at Watkins Glen from September 4th-7th. We hope for a good attendance for the 3 day event.

If any members are planning a holiday in America this year, with or without a car(!) this is an event not to be missed. Have a look at the register website [www.nammmr.org](http://www.nammmr.org).





Dear MMM Enthusiasts

We are in the early planning stages of the second South African MMM MG Gathering and would like to keep you informed of the event. Following the very successful 2013 Gathering in Franschhoek we have decided that the venue was so suitable that we would repeat it again.

The event will be held from Thursday 19<sup>th</sup> March 2015 to Sunday 22<sup>nd</sup> March 2015 in the Franschhoek valley and surrounds. Reserve this date!! It will again be a very informal affair, with MMM cars being the centre. Much socialising and car discussions as possible will be had, while enjoying the magnificent surroundings, and wines! We will also once again make use of the fabulous facilities of the Franschhoek Motor Museum. [www.fmm.co.za](http://www.fmm.co.za)

We are trying to trace as many local MMM owners that we can to attend. We also extend an invitation to all international MMM owners to join us as well. It would really be fantastic to have visitors as part of our gathering. We would really enjoy having you and your cars here for us all to appreciate! You are assured of good hospitality and a great time!!

Why not consider this event as the focal point for an extended visit to the fabulous Western Cape or a more comprehensive South African tour. To give you an idea of the delights of the area, have a look at this website <http://franschhoek.org.za/>

Further details will be made available in our next brief, and should you require additional information, please drop an e-mail to Denis Marsh at [denis@marshclan.co.za](mailto:denis@marshclan.co.za).

Look forward to seeing you and kind regards

Ralph Clarke

MMM MG 2015 Organising Committee

February 2014







## Chairman's Jottings

by Dick Morbey

This is just a brief note this time, as things are poised for action before the start of the season here in the UK.

By the time you read these notes the following activities will have taken place, and we'll bring reports on them in the next issue:



The MGCC Silverstone National Race Meeting. Huge thanks are due to Fred Boothby for arranging for 13 Triple-M cars to take part in the 22-car pre-War race grid. This will include no fewer than 5 C-types as well as a Q-type with J, P, and N-types also represented. The race is just 4 days away as I pen this note and I'd like to record thanks to the competitors and all concerned.

The Register's 2014 AGM and Annual Dinner and Prize Giving will also now be history. This is the first time we have combined these events and it will be interesting to see whether the experiment is judged a success.

We have been working hard to develop an ever closer relationship with the MG Car Club and this is bearing fruit in a number of ways. At MG90 the Club's main Summer event on 21st and 22nd June, the Silverstone circuit will see much evidence of Triple-M cars:

There will be a special display of three of the Millbrook record-attempt cars – this being the 25th anniversary of that event.

An example of almost every Triple-M model will feature in the MG90 time-line – at least one car per year will be shown. We are inviting the owners of each Triple-M model type to apply to include their car in this lineup. If there is time before the print deadline, details may be included in this edition of the Bulletin, but they will also be obtainable from our website [www.triple-mregister.org](http://www.triple-mregister.org)

MG90 will feature a race including Triple-M cars as well as the very popular sprint event.

Finally, amongst other things to look forward to is the 2013 Yearbook. Thanks to the ever-zealous Cathelijne, this will be available to purchase from 10th May.

Looks like being a good year!

Dick Morbey



## **Secretary's Report on Triple-M Committee Meeting held on March 9th 2013 by George Eagle**



Chairman D Morbey has been giving assistance to the Club in their Club Rules revision project, these changes were discussed at this month's Council meeting. He mentioned the encouraging support given by the Club for the pre-war grid for the Silverstone race meeting on 29th March – thanks were also due to D Saunders, Director, and F Boothby. Discussions have also taken place with regards to MG90 and accommodating the Register's "wish list". All Registers will have space in the Club marquee, 3 tables and room to display a car. The Register has also been allocated space to exhibit 3 special cars under the side canopy. The paper written by D Morbey on Officers' dealings is being progressed by B Silcock, Club Chairman. The Club has also formulated a policy about car valuations with an invitation to the Register to be guinea pig. D Morbey also advised the Club's archives project is currently stalled due to a tree preservation order. He also reported that quite some time was spent, together with P Green, R Hamblett and G Eagle, on reviewing the Register listing guideline wording which was adjusted to eliminate as far as possible perceived ambiguities. Following discussion in Committee, and a few minor amendments, these rules will be sent to the Club for ratification.

2015 Touring event - the Committee was asked to give consideration to possible venues.

Secretary G Eagle had organised and booked the Register's stand at the MG and Triumph Spares day at Stoneleigh aided by D Morbey and P Green. It proved to be a very successful day with plenty of visitors and good library sales – the most popular item was the new lapel badge with 44 sold. P Green arranged for the two banners and thanks are due to Clint Smith (K3008) and Oliver Richardson (C0272) for agreeing to display their two fantastic cars which certainly attracted a lot of attention. R Hamblett, B Richards, B Champ. P Scott and P Lansdown all volunteered to do a stint on stand duty. The organising Committee for the 2015 MMM Franschock, event, to be held in South Africa from 19th to 22nd March 2015, have issued an invitation for members to attend their gathering – together with cars if possible.

Treasurer B Milton circulated the draft accounts for the year to 31st December to the Committee who agreed a vote of thanks to him for producing accurate accounts on a timely basis. The accounts were approved and will be sent to K O'Shea at Club Office, to be followed by a signed copy once they are accepted at the AGM. The Committee agreed there should be no increase in the Bulletin subscriptions; also agreed was that any new subscribers during the year will be provided with back numbers in that year but the subscription will be at the fully yearly rate. M Linward is using an old Oracle programme to produce the printed version of the Register. It was agreed the Register investigate the costs of hiring professional assistance to convert the Oracle data base





to more up-to-date software.

Registrar R Hamblett reported the following cars have come to light in the last quarter – 1 M type and 4 J2s two of which are being professionally restored for their owners. Competition Secretary M Linward confirmed he has almost completed his report for the 2013 Yearbook and was selecting suitable photos from those submitted by G Arrondelle, I Davison and C Spoelstra. There is not much to report on 2014 as only two events have taken place whilst the full 2013 results were published in the last Bulletin.

Librarian P Hemmings reported total sales for the year to 31st December 2013 of circa £11817 with 400 copies of the 2012 Yearbook sold by the end of February this year. The 2013 printed Register is sold out although a few copies of the USB version are still in stock. Following strong sales an additional batch of “The NE Archives” was purchased from author P Thelander. P Hemmings also reported that the original CD ROM of Triple-M manuals and parts list is no longer available, an alternative product covering all cars up and including the MGA has been added to stock. There has been ongoing liaison with M Dolton on the web shop where a total of 322 transactions have now taken place.

Bulletin Editor R Richards reported P White is continuing to receive subscription renewals which are now tailing off with a total of just over 400 to-date. The February/March Bulletin, which is in the new style, has been mailed with some encouraging comments received by email, the Forum and Stoneleigh - where 3 new subscriptions were paid. The printers Lavenham Press were asked to produce quotations to incorporate a card cover while using either different paper or fewer pages. These quotations were discussed and the decision made to keep to the current specification on the grounds of cost.

Safety Fast Scribe J Hawke stated he had received a slightly disappointing response to his appeal for members to notify him of “grass roots” Centre/Club/Register events. Yearbook Editor C Spoelstra reported that, apart from two, all articles for the 2013 Yearbook had been received. Whilst two more articles are awaited a decision has been made to go back to eight leaving one to be carried forward to the next edition. The Yearbook should be ready to go on sale in early May.

C Spoelstra has given notice of her intention to stand down following completion of the 2014 edition.

E Taylor reported all invoices for the 2012 Yearbook have been paid with the exception of one which will be paid at the Annual Dinner. All the advertisers wish to continue with the exception of one who is intending to retire. The Committee decided to hold the cost of advertising.

Web Master N Feakes had nothing significant to report, the entries for the cartoon have increased and there are 1240 members registered for the Forum.

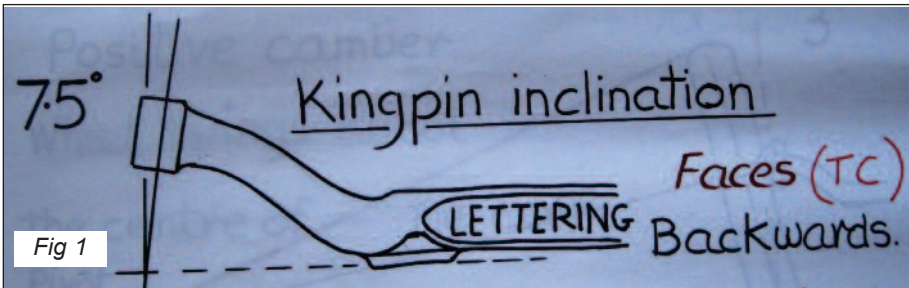
P Green advised that the popular Summer Gathering will be held on 3rd August although this date does clash with the VSCC Prescott hill climb meeting. The Committee approved the purchase of a new stock of metal car badges.

Apologies for absence from the Committee meeting were received from C Spoelstra, M Dolton, R Hamblett and B Richards. The date of the next meeting is 1st June 2014.



