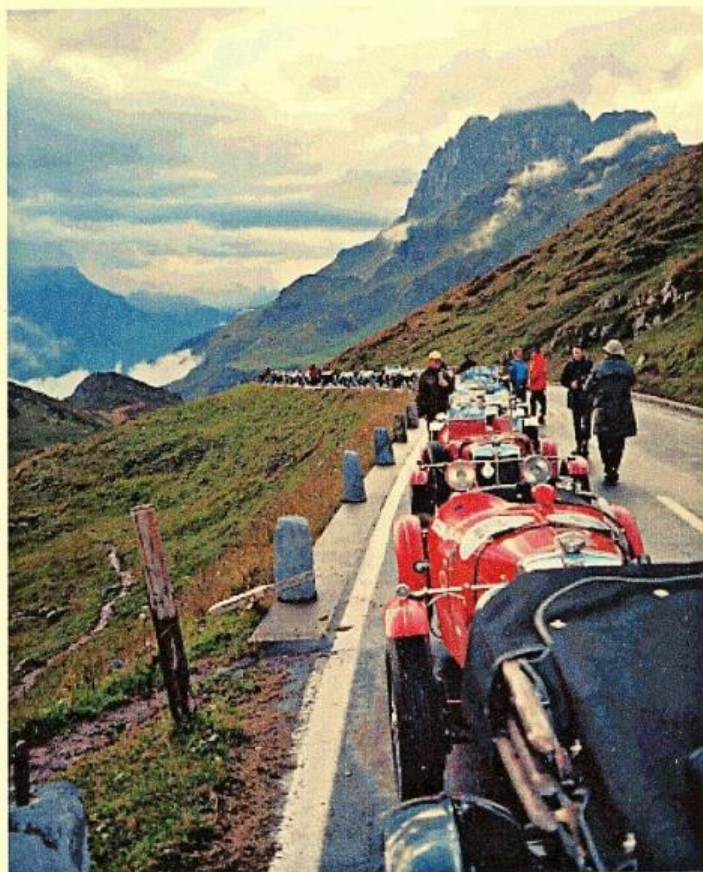


TRIPLE-M REGISTER BULLETIN



APRIL 2003





J H T Smith's K3 at Silverstone in the 70s

Photo: G. Arrondelle



Micheal Roy's J2 at the Bexhill 100 Centenary Run

TRIPLE-M REGISTER BULLETIN

April 2003

EDITORIAL – Phil Bayne-Powell

e-mail philip.bayne-powell@camerontaylor.co.uk

Here we are poised at the start of a new season, and hopefully with all your cars suitably overhauled, repaired or improved over the winter months. Now is the time to be planning those long summer weekends on the open road, and especially getting your entries in for the Register main event of the year, the Sherborne weekend of the 4th-6th July, which Alan Grassam has so ably organised for us all. I hear that the hotel is getting booked up fast, and Alan has had to reserve more places for us. So, if you haven't already done so, get your entry in, for what promises to be a great weekend amongst like-minded nutters!

You may have heard that the committee is looking at the role of the Area Representatives, and trying to define their brief. My feeling is that they should be the link between the committee and the people in their area, and to arrange for local members to join up to go to events together, or else run their own little event. They should know who is in their area and try and encourage people out to events, or to encourage them in their restoration. How about garage visits, as they do in America?

Do you do heel and toe braking on your Triple-M car? This is done so that you can brake and change down at the same time, thereby using the braking effect of the engine to help, as well as being in the next, gear ready to pull away from that round about or junction. This is normally done by twisting your foot, so that the heel is on the brake pedal, and the toe on the accelerator, enabling you to blip the engine to get the revs right to snick into the next gear. I have never mastered this, and have developed my own alternative, which may be old hat to some people, but hopefully new to others. Since the pedals on our cars are so close together, it is possible to brake normally with the right foot, but at the same time rolling the foot towards the accelerator sufficiently to blip the throttle just

Front cover: Top of the Klausen hill climb (photo B.Foster)

enough to get the revs right for the next gear. Let me know if other ways work for you.

Our Triple-M rally to Normandy hasn't filled up as well as last year, but this may be because we have had to bring it forward to the beginning of May.

I have been busy putting a new sloping roof over the leaking flat roof of the garage, which is now almost finished, enabling me to get back on with the car's winter overhauls. The leaks have been cured in the garage, but there are some also in the house, but they will have to wait!! With the overhauls done, I shall be able to get back to sorting out the C-type, and its oiling No 2 plug. It will hopefully be out at the Brooklands MG Day on 6th April. It now has a nice rope covered exhaust pipe courtesy of Pete Arnell who provided the correct material.

The M-type had started to sound like an ack ack gun, having blown its exhaust manifold to head gasket at the Brooklands VSCC Driving Tests. After I had taken it off, the manifold was found to be bowed, at the front and the back, leaving a large gap, which the gasket couldn't seal properly. As time was short, my daughter, Annette, having entered it for the Naviscat on the 15th March, I tried a combination of grinding off the high spots, and rubbing the manifold up and down on some carborundum paper, held flat on to a stiff piece of ply. I then used the old gasket in the centre, and the new gaskets at the ends; these gaskets conveniently coming in three pieces. It started up without any nasty exhaust noises, so I hope my solution has worked.

This year is the $\frac{3}{4}$ Century of the M-type, which we are celebrating with a display in a marquee at MG Silverstone. I am trying to get a Le Mans M-type, a 12/12 car, as well as a Sportsman's coupe, and my own Jarvis bodied car. there will be display boards telling the story of the M-type, with photographs. We are inviting all M-type owners to come and fill the car park at the marquee, and we are asking them to give us details of the car that they are bringing, which will be set out on an individual board for each car. We shall be shortly contacting you M-type owners with a form to fill in, if you are coming, giving us the details to put on your board. We are also hoping to have commemorative mugs, as well as embroidered badges to sew onto your T shirt, overalls, beret or wherever else you fancy putting it. I am also trying to get some commemorative posters made up. We will also be having a 3-lap

parade round the track, to recreate the "scuttling of M-types" that the Bentley Boys complained of at Brooklands many years ago! So all you M-type owners, now is the time to get that car out.

We are getting envelopes coming in from our UK members still with only 27p stamps on (and sometimes even 19p!). The Register has for over a year now been topping up the postage to the 33p needed. This has been costing £15-£20 an issue, and needs to be terminated, as agreed at the latest committee meeting. This Bulletin therefore will be the last Bulletin where we shall be topping up the postage.

From the June issue, if you have not put enough stamps on your envelopes, you will get the Bulletin sent out in the envelopes you have provided, and so you may have to pay a surcharge, as well as the handling fee of 80p. The moral of the piece is to send the envelopes with 33p stamps for second class delivery, or 41p stamps for first class. Also when sending your envelopes, make sure that you have put enough stamps on the enclosing envelope.

All this is spelt out in the reminder form that is enclosed with your last SAE. Your co-operation in this will help to reduce the amount of unnecessary work that Rosemary and I need to do to get the Bulletin out to you

John James

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NEW! Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4 each. *Compare prices* of Top Quality Camshafts: J2 @ £169, P @ £200, N @ £299 each. Vertical Drive pinion and camshaft gear sets (spiral bevel) for most MMM £150 (dynamo/crankshaft gear sets also available). Front hubs for most MMM £52 each, Rear hubs for most MMM £54 each. Spinners, engraved Rudge Whitworth £32 each. Half shafts for most MMM £32.50 each, PA/PB leaf springs front £60 each, rear £60 each. Brake shoe pull-off springs 8" brakes £2 each, 12" £2.45 each., oilite bushes for 12" backplates £1.50 each. Hub retaining ring (all models) £9 each, tab washer for same £1 each, tab washer for differential £1 each, Clutch springs, set of 12 for P/N £24 set, set of 6 for D/J/F £18 set. "Mouse trap" springs for P/N clutch £2.40 each. Bearings at low prices e.g. Front hub inner and outer (ball races) for most MMM £13 per hub.

NOW READY: *Rocker shaft rear support casting for J types - only £37.50.*
ON THE DRAWING BOARD: *camshaft front housing & rear pedestal for J-types*

ONE ONLY OF EACH: P/N CW&P set (8/43) £260 - PA/B Oil Pump Gear set

AGM & Committee Meeting - 2nd March

The Chairman reported a successful year with the Prescott weekend being well attended. The Register web site is virtually ready to go on line now, hopefully in April; the web site will cost us £50 a year. The Bulletin has been very successful, now reaching 320 members, with 60 of those overseas. The Register rules have now been finalised, and are printed in this Bulletin, as well as with the register listings.

The Secretary is making a list of all Register trophies, and their holders to help ensure that they get awarded annually.

The Treasurer reported that last year's Yearbook had broken even. The Library had made a profit of £1753, which was included in the total profit on books and publications of £2991. Prescott made a profit of £171, with another £176 coming from the raffle at the dinner. The administration costs came in at £2117, which was less than the previous year, and included a cost of £200 for setting up the web site; however the largest cost was for postage at £997, a lot of which was the cost of topping up incorrect postage on the Bulletin envelopes, and will be reduced for the coming year. The total profit for the year was £1710, compared to a loss of year 2001 of £2344, which was largely due to the 40th Anniversary event.

The committee was all re-elected for another year, with the addition of John Reid, who is to be Yearbook co-Editor with Nick Wright, with a view to taking over the reins next year.

The role of centre co-ordinator has found to have been unnecessary, and so has been dropped, allowing John to take on his new role.

There are still some Len Goff K3 prints available from the Library.

