

TRIPLE-M REGISTER BULLETIN



June/July 2015





*Two views of Peter Tierney's J4 Replica taken at Curborough on May 3rd.
Photo above by Dennis Rushton and the one below by Mike Aspey*





BULLETIN No. 85

June/July 2015

Front Cover Picture: Gerhard Maier cornering RA0257 at a continental hill climb. (See Bob Milton's article 'R is for Revival'; the photo was supplied by Gerhard Maier via Bob Milton.)

Editorial

On May 3rd, while most of the competitive Triple Mers were at Brands Hatch, I found myself spectating at Curborough which is probably my nearest motor sport venue. There were only two MGs on the programme for the so-called VSCC Speed Trials: Peter Tierney's J4 and Stuart Proctor's Q-type replica. Having not seen the 'J4' before and thinking it might be an original one, I had a chat with the owner who readily admitted that the 'J4' is a replica built on a J2 chassis. With the doorless body and ENV crash gearbox, the car looked very authentic so I am including one or two photos in the Bulletin. Peter put up a good performance to gain 3rd place on handicap in Class 3 for supercharged sports cars up to 1500cc. Unfortunately I did not see Stuart Proctor so I assume that he was not able to attend the event. It was good to see Ray Masters and Peter Scott exploring the paddock.

I must close by again mentioning the need for more articles. I am sorry to harp on about this but we really are short of technical stuff. Please help us by contributing something from your knowledge or experience.

Future Events

| | | |
|--------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 11-14th June | MGCC European Event of the Year, Holland | |
| | | http://www.agelink.nu/lustrum/english/index.html |
| 20-21 June | MG Live, Silverstone (including our AGM) | See Chairman's Jottings |
| 27th June | Charlton St Peter Commemorative Event | See next page |
| July | GOFF Central, Indiana | |
| 5th July | VSCC Shelsley Walsh Hill Climb | 01608 644777 |
| 18th July | VSCC Outline Park Team Race | 01608 644777 |
| 18th July | Pre-war Prescott | www.prewarprescott.com |
| 19th July | Register Summer Gathering | See next page |
| 31st Jul - | | |
| 2nd Aug | VSCC Prescott Hill Climb | 01608 644777 |
| 12th August | Gerrards Cross Event | See Page 3 |
| 18-21st Aug | Register Annual Touring Event | See Chairman's Jottings |
| 22nd Aug | VSCC Mallory Park Triple-M Race | 01608 644777 |



Commemorative Event---Charlton St Peter Motor Hill Climb 1929 to 1935

This year brings the 80th anniversary of the final Motor Hill Climb held on the Charlton Heights Estate in the summer of 1935. As part of the ancient Charlton St Peter Feast Day celebrations to be held on June 27th there will be a commemorative parade of pre-war cars up the major part of the original Charlton Heights Motor Hill Climb course. This parade will be followed by a drive through Charlton St Peter village and up to a display area on Gold Hill Common. The event is open to cars manufactured prior to 1940.

Please contact hillclimb@chrc.org.uk for further details

Also see www.feastofstpeter.org.uk

Triple-M Register Summer Gathering

The Triple-M Register's annual Summer Gathering with BBQ lunch is again being organised by Peter Green and will take place at his home in Farnham Royal on Sunday 19th July, commencing at 11.30 a.m. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a self-judging pride of ownership and a light hearted gymkhana for those who want to take part, as well as some other fun competitions to keep everyone amused.

The cost of entry is £15 per person which includes the BBQ lunch and drinks throughout the day. Peter regrets that it will not be possible to enter on the day as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone. Please also note that the number of participants is restricted to 120, so please enter in plenty of time to avoid disappointment.

An entry form is included with this Bulletin and can, if necessary, be downloaded from the 'Document Downloads' page of the Triple-M website www.triple-mregister.org



Abbeyfield
Where under people help people flourish



Gerrards Cross Annual Classic Cars & Motorcycle Event



**The Memorial Centre
Gerrards Cross**

**Wednesday 12th August 2015
from 12.00pm**

www.gxclassiccars.co.uk

**A wonderful opportunity to bring your family and
friends to see an amazing collection of vintage cars and
motorbikes (Pre 1988)**

**Spectator entry - £1
(Children under 14 – free!)**

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

Entry forms for pre 1988 vehicles may be obtained from www.gxclassiccars.co.uk or
by phoning 07790 928535. Entry fees £5 for cars, £3 for motorcycles.



Chairman's Jottings

by Dick Morbey

In my previous jotting I mentioned the preparations which Mark Dolton and his team were making for the 'doubleheader' Triple-M races at Brands Hatch over the May Day bank holiday weekend. Well, the race meeting duly took place and it was nothing short of a Triple-M triumph. The races, which took place on the Indy circuit, must have been the first time in years that we have had exclusively Triple-M grids at an MG Car Club race meeting.



All 15 entrants qualified in the rather wet conditions which prevailed on Sunday morning. All 15 made it through to the finish of the first race and they all started the second race too, although the 2 K3s retired: K3008 with a detached blower drive and K3001 with magneto troubles. There was a friendly but highly competitive atmosphere throughout and many onlookers seemed surprised at how well 'those old cars' went. We certainly put on a good show!

Thanks to a huge effort by Mark and Duncan Potter and everyone else, the event took on a weekend party atmosphere, reminiscent of former times. Those of you who were not able to get along this time either to compete or spectate have the consolation that the Club's immediate response has been to invite us back for a repeat event next year.

You can read a full account of the race in Mark Dolton's notes in this edition.

Not content to rest on his laurels, Mark reminds me that the Triple-M racers will be out in force at the VSCC's race meeting at Mallory Park on 22nd August. Definitely one not to miss!

Before then we have the Triple-M Register's AGM at Silverstone. This will be at 2.30 pm on Saturday, 20th June in Garage zero - beneath race control. And of course we hope to see you at the Register's stand in the main Club marquee.

Peter Green's annual Summer Gathering takes place on 19th July at his home at Farnham Royal. Entry forms should be with this bulletin and on the website.

Shortly after this comes the Register's touring event in the Lincolnshire Wolds from 18th to 21st August. On Thursday evening, 20th August we have a gala dinner at the Petwood Hotel, Woodhall Spa, to which all Triple-M friends are invited, even if they are not taking part in the touring event. Elizabeth Taylor is the person to contact either for the touring events or the dinner at e.taylor@oakend.net or +44 (0)1628 665055

That's quite enough from me - I hope you enjoy the rest of this Bulletin.
Dick Morbey



MMMagical MGs



For four days in March, Franschoek was treated to the sights and sounds – and occasionally smells – of some of the most charismatic cars of the vintage/post-vintage era, the overhead cam MG Midget, Magna and Magnette models produced from 1929 to 1934. Known as the Triple Ms, there are 46 examples on the South African MMM Register and owners get together each year to celebrate the history of these sports cars. Franschoek is a favourite location amongst the ‘Octagonists’ and following a successful gathering in the town in 2013, no less than 20 cars including two very special examples from overseas arrived for this year’s event that took place from 19-22 March.

Naturally, FMM played a key role in the programme of events. With kind permission of Dr Johann Rupert, the cars were given time on the museum’s circuit on the Friday during which some parade and demonstration laps were carried out. Englishman Barry Foster entertained everyone with his loud and extrovert driving style in his supercharged four-cylinder 746 cm³ C-Type Montlhéry Midget. By contrast, Swiss enthusiast Philippe Douchet’s ex-works racing K3 Magnette provided a more deep-throated soundtrack from its supercharged 1 086 cm³ six-cylinder motor, but was no less a spectacle, this very famous car having a history that is the stuff of legends. The last time a K3 appeared in South Africa was at the 1934 SA Grand Prix held on East London’s Marine Drive circuit driven by famous driver Dick Seaman, when he finished sixth.

On the Sunday all of the cars were lined-up on the grass area at the far end of the museum’s quadrangle and put on view for the day by the general public. They were joined by members of the MG Car Club arriving in ‘other’ MGs as well as the numerous enthusiasts from the Crankhandle Club, some of whom joined the MMM



Above: Who needs horsepower when you have friends?

Below: A more sedate pace!





brigade for an excellent buffet lunch in the museum's Deli.

Apart from the activity at FMM, from their base at the Protea Hotel participants spent the gathering experiencing many of Franschhoek's other attractions over the four days and the whole affair was thoroughly enjoyed by all.



Editor's Note: We are pleased to be able to reproduce this extract from the on-line newsletter produced by the Franschhoek Motor Museum to celebrate the MMM weekend gathering. Photos supplied by Viv James.