## Keeping it on the Straight and Narrow - Aspects that affect Steering by Eric Worpe

*This article has been reproduced from Totally T-Type 2 by kind permission of its editor, John James. Please note that the article was written with T-Type MGs in mind, so geometry details such as kingpin inclination figures etc. may not be correct for Triple M cars; these vary from model to model and are listed at the end of the article. - Ed.*



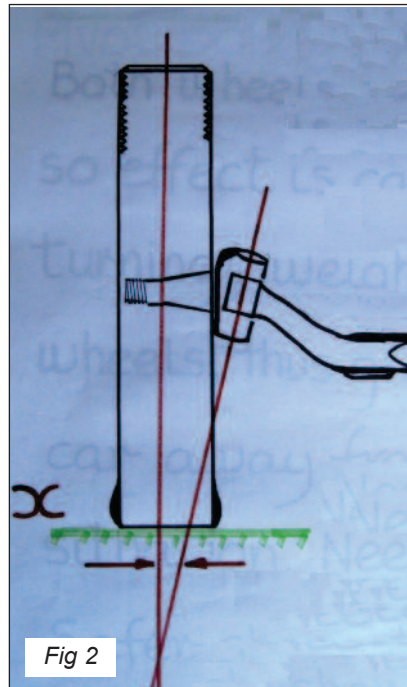
Eric Worpe delivered a superb presentation at the MGCC 'T' Register's 'Rebuild' seminar earlier this year. Eric used flip charts to aid his presentation and I have been working with him to 'flesh out' the flip chart notes to produce a series of articles for inclusion in TTT 2.

Eric divided up his presentation into seven headings which he termed as "Seven Deadly Sins". We dealt with the first 'Deadly Sin' i.e.

**CHASSIS** — is it true? in Issue 19 (August). In this issue we'll look in depth at the second 'Deadly Sin':

### FRONT AXLE GEOMETRY

- Kingpin inclination
- Camber angle
- Castor angle and self centring
- Front axle set-up



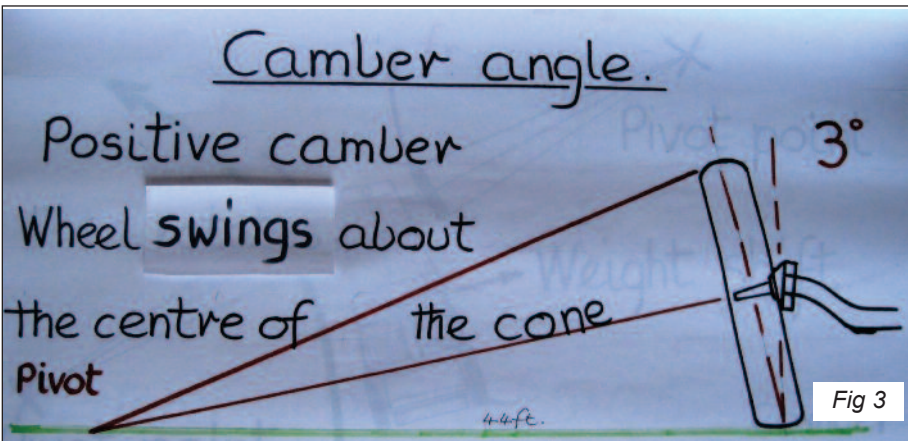


## 1. Kingpin inclination (see Figs 1 and 2)

The kingpin is inclined at some 7.5 degrees so that a line drawn through it will strike the road at the point of contact of the tyre with the road surface. Ideally this point of contact should be at the centre of the tyre, but this is difficult to achieve as the kingpin is forced away from the true centre of the wheel by the hub, spokes and brake drum, and increasing the kingpin inclination has some undesirable effects such as an increased self-centring action and a higher stress on the kingpin.

On the TA/B/Cs, positive offset is used, such that the centre-line of the wheel meets the kingpin axis just below the road surface, the offset being given as X. This has disadvantages because the wheels tend to splay outwards as the car moves forward due to the centre-line of the wheel being outboard of the kingpin axis. This would result in heavy steering but for the balancing out effect of both wheels.

A TA with side laced wheels has a reduced offset X which should improve its steering characteristics particularly in the case of unequal tyre pressures. As one front tyre deflates, the positive offset will increase causing the car to veer to that side especially when braking. Modern cars have a negative offset which offers greater stability in the event of unequal tyre pressures or braking efforts.



## 2. Camber angle

The slight incline of the stub axle splays the wheel outwards at the top by 3 degrees to the vertical and this is called a positive Camber angle. Whilst Camber contributes to reducing the offset X (see kingpin inclination diagram - Fig. 2 - under 'Kingpin Inclination section'), its main purpose seems rather intriguing and not a little obscure. If the axis of the stub axle is projected to where it would contact the ground (Fig 3) and the two radii from this pivot point to the top and bottom of the tyre are drawn, a cone is formed.

This cone would tend to roll around its pivot point producing another splaying-out

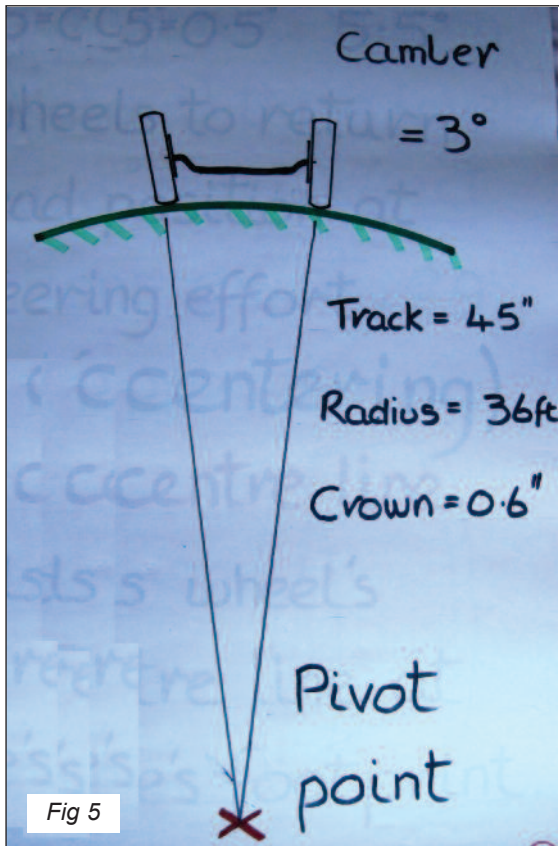
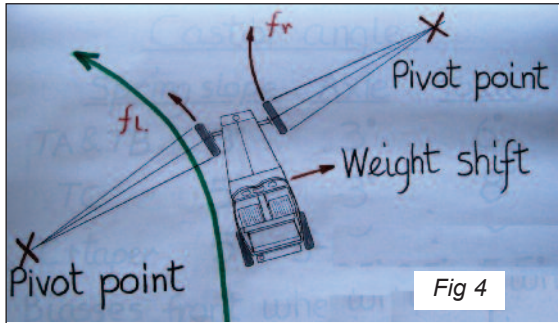


effect on the wheel as the car moves forward and the wheel tries to follow the circumference of the cone. Providing both wheels have the same camber angles, this action is balanced out resulting in no net effect on the steering.

When cornering, the outward weight shift of the car generates a greater splaying-out force (Fig 4) from the outer wheel, which steers the car away from the bend. This results in the driver having to exaggerate the steering effort. This is known as understeer and was considered a safety characteristic at the time.

The 3 degree camber angle is quite high by modern standards and probably originates from the time when most roads were "crowned" to aid drainage. The wheel's camber would then realise an improved tyre contact footprint as the wheel is more likely to be at 90 degrees to the crown's circumference.

A 3 degree camber would suit roads having a crown height of just 0.6 inches between the wheels (Fig 5). This suggests that the TA/B/Cs are more suited to the narrow, twisty country lanes that predominated in the 1930s. This is indeed fortunate as such roads are more fun to drive on.







Independent suspension is often designed to vary the camber angle to reduce tyre wear and aid adhesion.

TA/B/Cs set up for competition are sometimes decambered by bending the centre of the beam axle (fig 6). This can be achieved by using a hydraulic press (photo 1) A de-cambered axle will have inclined spring mounting pads and these must be compensated for by suitable wedges so that the spring's eye is aligned with the front eye's locating pin.

### 3. Castor angle and self centring

The castor angle is made up from two components. The beam axle has an inherent castor angle of 3 degrees. (see Table 1) this is augmented by the slope of the front springs, which for the TA and TB was also 3 degrees.

However, when the rear trunnions were exchanged for shackles on the TC it resulted in an increased spring slope of 5 degrees, giving a total of 8 degrees as opposed to 6 degrees for the TA and TB. Subsequently wedges of 2.5 degrees were offered to reduce the total castor angle of the TC to 5.5 degrees. (see Table 1 and the illustration at Figure 7)

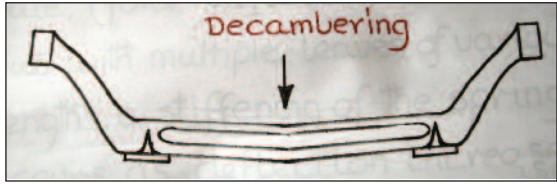


Figure 6 - An illustration of a de-cambered axle



Photo 1 - A bit of metallic torture to de-camber the axle

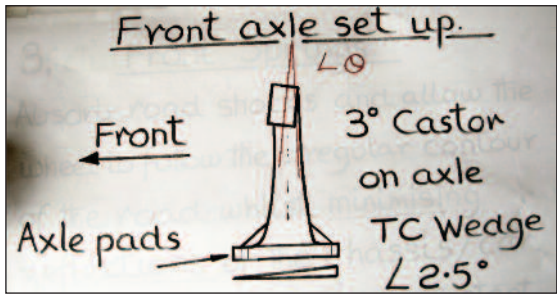


Figure 7 - An illustration of the “TC + taper” (bottom line of the table) showing how the wedges bring the total castor angle back to 5.5 degrees i.e. 5 degree spring slope plus 3 degrees castor on axle less 2.5 degrees axle wedge.