The role of the Centre representatives was discussed, and it was felt that their brief should be formalised by the committee, in discussion with the representatives themselves. Some areas have quite active reps, while others are almost dormant.

The photograph album of Dickie Green's pre-war activities has been made up by Bryan Ditchman and Roger Thomas, and this can be seen at the club Head Office. Thanks to them for arranging this.

At the morning's committee meeting, the Chairman reported that the K3 Dossier booklet was being reprinted shortly, but with the details of all the racing models, with a change of title to suit.

There were now 3190 active registration numbers.

The Herts County and Aero Club are reintroducing their sprint at Debden, which will be included in the Championship. All racing cars will now need to be fitted with transponders; these cost about £120, or else the club will be hiring them out at £25 a time, for those who are not regular racers. The Ards TT 75 year celebrations unfortunately clash with our Silverstone meeting, and we are likely to lose a good number of our entrants to that special event.

The Yearbook is coming on well with its new publishers; Nick is still hoping to have it ready for the Brooklands MG Day on 6th April. There will be more colour pages this year. The price will stay the same at £8, following later discussions at the AGM about a proposed price increase.

The 75 year celebrations at Silverstone are drafted, and four cars will be on display; a Le Mans car, a 12/12, a sportsman's coupe and a Jarvis bodied car. A display marquee will be provided by the club, and Malcolm Green has agreed to make up the text of the M-type history for general consumption, with some good photographs. All owners of M-type are being contacted to come along, and will be given a display board with their details, when they tell us they are coming and give us details. There will also be a 3-lap parade.


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TRIPLE-M REGISTER'S WEEKEND

4,5,6 July 2003

Following the success of the 40th Birthday Celebrations and Prescott 2002, the Register is organising a social weekend based in the historic abbey town of Sherborne, Dorset.

We have negotiated an excellent deal with The Sherborne Hotel, which has 57 modern en-suite rooms and full facilities. There is dedicated parking for our cars. This attractive hotel is situated in pleasant surroundings on the edge of the town, within walking distance of the centre.

The price is £45 per person per night for dinner, bed and breakfast, £30 for bed and breakfast.

Friday: Arrive from 3p.m. and register. Evening free, but there will be suggestions for those who may like to go for a short drive.

Saturday: Drive by scenic route to Stourhead (National Trust). During the drive there will be a photographic treasure hunt, also a stop for refreshments. A two-course lunch, including a glass of wine, is laid on at the house.

In the afternoon people may go round the house and/or gardens at group rates. (Free for N.T. members.) While the cars are parked at the House, they will be judged for concours. There will be a scenic drive back to Sherborne, with a suggested stop for refreshments.

Evening: Dinner at the Hotel. Any suggestions for an entertaining guest speaker are most welcome.

Sunday: Drive to the Haynes Museum. An alternative scenic route will be available for those who may not wish to avail themselves of this opportunity.

Return to the Hotel for Sunday lunch and prize giving before driving home.

The finalised total cost per person, including lunches and entrances to attractions, will be £125. If you do not wish to stay at The Sherborne Hotel, there are ample B&B facilities in Sherborne. See last Bulletin for entry forms.

Fuller details are available from Alan Grassam, the Old Post Office Cottage, 7, High Street, Hardington Mandeville, Yeovil, BA22 9PJ, Tel.: 01935 863673, e-mail: agsquarecrackers@ukf.net

Dieppe Raiders News

We have now got our trip to Normandy organised for the May Bank Holiday weekend, and 20 lucky people are signed up for a fabulous few days with John and Lavinia Bevington. I'm sorry no more people felt they could make it, but maybe it is too early, and only three days instead of four that we usually have in France. Next year we have a break, as the Triple-M Luxembourg Rally takes place, over 1st-4th July 2004, and you should all try to make that, as it is a tremendous weekend. We shall be back to the Bevingtons in 2005!

The 9th Fougères Rally is taking place over the weekend of 23-26th May. This goes from Bagnoles de l'Orne to Fougères, with 4 days of gentle driving, French food and visiting places of interest. It is open to all pre-1962 cars. I have heard good reports of this event, and believe it is good value for money. Contact Patrick Rollet, 242 Rue de Morainvilliers, 78630 Orgeval, France. Tel and fax 00 33 139 757 149 after 8pm, or e-mail appf@club-internet.fr

The Jersey Festival of Motoring takes place over the weekend of 6-8th June, and I have had good report of the this from the Vintage MG guys. It combines a sprint on the sea front, hill-climbs with concours, cavalcades, and special visits. Contact Mrs Judith Genee, Valley View, Mont Misere, St Lawrence, Jersey, JE3 1FG. Tel/fax 01534 863424.

Unfortunately, the Ards TT 75th Birthday celebrations are taking place over the same weekend as the MG Silverstone meeting. I know quite a few of our racing guys are going over, and we wish them a good time, and expect to see a write up for the Bulletin.

The Danish European Event of the Year is filling up for the weekend of 25-27 July. We looked into the idea of going overland, but it would take about 2-3 days, as it is over 600 miles via Belgium, Holland and Germany. The Ferry goes from Harwich on the Thursday, arriving on Friday midday, to enable a short run to Vibourg for the afternoon signing in; the return ferry costs about £450, depending on accommodation and discounts. The event costs £82 per person, and the two nights at a hotel is a further £57. For further details, and entry forms, log onto their web-site at www.mgcc.dk

I have now received details of the 4th Weekend de l'Automobile et de l'Elegance at Etaples, which appears to be free, and includes accommodation as well as all the meals. I have entry forms for those who need them, but the closing date is tight.

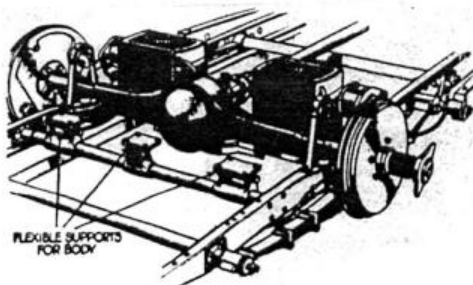
The Swiss International meeting is on the same weekend from 8-13th August. Information for this is available from Wim Jetten, Riegelweidstrasse 8A, CH 8841 Gross/SZ. Tel 4155 412 3734. E-mail meeting2003@mgcc.ch

Another popular event, especially for our competitive members, is the Assen British Classic Car TT over the 16th and 17th of August. No licences are required for the demonstration runs at this historic circuit, Contact Chris Pyke on 01722 323256, or e-mail christopher.pyke@tesco.net

The following weekend there is the 5th Etretat Hill Climb on 23-24th August, where a national licence is all that you need, apart from the usual gear! This is also reported to be good value for money, although the cost of the ferries does put the cost up. Contact Michel Deldon, 8 Residence les Coquelicots, 76790 Gerville, France. Tel/fax 00 33 235 270 660.

On 6-7th September, there is the two-day Dieppe Retro, for which you will need to book your accommodation now, if you intend to go, as there is a rival rally on that weekend, and the Presidence hotel, where we stayed last yea, has been block booked already. I will try and get some discounted ferry tickets nearer the time.

Later in the year there is the Circuit des Ramparts at Angouleme over 19th- 22nd September. No racing licences required for demonstration runs round the houses, with a tour around the countryside also thrown in. Contact ACOCRA Circuit des Ramparts, 2Rue Fontgrave, 1600 Angouleme. France. Tel 00 33 545 949 567 or fax 00 33 545 949 566.



FUTURE EVENTS

6 th April	Curborough Sprint	01299 401177
5 th April	MG Brooklands (sprint/ autotests)	0208-657 2714
6 th April	MG Brooklands (POO /driving tests)	01932 857381
26 th -27 th April	Classic Kimber Trial	01935 863673
3 rd -5 th May	Triple-M Normandy Rally	01483 811428
11 th May	Regency Run	01235 555552
20 th -22 nd June	M.G. Silverstone	01235 555552
4 th -6 th July	Sherborne Weekend	01935 863673

Car Of The Year. 2003 To 19th March

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	29
2 nd =	909	J2-PA/s	FW 3909	Bill Bennett	11
2 nd =		J2/s		Colin Bird	11
4 th =	1428	J2	DG 6142	Nick Bengier	8
4 th =	348	M	VU 4037	James Mumford	8
4 th =	1367	PA	MG 3921	John Wells	8
7 th	2492	PA	WP 6540	Richard Lee	6
8 th	691	NA	BYU 271	Rosemary Bayne-Powell	5
9 th	317	Jarvis M	GP 1856	Philip Bayne-Powell	3
10 th =	2134	K1/s	MG 3094	Peter Fenichel	2
10 th =	1537	PA/s	LV 8989	Tim Beckh	2

**SLADE TROPHY 2003
to 19th March**

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	8
1 st =	J2/s	Colin Bird	8
3 rd	PB/s	Ian Williamson	7
4 th	PA/s	John Wells	4

**TRIPLE-M SPEED CHAMPIONSHIP 2003
PROPOSED EVENTS**

The results from your best five events will count for the Championship

Races

21st June	Silverstone	MGCC Main Club
22nd June	Silverstone	MGCC Main Club

Sprints

6 th April	Cornbury Park	Benjafields Racing Club
5th May	Colerne (Wessex)	MGCC SW Centre
22nd June	Silverstone	MGCC NW Centre
3rd August	Curborough	MGCC Midland Centre
5 th October	Debden	Herts County Auto & Aero Club

Hillclimbs

12th July	Loton Park	Hagley & District MC
20th Sept	Wiscombe Park	MGCC SW Centre

THE MG CAR CLUB TRIPLE-M REGISTER

1. PURPOSE

The **Triple-M Register** is the section of the M.G. Car Club catering for the overhead-camshaft **Midget, Magna and Magnette** models built between 1929 and 1936, hence **Triple-M**.