For anyone visiting South Africa the Museum should not be missed; it has a wonderful selection of cars (including a good mix of MG's) and is set within glorious scenery. The museum dates back to 1974 when a transport museum was established at the Heidelberg railway station in Gauteng. It was one of numerous restoration and preservation projects initiated and backed by Dr Anton Rupert, Afrikaaner entrepreneur, businessman and conservationist. Dr Rupert's enthusiasm and appreciation of the automobile had led to an ongoing acquisition of a large number of vehicles both individually and from other collections, which ultimately led to a decision in 2004 to relocate the museum's contents to the family's estate in Franschhoek. The new museum was opened in 2007 by his equally auto-enthusiast son Johann who has continued to develop the museum's attractions. All cars are kept in working order and they are exercised on the roads around the estate. A recently constructed purpose-built 2.5-kilometre circuit within the estate is well used by the museum, cars and visiting clubs. On the Saturday of the gathering it echoed to the glorious sound of OHC MG's including a K3 and two C Types. For further information see the museum website at www.fmm.co.za



R is for Revival by Bob Milton

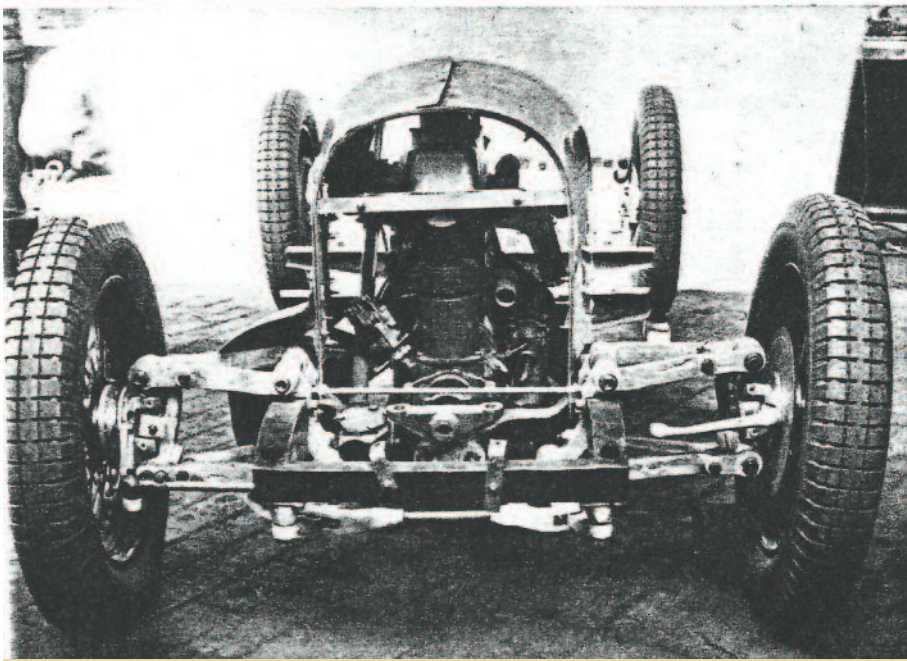
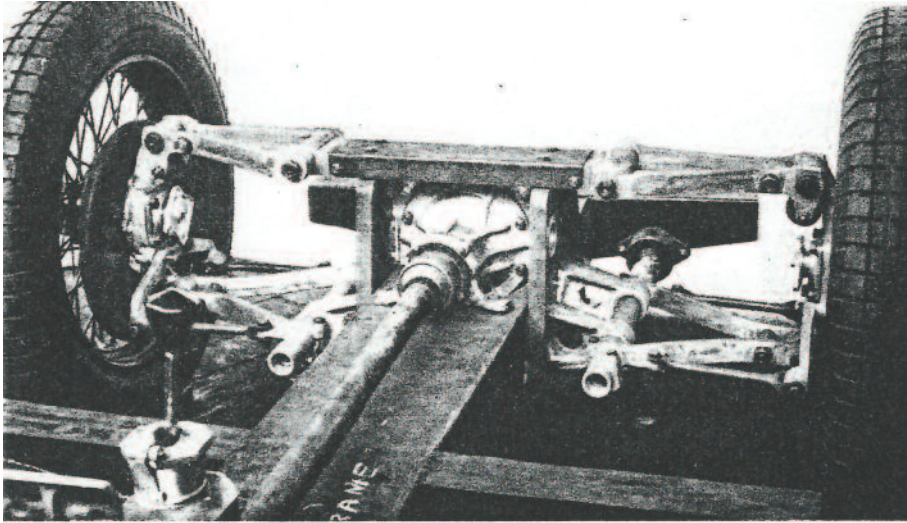
As this year is the 80th anniversary of the R Type, the Editor has asked me to write a few words to commemorate this occasion. Much has already been written about the salient points of this 1935 advanced design and the reasons for it. The two most mentioned features are the “Y” shaped backbone chassis and the independent suspension. It is the latter feature that I will try and expand upon with the help of some photographs and MG drawings plus a few asides regarding the chassis frame.

There was always a friendly rivalry between the Abingdon Design office and the Experimental Department and on learning of H. N. Charles and his team (including draughtsman William John Daniels, known as Jack since being the MG Car Company's first un-indentured apprentice in 1927) were proposing an independent sprung racer, the lads in the Experimental Department decided to build an all-independently sprung sports car.

Whilst Bill Renwick and the Patent Agent Eric Walford struggled respectively with the stress calculations and any infringements of existing American and French patents, and before the Design office could complete their design, the lads on the shop floor with the aid of sketches made on brown paper stuck on the wall, took a PA chassis, cut off the front dumb irons and bolted in a sub-frame on to which they could attach the suspension arms. The rear of the chassis was adapted to carry a box section backbone on which the crown wheel and pinion housing was mounted. Initially the wishbones, cast in “pistominium”, a material made from melting down old pistons and torsion bars were ex. propellor shafts, these being attached to the bottom wishbone pivot points by Hardy Spicer U J couplings. Steering parts were adapted from the Morris parts bins. Such was the enthusiasm for this prototype that it was soon converted into a road going sports car, the “pistominium” wishbones being replaced by steel ones and all the suspension joints were needle roller bearings.

Syd Enever was entrusted with driving this special to Devon to take it over some of the famous trials hills reporting back that it was a very comfortable ride and they could write their tester's notes as well going as well as stopped. The two pictures opposite show the mock-up of the front and rear suspensions with “pistominium” wishbones. It was said that some of the parts were incorporated in the prototype R Type.

Eric Walford was again kept busy but this time applying for provisional patent numbers 3756/34, 3757/34 & 3758/34 regarding the suspension and registering the chassis frame design on 18 April 1935 under reference GB 802194 entitled “Chassis frame for a motor car”. Subsequently a metal plate bearing this number was attached to each chassis frame which has on occasions led to this number being quoted incorrectly as a chassis number. However the position of this plate varies slightly from chassis to chassis and as Gerhard Maier has pointed out, this can serve as a useful identity tool! This registered design was applicable for a period of 15 years and had to be renewed at 5 year intervals. When I viewed the application at the Patent Office, it was interesting to see that this procedure had been adhered to, the last signature in 1945 being that of Syd Enever.



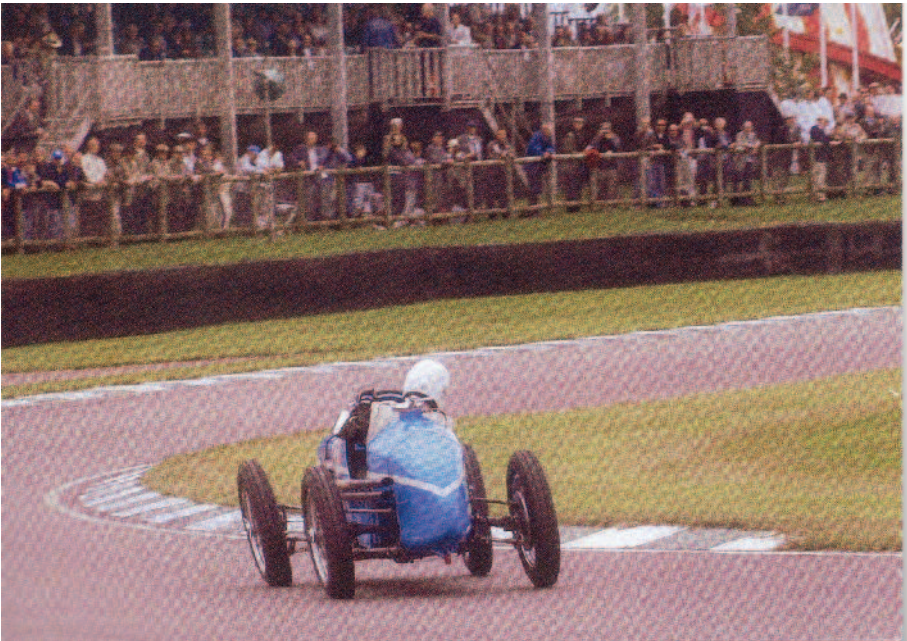
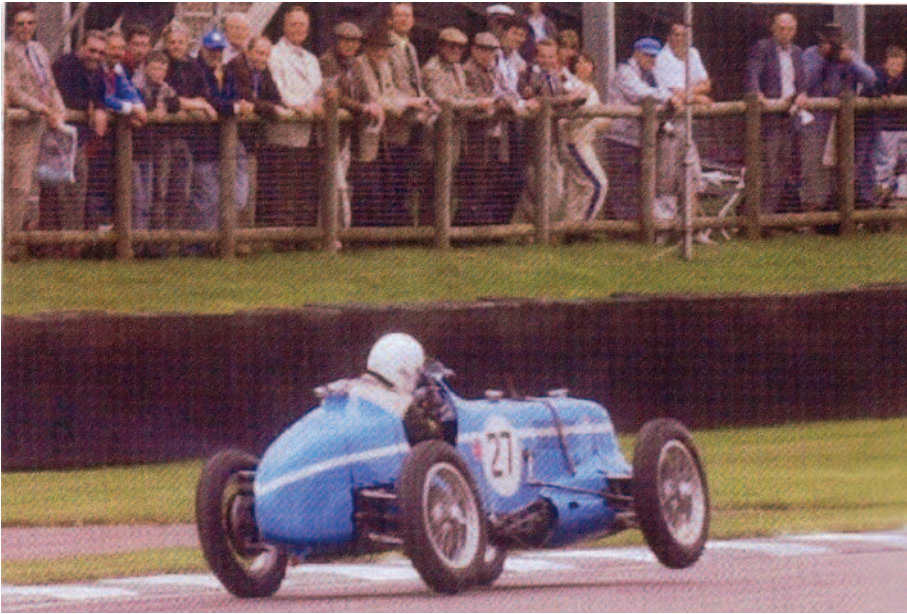
The mock-up of the front and rear suspensions with "pistominium" wishbones