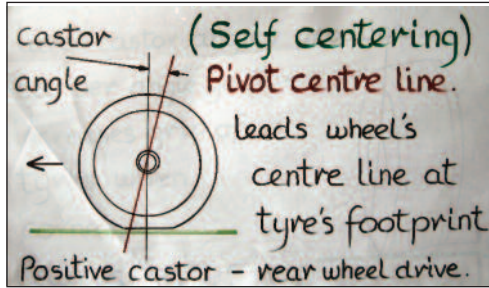


**Table 1**

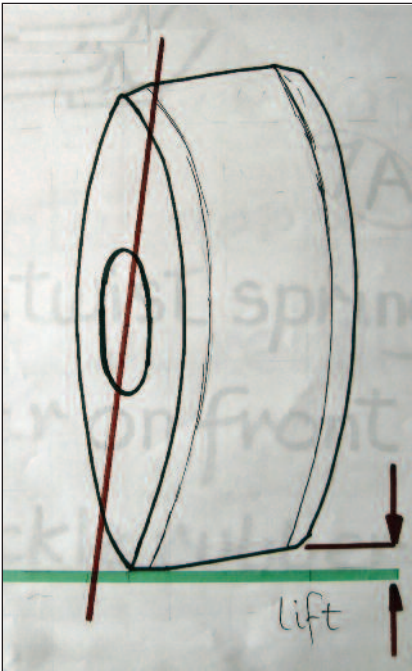
	<b>Spring Slope</b>	<b>Axle</b>	<b>Total</b>
TA & TB	3 deg	3 deg	6 deg
TC	5 deg	3 deg	8 deg
TC + taper	5 deg	3 deg - 2.5 - 0.5	5.5 deg

Castor enables the driver to “feel” the straight-ahead position due to the self-centering action of the castor angle. Fig. 8 shows how the pivot centre line of the wheel intersects the tyre’s footprint ahead of the centre of contact.

Although the castor steering feature is similar to a castor wheel fitted to a trolley, where the wheel’s centre trails behind the pivot axis, an alternative explanation is more suited to the specific geometry of a car.



**Figure 8 - Showing the self-centering effect**



**Figure 9 - Turning the wheel about the pivot axis results in an edge of the tyre lifting up the wheel.**

Turning the wheel about the pivot axis results in an edge of the tyre lifting up the wheel (see Figure 9); this can be illustrated by holding a tin can in the hand and holding one’s arm vertically with the can resting on a table. Swivelling the can about the centre axis of one’s arm produces no reactive effect. However, inclining one’s arm to the vertical and swivelling the can should cause one edge of the can to lift.

The weight of the car brings about a “reset” effect, forcing the wheel to return to its lowest (straight ahead) base level. Thus the castor return action is mainly a function of the castor angle, weight of car and width of tyre.

It’s essential that the front wheels possess some self-centering tendency to restore them to the straight-ahead position after





**Photo 2 - Checking the castor angle with a special Dunlop gauge; this can also be used to check the kingpin inclination angle**

The following points should be checked:  
A - The spring mounting pads sit squarely on the flat plane of the platform.  
B - The section of the beam axle between the mounting pads is straight.  
C - The Castor angle is 3 degrees.  
D - The kingpin inclination angle is 7.5 degrees.

C and D can be checked by inserting a length of 3/4 inch bar in the axle eyes and using either a special Dunlop gauge (photo 2) or protractor (photo 3).

Some distortions can be corrected by using an hydraulic pipe bender (photo 1) or clamping part of the axle to a substantial concrete base with anchor

deflection by any road undulations, otherwise wheel-wobble or shimmy could occur. Too much castor produces hard steering, whereas too little causes wander.

#### **4. Front axle set-up (checking the beam axle)**

Many TA/B/Cs will have had a colourful history, particularly around the 1960s. Some of the legacies from these wild times might well be a distorted chassis or bent front axle resulting from unsolicited encounters with substantial objects.

Checking the front axle for trueness can be accomplished using a rigid platform such as a RSJ or length of steel right angle section.



**Photo 3 - Checking the kingpin inclination angle with a protractor; this can also be used to check the castor angle**



bolts and then using a long rigid lever clamped to the axle, to twist the axle section between the mounting pads back to alignment. These operations should be performed with the axle in its "cold" state.

**TTT 2 Ed's Note:** Much food for thought here from the very knowledgeable Eric Worpe. The next issue (of TTT 2) will cover the front springs.

**Triple M Data (from 'Blower')**

*Note: All figures below are in degrees except those for Toe-in which are in inches. 'Blower' does not specifically list NB or ND but I assume these are the same as NA since the chassis number range given for NA is 0251 to 0995. I cannot find K1 or K2 listed in my edition of 'Blower'. Please see next page for a copy of a Service Information Sheet (reproduced from Infoletter No. 96) which includes some interesting data; note that one or two of the figures differ from those in 'Blower' - Ed.*

	<b>M</b>	<b>D, F, J1-J4</b>	<b>KN,NA,NE,Q</b>	<b>K3</b>	<b>L1,2</b>	<b>PA,PB</b>
Castor	3	6	8	6	7	8 <sup>1</sup> / <sub>2</sub>
King-pin Angle	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>
Toe-in	1 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>



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Barleys Leys Farm, Hasclor Hill, Alcester, Nr Stratford-on-Avon, Warks, B49 6NH



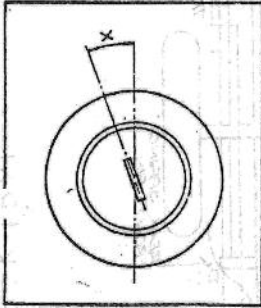
## Service Information Sheet No. 61

M.G. CAR CLUB

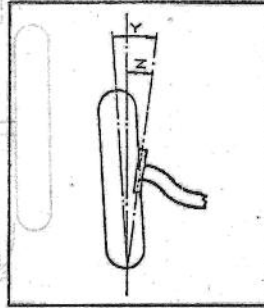
TRIPLE M REGISTER

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Infoletter No.

### STEERING ANGLES



B = BEAM.  
P = PACKING.  
S = SPRING.



The following information has been compiled to assist service stations when checking the steering gear on the various models. It is not intended for use in repairing damaged steering parts and attention is drawn to Service Information Sheet No. 10 on this subject.

Model	Castor Angle "X"	Knuckle Angle "Y"	King Pin Angle "Z"
M ... ..	3° (B Nil—P 3°—S Nil)	9°	6½°
D, J, F ... ..	6° (B 3°—P Nil—S 3°)	9°	6½°
L ... ..	7° (B 3°—P 1°—S 3°)	9°	6½°
K, KN, TA ...	6° (B 3°—P Nil—S 3°)	10½°	7½°
P, PB ... ..	8½° (B 3°—P 2½°—S 3°)	9°	6½°
N ... ..	8° (B 3°—P 2°—S 3°)	10½°	7½°

Note; Regarding the fitting of centre-laced wheels to cars designed to use outside-laced wheels (Infoletters 94 and 95), the angle 'Y' would then cause a line drawn through the centre line of a centre-laced wheel to cross the line through the king pin other than at the design point, which as the above sketch shows, is the centre of the tyre.

G.L.



## From The R Type Files of Bob Milton

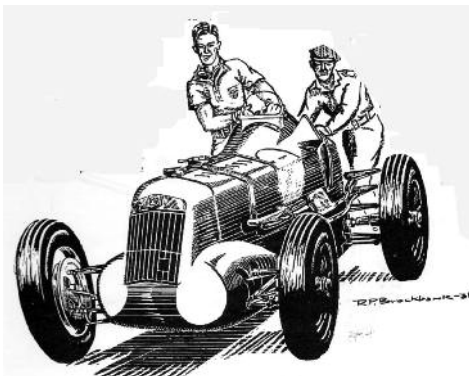
***Editor's note: In 2012, Bob Milton sent me the introduction below and information from his files now reproduced on the next three pages. We have not published them previously due to uncertainties about legibility of old documents but now that I have obtained better scanning equipment and we have introduced higher quality printing of the bulletin, we hope that they will be clear enough to read.***

The letter dated 30 Nov 1936 is well after the time that the MG Car Co. ceased racing and selling R types but one feature that always makes me smile is the use of the octagonal MG logo throughout. Kimber never missed an opportunity to "impress" the brand. I wonder do any of those keyboard typewriters still exist.

The letter is actually addressed incorrectly, it should read J.K.W. Baines who at that time was contemplating purchasing RA0257 fitted with a Pomeroy/McEvoy twin-cam cylinder head from Ian Connell. The list of Racing Drivers is of course as the MG Car Co. hoped it would be in 1935 but as all the cars were not completed in time to meet envisaged race meeting entries, neither Horton or Fontes took delivery of a R Type.

The data sheet has been overwritten by I assume, Baines and interestingly enough he only quotes the engine number and not the chassis number, something that I can verify when I subsequently purchased the car in the late 1950s and never found a chassis number on any part of the car, hence the delay in registering it with the Triple-M. The other interesting item on this sheet is the reference to the twin SU pumps as the fuel feed, something that I have never seen on an original R. Reference to the List of Suppliers does not mention either a pump or indeed battery supplier and I have never seen any evidence of a battery retaining device. One last surprise to me on the list is Dunlops as a supplier of spring, obviously not the torsion bars, so I wonder which ones, or is this Dunlop not the tyre manufacturer or maybe a good old "typo"?