The objectives of the Register are:

- a) To maintain a register of surviving cars, recording their history and other relevant information;
- b) To encourage the continuing use of Triple-M cars both on the road and in competition;
- c) To organise and assist others in organising competitive and social events;
- d) To provide technical advice, and encourage the exchange of spare parts;
- e) To make available copies of original Triple-M literature and other material from a library;
- f) To publish a bi-monthly Bulletin;
- g) To publish an annual Year Book.

2. OPERATION & MAINTENANCE OF THE REGISTER

The Triple-M Register Listing is a compilation of information kept for the Register's own purposes. It is maintained and published for general information only and does not confer authenticity. The list includes surviving complete cars, and cars that contain only some components originally supplied by the M.G. Car Company. The inclusion, or exclusion, of any particular car, or specification, is at the sole discretion of The Triple-M Register Committee. Although care is taken in accepting cars for inclusion in the listing, it is not possible to scrutinise every entry, nor is it possible to verify the accuracy, or genuineness, of the information the Register receives to compile and update the list. The Triple-M Register Committee and the M.G. Car

Club accept no liability for the accuracy or genuineness of the information in the list.

Details of any Triple-M car to be added to the Register, or the updating of information on a car already on the Register, should be submitted to the Registrar using the 'Triple-M Registration and Update Form'. This form is normally supplied with the Register "starter pack" given to new members. It can also be obtained from the Register Secretary or the Registrar.

When a qualifying Triple-M car is first accepted on the Register it is allocated a Triple-M Register Number. This number remains with the car permanently, regardless of any future change of ownership. No charge is made for adding a car to the Register.

Non-qualifying cars (or parts of cars) will be entered into the Register provided they are based upon a Triple-M model chassis, but will not be allocated a Register Number.

The guidelines for "Triple-M Register Registration and Register Number Allocation" are reproduced below.

Triple-M Register Registration and Register Number Allocation

Guidelines for Register Listing

The chassis number, stamped on the right hand front dumb-iron knuckle of a chassis is used by the Triple-M Register as the car's Primary Identity Indicator. Before a car is listed on the Register it must qualify under one of the following criteria.

1. A car built on an original Triple-M chassis clearly showing its original chassis number will be listed in the Register under that number.

2. A car built on an original Triple-M chassis which does not clearly show its original chassis number will be listed in the Register under chassis number "A ?????" where "A" is the model letter designation for the chassis used.

3. A car that has a history that shows there was more than one MG factory supplied chassis for the same chassis number, will be registered under that chassis number if it is based on the

original/first chassis or, in the case of a car based on the factory replacement/second chassis, with that chassis number and the suffix "/2".

4. A car built on an original Triple-M chassis which does not clearly show its original chassis number but has sufficient physical or documentary evidence to link it to an original number, will be listed in the Register under that number unless it is proved otherwise.

5. A car built on an original Triple-M chassis that has been repaired at the front using the front end from another Triple-M chassis that shows a chassis number from a different car, will, providing the other major components, including the remainder of the chassis, are from the original car, be listed in the Register under the original chassis number for that car.

6. A car built on an original un-numbered or modern reproduction Triple-M chassis which does not have any significant parts from the original car it claims to be, but has a convincing set of documentation stating a chassis number, will be listed in the Register under the appropriate model designation with the suffix "copy".

7. A car built on a modern reproduction Triple-M chassis but having an original front knuckle clearly showing its original chassis number, will be listed in the Register under that number with the suffix "new chassis".

8. A car built mainly of original factory supplied components but on a modern reproduction Triple-M chassis with the front knuckle not clearly showing its original number will be listed in the Register under chassis number "A ????" with the suffix "new chassis", where "A" is the model letter designation for the chassis copied.

A complete original chassis clearly showing its original chassis number will be listed in the Register under that chassis number with the suffix "chassis only".

Guidelines for the Allocation of Register Numbers

A Triple-M Register Number will be allocated to the following Register entries;

1. A Triple-M car, which is complete, road-worthy and consists of all original Triple-M components.
2. A Triple-M car, which is essentially complete with its original chassis and original Triple-M components whether road-worthy, under restoration or dismantled in storage.
3. A Triple-M car which is essentially complete with its original chassis but includes some reproduction Triple-M components, whether road-worthy, under restoration or dismantled in storage.
4. A Triple-M car built on a reproduction chassis if there is overwhelming evidence that the remainder of the major components come from one Triple-M car and that the original chassis is no longer in existence.

A Triple-M Register Number will not be allocated to the following;

1. A Triple-M car built on a reproduction chassis and without an original identity.
2. A Triple-M car that displays a chassis number that is not correct for its chassis (original and reproduction).
3. A Triple-M "chassis only" entry.

Notes

A Triple-M Register Number always stays with the chassis on which the car was built, when the Number was first allocated. It is not transferable.

The Triple-M Register Committee reserve the right to suspend a Register Number if a car contravenes these Guidelines.

Any member of the MG Car Club who is the owner of a listed Triple-M car can discuss the classification of their car with the Triple-M Register Committee.

M-TYPE ? What M-TYPE ?

By Bob Hudson

In 1959 I bought a manx-tailed M type from a colleague at work and used it daily. I raced it at MG Silverstone in 1960, I then lent it to a friend, who was rebuilding a P-type; in September the P was finished, and the M was returned, just in time, as my f**d special broke down a few days later.

I was Captain of the Thames Valley Skiff Club at Walton on Thames, and with our annual dinner in October, I needed transport.

The dinner was held at the Anglers Hotel beside the river at Walton on Thames.

After an excellent evening, I went to the Anglers late the following morning, to collect some Trophies. I parked the M-type outside on the tarmac wharf, which had a slight but increasing slope down to three wide steps to the river.

I had a beer, and chatted to some friends at the bar, and after about half an hour collected the Trophies and left, NO M-Type !!! I returned to the bar, and phoned the police to report the theft. No trace of the car was found.

The following summer my brother, David, was at the TVSC boat house, which was next to the Anglers Hotel, when some boys swimming in the Thames stood up in about 8 feet of water off the wharf steps, and when questioned, said they were standing on a car. David dived in to investigate, and found the M-type.

As river cruisers moored at the wharf, we knew that the car was a hazard to these vessels, and decided to rescue it. At this time Mel Jones had a Bedford van transporter with a winch, this was driven on to the towing path just down stream of the Hotel, and with some difficulty, a rope was attached to the rear of the car, which was winched out of the river, and on to the towing path, using the ramps from the transporter.

The car had been hit by some river craft, as the windscreen, front wing and radiator shell were damaged. When we got the car home, we found the engine could still be turned over on the handle, the sump had been broken going down the steps into the river, and all the oil had floated up into the bores.

The distance from where the M was parked on a very slight slope, and where it went into the river was about 75 feet, on

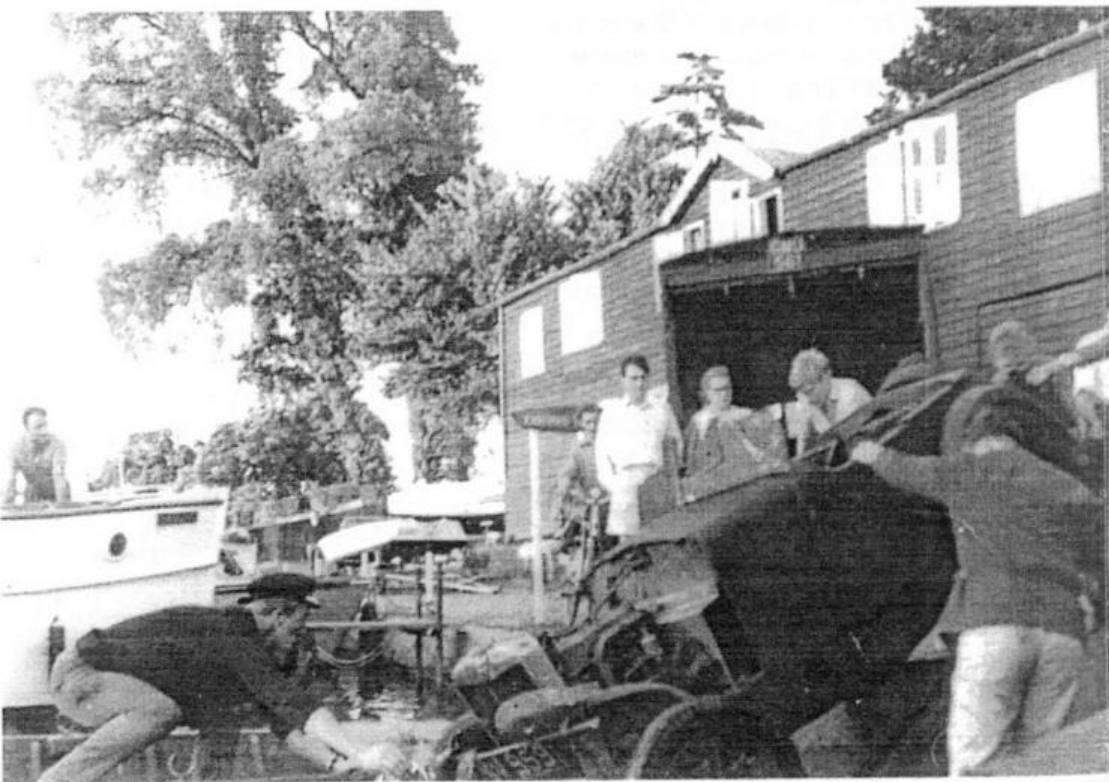
approximately a ¼ circular path. How did it happen? Did I fail to put the hand brake on properly, or at all?