The R type meanwhile had been raced and was soon showing both its characteristic lean on cornering and the unacceptable angle that the rear universal joints on the drive shafts had to tolerate under certain road conditions. A close study of the front cover picture of Gerhard Maier cornering 0257 at a continental hill climb shows both these points quite clearly.

The design office was well aware of these problems and despite the closure of the racing department, drawings were prepared to address these shortcomings. The excess roll or lean on cornering was due to a number of factors. The use of parallel top and bottom wishbones, giving a roll centre virtually on the ground with at the same time the car's centre of gravity being well above this point. The rear torsion bar rate was much less than that of the front ones and the rear equal length wishbones meant that the rear wheels rolled outward like the body thus decreasing the all-important tyre foot-print on the road surface. In addition, the rear Girling - Luvax hydraulic shock absorbers were mounted on the rear of the frame and their forces were applied to the end of the torsion bars rather than nearer the wheel and had to be able to absorb via their linkages something like 8 inches of total vertical wheel travel. Despite the manufacture of their housings in "hinduminium" it was not long before these shock absorbers became over-heated and lost their damping effectiveness. As an aside, when I designed the "Vanwall" like body for 0257, it incorporated cooling air trunking from the rear view mirror housings down to the shock absorbers to help reduce the overheating which I didn't anticipate as being as bad as the original as I had incorporated an additional transverse leaf spring, so mounted that it stiffened up the rear suspension, particularly in roll.

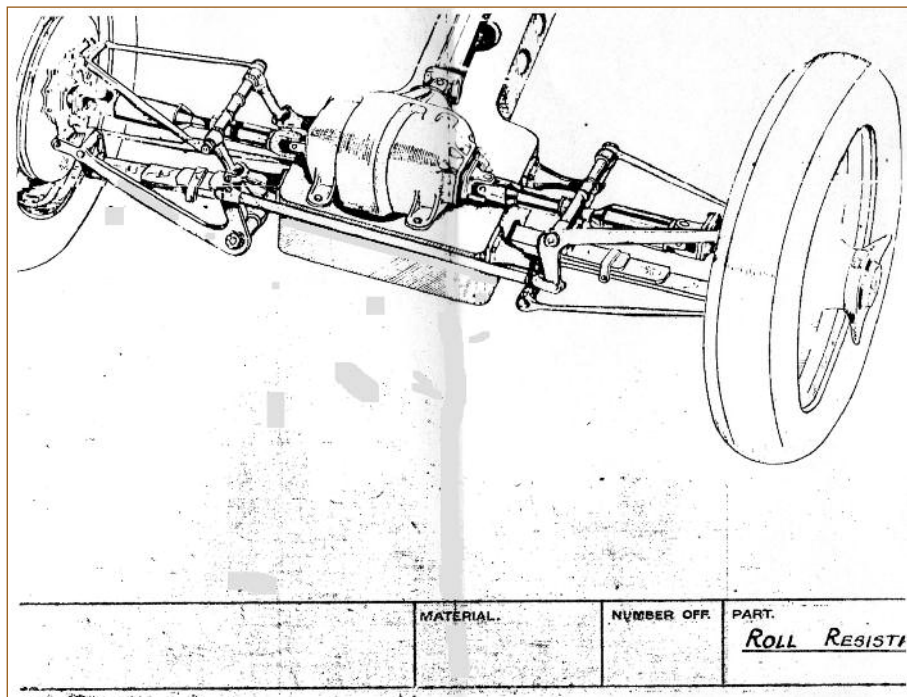
I am very fortunate to be able to illustrate these R type characteristics through three excellent photographs taken by Adrian Price and supplied by Nev Churcher, showing Mark Piercy driving 0255 at a Goodwood Revival Meeting where he beat all-comers to win the Brooklands Trophy. I would venture to suggest that this occasion witnessed an R type driven probably at a rate and verve never ever witnessed before, thanks no doubt to Mark's skill and a little help from modern rubber and enthusiastic cubic centimetres. The first picture showing the nearside front wheel clear of the ground (facing page, upper picture) not only confirms the cornering force as shown by the inclination of Mark's head and also the angle of the rear wishbones and wheels but confirms the outstanding stiffness of the "Y" shaped chassis frame, lifting the front wheel well clear of the road and emphasising the marked difference in vertical wheel movement of the front and rear ones; the front wheels have about 4 inches movement against the previously mentioned 8 inches at the rear. (I would stress that both these wheel travel figures are from memory, having mislaid my notes). The second picture is an absolute gem, showing the very heavily loaded offside tyres doing their very best to keep that important contact patch 100% in contact with the tarmac, albeit at the same time doing their best not to roll out of the wheel rim. The front tyres are not assisted by the design retaining the traditional Triple-M camber angle. It also shows how having the rear wishbones of equal length and the top ones parallel to the bottom ones, under cornering-induced roll conditions, the wheels lean as the chassis and body lean hence that all important contact patch and tread pattern is compromised. Even the less loaded nearside tyres are in a similar way compromised in their efforts to resist the cornering forces and maintain traction.





In case these comments are taken as a criticism of Charles's design, it must be remembered that one of the prime objectives of his design was to ensure the transmission of the engine power to the road surface, especially at somewhere like Brooklands where the previous model the Q type spent much of its time bouncing from one track imperfection to the next, hence the large R vertical wheel movements. At the same time, as anyone who has seen old films of Brooklands will testify, his design was to enable the driver to use the steering wheel for navigation purposes only rather than in addition to preventing him from becoming airborne! The comfort and tractability I can well testify having driven R types on less than perfect old airfield runways and perimeter tracks.

I have a number of MG Design Office drawings showing various ideas for a roll resistant suspension unfortunately not all of sufficient quality for reproduction. However, the one shown below is interesting as something very like it was made and fitted to one of the 10 R Type chassis after the closure of the racing department. It displays two interesting features, one the interlinking of the upper wishbone on one side to the lower wishbone on the other side, something that is incorporated in a similar way by companies such as Front Line on their modern Midget rear suspension up-grade, albeit not an independent suspension. The other feature concerns the pivoting of the upright that connects the upper wishbone pivot point to the lower one. Again something incorporated by a current kit car manufacturer Dax Cars in the



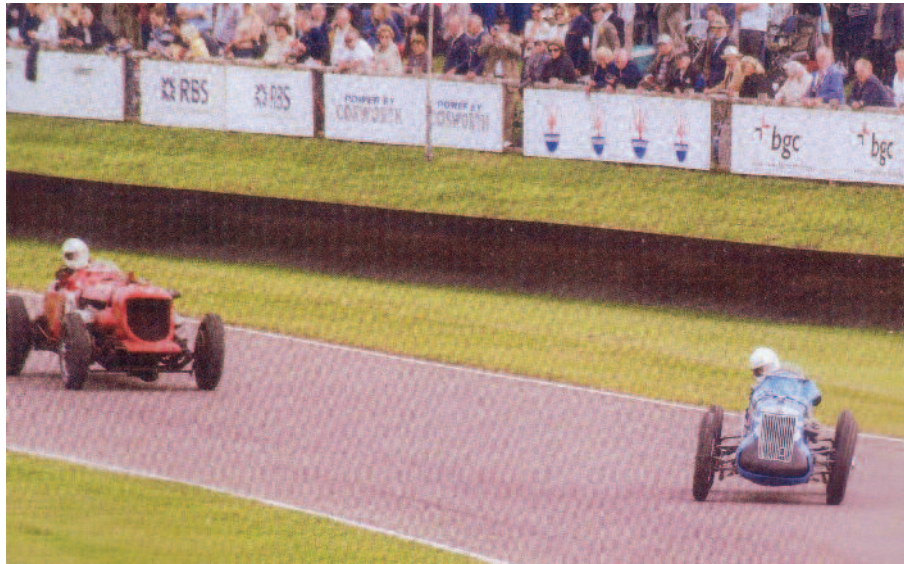


Cobra and Rush models using their Camber Compensation and Anti Roll suspension, all done in the need to keep the wheel and tyre upright under all conditions thus keeping the all-important 100% tyre foot-print on the road surface and at the same time raising the roll centre. The R Type so modified retained the torsion bar as a springing medium and not the transverse leaf spring shown in the drawing. As the wishbone pivot points could move relative to the chassis, the torsion bar was driven by a separate link. I believe that all this experimental work was done under the EX152 title and led to some patent applications in 1936.

