

TRIPLE-M REGISTER BULLETIN



APRIL 2005





The Rat (C0280) says farewell to Montlhery circuit

Photo: B. Foster



Tim Edward's F-type salonette

Photo: Magna Press

TRIPLE-M REGISTER BULLETIN

April 2005

EDITORIAL – Phil Bayne-Powell

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

Or philipbbp@mgcotttage.freeseerve.co.uk

This is the 25th Bulletin that we have produced, i.e. 4 years since we started this new publication. I am pleased to say that we have doubled the number of subscribers to 350. We send the Bulletin around the world; as well as to most European countries, we have people in the USA, Australia, South Africa, Japan and Singapore.

We are getting more contributions these days, but still need everyone to think of the Bulletin when they attend meetings, and to give us a report on the event. We also desperately need more tips and hints, as well as recommendations of firms which can do a good job for our cars – this is most important, as I often hear of people being let down by one company or another.

I hope you have all completed your winter overhauls and repairs, so that you are ready for the new season. This is a great time of the year, when we can plan the year's programme.

The first real major Triple-M event is the Classic Kimber Trial, on 23rd and 24th April, (see later for fuller details), which the organisers have promised will be totally non-damaging. It is a terrific weekend prancing round the lanes in Somerset with other similar cars, and a good dinner on the Saturday evening, followed by a relaxing challenge of the Sunday's driving tests, with a lunchtime barbeque arranged by Hamish McNinch and Barry Foster. Hamish's Sierra Leone traditional dress certainly brightened up an already sunny day last year. I wonder what he will come up with this year!

Front Cover : Brands Hatch in 1973; the grid line up for the Triple-M race, with Colin Butchers' N-type in the centre. Ian Davison can be seen in the silver crash hat, on the right, with Gordon Cobban directly above him in the control box. Note the starter on the end of the Lucas gantry. The gentleman in the cap and blue jacket is Tom Hazlem. (Photo Dennis Wharf)

The Yearbook is coming on well and the editors are hoping to have it published and available at the MG Brooklands event on 10th April, (i.e. by the time you read this).

On 8th May we have the ever-popular Regency Run, and then our Normandy trip takes place on 2nd-5th June. This is followed by the Chairman's fun day on Sunday 26th June, of which more details are available later on.

I didn't manage to get to the MG Show at Stoneleigh, but gather that it had quite a bit of Triple-M interest. Alan Hogg had a stand there with Terry Andrews, selling off some items, and made a killing!

Our C-type engine has been refitted following the discovery and rectification of the oil leakage into the bell housing. This was found to be due to oil leaking past the blanking plug at the rear of the block's internal oil gallery, which feeds the rear main bearing. This plug was not tight down onto the copper sealing washer, due to the depth of the tapping in the new block not being deep enough. The blanking nut was therefore bottoming out in the block before the copper sealing washer could be compressed. This was solved by slightly tapering the end of the thread on the blanking plug to allow it to go deeper into the block and so compress the washer, and thus effect an oil tight seal. The blanking plug goes through the bell housing into the block, which is why oil was getting into the bell housing and then onto the clutch.

It didn't take long to put right, when the problem had been identified, but a lot of time was spent trying to find out where the oil was coming from, after the rear main bearing had been checked and found not to be the problem – fortunately!

This is the third item of new C-type parts that has caused problems. First the front housing was incorrectly machined, preventing the oil pressure from getting up above 15psi. Then the new water pump seized up, resulting in the water temperature running at 90 degrees or more. The shaft has now been sleeved with a bronze bush, instead of running directly in the aluminium casting.

When I went to put the blower back, I noticed that it sounded rather rattly, and a loose blade has been identified. I was hoping to enter some sprints and hill climbs this year, but not likely now.

In contrast the ND has now got new bushes on the gearbox cross shaft, following the discovery that the Silentbloc bushes had perished. This allowed the engine to rock about an inch sideways, when the radiator was taken off for the crash repairs. These new bushes have been developed by Terry Andrews, who is preparing to produce 50 sets for sale to other Triple-M members. (See later for further details and photograph of the kit of part). These have not been available from any source, and so there are probably many people needing these, as I did. The ND is therefore ready for full competitive action!