Bob Milton







TELEGRAMS  
EMCOE  
ABINGDON

TELEPHONE  
281 (3 LINES)  
ABINGDON  
-ON-THAMES

**THE CAR  
COMPANY LTD**  
ABINGDON-ON-THAMES

INCORPORATED IN GREAT BRITAIN LTD

DIRECTOR AND GENERAL MANAGER  
CECIL KIMBER, M.A.E.

LORD  
RUFFIELD  
CHAIRMAN

OLIVER BOGGS, O.B.E.  
MANAGING  
DIRECTOR

*214/21*

J.H.W. Beings, Esq.,  
Wadhurst,  
Links-avenue,  
Gidea Park, London.

30th  
Nov  
1936

Dear Sir,

As promised over the telephone today, we have pleasure to enclose herewith some data of the R. Type Monoposto Midget racing car, which we trust will be of interest. If there are any other details not included in these lists, please do not hesitate to let us know exactly what are your requirements.

Assuring you of our keen interest,

Yours faithfully,  
The Car Co.Ld.,

*P. L. Watson*

P. L. Watson  
Competitions Dept.



Racing drivers who have already ordered the new  
Monoposto Racing M.G. Midgets:

Capt. George Eyston	3 cars.
Sir Malcolm Campbell	1 car.
Mr. Jacques Menier	1 car.
Mr. R.T. Horton	1 car.
Mr. Evans	1 car.
Mr. Esplen	1 car.
Mr. Fontes	1 car.
Mr. Baird.	1 car.

Suppliers of Material:

Sterling Metals	Elektron castings.
Abingdon Works.	Various machinery.
Leystalls	Crankshafts.
Hubbards	Petrol tanks.
Glecier	White metal
Wolseleys	Engine parts, Wishbones, Etc.
Hadfields	Torsion springs.
Dunlops	Springs.
Bowdens	Brake cables.
Hardy Spicer	Propeller shafts.
Holden & Hunt	Brake drums.
K.L.G.	Sparking plugs.
Ferodos	Brake linings.
Light Production Co.	Pistons.
Motor Panels	Bodies
New Hudson	Girling brake gear.
Morris Radistors	Radiators.
S.U.	Carburettors.
Tecalemit	Greasing system.
Turners Motor Manufacturing Co.	Draglinks ball & joints.
Cam Gears	Steering.
Bluemels	Steering Wheel.
Jaeger	Instruments.
Ceendess	Petrol tank & Radiator caps.
Lucas	Electrical equipment.
Luvax	Shock absorbers.
Superflexit	Fuel pipes.
Terrys	Valve springs.
Austers	Screen frame
Triplex	Safety glass.
Midland Sheet Metal Co.	Oil tanks.
Rudge Whitworth	Wheels.
McEvoy	Compressors.
Super Oil Seals Ltd.	Oil seals.





DATA

Engine.

No. of cylinders	4
Bore	57 mm.
Stroke	73 mm.
Cubic capacity	746 cc.
Horse power at 6,500	108
Peak revolution	6,500 r.p.m.
Engine lubrication	Pressure
Spare oil supply	8 pints.
Supercharger	Zoller-M.G.
"    Normal Boost	22 lbs. per square inch.
"    Max. Boost.	28 lbs. per square inch.
Carburetters.	S.U.
Plugs	14 mm.

Transmission

Gearbox	Wilson pre-selector.	<i>m p h for 1000</i>
Ratios Top	1 to 1.	<i>n p m-</i>
Third	1.31 to 1.	<i>19.68 m p h</i>
Second	1.84 to 1.	<i>15.00 m p h.</i>
Bottom	3.08 to 1.	<i>10.7 " "</i>
Reverse	4.15 to 1.	<i>6.4 " "</i>
Rear drive ratio	4.125	
Wheel size	3.00.18 rims.	
Tyre size	4.75.18 tyres.	

Sundry.

Tank capacity (petrol) 22 gallons.  
 Fuel feed, twin S.U. pumps.

Track - front	3' 10".
rear	3' 9".
Wheelbase	7' 6".

Weight empty 11 cwt.

PRICE - £750 ex works. READY TO RACE.

*Bhasser  
Engine 2262 R7.*



## J3 3764, A missing J3 returns home

Words and Pictures by Robin Hamblett

In late 2012 J3 3764 returned to the UK, following many years storage in a family owned barn. It had been thought that the remains of this car were actually a J2, as the car had been stashed away high in the rafters of a vast barn roof (Fig 1). As such, it had not attracted very much attention or



Fig 1

ambitions to restore it. The discovery that things were different became apparent upon it being hoisted down and the dust and peeling paint removed from the dumb iron (Fig 2).

Following delivery to the UK in October 2012, I set about the huge task in hand. Consisting mainly of a chassis and a very tired body tub (Fig 3), the challenge ahead was clearly sizeable but one I chose to relish rather than shy away from. Looking back on it, there were a few moments consideration given to simply putting it away for a few years. But only a few mind.

Having driven a very well built C type a few times, the opportunity to enjoy a



Fig 2

similar car has appealed ever since.

The first job was to have the chassis dismantled and repaired. As one of the cross tubes had been badly repaired, it was replaced and the chassis expertly re-riveted by Russ Truman.

At this point, it has to be mentioned that the input of advice I have so far received about this project is proving invaluable. Not being an engineer or practising mechanic the task is made so much less testing with all of the great words of help and encouragement available.

Since having the chassis fully repaired, it is starting to resemble a vehicle. Springs are fitted, with new main leaves and axles are in place (Fig 4). The brakes are coming together. I had to replace all the steel cam pads, thanks to expertise from Norbert Welter, these are now ready for linings.

A new fire wall, and under tray have been fitted and various smaller items are being readied for fitting. A set of wheels I bought from an ebay vendor have





Fig 3



Fig 4



now been rebuilt and powder coated, ready for new Blockleys.

Sadly, the original body was largely un-salvageable, so the irons, scuttle top and front panel have been integrated into a new tub and skinned. Some smaller wood pieces have also been built into this new body.

Behind the scenes, a gearbox was offered to me and purchased, together with all the main components to build an engine and drive train. My ambition with this car is to build as original a specification a car as possible.

One big question over the original car was the issue of its original colour scheme, the factory files not having survived. Shortly after acquiring the car, the vendor kindly sent me a copy of Hagen Nyncke's book: MG Aus Liebe Zum Sportwagen, which contains two pictures of J3 3764. These pictures appear to show the car sporting a pale or white body colour. Via contact with John Brinkman it is confirmed that 3764 was originally painted white with probably pale blue interior. The restored car will replicate the white, or off white, with deep red interior and wheels.

During this coming summer, I hope to fit the body and sort out the other body parts, radiator and fittings. I don't have a correct windscreen yet so this will be interesting and probably expensive. The gearbox is ready to build so this will be done and stored for a while, before any work on the engine proper gets started. Some final decisions will also need to be made regarding piston choice and dashboard layout.

There will surely be subsequent chapters to this project, thanks go to all those who have encouraged me to get on with it and given practical help and advice.

I am in regular communication with the previous owner and his family in Germany and send him updates on progress with the car.

## Pages from The Sports Car

The next two pages are reproduced from some of Bob Milton's copies of The Sports Car Magazine published in 1937.



# EXPERIENCES With a J2

## Running Cost Figures for a 1934

**T**HE car to which the following costs summary and maintenance record relates is a 1934 J2 model, purchased second-hand by the writer as a year-old machine, having covered 10,000 miles.

It has been used since for what must be described as "hack-work," but it has been very enthusiastically maintained and driven.

The costings have been carefully recorded, but it should be mentioned that some of the repair costs represent practically bare labour charges.

All ordinary maintenance and repair work has been done by the owner (including decarbonising and valve seating), only strictly major overhaul work being entrusted to the works, of which more anon.

Purchased in March, 1935, the hood, sidescrims and rear tonneau cover were renewed, and a tonneau cover enclosing the whole fitted, bringing the total cost to £120. The costings from then until March 25, 1936, for a mileage of 10,424, were as follows:

Petrol, 314 gallons	... £22 0 9
Oil	... 6 5 11
Tyres	... 0 2 10
Repairs	... 7 4 7
Spares	... 4 4 3
Electrical	... 0 4 0
Tax	... 6 7 6
Insurance	... 14 17 0
Depreciation	... 20 0 0
Sundries	... 1 3 11
	<hr/>
	£82 10 9

Cost per mile (all in)	1.90 pence
do. (running)	... .95 pence
do. week (all in)	... £1 11 9
do. (standing)	... 0 15 10

It may appear pedantic to summarise under four headings, but the method is not without interest. Apart from the all-in running charge of nearly 2d. per mile, it will be seen

that a little over 30s. per week covered the cost of owning and running the car, that it cost 15s. 10d. per week simply to allow it to stand in the garage, and that thereafter each mile run accounted for one penny.

Considering the items individually, petrol was, of course, the major item, 314 gallons being used at an average for the year of 33.2 m.p.g.

When first taken in hand, the consumption was approximately 28 m.p.g. on National Benzole; this was improved by adjustment to 36.7 m.p.g. without any noticeable loss of performance within the limits required, the average was still further raised to 40-41 m.p.g. with the same fuel. Other fuels have been tried with varying results on consumption and performance.

The cost for oil is rather high, but consumption was admittedly heavy, only 800 or so m.p.g., until new piston rings were fitted, as will be mentioned later. Duckham's N.P.5 has been used exclusively.

### The Oil Pressure

Normal running pressure was 60 lbs. per square inch when the car was purchased, and this has been steadily maintained. The J2 engine in new condition shows a pressure of 80 lbs., which falls as wear takes place, to about 60 lbs. So long as it does not drop below 40 lbs. at normal running temperature there is no need for anxiety, and the relief valve setting should not be altered.