When Charles visited me to see 0257 in the late 1950s, he outlined other plans that involved the fitting of engine driven hydraulic pumps driving actuators on the inner ends of the torsion bars to both be able to counteract roll and adjust trim as the fuel load decreased. Now if only he had thought of adding feed-back and had a computer to analyse the data and send the necessary information back to the pumps and actuators it would not be far off today's racers!! One other interesting thought that Charles mentioned was the consideration of fitting a gyroscope to maintain equilibrium of the body roll.

I suppose one can only finish by saying "what if" or "if only" but the closure of the racing department did not kill the "thinking out of the box" attitude at Abingdon, for had the war not intruded both the 2 litre and 1.5 litre cars would have been fitted with the Cotal electric gearbox and after the war a 3 litre Healey engine was fitted into a ZA which apparently just accelerated for ever. Let us hope this same attitude is still prevalent at the current Longbridge MG design office.

In summary I refer to the third colour photograph which can only be called "David V Goliath" and just reinforces the "what if" and "if only" comment above and I hope





encourages the current owner of 0255 to use the car in the manner as demonstrated by Mark Piercy and envisaged by H N Charles and his team rather than letting it languish in a museum or private collection even though it is 80 years old, something that Gerhard Maier told me never ceased to amaze the crowds at the recent German Classic Car Show in Stuttgart where he exhibited 0257 on the stand of the MG Car Club Germany.

There are now seven of the original R Types either restored or in the throes of being restored, leaving three for any ambitious member to replicate what Mark Piercy and his team achieved. The VSCC having just announced a new series of races under the title "Premier Cru Racing" would give the perfect opportunity to use these cars. Alternatively for those with the necessary skills, build a "what if" using the aforementioned modified chassis in the manner and standard as seen in the excellent replica example built by Geoff Enoch.

The title of this piece is in acknowledgement of the excellent article in the 1986/87 Year Book titled "R is for Reticence" by the late Mike Hawke and I rather think completes the R type saga that he penned.

It would be nice if any of our more knowledgeable members could add anything to my notes or indeed any other information or stories of interesting Triple-M prototypes and developments.

Bob Milton
Previous owner of RA 0257 & 0258.

You've gone and bought a load of trouble there! **by Charlie Cartwright**

I was asked to write about comparing 2 different MMM cars, but Bulletin readers will know more than I do about the technical stuff so there's not much I can add there, but maybe I can tell you how the cars have been part of my life and how we react to each other. Today I am lucky to own an F1 four seater, and a J2.

Well first the F1: it is a four seat tourer and I've known the type for 60 years. Not to be too boring but we must go back to the mid 1950s. When I was about 16 years of age, I persuaded my Dad to let me spend my birthday money on a 1932 Morris Minor. Well it was actually a rolling chassis, side valve engine and gearbox of an ex Post Office Telephones van but no body, During the summer school holidays I took the whole lot to pieces, mainly to find out how it worked, and then I put

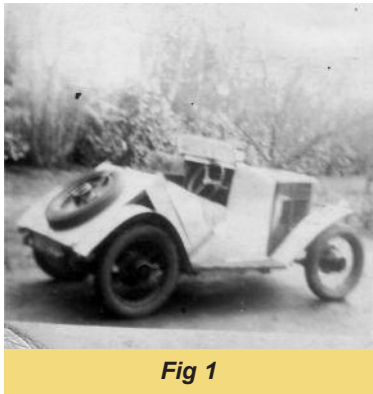


Fig 1



it all back together and built a two seater body on it using ash wood as the frame, not easy to obtain in those days there was still a shortage of timber, and sheets of aluminium, (fig1). I taught myself how to fettle an engine, scrape in remetalled bearings, ream out king pin bushes and rewire electrics. I passed my driving test soon after my 17th birthday and used to drive the little car to school. A school friend and I entered a "road safety rally" and we came first, the prize was a beautiful Lucas P500 spot lamp that I still have to this day, (fig 2). I had many adventures in that little car; living out in the sticks it gave me freedom. Once when she ran a big end, I took the piston out at the roadside, blocked the oil way with a piece of leather belt and a jubilee clip wrapped around the journal and drove home on 3. Another time the dynamo failed and I drove her home on a 6 volt torch battery.



Fig 2

Soon after I left school, a good friend who had joined the RAF sold me his 4 seater MG that I later found out was designated F-type. When my friendly garage man ("down the road in those days") saw it he pronounced "You've gone and bought a load of trouble there". It was apparent that the MMM engine had a poor reputation, I think mainly for leaking oil everywhere especially onto the dynamo. The car had loose back wheel bearings, huge play in the steering and drove along the road like a horizontal pendulum throwing oil from every orifice, but I grew to love her and gradually got it sorted with a cylinder head overhaul, rebore and bearings and so on and in particular a special oil seal from Toulmin Motors. It was interesting to find that a lot of the running gear, back axle, front axle, steering gear and even the brakes(!) were identical to the little side valve Morris Minor; no wonder I could break a half shaft at will with that high torque low revving 6 cylinder engine and needed to heave on the handbrake as well as foot pedal to make it drift to a stop. So one day I set off in my refurbished pride and joy to take my new girlfriend to the seaside, but I didn't even get as far as her house when the engine seized. It subsequently transpired that the machine shop that had done the bottom end overhaul for me had put the new main bearing shells in upside down thus cutting off the oil feed to the crankshaft.

The F was my everyday car for several years including my time at Bristol University where we were quite successful in rally events with the university motor club, (fig3). We did do our trips to the seaside, with four up and the car weaving all over the place.



Fig 3



Fig 4



For financial reasons I sold the car in 1963 and lost touch with the new owner, although I did hear he had an argument with a hedge. About ten years ago I found that the car (MG1313) still exists, having been bought as a heap of parts and rebuilt over the years as a 2 seater by Ian Goddard who is now a good friend. (Now that's a good subject for an article, how about it Ian?).

About 3 years ago, following a nice "windfall", I bought my current F1. She came from Holland, well fettled by Thijs de Groot at his MG Workshop, Holland, (fig 4). My wife and I have done several tours in this car, including the MMM Welsh weekend and a Scottish tour. It's a real traditional pre 1940s tourer and she still comes into her own on the old type A and B roads, like the Fosse Way through the Cotswolds, and is very happy travelling at about 40/50 mph. But in to-days traffic, I find driving these old cars any distance is a nightmare, everyone in their cushioned insulated boxes has to overtake and motor ways with those huge lorries are a no-no, although I have done the Forth Bridge a couple of times!



Fig 5

But what about the J2? Well every MMM enthusiast knows that this is a real pre war sports car, (fig 5). I love it too, but the same limitations apply on modern day roads and traffic. Off the main routes, it's real nostalgia and last year I entered the Kimber classic trial and of course that is the type of event these cars were meant for, what



Fig 6

fun, (fig 6). It's a cramped cockpit with bench front seat and very little space for luggage or spares, whereas the F1 back seat is ideal for carrying all those special tools and pieces we think we are bound to need. The engine in the F was designed by Wolseley for the Hornet saloon, with 6 cylinders, 4 main bearings and low rev torque to save drivers having to change gear, but coupled to the huge ENV 4 speed gearbox. In the F type it provided formidable low speed torque and put huge stresses into the Morris Minor final drive, hence the many half shaft stubs I still have as ornaments. The J2 on the other hand was intended to develop its power from higher revs and cross flow head. But the nemesis was only 2 bearings in the crank shaft and if you rev her too high there are problems, partly solved by an uprated crankshaft. So the driving techniques are very different: low revs really on the F and much more gear shifting in the J2. The other snag for my old brain is that the 4 speed "H" gate on the F is upside down compared to the J and most other motor cars. But all in all I love them both very dearly.

Charlie Cartwright



That hole in the front hub

by Ted Hack



Fig 1

Technically knowledgeable persons look away now! We all know that the hole in the front hubs is necessary to be able to extract the split pin from the castle nut on the stub axle. This hole is also threaded and should have a special plug inserted (See Fig 1). As the hub should be packed with grease this plug serves to avoid the grease gradually easing out to the wheel. Over the years the plug gets lost and the thread gets damaged by various efforts applied in getting the split pin out.