We had some technical problems with the last Bulletin, when the printer packed up after producing 200 covers. We tried to re-install it, but it still produced the photographs displacing across the page. I am sorry if any of you got one of these, despite checking each one very carefully. If you have one, but would like a correct replacement let me know, and I will send you the correct cover. In the end we ended up having to get the printer replaced under guarantee. All very frustrating, I can tell you, resulting in the later Bulletins going out a week later than the earlier ones.

John James MMM & 'T' Spares

85 Bath Road, Keynsham, BRISTOL BS31 1SR
Tel. 0117 986 6287 E-mail jj@octagon.fsbusiness.co.uk

Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4.50 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 £52.50 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, heavy duty bearing c/w 2 dust shields for rear bearing carrier £30 each.

*****NEW! Front and rear trunnions for road springs only £2.75 each!*****

*****NEW! Valve springs (doubles) £30/£45 a set 4/6 cylinder engines*****

*****NEW! P/N/L Valves made from 214/N with plasma nitrided stems £14 each *****

PLEASE NOTE: THERE IS NO VAT TO BE ADDED TO THE ABOVE PRICES

Triple-M AGM and Committee meeting 19th March

18 people were at the AGM this year, which included 6 non-committee members. Peter Green confirmed that we had had a successful year, both on the event and financial front, with our major event at Prescott producing a good profit.

The committee were all re-elected in their current posts, so as not to confuse members!

The accounts have been audited by Ian MacKay, and showed that we had made a profit of £2384, mainly due to the Prescott event, and Publications.

The net cost of this Bulletin was £1000, after taking into account the advertisers, but this was (fortunately) considered to be worthwhile and a justifiable cost on the Registers finances, which I hope you will all agree with.

The Registrar reported that we are now up to Register number 3368, but with 134 cars being declared "void", we have 3234 cars currently registered. 10 new cars have been located, including an F2 in America, and an ND in Australia.

The website this last year cost us less than the previous year, which had all the setting up costs. The Forum page is generating a lot of interest, with 400 hits in the previous week. Peter asked for more photographs to be sent in for the pictures page.

Mike Linward is producing a list of all the winners of our awards, back to when they first started, and we hope to publish this in a future Bulletin.

The Yearbook costs have been improved, with a saving of around £1000 last year. Income from advertisers was £1955. The new Yearbook is due out for the MG Brooklands meeting in April.

Elizabeth Taylor was presented with the Car of the Year (COTY) award for 2004. The John Kidder award, for services to the Register in the last year, went to Ted Hack and Bill Grayling for setting up and running the D-type group. We would like to see this sub group arrangement developed for other models.

Mike Hawke has produced a huge tome on the known histories of all the J-types. A truly monumental task! This was given to Bob Clare, the Registrar, to help answer any enquiries.

The library photograph collection is running down, but the plate negatives for all the photos are stored in a box held by the Chairman. The Library also keeps back numbers of the Bulletins for those who did not start at the beginning, four years ago.

Our major event this year is the Chiltern 100 in October, which is to celebrate the formation of the Works Cream Cracker and Musketeer teams, 70 years ago. The details of this were discussed; we are planning for 70-80 cars, which is to include as many makes of trials cars as possible, with the Singer and Austins being augmented by other marques – see later in the Bulletin for full details. The annual dinner is to be incorporated in the event on the Saturday evening, which will be centred on the historic Horwood House near Aylesbury.

We have also been invited back to Prescott by the Morris Minor Register; forms for this can be had on our website, which you should all know of by now. If not you only have to look at the bottom of each page of the Bulletin to find our website address.

The 2006 Triple-M event is already being planned by Mike Linward, and will take place in the East Anglia area; the hotel has already been booked, and the gala dinner for the Saturday arranged. This will take place on the August Bank Holiday weekend, and will allow people to travel home on the Monday or stay to enjoy the area.

At the end of 2006, we shall be running the New England Raid, since 17 people have expressed interest, and Bob Hudson gave us details of what is planned – see later for fuller details of this event.