During the winter a very valuable aid to keeping the oil in a fluid condition, while the car was in the garage, was a Raydyot Dual Heater. This is placed underneath the car—it is squat enough to go under the M.G.—between the sump and radiator, and also keeps the water above freezing point.

The benefit derived was most

noticeable, particularly when starting up, the engine being practically as free as when brought in after a run; also the oil commenced to circulate more rapidly.

An interesting test of lubricant is being carried out in the gearbox, which is filled with Duckham's Keenolised Oil, Type KO4. This oil, as yet comparatively unknown among private owners, is a yellowish white in colour.

### Special Gear Oil

Keenol is a zinc oxide compound, and its chief property, when added to lubricating oil, is to arrest wear in gear wheels, ball races, etc.; at the same time giving such parts a mirror-like surface akin to chromium plating, which considerably reduces friction and noise. It is more expensive than ordinary gear oil, or grease, but lasts in use a much longer time, suffering little or no deterioration.

It is too early yet to give any results of the writer's test, but he has seen rear axle pinions, removed after more than 180,000 miles' service, from a bus, which have been lubricated with Keenol, and which look like new chromium-plated parts. Keenol can also be used for lubricating spring leaves and shackles, steering connections, and so forth.

### Tyre Bills

The next item, that of tyre cost, is negligible, covering the repair of a puncture, and the purchase of some solution and patches.

The original tyres are still fitted at the present time, having done nearly 24,000 miles. They have, of course, been changed round occasionally so that all five have been in use, and while two or three will very soon require renewing, the remaining two are good for quite a bit more service.



# MIDGET

## Model

By  
W. GILBERT TAYLOR

The repair, and most of the spares costs are for two main items, a repair on the road, and an engine overhaul. The former reflects no discredit on the M.G., but rather on the incompetence of the writer, for it was due to a very thoroughly blown cylinder head gasket, the result of a little exuberance when driving home after a spot of decarbonising some 50 miles or so away. The cylinder head was thought to have been tightened down adequately after the engine had been warmed up by a gentle run round, but the nuts worked back slightly after about 30 miles.

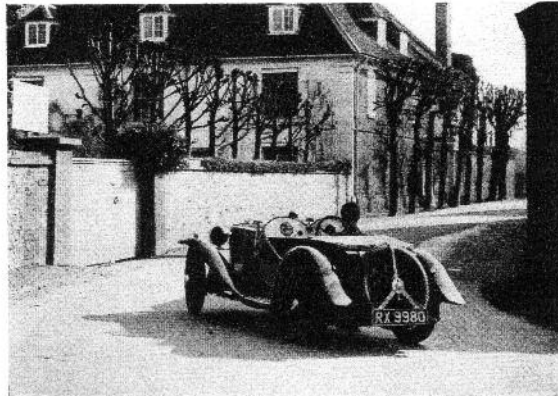
### A Special Spanner

On the J2 the cylinder head nuts are not very accessible owing to the position of the manifolds, and I have now made up a special ring spanner, cranked to avoid these, and with the minimum of width and thickness, to clear the various camshaft brackets.

The overhaul work accounting for the remainder of the repair costs was made necessary by clutch slip, brought about by excess oil escaping from the rear main bearing into the clutch housing.

The wear on the bearing was only slight, but the working clearance between it and the crankshaft should be only .003". The oil pressure as shown on the gauge had not dropped, neither was there any sign of thump from the crankshaft, but the oil was getting past in quantities too great for the return to deal with.

When removing the flywheel and bearing from the shaft, a rather special drawing tool is required, and it is worth making sure in advance that the garage to whom the work is entrusted has one suitable, as they



*A J2 model of the type used by the contributor of this article. These cars were in production from September, 1932, until March, 1934.*

are not to be obtained everywhere, and delay may be entailed if one has subsequently to be found. I mention this rather obvious point because I suffered myself on this occasion, and found it difficult to obtain one at any price. Naturally, M.G. repairers will have the requisite tool.

While the engine was down, the opportunity was taken of fitting oversize rings, the scrapers being of the patented Simplex type, the ridges at the tops of the cylinders being removed by scraping. New gudgeon pins were also fitted, as were re-metalled connecting rods to Nos. 2 and 3. The Simplex rings have been an immense success. Oil consumption was previously, as mentioned, as much as 800 m.p.g., and has since been improved to more than 2,000 m.p.g.

### Clutch Renewals

The clutch was relined and a set of new springs and pressure pin buttons fitted, and all in this department is now eminently efficient. Incidentally, the pressure pin buttons were slightly case-hardened before fitting. I understand that this should not be necessary, but the originals had worn excessively and rather lopsidedly (probably as the result of mal-adjustment of the fingers, but rendering further adjustment very difficult).

The other spares and repairs during the year included a new set of plugs: the original Lodge HD14 having stood up very well, these were repeated, together with a new distributor cover and rotor. The radiator thermometer was also repaired, the joint between the capillary tubing and the element in the header tank having been strained at some time.

### The Screen Wiper

The electric windscreen wiper required conjuring with on several occasions owing to the spring holding the two brushes into contact with the rotating ring losing its tension. A small rubber band slipped over projections on the brush gear effected a cure.

The remaining items of the costs record are inevitable, and need no explanation.

Nothing has since arisen to suggest that the costs for the current year should be any considerable amount higher than those recorded here, and, although superseded by later M.G. types, there is still many thousands of miles of exhilarating motoring to be obtained from the J2. One thing is certain, that it will continue to receive the enthusiastic attention which is the due of all M.G.'s, and which they so well repay.



## Car Transporter. Words and Pictures by Charlie Cartwright

Living in West Cornwall means that I and my cars are a long way from most of the MMM events. And that is fine because I enjoy driving the cars and have the time now to take them on the roads they were built for, the old style A and B roads. They are definitely not much fun on fast dual carriageways and motorways. This means I spend several days journeying to and from. This doesn't suit Pat, my wife, who is OK for a day or two being shaken up and down but not for whole weeks at a time!!!

Lots of people put their cars on trailers, but recently it came into my head: why not join the White Van Brigade? They often shoot past me as I trundle along in my F1 or the J2. The narrow wheel track of the MMM's means that they will just fit between the wheel boxes of a long wheelbase Ford Transit. A search in the internet located an ideal one for sale only a few miles from home.

The Transit is now part of my fleet. I already had some ramps for my farm trailer and these also suited the Transit, see figure1. It's quite a high bed, and so I fitted a winch to make it easier to load the cars. To avoid boring holes in the floor I bolted it to the front bulkhead, see Figure 2. I fitted a second battery to power the winch so as not to



Fig 1



run down the main battery when winching. This is charged from the engine alternator via a voltage sensitive relay which avoids charging problems and stops the batteries fighting each other if they were directly connected on the same circuit. Caravan and boat owners will be familiar with the system.

Before becoming a boring accountant I started my working life driving a big white delivery van and I also had an F1 MG, so now I have come full circle, once again I have a big white delivery van AND an F1 MG. Not the same MG although that one still lives, owned now by my friend Ian Goddard. (MG 1313).

Our first outing with the “new” rig was to the Welsh Marches weekend, and it was great. All the way to Wales in one day!!! Comfortably cruising the motorway at the



Fig 2

national speed limit and looking down on ordinary mortals. But I still plan to drive the car to Colin’s MMM Scottish Bash next year and hopefully Pat will follow me up on the train as usual.

Am I just trying to recapture my youth? Well maybe, but so what, as a friendly lorry driver once said when I pulled in to a lay by and apologised for holding him up, we are only here once and soon will be too old so make the most of it! I love driving the old cars on the Fosse way, The Peak District, The Yorkshire Dales, The Border Country on a fine day the hood down and the car really singing!!! And wow didn’t we all enjoy that Devils Staircase route!





## Pictorial Review

### VSCC Driving Tests



*Above: John Haine in the New Year Driving Tests at Brooklands*

*Photo: The Vintage Minor Register*

*The following photos by Peter McFadyen show the 2013 Winter Driving Tests at Bicester. Below: Peter Scott*





*Above: Rachel Bolton-King*

*Below: Corrine Davies-Griffith*







*Above: Barry Creaser*

*Below: Nigel Stroud*







## **Ethanol in Petrol**

### **by Chris Dancey**

### **Protection of the engine/vehicle against the harmful impact of ethanol blended petrol**

If you use petrol for your family car, classic car, boat, motorcycle, quad, lawnmower, strimmer, rotator, chainsaw, generator, pump or any other type of equipment that has a petrol engine, you need to know about Ethanol in your fuel.

#### **WHAT IS ETHANOL?**

Ethanol, also known as ethyl alcohol, pure alcohol, grain alcohol or drinking alcohol, is a volatile, flammable, colourless liquid. Best known as the type of alcohol found in alcoholic beverages, it is also used in thermometers, as a solvent and as an alcohol fuel. In common usage, it is often referred to simply as alcohol or spirits.

#### **WHERE DOES IT COME FROM?**

Ethanol is sustainable and domestically produced from renewable resources such as corn, grains and potatoes.

#### **WHY ADD ETHANOL to PETROL?**

Ethanol is good for our agricultural economy and helps us reduce our dependency on foreign petroleum products. On the Green side it is aimed at improving air quality and reducing air pollution from fuel emissions.

#### **WHAT PROPORTION of the FUEL is ETHANOL?**

Permitted Ethanol content in petrol is 5% which is to rise to 10% in 2013. However we are led to believe supermarket fuels may already have as much as 10% Ethanol blended in. (I believe a 15% mix is on its way in the USA).