Did the hand brake fail? Did someone tamper with the car?

We shall never know.....

Some six or seven months later, a short note appeared in the Editors column in Safety Fast, asking if the rumour about an M-Type being rescued from the River Thames was true. I wrote to Wilson McComb confirming the rumour, which led to Sandra and I having a day at the MG factory, and lunch with Wilson at the Magic Midget –we went in the C-Type in its first re-incarnation, but that's another story. The M-type I swapped for a pair of aero screens! Its registration number is (was) NV959 and it is on the MMM Register at number 20, owner Geoff Fox.

Does any one know if it still exists?



Roger Daniell's Q-type

By Colin Butchers

INTRODUCTION

In 1963, Roger Daniell bought an MG sports car from Doug Bagshaw, who had crashed it whilst carrying out tests at Mallory Park, and Doug told him that it was a 1934 Q-type MG, which had been owned before the war by W.E.Humphreys, the well-known Brooklands racing driver. The Chassis number of the car had been polished out many years earlier, and it had been fitted with a tuned KN 6-cylinder power unit, which had come from a police car. The original Q-type engine had been removed in the mid Fifties, and sold to Geoff Monk, who at the time owned QA 0252. Doug had also fitted the car with a lightweight Fifties style 2-seat body, so that it would be eligible for sports car racing, and during his ownership of the car, he often referred to it as the "Q Magnette".

Roger made contact with previous owners, Geoff Lant (1948-1956), David Murray (1946-48) and Brian Finglass (1945-6), who all confirmed the origins of the car, and contributed photographs, anecdotes, etc, which prove continuous ownership of the car from the time Brian Finglass bought it from Humphreys in 1945, and through Humphreys, to pre-war days. When Finglass purchased it, the car was in pieces, and consisted of a rolling Q-type chassis, standard two seater Q-type body, Q-type engine (1382A/06) and many other Q-type bits and pieces, including two brand new and unmachined bronze cylinder heads. The engine, when new, had been fitted to chassis number QA 0256, which had been first owned by Dr A.R.Samuel, between 1934 and 1936, when it was bough by Bill Humphreys. In the pre war years, this car had been developed by Robin Jackson at Brooklands, and the engine had been highly tuned, and incorporated a special crankshaft and con rods designed by Zillwood Milledge, and fabricated by Jackson. Some years ago, Brian Finglass wrote an article for the Brooklands Society Gazette about the car, which he had bought from Humphreys, and in a letter written to me, it is clear that he believed the car to be QA 0256.

Based on the information given to him, Roger assumed, not unreasonably, that his car was QA 0256, and in the early years of the Triple-M Register, he arranged for his car to be added to the Register, and number 362 was allocated.

THE PROBLEM

Shortly after the car had been accepted by the Register as QA 0256, reports started to emerge of two Q-types in Australia; one being QA 0257 (which went to Australia from new), and the other which was claimed to be QA 0256. This car had been bought at the end of 1938 by Leo Kelly, who had bought it unseen from Robin Jackson, and whilst the chassis number had been polished out, it had a standard Q-type body with guarantee plate, bearing the chassis number QA 0256. The engine number shown on this plate is 1382A/06, but in fact the engine actually fitted to the Australian car is number 1259A/04. To digress, 1259A/04 had left the factory in June 1934 in QA 0254, when the car was bought by Kenneth Evans. Three months later the engine was misbehaving, and the factory swapped it with the engine from the Olympia Show car QA 0258.

Engine 1259A/04 was rebuilt and installed into QA 0258 by the time that this car was bought by Dudley Folland in March 1935.

The question of whether or not the Australian car is QA 0256, was clarified by an article written by Robin Jackson for the Brooklands Society Gazette. This article describes the development work carried out on the Samuel/ Humphrey car 0256, up to the end of 1938, when it was sold to Australia. After the war Jackson visited Australia, and at one stage was reunited with QA 0256, and was able to point out many of the special modifications, which he had introduced in pre war days. Furthermore, in the mid Fifties, he was instructed by the Australian owner of the car at that time, Peter Vennermark, to make up a new set of valves, and the job sheet from Jackson's works records refer to the car as "ex Samuel Q-type". Quite clearly, Jackson had no doubt that the Australian car was the ex Samuel,ex Humphrey car QA 0256.

THE ALTERNATIVES

If Roger's car is not QA 0256, what else can it be? Before he bought QA 0256 from Dr Samuel, Bill Humphreys had built a 750cc car for racing and record breaking at Brooklands. The work on this car was described in several motor racing magazines at the time, and it was reported as being a J3 chassis fitted with a Q-type engine. When completed, this car was driven by Humphreys, and Bert Denly in the 1936 500 Mile race, coming in 8th overall, and winning the 750cc class. Shortly after this race, Dr Samuel's very fast Q-type came up for sale, to be bought by Bill Humphreys, and the J3 special

was not heard of again. I was told in a letter from Bert Denly that much of the preparation work on this car was carried out in his own time by Nobby Marney from the MG factory, and I am sure that the information regarding the J-type origins of the chassis are correct. As the Q-type chassis is longer, wider and more importantly deeper in section than the J series, I would suggest that this car can be eliminated from the current discussion.

A second alternative is that Roger's car is based on a spare and unlisted Q-type chassis. Certainly a number of K3 chassis were available, but unlike the K3, the Q chassis was quite unique in its dimensions, and these were not shared with any of the production models. Consequently, a spare works chassis, whilst a possibility, must be regarded as remote.

Of the eight Q-type made, only two are currently unaccounted for, namely QA 0251 and QA 0254. QA 0254 was sold new to the Evans family in June 1934, and in 1935 it was fitted with a beautiful single seater body designed by Wilkie Wilkinson, which at the time was much photographed – usually in the hands of Doreen Evans. In 1939 the car was sold to Percy Clare, and by 1950 it was in the hands of Jim Lafone. Several photographs of Jim in the car in 1950 have been published, and the car looked virtually the same as it did in pre war days. Reports written at the time, confirm that 1950 was a very good year for Lafone and his Q-type. With successes at Queensferry, Altcar, Brighton, Redcar and St Andrews, were he was often competing in the 750cc class against the new Formula 3 500cc racing cars.

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By the early sixties, ownership of the car had passed to Tom Norton, who lived in the Solihull area and competed under the name of "T.Dryver". Eventually the car disappeared from the scene, after Norton had moved on to faster cars, including an ERA. Whilst some doubt may exist as to whether any parts of QA 0254 have survived, the fact remains that in 1950 it was being campaigned actively by Jim Lafone, and at the very same time, Roger's car was also very active in the hands of Geoff Lant, but it would not surprise me to find out that both cars competed against each other at some events.

As to the other "missing" Q-type, QA 0251 left the factory in May 1934, and achieved a number of great things in the hands of Bill Everitt. By the end of the 1934 season, ownership had passed to Jock Manby-Colegrave, and by March 1935 it had been fitted with a very slim single seater body made by Jarvis of Wimbledon. Manby-Colegrave was busy at the time with his K3, and the driving of the Q-type seemed to have been left to Dudley Froy, and his racing mechanic Jack Wren. The car appeared on a few occasions at Brooklands and on the continent at Nurburgring, Albi, Lorraine and Leghorn, apparently without much success. Its main claim to fame in single seater form came in June 1935, when Wren achieved second place in the 800cc class at the Eifelrennen, at Nurburgring, behind Kohlrausch's "Magic Midget".

The car is believed to have been crashed in 1937, although as yet I have been unable to confirm this from historical records. Possibly the information was provided by George Harvey-Noble who, via Robin Jackson, bought the body, engine and gearbox from the crashed car at the end of 1937, or the beginning of 1938, as spares for his own single seater QA 0258. What is certain however, is that a photograph of QA 0251 in the paddock at Brooklands, with Froy at the wheel, was published in the "Sports Car" magazine in May 1937, and therefore the likelihood is that the crash occurred after that date. I was told by Harvey-Noble, that the engine and gearbox from QA 0251 were passed over to J.O.C.Samuel at the end of 1938, when Samuel bought QA 0258, whilst Harvey-Noble fitted the single seater body from QA 0251 to the K3 owned by Gerald Sumner, and which he often drove.

It has been suggested that the remains of QA 0251 were incorporated into QA 0258, when it was rebuilt into single seater form; but I think this must be open to question. QA 0258 was crashed by

Dudley Folland (using the name "Tim Davies") at Donnington on the 12th April 1935, and the damaged car found its way to Robin Jackson. The whole car except for the body, was bought by Harvey-Noble, and in the early part of 1936, Jackson started work on converting the car to single seater form. The work carried out has been described in considerable detail in three published articles, and in none of these is there any mention of parts from QA 0251 being used in the rebuilding of QA 0258. Furthermore, during several conversations with me, Harvey-Noble made no mention of this, although as stated previously, he confirmed that at some time in 1937 or 1938, the engine and gearbox were acquired as spares for QA 0258, and were passed on to Johnny Samuel with QA 0258 at the end of 1938.

The first event for the rebuilt car, was at the 1936 August Bank Holiday meeting at Brooklands, and from then on the car was in frequent use until the end of the 1936 season. During the winter of 1936/7, the engine was fitted with a bronze cylinder head, and competition recommenced at Brooklands at Easter 1937. In August 1937, Harvey-Noble took the Class H Outer Circuit lap record with QA 0258, and two weeks later, he made an attempt on the Class H One Hour record, during which the crankshaft broke. Rather than rebuild the damaged engine, (1259A/04), Jackson fitted an R-type engine, which, bearing in mind that only four months earlier the photograph of QA 0251 - intact and with Froy at the wheel - had appeared in the "Sports Car" magazine, tends to suggest that in August, Harvey-Noble was not in possession of the engine from QA 0251. As mentioned earlier, engine 1259A/04 was actually rebuilt and was fitted to the Bill Humphreys car QA 0256, when it was sold to Leo Kelly in Australia at the end of 1938.