In 2007, we are already looking at combining our main event with the Brooklands 100 year celebrations, which should be a fantastic event in this historic environment. The new look will be largely completed with the test circuit, and the restored Campbell circuit, and probably the new replacement Hennebique bridge. This was demolished in the 1960s floods; the new bridge will open up a longer section of the banking for faster demonstration runs. The date has yet to be agreed with Brooklands, but be sure that we will be there to celebrate the major involvement of our cars.

The next committee meeting will be in June, and if anyone has anything to raise they are requested to first contact Secretary, George Eagle, with their item.

Kimber Classic Trial 23rd/24th April, 2005

As usual this event, particularly suitable for any sound road going MMM cars, follows a route of 80 miles through stunning scenery in Somerset and Dorset.

Based at the Sherborne Hotel, the weekend comprises a non-damaging road trial on the Saturday, followed by a convivial dinner. There will be approx. 12 sections off road, all of which have been specially selected and tested to ensure that they are non-damaging for a car in sound condition, driven by an owner who does not suffer from the red mist! Lunch as usual at the Sparkford Inn. This year it is hoped that two Tiger Moths will fly in to join us on the last tests.

On Sunday there is a barbecue and driving tests in Barry Foster's field at Butleigh.

Further details and regs from Alan Grassam, Tel. 01935 863673 or e-mail agsquarecrackers@ukf.net or Andrew Owst, Tel. 01761221893 or e-mail andrewowst@hotmail.com or from the Club Office, or the S.W. Centre website.

European Triple-M Rally Normandy 2-5th June

This is coming together nicely with 12 cars entered, but further entries are invited for any late comers. We are looking forward to seeing the Bevington's new place which is right in the centre of Hambye, on one side of the village square.

The Hoverspeed Sea Cat that we were going out on has now been withdrawn, leaving the Transmanche ship as the only operator on this route. This unfortunately takes 4 hours instead of the 2¹/₂ hours of the Sea Cat, but worse, returns at 8pm getting into Newhaven at 11.30pm – so this route has had to be abandoned.

We are now taking the Sea Cat from Portsmouth to Cherbourg on Thursday 2nd at 8am, and we return on Sunday 5th from Caen at 12.30pm, which gets in to Portsmouth at 3.0pm, giving people enough time to get home in the daylight.

We spend three nights in Hambye, with a visit to the old pirate town of Granville, where a conducted tour has been arranged. There are good shops and museums there, including the Christian Dior museum to interest the ladies.

We are also going to visit the famous Bell foundry at Villedieu, which is a fascinating place, with some of the largest bells cast in Europe. The Saturday evening will be a Gala Dinner with the handing out of the prizes for the mild competitions that John and Lavinia devise for us.

There will also be the usual mild competition arranged by John to exercise the "little grey cells".

We hope some of our European friends will join us from France, Belgium, Luxembourg or Holland.

The cost of the rally itself will be 295 Euros, which includes everything from arrival to our departure. This covers accommodation, all meals, and entry to the places of interest that have been arranged, and will be collected on arrival at Hambye, and please note that this needs to be in Euros.



M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD

MMM

THE SPARES SERVICE YOU CAN RELY ON !

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

Open daily: 8.00am - 5.00pm Saturdays: 8.00am - 12 noon

Regular stocks include: New rockers; Oil pump gears; Brake and speedo cables; Hoses; flubber mouldings; Trunion covers; Trunion bearings; Pistons; Valves and valve springs; Clutch linings and plates; camshalls and camshaft bearings; Radiator badges; Exhaust systems; Airn screens; Mudguards; Valances and aprons; Large range of paper gaskets; Oil seals and brass shims; Vertical Drive spares, Couplings, etc. New Andre Hartford shock absorbers plus a Reconditioning Service; Wheels rebuilt and stove enamelled; Manifolds Vitreous enamelled. We also offer a high quality Whitemetalling and crankgrinding service and each year undertake a limited number of complete engine, gear box and steering box overhauls.

Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.
8th edition illustrated catalogue £4 post free UK Visa - Mastercard welcome



SPORTS & VINTAGE
MOTORS
SHREWSBURY LIMITED

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





BRITISH MOTOR
HERITAGE

Chairman's Fun Day

Sunday 26th June

Our Chairman, Peter Green, is organising an informal gathering of Triple-M cars and people at his home, (Greenacres, Purton Lane, Farnham Royal, Bucks) on Sunday 26th June.