While this is good for the domestic farmer and our environment, Ethanol can cause serious problems to your engine and fuel system. Generally vehicles built after 1996 have been designed with biofuels in mind, but earlier cars and engines with carburettors are going to need protection.

#### **WHAT TYPES of PROBLEMS have been ENCOUNTERED?**

##### **1) WATER ACCUMULATION in the FUEL TANK.**

Ethanol absorbs water from the air. The water condenses in the fuel tank and will pull the Ethanol out of suspension with the petrol. This is bad news because it strips the octane out of the petrol, leaving a layer of octane-poor fuel on top and a water-ethanol layer mixture on the bottom. If this gets sucked into the combustion chamber, the result will be poor starting and very rough running with potential for engine damage.

##### **2) DEPOSITS ARE LIKELY TO BUILD UP.**

Ethanol when mixed with water readily forms gums in the fuel system much quicker



than fuel without Ethanol. These gums coat fuel system components including filters, carburetors, injectors, throttle plates and will then form varnish and carbon deposits in the intake, on valves, and in the combustion chamber.

3) LOWER FUEL MILEAGE, DECREASED PERFORMANCE and ACCELERATION. Ethanol contains less chemical energy than petrol does, and this means less mileage for the driver, a 3 to 5% drop in mileage is expected.

4) CORROSION of INTERNAL ENGINE COMPONENTS.

Water contamination may cause fuel system corrosion and severe deterioration.

### **Recommendations for materials considered for use in ethanol and ethanol/petrol blend applications**

Petrol containing ethanol is potentially harmful to the fuel systems of the majority of historic vehicles. There are no benefits to vehicles from the inclusion of ethanol, and in general, the higher the ethanol content, the greater the concerns.

#### **METALS**

##### **Recommended**

Carbon steel with post-weld heat treatment of carbon steel piping and internal lining of carbon steel tanks

Stainless steel

Bronze

Aluminium

##### **Not Recommended**

Zinc and galvanised materials

Brass

Copper

Lead / Tin coated steel

Aluminium (may be an issue for EIOO)

#### **ELASTOMERS**

##### **Recommended**

Buna-N ( hoses & gaskets)

Fluorel

Fluorosilicone

Neoprene (hoses & gaskets)

Polysulfide rubber

Viton

##### **Not Recommended**

Buna-N ( seals only)

Neoprene ( seals only)

Urethane rubber

Acrylonitrile-butadiene hoses



Polybutene terephthalate

POLYMERS

**Recommended**

Acetal

*The above was written a few years ago and although it may still hold good, since then there has been considerable discussion on this subject on the forum and elsewhere. Much of this discussion has been from opposing viewpoints and may have caused some uncertainty and confusion. Below is a copy of a recent posting by our president Mike Allison; hopefully this may serve to set some of our fears at rest. - Ed*

I hate to sound the schoolmaster, but here are some facts:

1. Ethanol is only slightly hygroscopic: it can absorb small amounts of water from the atmosphere, but this is not an issue for fuel kept in a tank which is to all intents and purposes sealed.
2. The commercial fuels contain 5/10% ethanol.
3. Ethanol is a reasonably efficient fuel, but has a comparatively high flash point, which means that ON ITS OWN engines would be difficult to start.
4. Ethanol was commonly added to petroleum spirit as an anti-knock agent from the mid-1920s. A well known trade name was Cleveland Discol. This became unavailable after the introduction of 5-star petrol in the mid-1960s, and I used to use it for racing at that time, incidentally using a boost of 12psi. The engine ran marginally cooler using this.
5. If you are going to cart a supercharger around, you want a MINIMUM boost of 5psi, when the nett power return is actually the same as an atmospherically aspirated engine. Up to 14psi, you can safely use petrol... modern fuels are min 92RON, which is at least 15 higher than anything available from the pumps pre-war, and the reason that methanol based fuels were used pre-war for racing.
6. An engine should always be set up with ignition timing to suit the conditions under which the engine is run. The old-fashioned method was to set to maximum vacuum at idle, and check that maximum distributor advance does not exceed 20 degrees above the idle setting for our cars.

Please stop trying to frighten people with tales of woe: our cars are reliable, and can be run for a long time without major overhaul, even when driven fairly hard, which I have done for the past fifty years and more... in fact in my experience the less they are fussed with the more reliable they are!

Enjoy your motoring, garage work is the means to this end.

Mike



## Triple-M Register Championships

- Mike Linward, Competition Secretary

The report this month is short as nothing much has happened from the competition side. There are only two events to record, both VSCC: The New Year Driving tests in which three Triple-M cars took part and the Exmoor Fringe trial which also had three, although one did not finish.

There have been no other trials which involve MGs due to Bill Bennett's illness which has prevented him from taking part in the J2.

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 2014 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Sec's. 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:

2nd February	VSCC New Year Driving Tests	Full Results
15th February	VSCC Exmoor Fringe Trial	Full Results

### C.O.T.Y. 2014 Scores to 3rd March

Position	Register Number	Car	Registration Number	Driver/s	Points
=1st	2692	J2	SW 4156	Brian Galbraith	8
"	82	M	PO 1357	Nigel Stroud	8
3rd	2852	M	RH 5831	Philip Coombs	7
4th	797	K1	ALA 871	Christopher Hobbs	6
5th	148	M	OY 1548	John Haine	5
6th	2362	NA	BTT 726	Richard Jenkins	1

### Slade Trophy 2014 Scores to 3rd March

Position	Car/s	Driver/s	Points
1st	J2	Brian Galbraith	3
2nd	M	Philip Coombs	2





## Inter Register Club Year for 2013 by Philip Bayne-Powell

As some of you will know, the Triple-M Register is part of the Inter Register Club (IRC), which puts on light-hearted events throughout the year and throughout the UK. We pay £20 a year subscription to join in their eleven events, which are organised by the different Registers on behalf of the IRC.

The IRC is built up of Alvis, Riley, Humber, Sunbeam, Talbot, Darracq, Jowett, Crossley and several Austin clubs, all with pre-war cars. The VSCC are invited to many events, but do not feature in the IRC scoring.

The events vary from Treasure Hunts, through scatter rallies, driving tests to full blown timed rallies. The locations range from Dartmoor to Scotland, so that there is one close to most people.

This last year the Register hasn't been as well represented as before. Rosemary and I have entered six events, including the one in Dartmoor, where we were joined by Brian and Ruth Galbraith in their J-type. This event should have been lovely in the Devon countryside, but it decided to rain most of the day, and the moor was shrouded in mist which added to the difficulties, especially with wild animals leaping out across the roads! Rosemary's Allingham decided to blow its head gaskets on the Honiton Bypass on the way down. However we limped the 30 miles to Keith Portsmore on 4 cylinders, and exchanged the Allingham for our co-owned NA saloon, which proved to be better for the wet conditions!

As we decided last year to separate the MG Registers, we had to rely on Triple-M cars only this year. Last year we were designated the Pre-war MG Registers, but as this didn't include the SVW and T-type Registers, we split the two that had signed up. We are still trying to get the other two Registers signed up, so that we can enter as the pre-war MG Registers again, and then do better in the results tables.

However Team BP did quite well, coming third in the overall Driver's championship, and Rosemary third in the Navigator's championship

The Inter Register Club are a very friendly lot with none of the sneering towards MGs that one gets elsewhere. There are Austins rubbing shoulders with exotic Sunbeams, and all are treated equally. So lets see more Triple-M MGs entering next year.

The list of events programmed for the year is shown below. If you want more details of these events, please contact me on 01483 811428. Alternatively you can log on to the Inter register Club's website ([www.inter-register.org.uk](http://www.inter-register.org.uk)) for more information and also the details and forms of the various events as they become available. Regs can be downloaded from the website, as they become available from the event organisers. Results will also be available soon after each event




## Inter - Register Events – 2014


Date	Organising Event Club	Event	Location	Contact
Sat 19th April	Alvis	Scatter Rally + tour	W. Sussex	James Campbell Tel. 01730 817049 Email: jamesiscampbell@btconnect.com
Sat 14th June	Riley	Batho Trophy Scatter rally	Worcs	Conway Hall Tel. 01905 621649 Email: conwayhall@btopenworld.com
Sun 13th July	Humber	Navigation Rally	Dorset	Dick Arman Tel. 01202 695937 Email: thearmans@googlemail.com
Sun 27th July	STD	Driving Tests + tour	Hungerford	Susan Quick Tel. 01793 731840 Email: suequick38@btinternet.com
Sat 30th Aug	Riley	Rally	Thames Valley	Richard Scott Tel. 01189 832224 Email: rscottok@btinternet.com
Sun 21st Sept	Crossley	Treasure Hunt	N. Yorks	Stephen Weld Tel. 01765 658569
????	Riley	Scatter Rally	Scotland	
Sat 27th Sept	Alvis	Scatter Rally	Dartmoor	James Campbell Tel. 01730 817049 Email: jamesiscampbell@btconnect.com
Sun 12 Oct	MGCC	Autumn "Naviscat"	Surrey/ Sussex	Stephen Cherry Tel. 07940 593015 Email: stevecherry@virginmedia.com
Sat 15th Nov	ATDC/ NHAEG	"Nightjar" Scatter/ Orienteering	Surrey/ Hants/ Berks	Trevor Edwards Tel. 01344 775012 Email: trevor_c.edwards@btinternet.com




## IRC Breaking News

The Triple-M Register has just won the first Inter Register Club event of 2014, as well as taking the Team prize and the Best novice. Brian and son, Toby, Galbraith won overall in their J2. Brian and his wife Ruth had come all the way from Wadebridge in Cornwall for this event, and were suitably rewarded. The rest of the winning team were Barney and Gillian Creaser who had come down from Wellingborough, Northants in their PA, and the third team members were your truly with wife, Rosemary, in her NA Allingham. Barney and Gillian Creaser also won the best novice prize. So all in all a very good day for the Triple-M Register, which I hope will encourage others to come along for future events.