Assuming your hub is in otherwise good condition it is possible to buy new plugs from the usual sources and rethread the hole. The tap you need is $\frac{1}{2}$ " Cycle Thread (this is fully described as $\frac{1}{2}$ x 26 BS Cycle Thread; 26 being the number of threads to the inch) and is readily available from various tap and die suppliers.

Taps normally come in threes – a 'taper', a 'second' and a 'bottom' tap or one, two and three. As the name implies you start with the first, go on to the second and finish with the third; each one gradually cutting the thread. However as you probably find some



Fig 2



Fig 3



Fig 4

thread already in parts of the hole and the thickness of hub is quite thin you can probably get away with buying just the 'bottom' or even just the 'second' tap.

Taps are held in a special tap wrench but if you intend to repair the hole in situ you will only need a spanner as you will not be able to turn the wrench because of the brake drum (see figs 2 and 3)

It is very important that you keep the tap upright during the operation, turn slowly for about one turn then reversing for half a turn then turning for a full turn again, reverse for half and so on until the tap is well into the hole and consequently fully threaded. To ensure a finer finish to the thread you can use 'metal cutting compound', similar to a grease, which you put on the tap before starting the threading process.

Make sure you remove all the metal swarf caused by the thread cutting as you certainly won't want this in the bearings! If you've managed to keep the tap upright you should find when you screw in the plug that you have a good 'flat' finish which won't interfere with the wheel going on to the splines. (see fig 4).



The Kimber Classic and Trials Reunion

A Trials Reunion to celebrate the 80th anniversary of the first appearance of the Cream Crackers trials car at the 1935 Land's End Trial was combined with the annual Kimber Classic Trial held in Dorset and Somerset over the weekend of 25th and 26th April this year. A full report should appear in a later bulletin but meanwhile, here are some pictures.



The Cream Crackers assembled on the day after the Kimber Trial
TJ 5000 (PA0337) - owner Jonathan Toulmin; JB7525 (PB 0535) - owner Richard Frankel; JB 7524 (PB 0533) - owner Elizabeth Taylor



Above: The cockpit of PA0337 and below for comparison is the cockpit of PB0535. Photos by Digby Gibbs.





*Competitors at Allham Splash on the Kimber Trial.
Above: Patrick Gardner, with a worried looking Peter Hemmings in the
passenger seat. Below: Jeremy and Marcus Hawke in the esteemed J2.
Both photos by Graham Arondelle*





Race Reports

by Mark Dolton

VSCC Spring Start Silverstone

2015 Race Season sprung into life at a bright but blustery Silverstone. The meeting had returned to a one day event to try to optimise the numbers per grid. A steady entry of Triple-M's took to the track and competed in a number of events.



The Distinctive Rump of Andrew Morland's L1 - Photo: Dennis Rushton

Practice was a pretty fresh and windy experience with lap times well down on last year's. Unfortunately Fred Boothby had a very short weekend in the J2 as the blower packed up early on in practice. Andrew Morland took the L1 4 Seat Tourer out for its first outing, gently at first. (We now know after Brands just how quick this car really is).

The first event of the day is the traditional 30 minute high speed trial. Andrew's was the only MG entered but went on to successfully qualify, completing his 16 laps in 28mins 35 secs. Duncan Potter was next out in the stripped C Type, for the first handicap event for quicker cars. This resulted in Duncan taking the front of the grid and leading the field until being caught on lap 4. But an open track allowed him to really open the C type up and a 1:30.7 was a pretty quick effort but could only hang



on for 9th. Harry Painter in the Kayne special took 13th place, lapping at real pace with a best of 1:21.49.

Race 6 was the next Handicap race and had 5 MG's running. Mike Painter flew through the pack to take 2nd. I was hit with a hefty penalty for a rather blatant jump start, taking me from 6th to 16th! I think I was still in shock after a Riley special exploded in front of me on the formation lap, and a piston bounced down the track and clobbered the P Type!

| | | |
|------------------------|-----------|---------|
| 2nd Mike PAINTER | MG Kayne | 1:21.65 |
| 16th Mark DOLTON | MG PB | 1:35.36 |
| 18th Anne BOURSOT | MG PA | 1:50.16 |
| 19th Chris CADMAN | MG C Type | 1:44.86 |
| 24th Oliver RICHARDSON | MG C Type | 1:43.70 |

The set 3 Standard and Modified Sports car race was a confused affair. Firstly Clive Temple stalled his Riley Brooklands on the line, causing some anxious moments! I managed to jump Duncan Potter on the start, only for him to haul me back on a lap later. The PB then started to miss and would not pull in top going into Copse. The next lap the car cut out and I pulled off safely on the side of the Copse exit. The only thing amiss, was the top of the carb that had unscrewed itself. Unfortunately about 30 secs after I parked the car, a Nash spun to a halt in the middle of Copse collecting an



Ollie and Mark Dicing - Photo: Graham Arondelle

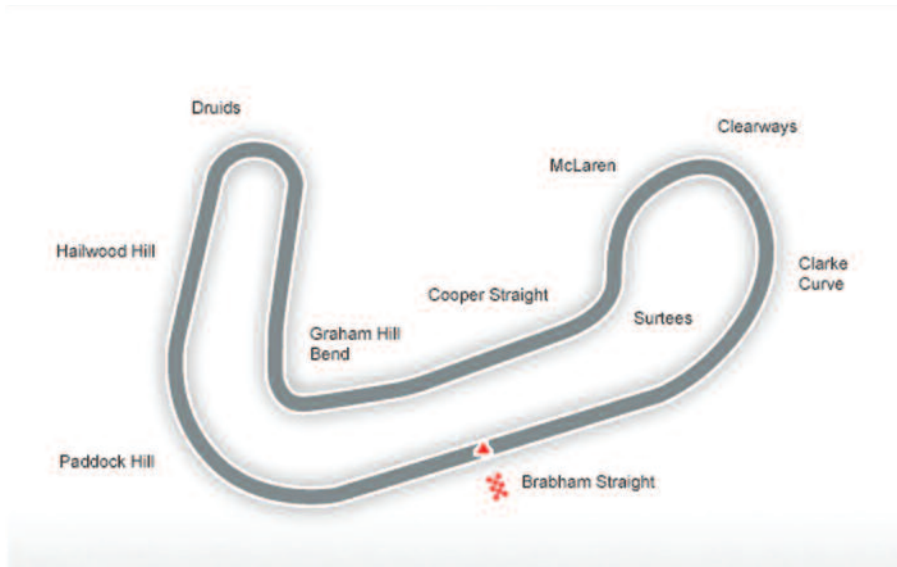
innocent Aston. It looked like the front axle had snapped, causing the spin. The race was Red-flagged with many believing I was part of the incident. Apologies for any



concern caused by the coincidence of activities. Back in the paddock the carb top went back on and the car was fine!! The race was later restarted for a final 3 lap sprint.

Oliver Richardson has a final thrash in the race 11 Scratch race, but the car seemed down on pace, evidently the throttle was not fully opening. An easy fix in time for Brands!!

MGCC Brands Hatch May 3rd 2015



Mary Harris Trophy Races

I think I will start with a huge thank you to all involved for putting this fantastic weekend together. The Register, MGCC, Brands, Racers and Friends. Just Brilliant.

It all started on Saturday evening with a welcome BBQ in the paddock. Great to meet up with everyone over a beer and a plateful of meat. Thanks to the Potters for the bulk of the BBQ fodder but prize of the event has to go to Foz for the world record slab of cow!

Overnight the heavens opened, which actually helped drown out the din from the M20 for those camping, but it had not cleared for practice. Most of us had not driven at Brands before and the others had not been there for many a year. It's a thrilling circuit,



short but challenging but most importantly very well suited to our cars.

So practice was very tentative, with everyone finding their feet in the very wet slippery conditions. However it was perhaps the most fun I have had in the PB for a long while. Gradually getting the feel as the car slithered around the circuit. Every single car completed the practice distance without a glitch and we all successfully returned to the paddock, in hope of a dry afternoon.

Lunch was superb, everybody contributing to a feast of a buffet. A fantastic social occasion and great to see so many new and old faces enjoying the day. As we munched our way through the goodies, the weather cleared and we were all set for a bright and sunny afternoon's racing.

15 Cars took to the grid for Race 1, a 20 minute scratch race, with the following awards up for grabs.

- Mary Harris Trophy (Closed Handicap)
- Kimber Trophy 1st place overall
- Don Moore Trophy – Fastest unblown 4 cylinder car

It was to be Charles Jones in the L that set the pace, comfortably stretching out the lead to take the Kimber Trophy and 1st overall. Behind him the start was more frantic.