The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will be a barbeque lunch provided, with a light hearted gymkhana, driving tests and a self judging concours/Pride of Ownership for those who want to take part. There will also be some other fun competitions to keep the non-drivers amused.

The event will be run on similar lines to the one that Peter organised last October to celebrate his 25 years of ownership of K3011, which was greatly enjoyed by all those who attended, and who have twisted Peter's arm to repeat the event.

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, so please enter in plenty of time. The entry fee is £10 per person; this includes the Barbeque lunch and drinks throughout the day.



Entry forms can be obtained from Peter (contact details on the back page of this Bulletin, or they can be downloaded from the Triple-M website www.triple-mregister.org)

I hope you will put this event in your calendar. It has been planned to dovetail in nicely with all the other Triple-M activities in the year. I shall certainly be going, as I was unable to get there last year.

CAMERON TAYLOR BEDFORD
consulting engineers

Cameron Taylor Bedford are pleased to support the Triple-M Register by supplying the publishing costs for this bulletin.

Cameron Taylor Bedford provides structural and civil engineering consultancy services for a wide range of projects including new building design and the conservation and refurbishment of old buildings



Please contact us on
Tel: 020 7262 7744
Fax: 020 7724 0917
email:
paul.bowkell@cameron1aylor.co.uk

Inaugural Australian Pre-War MG Rally Beech worth 2005 – September 30th, October 1st and 2nd.

From Harry Hickling

Australia is tackling the ambitious task of organising their first MG Rally devoted to the Pre-War fraternity, and we would like to invite any of our overseas friends who might like to venture down-under for the event.

We have organised a fabulous weekend away at picturesque Beechworth in northern Victoria Alps (if we have such a thing by European Standards). Beechworth is an old secluded gold mining town that has escaped the passage of time, and is a unique venue for such an event. The Rally will offer ample opportunities for driving the cars at the entrant's own pace, on secluded country roads. We have set an ambitious target of 40 cars and 80 people, and we already know that half this number have been confirmed from Victoria alone. This will be the first event of its kind in the southern hemisphere, and will no doubt attract some of Australia's rare cars to the meetings, such as the K3s, Q-types and R-type.

You will have the opportunity to get immersed into the history of the area, as well as enjoying simply magic drives through the valleys of the region. The event will basically consist of two very different days of touring and site seeing, with a formal dinner on the Sunday evening. We have structured it to allow for ample time to network with friends, enjoy the cars and sights of Beechworth. You can find out more about the area at: www.beechworth.com.

We have also found the perfect accommodation for the Rally in the peaceful surrounds of the La Trobe, at Beechworth. La Trobe offers a backdrop of historic buildings dating back to 1867, with ample accommodation for us all to stay together at the one location. Just as importantly, our cars are away from the busier public areas in the relative seclusion of La Trobe. After all, what better place for all us MG nutters to stay than at the old Lunatic Asylum. Built in 1867 and in operation until 1995, LaTrobe offers all of the old world charm, first class accommodation and atmosphere that is fitting for a gathering of pre-war MG owners.

The Rally has been structured to provide for a family weekend, and I can promise you that you can't possibly run out of things to do.

If you have any questions pertaining to the Rally please call me (Harry Hickling) on (61) 419 011 092 or email me on: harry.c.hickling@accenture.com . We would obviously be delighted to have overseas members attend, and will go to every effort to ensure you are looked after in style. I am sure that I can organize for billeted accommodation to help keep your costs down, and will also make every effort to have you ride in style in a pre-war MG.

The Chiltern Hundred Trials Reunion **29th/30th October**

This is the Register's main event this year, and is taking place over the August Bank Holiday Saturday and Sunday, celebrating 70 years since the formation of the Cream Cracker and Musketeer trials teams. It will be based on Horwood House near Aylesbury, where accommodation is available. There is to be a display of pre-war trials cars, not only the Cream Crackers and Musketeers, but also the Austin and Singer works teams, and hopefully other makes. This is to be in a dedicated Marquee at Horwood House; and hopefully there may be some of the original drivers present. We are also trying to arrange for the very first MG trials car to be present, i.e. Old Number One.