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## Reader's Adverts

### For Sale

**Some transistor assisted ignition units.** These eliminate erosion of the points, so maintaining a powerful spark. A must for six cylinder cars especially. £24.50 including P & P and comprehensive fitting instructions.

Also a half-shaft for 3ft 9in track cars at £15 plus P & P.  
- Ewan Harris, tel 01363 775672



**MG J2 1933, Swept Wings.** Recently renovated after 50 years in limbo. Original engine, period Morris hydraulic brakes which I'm sure would have been fitted originally if Kimber hadn't vetoed them. Black, as original, except side panels green in typical 1930s style. Green wheels and interior, Smart. Let's start at £35000. Martin White, tel 01344 424258.

### P-Type Parts

Pr front wings (fit J2 with slight alteration, possibly if lengthened)

Excellent shape £800

Offside running board £80

Front apron with trap door £100

All the above have been welded where needed - probably cheaper than doing yours!

Set fixing knobs/bosses and peg sockets for sidescreens £50

Engine parts:

Circular housing for spigot bearing that retains flywheel £30

4 new inlet valves £40

4 new 'tulip' exhaust valves with uncut cotter grooves £40

Martin White, tel 01344 424258.





## Hints and Tips

### From Martin White

#### How to stop axle oil getting into the spinner and all over the wheel, via a poorly fitting half-shaft spline:

Remove the spinner, remove the grease nipple inside the hub and blank off the hole using a grub screw made from a  $\frac{5}{16}$  BSF bolt. Note how far the half-shaft protrudes into the hub and cut a piece of 2 inch O/D tube (exhaust pipe) that long. Push it down into the hub followed by a 2 inch diameter core plug. Bash the core plug in the middle to spread it and you have a sealed up hub - if you are lucky, as I was first time.

The problem is that the hub I have just done was sufficiently over 2 inches for the slightly under 2 inch core plug to work! I used a 'Welsh washer' type core plug and to solve the problem, I dressed the edge with a hammer to increase the diameter. Because I was unlikely to have kept it perfectly round, I put some gasket sealer on before fitting it. Next time, I am going to try bucket style core plug. If all this sounds too complicated, you can always do what I did a few years ago - fill the hub with bathroom sealer! It took a while to set but it worked.

Another method I have seen which was more a bodge method of fixing a sloppy half-shaft, was to cut a thread on the protruding bit of half-shaft and then effectively, bolt the half-shaft into the hub with some sealer, a big washer and a nut, No - I did n't do it but it worked OK.

### From Ewan Harris

#### A few notes on threads

On threads to the right and threads to the left. Whilst it is well known that wheel spinners have a left hand thread on the right hand side of the car and a right hand thread on the left, how about the wheel bearing nuts? These are the reverse of the spinners; i.e. right hand on the right and **left** hand on the left of the car.

### From Philip Bayne-Powell

Many years ago the AA used to include the source of registration numbers, but this has been missing for many years now, and I have found a source and enclose the list for members information. *Editor's note: As I lived in Nottingham and Derby prior to moving to Staffordshire in 1973, I was intrigued to see that the letters previously allocated to Derby or Derbyshire, until at least the 1960s (i. e. CH, NU, RA, RB, RC,) are now listed as for Nottingham. I believe the taxation areas were re-organised at some point. See the next three pages.*



## Old Style UK Registration Letters

AA Bournemouth	CK Preston	EU Bristol	HC Brighton
AB Worcester	CL Norwich	EV Chelmsford	HD Huddersfield
AC Coventry	CM Liverpool	EW Peterborough	HE Sheffield
AD Gloucester	CN Newcastle	EX Norwich	HF Liverpool
AE Bristol	CO Exeter	EY Bangor	HG Preston
AF Truro	CP Huddersfield		HH Carlisle
AG Hull	CR Portsmouth	FA Stoke-on-Trent	HJ Chelmsford
AH Norwich	CS Glasgow	FB Bristol	HK Chelmsford
AJ Middlesbrough	CT Lincoln	FC Oxford	HL Sheffield
AK Sheffield	CU Newcastle	FD Dudley	HM London C
AL Nottingham	CV Truro	FE Lincoln	HN Middlesbrough
AM Swindon	CW Preston	FF Bangor	HO Bournemouth
AN Reading	CX Huddersfield	FG Brighton	HP Coventry
AO Carlisle	CY Swansea	FH Gloucester	HR Swindon
AP Brighton		FJ Exeter	HS Glasgow
AR Chelmsford	DA Birmingham	FK Dudley	HT Bristol
AS Inverness	DB Manchester	FL Peterborough	HU Bristol
AT Hull	DC Middlesbrough	FM Chester	HV London C
AU Nottingham	DD Gloucester	FN Maidstone	HW Bristol
AV Peterborough	DE Haverfordwest	FO Gloucester	HX London C
AW Shrewsbury	DF Gloucester	FP Leicester	HY Bristol
AX Cardiff	DG Gloucester	FR Preston	
AY Leicester	DH Dudley	FS Edinburgh	IA-IZ See Northern
	DJ Liverpool	FT Newcastle	Ireland and Republic of
BA Manchester	DK Manchester	FU Lincoln	Ireland
BB Newcastle	DL Portsmouth	FV Preston	
BC Leicester	DM Chester	FW Lincoln	JA Manchester
BD Northampton	DN Leeds	FX Bournemouth	JB Reading
BE Lincoln	DO Lincoln	FY Liverpool	JC Bangor
BF Stoke-on-Trent	DP Reading		JD London C
BG Liverpool	DR Exeter	GA Glasgow	JE Peterborough
BH Luton	DS Glasgow	GB Glasgow	JF Leicester
BJ Ipswich	DT Sheffield	GC London SW	JG Maidstone
BK Portsmouth	DU Coventry	GD Glasgow	JH Reading
BL Reading	DV Exeter	GE Glasgow	JJ Maidstone
BM Luton	DW Cardiff	GF London SW	JK Brighton
BN Manchester	DX Ipswich	GG Glasgow	JL Lincoln
BO Cardiff	DY Brighton	GH London SW	JM Reading
BP Portsmouth	EA Dudley	GJ London SW	JN Chelmsford
BR Newcastle	EB Peterborough	GK London SW	JO Oxford
BS Aberdeen	EC Preston	GL Truro	JP Liverpool
BT Leeds	ED Liverpool	GM Reading	JR Newcastle
BU Manchester	EE Lincoln	GN London SW	JS Inverness
BV Preston	EF Middlesbrough	GO London SW	JT Bournemouth
BW Oxford	EG Peterborough	GP London SW	JU Leicester
BX Haverfordwest	EH Stoke-on-Trent	GR Durham	JV Lincoln
BY London NW	EJ Haverfordwest	GS Luton	JW Birmingham
CA Chester	EK Liverpool	GT London SW	JX Huddersfield
CB Manchester	EL Bournemouth	GU London SE	JY Plymouth
CC Bangor	EM Liverpool	GV Ipswich	
CD Brighton	EN Manchester	GW London SE	KA Liverpool
CE Peterborough	EO Preston	GX London SE	KB Liverpool
CF Reading	EP Swansea	GY London SE	KC Liverpool
CG Bournemouth	ER Peterborough		KD Liverpool
CH Nottingham	ES Dundee	HA Dudley	KE Maidstone
CJ Gloucester	ET Sheffield	HB Cardiff	KF Liverpool