During my conversations with Harvey-Noble, I asked about the chassis from QA 0251, and whilst at first he could not remember what had happened to it, he thought that Robin Jackson had kept it. On the occasion of our last meeting, he confirmed that this was so, and he went on to add, that Jackson straightened, and refurbished the chassis ready for reuse, and in March 1939, it was sitting in the Jackson Shed at Brooklands, next to the hill-climb special "Freikaiserwagen", which Jackson was working on at the time. Jackson and Harvey-Noble apparently had a discussion about fitting a Q-type engine to the rear of the QA 0251 chassis to form a hill-climb special, and whilst this was no more than a passing idea, and

came to nothing, it adds a touch of authenticity to the statement, that the QA 0251 chassis was in existence in March 1939.

CONCLUSIONS

The chassis of Roger's car is of the correct dimensions for a Q-type, including the same deep chassis section as used in the K series, and it has been seen by a number of prominent MG people, including some who have either owned Q-types, or have had considerable experience in building replica Q-types. Those that I have spoken to, seem to be quite certain that Roger's chassis is genuine.

With this in mind, I think that there are only two possible conclusions. Firstly, it could be a factory replacement, supplied to Bill Humphreys before 1939, but I think that this is most unlikely. The most likely explanation is that after March 1939, Bill Humphreys, a frequent visitor to Jackson's premises, saw the refurbished chassis of QA 0251, and bought it with other Q-type bits and pieces, including a standard two seater body, and two unmachined heads, to go with the very hot engine 1382A/06, which he still owned. Humphreys was a motor trader, and had sold QA 0256 at a very good price, only five or six months earlier, and possibly hoped to make a similar good sale from the newly acquired bits. Whether this was his intention, or whether he planned to race the car, we shall never know, because before he could proceed, the war started. After the war his health was deteriorating, with the result that he sold the whole "kit of parts" to Brian Finglass.

FINAL THOUGHTS

When I was Registrar of the Triple-M Register in the early Seventies, I was faced with the problem of having two QA 0256s, and ever since then I have been determined to sort out, once and for all, the origins of both cars. To that end, I have spent a fair amount of time over the past 30 years, in talking to, or writing to, those people who might have been able to help, as well as scouring many magazines of the period to trace any reference, which might be relevant. Whilst I have not been 100% successful, nevertheless I feel that I have reached the point where the likelihood of further information emerging, is very remote.

I am aware that Harvey-Noble considered that QA 0251 ceased to exist in 1937 or 1938, when the car was broken up, and he sent the engine and gearbox in one direction, and the body in another, whilst

the chassis went in yet a third. However, nearly 70 years later we look at such things in a different light, and if we can be sure the chassis has survived, I think we must regard the car as still being in existence, albeit with a different body and engine.

I know that Roger is very keen to obtain a firm resolution, which will enable him to decide the manner in which the rebuild is to be completed. The 6-cylinder KN engine has been sold to another enthusiast, and he is currently building up a P-type engine to Q-type specification, which will include the original Zoller blower already in his possession. If the decision is that his chassis is from QA 0251, it is likely that a replica of the Manby-Colegrave/Froy single seater body will be built, so that the car can reappear in the guise in which it last raced in pre-war days.

IMPORTANT MMM NEWS

It has come to our notice that many of you, and certainly many new MMM owners, are not aware that we once again have a NEW spares service. Already our inventory is over 1600 new MMM parts with more being added every month. This is of course coupled to our long established service of original and rare items both s/hand and restored. So between all the services you could probably obtain most, or all, of your needs.

Please fax us a list of your requirements, without obligation, to obtain an up-to-the-minute quote. With our new low pricing policy, where possible, we're doing our best to offer a valuable service.

LATEST ADDITIONS TO OUR NEW SPARES

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 MMM gear lever sticks - always breaking.....£89.50 ea
 Nickel plated 'Nesthill' pig-tail hose clips.....£10.80 ea
 Pre-war flywheel ring-gears.....£69.50 ea
 Perfect diagonal brass weave chrome radiator meshes.....£165
 New brass/chrome MG radiator shells.....£On quote
 8:43/8:41/8:39 c/wheel & pinion sets. 8 bolt/8 bolt.....£385 set

M type door locks/strickers.....£58 pr.
 J/F/K aerofoil wing stays.....£160 pr.
 Orig. patt. 'Cowey' tax disc holders.....£65 ea
 All models. Wiper motors. At last!.....£165 ea
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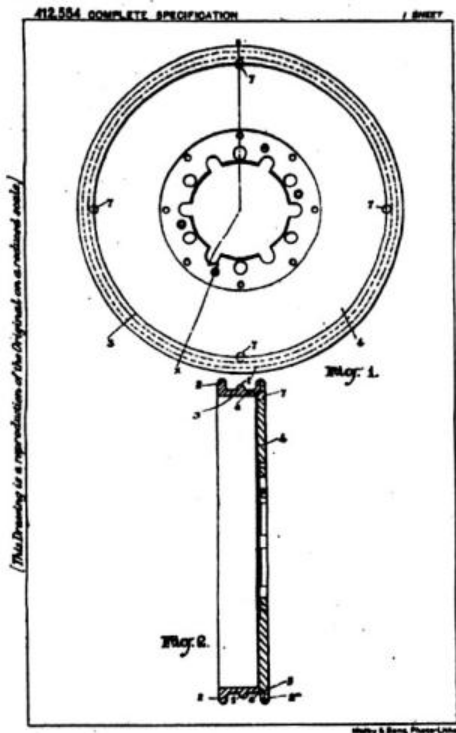
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Patent 412,554 – Brake Drums

John Reid

If you look closely at a Q-type brake drum, manufactured by H & H, you will notice a triangle engraved with Patent Number 412554, so I decided to find out what this was all about. This is where the Internet is really useful – logging on to the Patent Office website gave me access to the provisional

and full specification and the drawing, all for free! Thomas Holden of Old Hill, Staffordshire applied for the Patent, which covers improvements in the design and construction of brake drums, on 24th December 1932. The full specification was granted on 25th June 1934. Having stated that the majority of brake drums are constructed from cup shaped metal pressings which can distort under severe loads, he goes on to describe a two component composite construction to remove this problem and increase the efficiency of the drum. The rim of the brake drum is formed from a length of high tensile steel bar rolled into a circle, the ends then being electrically butt welded. This is fixed to a mild steel face plate, a recess being formed in the



latter's inner face to provide location for a corresponding recess turned on the inside of the rim. The two parts are joined either by spot welding at intervals or alternatively by threaded pins passing through holes tapped at the interface. The protruding ends of the pins are then welded. The benefits claimed are

- Withstands great pressure without distortion
- Comparatively light weight
- Powerful braking without locking
- No liability of the metal cracking
- Brake fade reduced to a minimum

A copy of the drawing which accompanies the patent is reproduced. So now you know!

Oil on the Rear Brake Shoes

From Allan Scott

The cause is wear on the oil seal lip, or the axle stub on which the lip seal runs. To get seal wear, there must be wear in the seal bearing. For the oil to get to the seal, the axle liner bushes must be worn also. Oil can also leak from the hub to halfshaft flange.

Why do rear wheel bearings wear so quickly? The rear bearing is a rigid type of ballrace, supporting a $\frac{3}{4}$ floating axle. A rigid race therefore restricts the cantilever action of the halfshaft. It will only tolerate 2 minutes of arc deflection, which it exceeds in a straight line under the car's weight.

Once the initial bearing wear has taken place, the car will run for a long time. There are still 60 year old shafts in use. However the load is now transferred to the halfshaft splines; this wears the hub by moving on the halfshaft. The poor old seal is wondering what its function is. The bearing is worn, the hub is worn, and the seal is worn. At this point the dreaded clonk is heard. 20 Tons is needed to press the shaft into the hub so that it is rigid; but most replacements only need 5 Tons.

As the hub moved from Triple-M to T-type, Mg must have tried to cure this, as they increased the bearing width from 15 to 18mm. They also tried closer tolerance bearings, which aggravated the condition. I read that the trials teams got through a batch of 12 shafts testing this mod. Over the years various bodeses were tried. The most common one was to weld the halfshaft to the hub. This is doubly disastrous. Rarely did they weld it square, and the welding temperatures weakened the steel. The stress reversal due to misalignment caused fracture. The good news is that it usually broke at the hub end, allowing easy extraction.

The weakest point of a halfshaft is the root of its spline, a diameter of $\frac{7}{8}$ ". After many years of clonking, a notch forms as a stress raiser which shears the shaft. In the case where the hubs are not welded, the shaft tries to migrate through the hub; this action pulls the shaft out of the differential. The splines wear as thin as 1mm, and then simply shear off. Efforts to prevent this include blocks of wood and old socks.

In 1967, years ago now, my J2 used to snatch in corners when leaning on its door handles; Geoff Coles told me to use self-aligning

bearings in the rear hubs. I did this, with alarming results, because I hadn't understood the foregoing need for rigid hubs. I thought then that the rigidity came from the bearings. The car became directionally unstable, but definitely ran freer in a straight line. Obviously, if my halfshafts had been rigid, I would have been able to drive quicker.