On the Saturday there will be morning and afternoon runs, based on the pre-war MG Car Company's Chiltern Trials road sections, with a fully comprehensive route map, giving details of all the hills used in the area. Lunch will be held in the historic Lambert Arms, which was used by the pre war drivers.

There will be a light-hearted photo quiz competition on the runs, which finish at Horwood House, where the Gala Dinner will be held on the Saturday evening (cost £28 per person). On Sunday there will be further events planned, but allowing those who wish to return home that day to do so in plenty of time.

The entry forms can be downloaded from the website, and the entry fees are £40 for a car and two people, (£10 for each additional passenger). This includes the commemorative route book, coffee

and Saturday lunch. If you get your entry in before the 30th June the price is only £35.

The accommodation at the Horwood House is priced at £75 per double room, and £55 per single room.

For further information contact Alan Grassam on 01935 863673 or e-mail agsquarecrackers@uk.net

This promises to be a great event, and is geared to all Triple-M owners, not just those who have trials cars. There will be photo opportunities to record the cars in a line up over the weekend

Future Events

10th April	MG Brooklands	01737 762283
23/24th April	Kimber Classic Trial	01935 863673
8th May	Regency Run	01235 555552
29 th May	Old Speckled Hen Run	01235 525255
2 nd -5th June	Triple-M Normandy Raid	01483 811428
26 th June	Chairman's Summer Party	01753 643468
22-24th July	MG Silverstone International	01235 555552
14th August	Black Horse Driving Tests	01372 452133
4th Sept	Dieppe Retro	01483 811428
29-30 th Oct	Chilterns Trials Reunion	01252 316028

New England Raid 2006

Update from Bob Hudson

The raid will take place. So far we have 17 cars booked in. If you want to come let me know soon as we are limited to 20 cars.

The raid will be for 21 days in the States, between the middle of September and the middle of October. Cars will be shipped to Newark, New Jersey; we are looking at container or RoRo shipment. Crews will fly to Newark in late September and collect their cars.

There will be three "hubs"; and we will stay 4 or 5 days at each. Journeys between "hubs" will be limited to 150 miles in one day.

The USA side is being masterminded by Frank Allocca, so we can expect the very best arrangements.

At each hub all participants will be accommodated in the one hotel with restaurant, and we hope lounge facilities.

The cost estimate for two people plus car are :-

Ferry, Insurance for Sea crossing and US roads

(Car value £25,000)

£1863

Return Air Fares at current costs

£900

Accommodation and Meals

£3355

Petrol - 2000miles at 25mpg.

(80 Imp Galls, 90US@ \$1.7/gal).

£85

TOTAL

£6203

Add 5% inflation & 10% contingencies and Personal spending.

£7133

To make the cost less of a shock, we are proposing to open a savings account for people to pay in a regular amount each month, which will be used to pay for the shipping costs, as well as the flights and insurances.

We anticipate that the final decision to participate will have to be made in August 2005, to allow accommodation to be block booked (Sept -- Oct is a very popular vacation time in New England). All those booked in will be sent more detailed information in late April.

IF YOU ARE INTERESTED PLEASE CONTACT BOB HUDSON NOW. At 228 Shinfield Rd, READING RG2 7DU.

E-mail:- Robert.hudson34@btinternet.com

C.O.T.Y. 2005
To 22nd March

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	21
2 nd	676	PA/s	WP 5939	Philip Bayne-Powell	11
=3 rd	909	J2-PA/s	FW 3909	Roger Thomas	10
"	1049	PB/s	VH 8637	Russell Thomas	10
"	1000	PB/s	JB 7521	Bill Bennett	10
=6 th	3272	J2/s	APG 718	Gerald Burridge	8
"	1367	PA/s	MG 3921	Ian Williamson	8
"	1428	J2	DG 6142	Colin Bird	8
"	162	ND/s	BKL 265	John Wells	8
10 th	341	M	PJ 7970	Nick Benger	8
11 th	1829	J2	TF 9579	Philip Bayne-Powell	8
12 th	920	PA/s	TG 8337	David Rushton	5
				Patrick Gardner	3
				George Ward	2