KG Cardiff	MT London NE	PE Guildford	SOAberdeen
KH Hull	MU London NE	PF Guildford	SP Dundee
KJ Maidstone	MV London SE	PG Guildford	SR Dundee
KK Maidstone	MW Swindon	PH Guildford	SS Aberdeen
KL Maidstone	MX London SE	PJ Guildford	ST Inverness
KM Maidstone	MY London SE	PK Guildford	SU Glasgow
KN Maidstone		PL Guildford	SV (Not used)
KO Maidstone	NA Manchester	PM Guildford	SW Dumfries
KP Maidstone	NB Manchester	PN Brighton	SX Edinburgh
KR Maidstone	NC Manchester	PO Portsmouth	SY (Not used)
KS Edinburgh	ND Manchester	PP Luton	
KT Maidstone	NE Manchester	PR Bournemouth	TA Exeter
KU Sheffield	NF Manchester	PS Aberdeen	TB Liverpool
KV Coventry	NG Norwich	PT Durham	TC Bristol
KW Sheffield	NH Northampton	PU Chelmsford	TD Manchester
KX Luton	NJ Brighton	PV Ipswich	TE Manchester
KY Sheffield	NK Luton	PW Norwich	TF Reading
	NL Newcastle	PX Portsmouth	TG Cardiff
LA London NW	NM Luton	PY Middlesbrough	TH Swansea
LB London NW	NN Nottingham		TJ Liverpool
LC London NW	NO Chelmsford	QA-QY London C	TK Exeter
LD London NW	NP Worcester		TL Lincoln
LE London NW	NR Leicester	RA Nottingham	TM Luton
LF London NW	NS Glasgow	RB Nottingham	TN Newcastle
LG Chester	NT Shrewsbury	RC Nottingham	TO Nottingham
LH London NW	NU Nottingham	RD Reading	TP Portsmouth
LJ Bournemouth	NV Northampton	RE Stoke on-Trent	TR Portsmouth
LK London NW	NW Leeds	RF Stoke-on-Trent	TS Dundee
LL London NW	NX Dudley	RG Newcastle	TT Exeter
LM London NW	NY Cardiff	RH Hull	TU Chester
LN London NW		RJ Manchester	TV Nottingham
LO London NW	OA Birmingham	RK London NW	TW Chelmsford
LP London NW	OB Birmingham	RL Truro	TX Cardiff
LR London NW	OC Birmingham	RM Carlisle	TY Newcastle
LS Edinburgh	OD Exeter	RN Preston	
LT London NW	OE Birmingham	RO Luton	UA Leeds
LU London NW	OF Birmingham	RP Northampton	UB Leeds
LV Liverpool	OG Birmingham	RR Nottingham	UC London C
LW London NW	OH Birmingham	RS Aberdeen	UD Oxford
LX London NW	OJ Birmingham	RT Ipswich	UE Dudley
LY London NW	OK Birmingham	RU Bournemouth	UF Brighton
	OL Birmingham	RV Portsmouth	UG Leeds
MA Chester	OM Birmingham	RW Coventry	UH Cardiff
MB Chester	ON Birmingham	RX Reading	UJ Shrewsbury
MC London NE	OO Chelmsford	RY Leicester	UK Birmingham
MD London NE	OP Birmingham		UL London C
ME London NE	OR Portsmouth	SA Aberdeen	UM Leeds
MF London NE	OS Glasgow	SB Glasgow	UN Exeter
MG London NE	OT Portsmouth	SC Edinburgh	UO Exeter
MH London NE	OU Bristol	SD Glasgow	UP Newcastle
MJ Luton	OV Birmingham	SE Aberdeen	UR Luton
MK London NE	OW Portsmouth	SF Edinburgh	US Glasgow
ML London NE	OX Birmingham	SG Edinburgh	UT Leicester
MM London NE	OY London	SH Edinburgh	UU London C
MN (Not used)		SJ Glasgow	UV London C
MO Reading	PA Guildford	SK Inverness	UW London C
MP London NE	PB Guildford	SL Dundee	UX Shrewsbury
MR Swindon	PC Guildford	SM Carlisle	UY Worcester
MS Edinburgh	PD Guildford	SN Dundee	VA Peterborough



VB Maidstone	WF Sheffield	XE Greater London C	YA Taunton
VC Coventry	WG Sheffield	and B of Luton	YB Taunton
VD Luton	WH Manchester	XF Greater London C	YD Taunton
(series withdrawn)	WJ Sheffield	and B of Torbay	YG Leeds
VE Peterborough	WK Coventry	XG Middlesbrough BC	YJ Brighton C
VF Norwich	WL Oxford	XH Greater London C	YK London C
VG Norwich	WM Liverpool	XI Central Office,	YL London C
VH Huddersfield	WN Swansea	Coleraine	YM London C
VJ Gloucester	WO Cardiff	XJ Manchester City C	YN London C
VK Newcastle	WP Worcester	XK Greater London C	YO London C
VL Lincoln	WR Leeds	XL Greater London C	YP London C
VM Manchester	WS Bristol	XM Greater London CO	YR London C
VN Middlesbrough	WT Leeds	XN Greater London CO	YS Glasgow
VO Nottingham	WU Leeds	XO Greater London C	YT London C
VP Birmingham	VV Brighton	XP Greater London C	YU London C
VR Manchester	WW Leeds	XR Greater London C	YV London C
VS Luton	WX Leeds	XS Renfrew DC (Paisley)	YW London C
VT Stoke-on-Trent	WY Leeds	XT Greater London C	YX London C
VU Manchester		XU Greater London C	YY London C
VV Northampton	X Northumberland CC	XV Greater London C	
VW Chelmsford	XA Greater London C	XW Greater London C	
VX Chelmsford	and Kirkaldy DC	XX Greater London C	
VY Leeds	XB Greater London C	XY Greater London C	
	and Monklands	XZ Central Office,	
WA Sheffield	DC (Coatbridge)	Coleraine	
WB Sheffield	XC Greater London C		
WC Chelmsford	and MB Solihull		
WD Dudley	XD Greater London C		
WE Sheffield	and B of Luton		

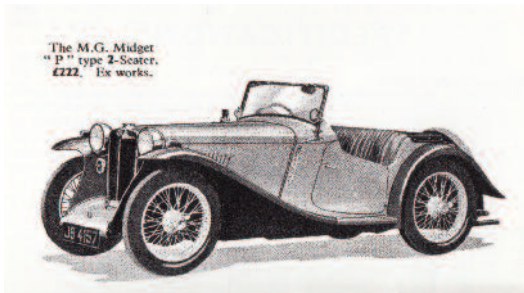
Note: The XA-XYseries has not been issued since October, 1974.

Note. The SV and SY marks are allocated to all VLOs for issue to vehicles which require a non-suffix mark on registration.

## Correspondence

### From Martin White

Regarding my note about J2 cycle wings that was published. On closer inspection, I have seen that the side light plinths I spoke of were not actually pressed into the wing but are separate pressings, let in with almost invisible welding. I now wonder if MG did this. Would they have gone to all that trouble? But if they did n't, who was so fussy as to have it done? Has anyone else got cycle type wings with plinths for the side lights - or are mine a one-off?

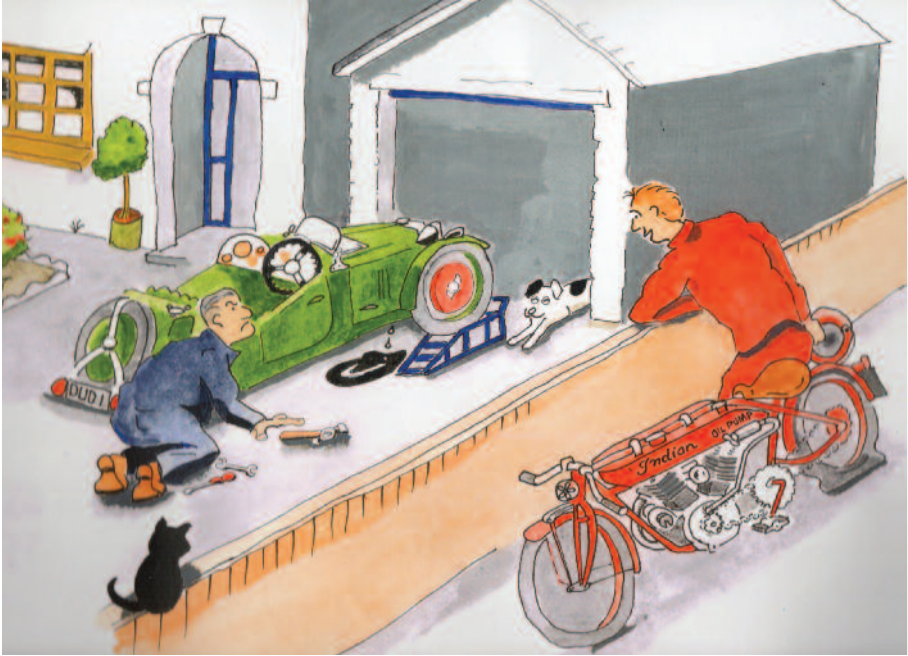


The M.G. Midger  
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## Cartoon Competition



Your suggested captions for the cartoon above are warmly invited and should be submitted by e-mail to: [triple.m.caption.competition@gmail.com](mailto:triple.m.caption.competition@gmail.com). For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: [www.triple-mregister.org](http://www.triple-mregister.org).

Congratulations to Peter Pooley, who is the winner of the last cartoon (shown on the right).

Peter's winning caption is:  
"Who ordered two Peronis & a Long Tall Sally?"

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





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## **CONTACTS:**

**PRESIDENT - Mike Allison**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX.  
(Tel.01635 40724. E-mail:mgmikeallison@gmail.com)

**CHAIRMAN - Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel. 01494 883112. E-mail: richard.morbey@gmail.com)

**SECRETARY - George Eagle**, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: geaglemg12@dsl.pipex.com)

**TREASURER - Bob Milton**, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF.(Telephone 01359 221397 E-mail treborbardbarn@fsmail.net)

**REGISTRAR - Robin Hamblett**, 21 Rosemary Gardens, Thatcham, Berks, RG18 4BA. (Tel. 01635 292456 E-mail: robin.hamblett@gmail.com)

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London. E4 6BZ. (Tel. 0208 529 3241 E-mail: mikelinward@yahoo.co.uk)

**TECHNICAL ADVISOR - Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: p.green@mgk3.co.uk)

**YEARBOOK EDITOR - Cathelijne Spoelstra**, Havenstraat 44a, 2681 LC Monster, Netherlands. (mobile tel. 0031-6-41216600 E-mail: info@mgworkshop.nl)

**YEARBOOK ADVERTS - Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel. 01628 665055 E-mail: e.taylor@oakend.net)

**LIBRARIAN - Peter Hemmings**, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel. 01635 269260 e-mail: peter.hemmings@tiscali.co.uk)

**EVENTS REPORTER - Mark Dolton**, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel. 01442 891358 E-mail: mdjldolton@googlemail.com)

**BULLETIN EDITOR - Bob Richards**, 5 Conway Grove, Cheadle, Staffs, ST10 1QG. (Tel. 01538 753010 E-mail: bobr41@talktalk.net)

**SUBSCRIPTION CO-ORDINATOR - Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail: mmmbulletin.sub@btinternet.com)

**SAFETY FAST SCRIBE - Jeremy Hawke**, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel. 01225 863934 E-mail:mgk3007 [mgk3007@supanet.com)

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On sale from 10 May



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