**Charles Jones (L Magna) on the way to winning the Kimber Trophy
- Photo: Colin Murell**



Clint Smith and K3008 was slow away and was quickly overhauled into Paddock bend by a number of the 4 cylinder cars. Despite being shown the Black and Orange flag, (in the end it was just water exiting the very hot K3) Clint gained places back up to 4th place. Barry foster took 2nd, holding off the flying Richard Frankel in K3001. Hamish McNinch in his return to the track following last year's acrobatics, went quicker lap after lap to take the unblown PA across the line and take the Don Moore Trophy. After the Castrol R had settled, David Downes was announced as the 2015 Mary Harris Trophy Winner on handicap in the NA. Richard Frankel was award driver of the race for his really quick performance in the K3.

A brilliant 20 minute race, with everyone completing the distance!!!

Race 1 (16)

| | | | |
|-----|-----|-------------------|------------------|
| 1. | 99 | Charles Jones | L Magna |
| 2. | 17 | Barry Foster | C Type |
| 3. | 42 | Richard Frankel | K3 |
| 4. | 98 | Clint Smith | K3 |
| 5. | 14 | Fred Boothby | J2 |
| 6. | 30 | Thijs de Groot | PB |
| 7. | 199 | Duncan Potter | C Type |
| 8. | 7 | Mark Dolton | PB |
| 9. | 3 | Andrew Morland | L1 |
| 10. | 23 | David Downes | NA |
| 11. | 40 | Jane Metcalfe | NA |
| 12. | 22 | Oliver Richardson | C Type |
| 13. | 6 | Chris Cadman | C Type |
| 14. | 20 | Andy King | PB Cream Cracker |
| 15. | 10 | Hamish McNinch | PA |

As we assembled for Race 2, David Downes was nearly disqualified for attempting to race in his "loafers", clearly distracted after the celebrations from race 1. Much the same followed up front, with Charles repeating his dominance, his first race in 18 months, but neither he nor the car showed any rustiness!! Again, behind him in the pack, the start was just as entertaining. The red lights seemed to be on forever, with a few slight creepers rolling down the hill.

Both K3s again had slow getaways, allowing the nimble 4 cylinder cars to fly past into Paddock Hill Bend. I even had a cheeky look round Thijs on the outside into Druids, but the Orange PA had too much power and left me back down the hill. I was eventually overhauled by the faster K3s and Duncan Potter in the C Type. But this time the K3s didn't make the end, K3008 suffering a blower drive failure, and K3001 struggling with electrics. Barry Foster in the RAT was pushed hard, still recovering from the South African Cruise, so Thijs gave him a real run for his money. The race was ended a few laps early due to a time keeping error but after a long day's racing



we were all happy to see the chequered flag. The commentary team voted Thijs De Groot as driver of the race for his great effort against the RAT.



The commentary team voted Thijs De Groot (orange PB) as driver of the race for his great effort against the RAT - Photo: Colin Murell

I simply loved the warm down lap, really enthusiastic marshals applauded us, to end a truly terrific day out on track. Back in the paddock, we settled in for a Champagne reception and the awards.

Race 2 (20)

| | | | |
|-----|-----|-------------------|---------|
| 1. | 99 | Charles Jones | L Magna |
| 2. | 17 | Barry Foster | C Type |
| 3. | 30 | Thijs de Groot | PB |
| 4. | 14 | Fred Boothby | J2 |
| 5. | 199 | Duncan Potter | C Type |
| 6. | 7 | Mark Dolton | PB |
| 7. | 3 | Andrew Morland | L1 |
| 8. | 40 | Jane Metcalfe | NA |
| 9. | 22 | Oliver Richardson | C Type |
| 10. | 6 | Chris Cadman | C Type |
| 11. | 10 | Hamish McNinch | PA |
| 12. | 23 | David Downes | NA |



| | | | |
|-----|----|-----------------|------------------|
| 13. | 20 | Andy King | PB Cream Cracker |
| DNF | | | |
| • | 42 | Richard Frankel | K3 |
| • | 98 | Clint Smith | K3 |

We combined some of the register Championship awards with the MGCC race awards, which meant that all picked up their awards in person. A great amendment to the annual celebrations. Awards were kindly presented by Bill Silcock and Anne Alison, after our Competition Secretary had confirmed the results with the MGCC timekeepers.

2014 Triple-M Championship Awards

- Betty Haig Racing Challenge – Fred Boothby
- Speed Championship – Duncan Potter
- Car of the Year – Oliver Richardson and the C Type!



Don Moore Trophy Winner – Hamish McNinch (PA) - Photo: Colin Murell

A number of awards were presented as follows for the racing, some lovely crystal glasses on offer, plus 2 plastic ones!

Race 1 – Mary Harris trophy Race

- Mary Harris Trophy – David Downes NA



- Kimber Trophy – Charles Jones L Magna
- Don Moore Trophy – Hamish McNinch PA

Double Header Combined Awards by Class.

Classes A & B (Merged)

6 cylinder, non-supercharged, road equipped & 4 cylinder, non-supercharged, road equipped.

1st Hamish McNinch PA

Class C

Under 1100cc, supercharged, road equipped / Under 1100cc, non-supercharged, stripped.

1st Barry Foster C Type

2nd Fred Boothby J2

3rd Mark Dolton PB

Class D

Over 1100cc and under 1300cc, supercharged, road equipped / Over 1100cc and under 1300cc, non-supercharged, stripped / Under 1100cc, Supercharged, stripped.

1st Thijs de Groot PA

2nd Duncan Potter C Type

3rd Jane Metcalfe NA

Class E

Over 1300cc, supercharged, road equipped / Over 1100cc, supercharged, stripped / Over 1300cc, non-supercharged, stripped.

1st Charles Jones L Magna

Double Header Combined Final Standings

| | | | |
|-----|-----|-------------------|------------------|
| 1. | 99 | Charles Jones | L Magna |
| 2. | 17 | Barry Foster | C Type |
| 3. | 14 | Fred Boothby | J2 |
| 4. | 30 | Thijs de Groot | PB |
| 5. | 199 | Duncan Potter | C Type |
| 6. | 7 | Mark Dolton | PB |
| 7. | 3 | Andrew Morland | L1 |
| 8. | 40 | Jane Metcalfe | NA |
| 9. | 22 | Oliver Richardson | C Type |
| 10. | 23 | David Downes | NA |
| 11. | 6 | Chris Cadman | C Type |
| 12. | 20 | Andy King | PB Cream Cracker |
| 13. | 10 | Hamish McNinch | PA |
| 14. | 98 | Clint Smith | K3 |
| 15. | 42 | Richard Frankel | K3 |



So all in all an incredible event. Genuine club racing at its best. Wheel to wheel action without a yellow flag to be seen across all three sessions. So close to 100% reliability with just 2 cars having minor mechanical issues towards the end of the day. Camaraderie that I will not forget both on and off the race track. Amazing friendships, old and new.....we are very well set for 2016!



Mary Harris Trophy Winner – David Downes (NA) - Photo: Colin Murell

Hints and Tips

Text and photos from Ged Segrave

Before firing up my recently rebuilt engine I needed to ensure I had an oil supply to all parts. I used a big low-speed electric drill to rotate the engine instead of tiring out my aging starter motor.

I fixed an adapted starting handle into the chuck of the drill (fig 1). With the sparking plugs out and a good grip on the drill, I pressed the trigger (lots of torque) - fig 2.. Within a minute I had 60 psi on the dashboard gauge.

You can get someone to read the gauge whilst you are turning the engine over, or tape a mirror to a support in front of the dashboard so you can read it from your kneeling position in front of the car.