It was only at the T-Register rebuild, that it clicked! The answer to this conundrum has been available to us since 1963. It is still available in the form of a revised halfshaft, eliminating the hub splines by use of a taper at the hub end. I don't think Roger Furneaux has fully appreciated what he has achieved.

Moron Motor Mechanics

"We serve you right!!"

Steering problems – easy and cheap solutions

Case A – Slop in the joints?

Get them powder coated, but make certain you specify a good thick coat. Gums up nicely and reduces the play!

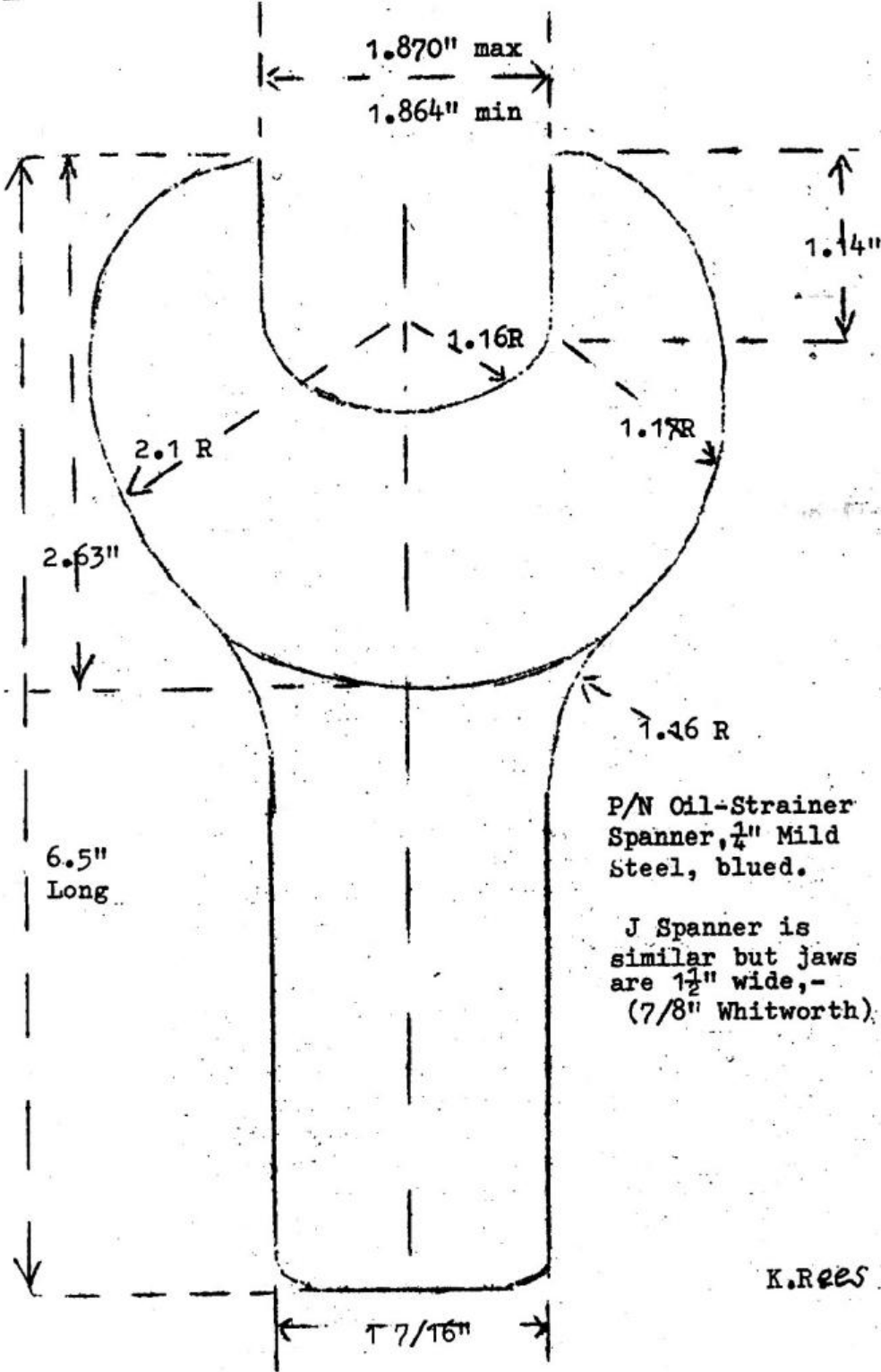
Case B – Weak springs in the track rod ends?

Just remove them and clamp up tightly, trapping the neck of the ball in the joint – no more play!

Case C – Worn Balls, (steering)

Braze them up, file to shape and refit – don't forget to grease them. Sell the car as soon as possible.

J.Jobsworth (mechanic)



P/N Oil-Strainer
Spanner, $\frac{1}{4}$ " Mild
Steel, blued.

J Spanner is
similar but jaws
are $1\frac{1}{2}$ " wide,-
($\frac{7}{8}$ " Whitworth).

K. REES

YOUR LETTERS

From Bill Bennett

Dear Philip

Thank you for a very good Bulletin. I can only imagine the amount of time it must take to prepare and dispatch.

The D-type is going extremely well, (*this was the car that I bought in a dreadful condition, and restored after a complete nut and bolt disassembly, and fitted it with a largely rebuilt body and a complete re-skin in ali to save weight. The engine was also up-rated to produce more power. It was a nice looking car, with a different rear end treatment, different to the standard D-type. I understand that it is now thought to have been a prototype foe the J1 – Ed.*), although it is inclined to smoke a little. I think I was a bit hasty using it for faster driving, after the engine rebuild, and therefore it probably hasn't bedded in properly. Now I have an NA 4-seater, the D-type doesn't go out quite so often.

Thank again for a great Bulletin.

Kind regards

From Paul Jarrold

Dear Phil

I've recently rejoined the club, after a number of years absence, and would like to get abreast of the times with regard to ohc cars. In the past I have owned an F-type, P-type, an ND, and a Cresta NA (which you came to photograph in that dreadful Ferrari) prior to its unfortunate exit to Switzerland – I'm not proud of that, rest assured! (*I had visited Paul in my beautiful 275 GTB Ferrari, which I still regret selling – but the offers were too good to refuse – the idea was possibly to buy the Cresta, but at least take some photographs for the records. It was an extremely original car in black with apple green upholstery, and had the Cresta Garage original plaque on the dashboard. It was rather spoilt because the new owner in Switzerland wanted a front mounted blower on it, which ruined the originality,*

although I suppose it is easily reversible. This car is currently owner by Patrick Dimier – Ed.)

I'm really curious as to the whereabouts of the little F-type. It was the Sapcote car, before I acquired it from Barry Walker. Having just received my new membership car from head office, the red car on the notepaper, that my card was 'installed' in, looked suspiciously like my old F-type. Any comments?

Look forward to catching up with whatever I've missed.

Best regards

From Pete Thelander

Philip

First of all, I want to tell you how much I enjoy the MMM Bulletin. You have given it a quality look and content that is rare in such volunteer publications. My wife and I edit and publish the newsletter for the Vintage MG Club here in southern California, and we know what it takes.

But what I really wanted to get to is the H. B. Shaw history we share - you with his ND, and I with his NE. It is quite well known that in 1935 he moved the engine from the NE to his ND. (What engine was in the ND and what became of it?) I have two possible numbers for the original engine in my NE - most likely 758 AN, or possibly 767AN. I am interested in knowing whether either of these engines is still with BKL 265. I notice that in the 2002 MMM Register, 767 AN is listed as the engine in your car.

A few years ago at the Monterey Historic races, Dean Butler approached me, and said he had an engine that was supposedly from one of the Nes, and was I interested in acquiring it. Eventually I did, and am putting it together now. It has the number 763 NE stamped in it (which my records indicate should have come from Syd Beer's JB 4608, which then raises the question what engine is in his NE?). It was interesting to me that the suffix was NE and not AN, as I had been lead to believe the NE engines were numbered no differently than the production Ns. I really hope to get a good look at as many of the NEs as I can when we are over for the Ards TT Anniversary Commemoration in June. It is just too bad that it falls on the same

weekend as the MGCC Silverstone meeting. I had hoped to get to both as long as they didn't coincide.

I thank you for any information you can share on this subject.

Happy MotorinG

From Ed Taylor

Dear Philip,

As usual, another good effort with the Bulletin to kick off 2003. Well done.

A recent article of Mike Hawke's, not in the Bulletin, but in February's MMM spread in Safety Fast, made me smile, and I could not help but comment. The article was "On Two Bearing Crankshafts". Ever since my J3 has been back on the road, over 12 years now, many people have told me I should change that old crank of mine before it breaks. Now for the first time, Mike with this article, has given me a little more faith in my piece of bent wire.

I purchased my J3 as a bucket of bits back in 1969, and the only engine internals left were the crank, nose gears and flywheel. Some one in the past had decided one of the buckets was full of such goodies that it shouldn't be left lying around! Any way, my crank was nicely rusted inside the block (see attached photo) and at that stage I assumed I would need a new one.

Subsequent removal, cleaning and crack testing proved it to be sound, despite the journals being closer to J2 size than the larger J3. I too, much like Mike, had not seen many (any!) C type / J3 style cranks. Clearly though, mine was much beefier than the J2 version, and I am quite convinced it is the cars original. I did consider alternative options, but with little money, the original was re-ground (again) and eventually pressed into service.

Well it still goes round quite happily, although it always has had a self imposed rev limit of not much over 5500 rpm, just in case. But as Mike points out, the Factory were quite happy to go racing with this style of crank. Not that I will now rush out and increase the boost pressure and put the foot down further. I have a great road car, it happily enters in rally's, sprints and hillclimbs and is lots of fun.

Cheers for now.

From Tony Jenkins

Phil,

I think Peter Prosser is wrong, when he comments that there is no record of a K saloon being blown. When I owned JB550 (the prototype), I seem to remember that the factory file stated that it had been used to experiment with blower installations, probably because it was overweight, and rather slow without! I didn't keep a copy of this file to but presumably it still exists.

Best wishes

From Charles Landells

Dear Phil

It is good to see the Bulletin going from strength to strength, perhaps one day it will absorb the Yearbook, which I seldom seem to be able to remember to buy. I'm never quite sure why a small "Register Fee" is not collected along with MGCC subscriptions, and we could all receive Bulletins or whatever in printed and franked envelopes; there must be a catch – it sounds too easy (*if only it could be done as easily as that, the fee would need to be collected every year by club office and the money given to the Register to go and buy the envelopes, and for the labels to be made up of all the members which then have to be put on the envelopes, and a franking machine obtained to do the various different postage rates to UK, Europe and the Rest of the World. By getting each person to provide the envelopes and stamps they are all ready to have the Bulletin inserted, which is easier for Rosemary and I every two months – Ed.*) Doubtless masses of people have asked all this before, and equally it must have been answered, perhaps in one of those Yearbooks I can never remember to buy!

You were looking for some rope stuff for exhaust pipes, which you've probably found by now – anyway, there is some boiler/stove door seal in the shape of a rope – not quite the same but near. Try a wood burner shop (*thanks for this information, which has come from a number of sources, and if the rope I have been given by Pete Arnell doesn't do the trick, I shall try this lead – Ed*)

The new style Bulletin certainly gets the thumbs up; and I take this opportunity to say thank you for all the hard work.

Yours sincerely

From Allan Scott

Dear Phil,

I am pleased to tell you that I now have the parts requested in my Bulletin advert.

Having discovered that my car is not the one I thought it was, I have applied to the DVLA for its correct registration. It should make an interesting article when the task is finalised. I have had the car since 1967, and Mike Hawke found the error only last year.

I have been an Area Rep for the T register for some while. The register update was conducted via the reps by area (e.g. Sussex), and by model division (eg T-ABC, T-DF). An SAE was sent to each member, and the response rate was over 90%. The survey established the car base around the local natters, and boosted local attendance for a while.

So job is co-ordination and organisation, but mainly an Agony Aunt to relay complaints. Technical help and morale boosting seem to be part of the remit also. Communication from the T Register committee is pretty dire and sparse.

I read your advice on brake shoes and linings. I have excellent braking on three wheels. On the fourth, the major problem is the wear on the cam, and the wear pad on the shoes. These pads are available for the P/N/L but not the J/D/M. First check the position of the brake lever. It should lay forward at an angle of 30 degrees to the king pin. When you pull the handbrake on, the lever should not pass the vertical line parallel to the king pin. The cable travel is ½" for 15 degrees of cam rotation. Fit a new cam and make sure the bushes have not torn loose in the back plates (a small brake problem only). I brazed mine in place. Check the brake shoe fit in the drum, adjust by filing the leading edge. Your brake specialist should do this anyway. J-type brakes are capable of locking up the standard sized wheels—they struggle with 16" wheels. Of course, pedal effort can be doubled, by using the handbrake.

Back in the sixties, I drove a J2 which exhibited similar symptoms to Derek Baty's J2.

First the fuel side. A regular duty was to remove the reserve tap and coat the cork with water pump grease. No spares in those days! Air is drawn past the seal until the pump could not cope with the demand.

Secondly, when it achieved a heady 60mph, lifting off the throttle produced a surge of speed to 65mph. This was due to a retarded camshaft. Turning the engine to TDC, the dynamo fork was not across the head. Easy to rectify by lifting the dynamo and realigning. The fork holes were also worn, and were welded and redrilled. Lay a straight edge across No 1 cams. It should be parallel to the top of the head.

However it is still possible to have spot on timing and still be wrong. The problem arises during the engine build, in that the timing marks on the flywheel may not be correct at TDC (often found when a flywheel is used off another engine). Also the clutch cover mark must align with the flywheel, and the timing marks are visible on this face. It is really tedious to rectify this fault, as it involves taking the engine out and the flywheel off.

Now set the dynamo fork across the head, and the cam at 10 to 2, your steel rule parallel to the head; set the timing as desired, say at 20 degrees advance. Attach a vacuum gauge and start the engine. Of course it doesn't end there. My cams were worn 10-34 thou. Lift should be .22". worn cams have very little influence on the performance, although an M-type cam with little overlap would be restrictive.

The most significant discovery I made was poor head lubrication. The head restrictor pin should be 1/4" diameter and .221" across the flat side. Mine had been got at. It's amazing how much tight valve gear impedes the performance.

Regards

From Colin Henderson

Dear Phil,

I Enclose a couple of photos of my J2 1934 swept wing and as you see, 'Yes' it has taken a bit of time, 20 years but who's counting.

Its first outing was May 12th 2002, The Regency Run and Just recently Silverstone, which I cheated by trailering it there, which I understand is a bit frowned upon, but it was my first time at Silverstone, and took the opportunity to go around the track, and also enter the Pride of Ownership, my way of saying thank you to those who helped me get the car completed. That's to say it's ready, but not complete, there is always something to do or replace. Anyway, I would like to take the opportunity to thank some people: Chris Clark, Peter Green for pushing me the last two years, and for the bollocking when I got things wrong, and of course Thelma for the cups of coffee, and the doughnuts were nice! And then there is Bruce, (Get well soon!) and Mike Dowley, for all the years of supplying and re-building parts for the car, which as we all know you do not get great discounts, but are always given the best parts, which is more than I can say for some of the companies. No doubt that will strike a raw nerve with some of the members.

I suppose that is all part of a Restoration, we must be mad. Still, back to the car, I hope to finish off the car after installing carpet, hood and various other bits.

I missed Silverstone 2001 for one reason or another, so the May 12th Regency Run I made up for it, for two reasons, one a surprise for my aunt, she thought she was to see me off, but I had other ideas, like navigating to Brighton. The run was very good, but as you can imagine, a bit hair raising at one time. I thought I was going backwards, you leave a bit of space, and some clown drives in front of you; as you can imagine some of you know 8" brakes are not that good like 12" eh! And last but not least, the family who have supported me during the restoration even if it did take a bit longer than expected!

Best Wishes

From Clive Cuss

Dear Phil

I am very puzzled by a recent event with my car, which I hope some readers may be able to throw some light on.

Very early in the New Year, I garaged my PA in the Carcoon, as I needed the proper garage for workshop duties. About eight weeks

later I was able to take the PA out again, and couldn't resist a short run in it. I had drained the radiator, so filled it again, and away I went. After a few miles, I noticed that the water temperature gauge wasn't working. Back home, a closer look revealed that the gauge needle was actually well and truly stuck on the wrong side of the rest pin; the only way to move it was to remove the glass, and nudge it over the pin, where it promptly sprang to 40 degrees. Thinking that all was well, I left it there.

Low and behold, the next time I drove the car the gauge wouldn't work at all. Prior to this the gauge did work, but not accurately.

Any ideas as to what caused the needle to contort enough to get behind the rest pin would be gratefully received.

Yours

From Andrew Fock

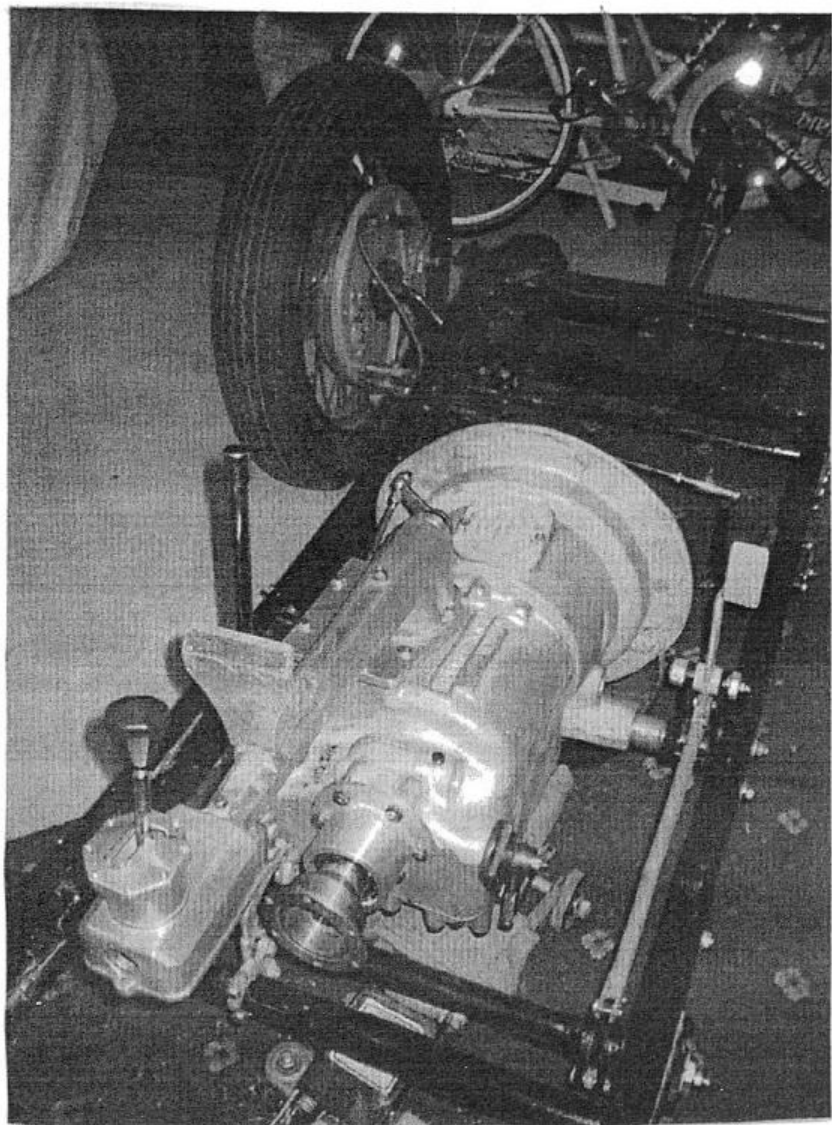
Hi Philip

I would like to thank you for the great work you are doing with the Bulletin. We really look forward to them, and are somewhat jealous of the continental trips/raids that the triple-M brigade undertake. Although we have about 75 Triple-M MGs on the Register in Victoria (not bad considering that only 100 or so were officially imported by Lanes Motors), we only see about a dozen or so regularly. Nevertheless we are holding the National Rally about 100km north of Melbourne over Easter, and are hoping for a good turnout. I believe Mike Hawke may be attending, and certainly other Triple-M owners would be most welcome. Although not officially recognised, the Pre-War Register will celebrate the 70th anniversary of the Mille Miglia at this event. To that end, we hope to have two of the cars, K3002, and the spare car (the second prototype0 K3752 in attendance.