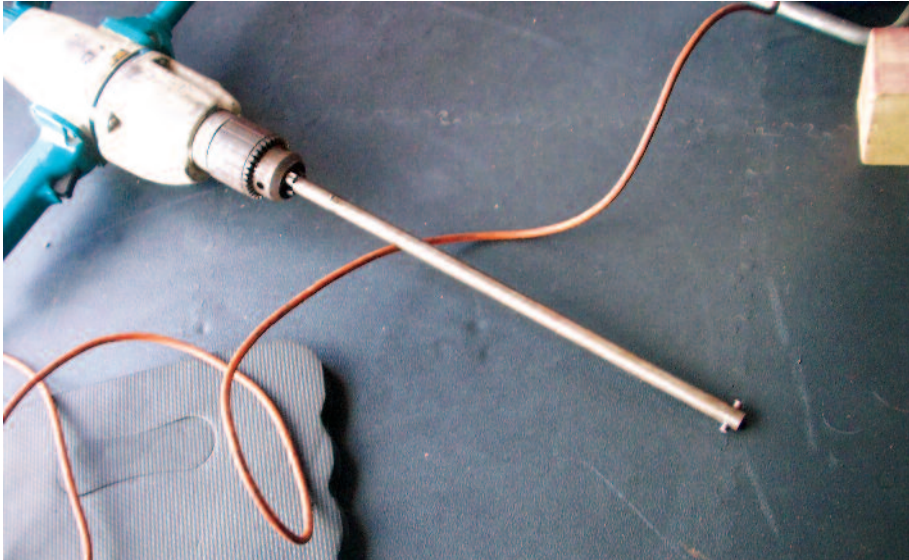


Fig 1

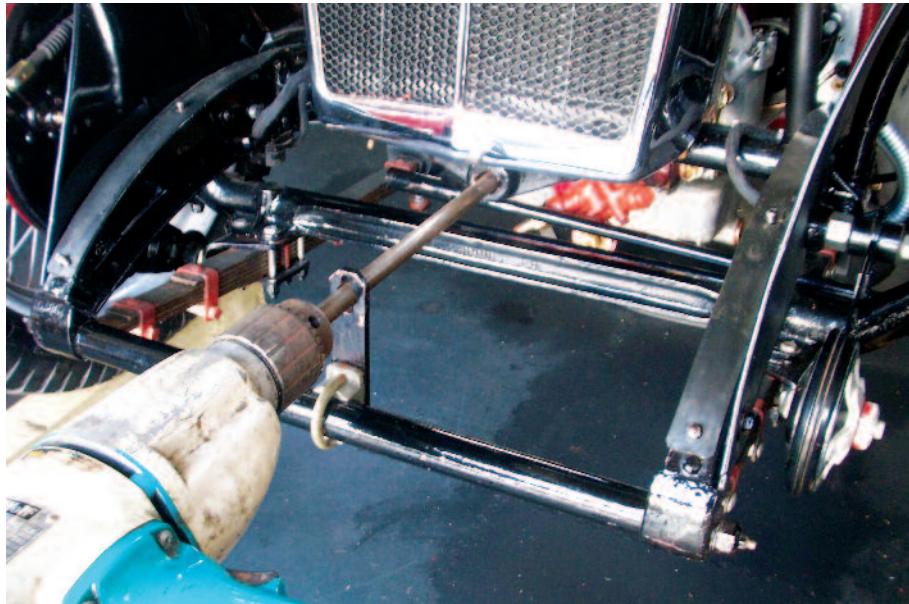


Fig 2



From Brian Bassett

From the experience I've gained on the work that I have done so far, I can offer a few tips that hopefully will help anyone rebuilding or repairing.

(1) Make sure that any ash wood that you need for a rebuild or repair is fully seasoned and comes from a merchant that specialises in the harder woods.

(2) If you need to repair a split in headlamp or radiator cowl, then a patch soft-soldered on the inside will prevent the split from spreading and reinforce the item until such times as you are able to repair it properly.

The patch should be made from sheet brass the same gauge as the lamp or cowl, a gauge or two thicker would give extra strength. If the damage is more serious and there is a hole in the cowl or lamp then both will require dismantling and the chrome stripping off by a chrome plating shop.

After stripping, the item should be closely examined for any small holes or reduced thickness caused by chafing; these areas need to be opened up so you remove the very thin material and get back to the original metal thickness usually around 20 gauge (0.036 inches) thick.

An insert can now be made to fit snugly into the hole, it is advisable to make the insert from slightly thicker material, either 18 gauge (0.048 inches) thick, or 16 gauge (0.062 inches) thick and from brass of course. The inserts need to be silver-soldered into place and to do this the edges need to be clean and fixed into position with a liberal coating of borax flux mixed with water to form a paste. The surplus thickness of the patch needs to be on the outside so that on completion of soldering, the surplus can be filed off and the contour blended with the existing one. The advantage of the thicker patch is that it absorbs more heat than a thin one and if it moves in or out slightly it will still enable you to clean off the outer surface flush with the existing surface. When the lamp or cowl are re-plated, make sure that you have it copper plated before chroming as mentioned earlier in these notes.

(3) When repairing petrol pipes or the chassis lube oil pipes, do not attempt to silver-solder them if they have been soft-soldered; the heat required for silver solder will burn the soft solder and damage copper or brass pipes. To soft re-solder a nipple onto a pipe, the pipe end and the inside of the nipple must be thoroughly cleaned with emery cloth. Lightly tin the pipe end and coat with flux, heat up the pipe and nipple with a gas torch and slide the nipple onto the pipe when the solder melts. This should produce a proper sweated joint in the same way as a capillary joint is made by a plumber on heating or water pipes. Make sure the solder has not blocked the pipe end by running through the joint during the soldering. Make sure that you have put the union nut onto the pipe before you solder nipple back on.



(4) If you are going to make up new pipes then it is better to use silver solder; this is harder and gives a much stronger joint.

(5) It is advisable to anneal (soften) the pipes before assembly, this enables you to bend the pipes to suit the chassis and make the pipe runs very neat. If you are re-using any old pipes, check to see if they have soft-soldered ends and if so ensure that you do not melt the nipples off the ends when annealing.

(6) Hints for soldering: This is not a dark art as many people seem to think, the main requirements are (a) very clean metal, and soldering iron (if using an iron) and (b) the correct flux for the particular application. If using a soldering iron it is essential that this is tinned, that means the tip is coated with solder. To do this the iron needs to be brought up to working temperature cleaned with a file dipped into flux then solder applied to the tip. The metal to be soldered needs to be fluxed first, after you've thoroughly cleaned it, and then warmed up with the iron or a torch. An iron should be kept in one place whilst heating and only moved once the solder has begun to flow; a torch on the other hand needs to be kept moving over area to be soldered. This is because the flame is much hotter and could easily overheat the metal; it is worth practising with a spare piece of metal before carrying out the repair.

Fluxes for soft soldering vary for different metals and as we are talking about mainly copper and brass, resin flux would be the best one. This is an inert flux that is used for wiring and most copper/brass applications. It leaves a greasy deposit after soldering which is not corrosive and can be cleaned off easily with white spirit or paraffin. If the surface is not responding to the resin, then killed spirits may be required. This is an active flux which is corrosive and care needs to be exercised when using 'Fluxite'. The killed spirits flux is sold under names of 'Cannings' or 'Baker's' and a good tool shop should also stock this along with tinmans solder, either in stick form or on a reel.

The flux for silver solder is Borax powder and the most popular silver solder is Easiflo, the supplier for both is Johnson Matthey, and most good tool shops would stock these products or the equivalents. An internet search should show up suppliers if any difficulty is experienced locally.

Health and safety considerations: Fumes are given off by the flux, so either wear a mask or work in a well ventilated area. The killed spirits are highly corrosive and any residue left on the work or bench area should be thoroughly washed off with hot water to remove any traces as these will rust any tools that come into contact with that area. If you get any on your hands, wash them off straight away as a burning sensation is usually caused. It is safer to wear rubber gloves and eye protection is essential to prevent any splashes from entering your eyes when dipping the soldering iron into the flux or when you apply the flux to hot metal. I am assuming that everyone reading these articles will be familiar with a small plumber's gas torch and a soldering iron and would be well aware of the precautions to take when using them.



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 2015 Car Of The Year 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:

| | | |
|------------------|----------------------------------------------------|--------------|
| 9th/10th January | MCC Exeter Trial | Full Results |
| 25th January | North Devon Motor Club Exmoor Trial | Full |
| 1st February | Stroud & District Motor Club Cotswold Clouds Trial | Full |
| 1st February | VSCC New Year Driving Tests | Full |
| 14th February | Fell Side Auto Club Northern Classic Trial | Full |
| 14th February | VSCC Exmoor Fringe Trial | Full |
| 7th March | VSCC John Harris Trial | Full |
| 14th/15th March | VSCC Herefordshire Trial | Full |
| 11th April | VSCC Scottish Trial | Full |
| 18th April | VSCC Silverstone 'Spring Start' Race Meeting | Full |
| 25th April | MGCC SW Centre Kimber Classic Trial | Full |
| 25th April | VSCC Spring Rally | Full |
| 26th April | MGCC Kimber Classic Driving Tests | Full |
| 3rd May | MGCC Brands Hatch Race Meeting | Full |

C.O.T.Y. 2015 Scores to 4th May

| Position | Register Number | Car | Registration Number | Driver/s | Points |
|----------|-----------------|---------|---------------------|-------------------|--------|
| 1st | 909 | J2-PA/s | FW 3909 | Bill Bennett | 44 |
| 2nd | 2594 | J2 | MG 1949 | Mark Smith | 41 |
| 3rd | 949 | L1 | OD 6008 | Andrew Morland | 30 |
| 4th | 341 | M | PJ 7970 | David Rushton | 29 |
| =5th | 2912 | C/s | GX 9693 | Duncan Potter | 24 |
| " | 1164 | PA | YSV 703 | Hamish McNinch | |
| | | | | Anne Boursot | 24 |
| 7th | 82 | M | PO 1357 | Nigel Stroud | 23 |
| =8th | 2272 | C/s | LJ 4444 | Oliver Richardson | 22 |
| " | 1931 | C/s | VD 30 | Barry Foster | 22 |
| " | 605 | L1/s | MG 2802 | Charles Jones | 22 |
| =11th | 3454 | PA/s | AXT 370 | Thijs de Groot | 21 |
| " | 1463 | NA/s | BUU 964 | David Downes | 21 |
| 13th | 2170 | PB/s | CLX 112 | Mark Dolton | 20 |
| 14th | 3534 | J2/s | WF 5494 | Fred Boothby | 19 |
| 15th | 1894 | M | GC 7705 | Kim Jenkins | 18 |



**Slade Trophy 2015
Scores to 7th May**

| Position | Car/s | Driver/s | Points |
|----------|---------|--------------------|--------|
| 1st | J2-PA/s | Bill Bennett | 23 |
| 2nd | M | David Rushton | 12 |
| 3rd | J2 | Mark Smith | 11 |
| 4th | J2 | Jeremy Hawke | 10 |
| 5th | NA | Richard Jenkins | 9 |
| 6th | J2/s | Colin Bird | 8 |
| 7th | PA | George Ward | 7 |
| 8th | PA | Adrian Moore | 6 |
| 9th | PB | Tim Beckh | 5 |
| 10th | M | Nigel Stroud | 4 |
| 11th | PA/s | Nigel Gibbons | 3 |
| =12th | J2 | Charlie Cartwright | 2 |
| " | PA/s | John Wells | 2 |
| =14th | M | Kim Jenkins | 1 |
| " | PB | Andrew Smith | 1 |
| " | J2 | James Mather | 1 |
| " | J2 | Patrick Gardner | 1 |
| " | J2 | Neil MacKay | 1 |
| " | PA | Jonathan Elliott | 1 |
| " | PB/s | Barry Smith | 1 |
| " | J2 | Mike Linward | 1 |
| " | M | John Haine | 1 |

**Racing Challenge Trophy 2015
The Betty Haig Cup
Scores to 6th May**

| Car/s | Driver/s | No. where less than 5 Races | Index of Performance |
|---------|-------------------|-----------------------------|----------------------|
| C/s | Duncan Potter | 4 | 0.571 |
| C/s | Oliver Richardson | 4 | 0.800 |
| PB/s | Mark Dolton | 3 | 0.548 |
| C/s | Chris Cadman | 3 | 0.790 |
| C/s | Barry Foster | 2 | 0.155 |
| J2/s | Fred Boothby | 2 | 0.381 |
| PA/s | Thijs de Groot | 2 | 0.417 |
| L1 | Andrew Morland | 2 | 0.500 |
| L1/s | Charles Jones | 2 | 0.500 |
| PA | Anne Boursot | 2 | 0.800 |
| NA/s | David Downes | 2 | 1.000 |
| NB/s | Jane Metcalfe | 2 | 1.000 |
| PA | Hamish McNinch | 2 | 1.000 |
| PB/s | Andy King | 2 | 1.000 |
| J2-PA/s | Mike Painter | 1 | 0.071 |
| K3/s | Richard Frankel | 1 | 0.250 |
| K3/s | Clinton Smith | 1 | 0.286 |
| J2-PA/s | Harry Painter | 1 | 0.500 |



Correspondence

From Bob Milton

Dear Bob

Lovely to see in the April/May Bulletin the picture of Georg Symonds in RA 0260 leaving the line at the Lewes Speed Trials and your comment regarding the schoolboy with a hand over his ear.

Unbeknown to the lad is that the next car waiting and can just be seen in the background to join the start line is Sir Clive Edwards in RA 0258 which of course at that time was fitted with the McEvoy/Pomeroy Twin Cam Cylinder Head and as the accompanying photograph shows, many of the spectators are holding both ears, however the unfortunate lad still needing one hand to hold the hockey stick or block can only still cover one ear. On a personal note I think that owning and working on these cars plus other noisy work environments has led me recently to requiring two hearing aids.





From David Potter

Dear Bob,

BRANDS HATCH

Following the Race Meeting at Brands Hatch last weekend (2/3rd May) I felt I must write to thank and congratulate all those involved in arranging the Triple M Races on the Sunday.

After a damp start for practice it brightened up for the afternoon races which produced interesting competition between a variety of Triple-M cars making for hugely entertaining racing.

One of the great advantages of Brands is that the spectators can watch the cars all the way round the circuit, unlike some airfield circuits I can think of.

A special thankyou is due to the 2 (proper) K3 owners who drove their cars with great verve. It seems a long time since we saw a K3 on the track, let alone two!

There were also 4 C-types racing which was good to see, but only one could stay in front of the Flying Orange from Holland!

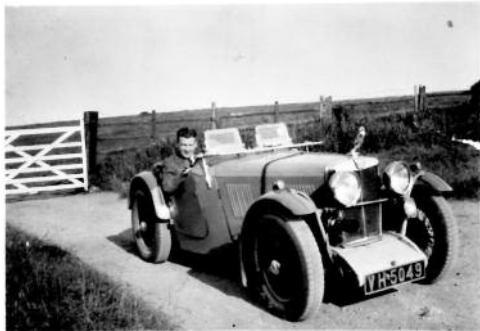
An enormous Buffet was laid on under the Triple-M awning and many old friends met up and jawed away as only old MG folks can.

A most enjoyable day and many thanks to all those that made it happen.

Here's to the next one.

From Graham Arondelle

Bob, I attach a pic of a J2 sent to me by a Jag enthusiast who wanted it to go to a good home. It is J2705, VH5049, not on the register. On the back is written, 'Philip Joseph Eckersley 1909-1985.






BARRY WALKER Estd.1968

..... for the very best in vintage MGs



www.barrywalker.com

for everything MMM you can get elsewhere
and for everything else you can't.

Fast, Reliable Mail Order. Open-Plan Shop & Showroom. See us at shows throughout the year.

CARS & SPARES 1929-1955

Complete supercharger installations for all J/P/L/K/N models now ex-stock.

Tel: 01789 400181/Fax: 01789 400230/Mob: 07836 24410 Please phone
Email: barry@barrywalker.com Web: www.barrywalker.com before visiting
Barleys Leys Farm, Haselor Hill, Alcester, Nr Stratford-on-Avon, Warks, B49 6NH

Readers' Adverts

Readers' private (i.e. non-trade) adverts are published free of charge although advertisers are requested if possible to contribute to the Hints and Tips section.

WANTED: MG J2 with cycle wings. I only have a budget of £15k but I can offer a good home with plenty of use. My intentions are sincere and I promise not to sell her on or profiteer. I am not looking for a full restoration project but am happy to re-commission or undertake a rolling restoration. Contact Jeremy tel: 07947 060372 or email jeremy3082@gmail.com (Abingdon)

Wanted: MG K1 petrol tank - original and in good condition if possible but all considered.
- David Winstanley Tel 01302 770281

For Sale: 3 pairs of P-Type Front Wings £100 the lot
(1 pair fair with running boards, 2 pairs rough but repairable)
5 off 19 inch wheels £150
Bonnet - fair £5
LH Door - fair £5
- D. Goulden Tel 01925 262571

Holiday Home for Rental

Dinan, Brittany – holiday home close to mediaeval town centre, sleeps 4, private parking and garden, recently fully renovated. Great location, beaches 30 minute drive. From £275 p/w. Contact Gerry Richards on 07904 082178 or www.dinanhouse.co.uk



DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register

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: geaglemg1@dsl.pipex.com)

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

REGISTRAR - Graham Arrondelle, 33 Lechlade Road, Highworth, Wilts, SN6 7HQ. (Tel: 01793763364 E-mail: grahamarrondelle@yahoo.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)

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

BULLETIN ASSISTANT EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 E-mail: dg-digbygibbs@btconnect.com)

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

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

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

MG MIDGET MG MAGNETTE MG MAGNA

48 YEARS OF SERVICE **48 YEARS OF SERVICE**



MMM
THE SPARES SERVICE YOU CAN RELY ON !

Phone on **01939 210458** Fax on **01939 210644**
 For prompt despatch of stock orders




Parts for all OHC Models 1929 to 1936

View our Website www.sportsandvintage.co.uk
which is regularly updated with special offers

Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.
 illustrated catalogue Visa - Mastercard welcome

  **SPORTS & VINTAGE**
 MOTORS
 SHREWSBURY LIMITED

Upper Battlefield
 Shrewsbury SY4 3DB
 Telephone: 01939 210458
 Fax: 01939 210644

   **BRITISH MOTOR**
 HERITAGE APPROVED

BAYNTON JONES

HISTORIC MOTORSPORT

**Bob and Charles Jones for Restoration and Preparation of
 Triple-M Sports and Racing cars**

**Engine Rebuilds for Road or Competition
 Steering and Suspension Components
 High Performance Camshafts for Every Triple-M Model
 Forged Pistons**

available exclusively from BAYNTON JONES :
OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.
UPRATED VALVES, VALVE SPRINGS AND RETAINER CAPS
STANDARD AND BIG BORE K,L,N-TYPE BLOCKS

TEL : +44 (0)1747 858915 sales@baynton-jones.co.uk



Colin Murell supplied these photos and reported that it was a wonderful day (despite the damp morning) down at Wiscombe Park, Devon, where the VSCC held their yearly hillclimb. Above: Miss Emma Withers in a blown J2 belonging to D.H. Potter. Below: Frank Ashley (M-type)