Hope things are not too cold and bleak in Blighty (it's been up to 44 deg C here!)

Of interest to some of your readers (although those who subscribe to the Triple-M e-mail ring will already know), we have almost completed the production of a batch of P/N water pumps. They will have K3 type impellers, and the estimated cost is about \$550AUD.

Cheers



Andrew's P-type with pre-selector gearbox – a prize if you can work out how the remote gear change was made!

SPARES FOR SALE

Tony Jenkins, (Bridge Farm, 80 West St. Comberton, CAMBRIDGE, CB3 7DS Tel 01223 263751) has for sale the following

New items;-

1. P/N head front drain housing with new lip seal adapter plate
2. N dynamo top section --new, machined alloy or steel
3. Ali side plate set for block
4. 8 new brass rocker bushes
5. 6 new tulip exhaust valves
6. Bob Jones oil filter for "screw on" filter

Secondhand items;-

7. M diff drive tripod
8. M 6V bulbs-20 assorted
9. P/N ST38 rear light glasses-2 types
10. P/N vertical drive shaft (Taper fork)
11. M/J vertical drive shaft (Parallel fork)
12. Camshaft drive gear to suit 8.
13. P/N clutch thrust bronze with good bearing/plate
14. M/J crank gears-scroll and dynamo drive
15. J front engine mount--part that bolts direct on block
16. Dismantled F/J dynamo with gear, fork and rewound/refurbished armature

17. M dash panel former
18. 12 V Lucas coil with screw terminals
19. Dash "oil level" push switch (SVW?)
20. Accelerator stop plate
21. One L /K black dash light bulb cover
22. One pair K front hubs
23. N oil pump with refaced top cover, but no drive gear
24. P/N oil feed pipe to head (external)
25. L/K main bearing oil feed (internal)
26. 2 long bolts to hold crankshaft cheeses P/N/L/K
27. L/K rocker cover (holes filled with filler and used for casting new ones)
28. 1 rocker cover hold down nut/sleeve
29. L/K oil gauge take off plate with tap(o/s block)
30. 7/37 4 *diff dismantled (new boxed 8 bolt CWP), with spare 2* diff centre
31. 1953 edition of Blower Manual M to TD with dust jacket £25
32. Philip Smiths "Tuning and Maintenance" 1969 edition £20

WANTED

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NG. Tel. 01344 425364) is in need of original J2 cycle wings, also a front apron, and spare wheel carrier, must be genuine 1930s, no matter how nasty and bent.

Ewan Harris, (16 Fulda Crescent, CREDITON, Devon, EX17 3DL tel. 01363 775672) is in need of a J2 gearbox with remote control; an F-type sump with filter, and an OM carburettor bowl for an F-type.

James Miers (36 Linden Court, Leatherhead, Surrey, KT22 7JG. Tel. 01372 370303) is looking for a pair of 1" carburettors for a J2, also an engine dipstick, cycle wings, propshaft tunnel, bonnet sides, front apron, and bench seat.



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South West: Alan Grassam, The Old Post Office, 7 Broadside Villas, Hardington, Yeovil, Somerset, BA22 9PJ.

North West: John Goodacre, 19 Albany Avenue, Eccleston Park Prescott, Merseyside, L34 2QN.

Abingdon Works: John Harris, 45 Witan Way, Wantage, Oxon, OX12 9HB

Tyne Tees: John Duncan, 5 Jesmond Dene Road, Jesmond, Newcastle-on-Tyne, Tyne and Wear, NE2 3QJ.

Ulster: Mike Wilson, Summerseat, Marino Station Road, Holyrood, County Down, BT18 0AH



Ralph Clarke's lowered and modified NA 0607

Photo: R. Clarke



Bob Hudson's M-type being pulled out of the Thames in 1960

Photo: Bob Hudson



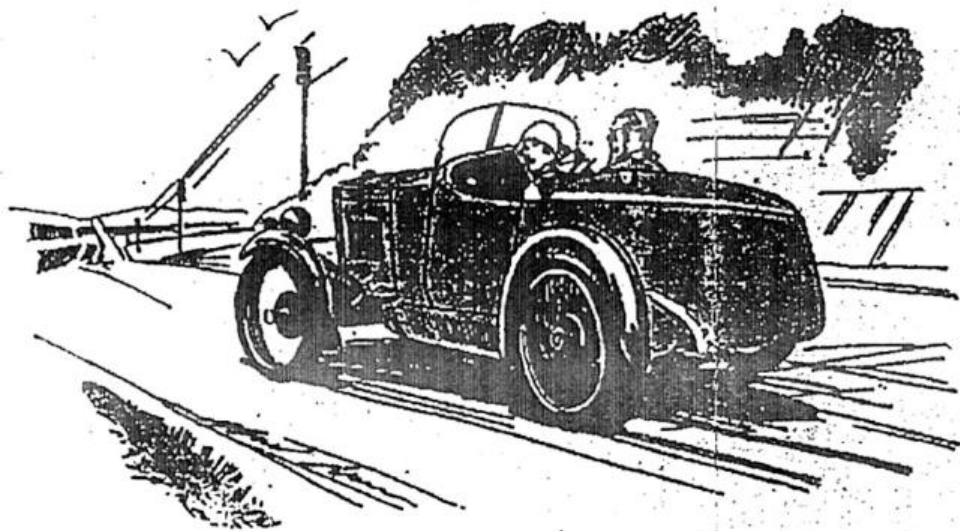
The Editor's ND on Nailsworth Ladder at the Kimber Memorial Trial
Photo: B. Foster



The Works NA and M-type at Beaulieu Triple-M Rally in the 60s
Photo: Editor

The Triple M West Country

Summer Weekend



July 4 - 6th 2003

Based at the Sherborne Hotel, in the historic Abbey
Town of Sherborne Dorset

MMM Register South West Weekend

July 5-7th July 2003

Do come and join us for a weekend of fun, camaraderie, good food and, above all, the sheer pleasure of driving your MMM MG along traffic free scenic routes.

Sign on at the Sherborne Hotel on the Friday afternoon when you will receive your book of the weekend. Enjoy a stroll in the historic abbey town before dinner. This may be taken either at the hotel or in one of the numerous attractive local restaurants or inns.

On Saturday morning you will drive along rural roads with splendid views through picturesque Somerset and Dorset villages as you try to solve the clues of the photographic rally. Lunch will be taken in the grand surroundings of Stourhead, a veritable jewel in the National Trust's crown.

In the afternoon after visiting the 18th century house you may stroll round the lake and enjoy the many amazing vistas in

its justly famous grounds. Return by scenic route to the hotel for the evening's gala dinner with guest speaker.

On Sunday morning a visit is planned to the Haynes Motor Museum. However if that's not your cup of tea you are free instead to explore other local attractions such as Sherborne Castle, the Fleet Air Arm Museum at Yeovilton, Montacute House, the Tank Museum at Bovington. Or perhaps a gentle drive down to Cerne Abbas where you may gaze in awe at the giant!

Sunday lunch is taken at the hotel, after which prizes will be presented. You are then free to drive home unless you wish to stay on to further enjoying this delightful area of rural England.

We look forward to sharing your company on what we hope will be the first of many annual MMM register weekends.

Alan Grassam and Derek Richards

**MMM Register Southwest Weekend 4-
6th July, 2003-Entry Form**

Driver: _____

Address, phone & e-mail:

Passenger/s: _____

Car Model and Registration No.: _____

Number of places required at £125: _____

Number of children under 14 @ £75: _____

(This includes two nights' bed and breakfast plus Saturday lunch and entry charges at Stourhead, gala dinner and Sunday lunch at the hotel. It does not include entry fee of £5

(£4 retired/over 60) to the Hayne's Motor Museum. (Details of local inns and restaurants for Friday evening enclosed with confirmation for those who choose not to dine at the hotel)

Deposit @ £25 per head enclosed: £ _____

Balance of £100 per head by 7th June, please.

Please send entry form and cheques made payable to "MG CAR Club MMM Register" to:

**Alan Grassam, The Old Post Office Cottage,
7, High Street, Hardington Mandeville,
YEOVIL, Somerset, BA22 9PJ, England
(Tel: 01935 863673,**

E-mail: agsquarecrackers@ukf.net)