Results from the following events are the only ones currently included in the 2005 COTY scores to date:

8 th /9 th January	MCC Exeter Trial	Full Results
16 th January	VSCC Brooklands Driving Tests	Full
19 th February	VSCC Exmoor Fringe Trial	Full
20 th March	MGCC SE Centre Spring Navisat	Full

SLADE TROPHY 2005
To 22nd March

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
=1 st	J2-PA/s	Bill Bennett	7
"	PB/s	Gerald Burridge	7
"	PB/s	Ian Williamson	7
=4 th	J2/s	Colin Bird	6
"	PA/s	John Wells	6

THE STORY OF AN OLD MG

The history of MG Midget J2 2556 by Dennis Wharf

This particular little sports car doesn't have any special claim to fame. As far as I can tell it was never raced, trialled or rallied, but it does give me enormous amounts of pleasure, as I am sure it must have to previous owners. The little car's history however, became somewhat convoluted during the mid sixties, and what follows is my attempt to unravel it. This has proven to be not unlike the car itself, frustrating at times, and awkward too, but always interesting, and a lot of fun.

Type & Model	Midget J2 two seater sports
Chassis No	J 2556
Engine No	1183AJ
Colour	Green
Completed	1.11.1932
Delivered to	Grosvenor Motor Co Ltd,
Chester. (2.12.1932)	
Registration date	7.12.1932
Registration No	ALG 182
Retail price	£199.10s.0p

First owner 1932 D W Hughes, 105 Boughton, Chester. Dr Hughes took delivery of his new MG on the 7th December 1932. Only a couple of months later on 25th February 1933, it was back at the Grosvenor Motor Co, to have the carburettors modified, as the car was suffering from fuel starvation, a common fault at the time. It was then returned to Abingdon a few weeks later on 27th March, with a strong letter from Mr Hughes, who, among other things, complained of the "disgusting performance". By now the car had covered 2473 miles. It returned to Abingdon again the

following year, as the engine was 'one mass of oil leaks', (it still is!), whilst the gearbox rattled and leaked oil from the top. This was on the 30th August 1934, with 4787 miles now recorded. An additional front crankshaft main race was fitted two years later in August 1936, along with new tappets, new speedo cable, and the carburettors were overhauled. This was to be the last time that J2556 would visit the 'service department' at Abingdon.

Second owner 1949

Was the Key Foreman of the Alexander Dock, at the Port of Liverpool. He used the car as everyday transport, giving it a coat of brush-on Valspar black at some stage, and converting it to a single carburettor in the quest for economy. When selling it privately in 1966 for £90, he explained to the new owner, that the car had always been black. This however was not true, so either before, or at the time of the first change of ownership, Mr Hughes or whoever sold the car, a dealer for example, was responsible for changing the colour from green to black.

== ROGER F THOMAS ==
CLASSIC RESTORATION & ENGINEERING



Firs Cottage,
Pirbright Road,
Normandy,
Surrey,
GU3 2HU.

Phone: 01252 316028 Mobile: 07710070401
E-Mail: MMMfixit@hotmail.com

Over 40 years experience working on early MG motor cars.

Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

Third owner 1966 Neil Dixon, Ardmore, Great Barrow, Chester, CH3 7JN

At the time, Neil was a trainee timber importer, and it was considered important he spend some time at the docks where this material arrived from overseas. It was here that he came across J2556, and after some discussions became the third owner. Neil went on to own the car for no more than 8 months, but during that time returned it to twin carburettors, and like the previous owner used it as daily transport. "In those days I bought and sold cars to augment my meagre income as a trainee, but I really should have hung onto the J2, as it was by far the best MG I owned for many a year. I think I used to drive the oldest car through the Mersey Tunnel regularly five days a week"!

At this time Neil's was only the third name in the J-types logbook, and it was still very original, save the colour, still being fitted with its original hood without side screens, as supplied by Abingdon. Neil sold the car to his friend David Moulesdale for £145.

Fourth owner 1966 David Moulesdale, Great Rollright, Chipping Norton, Gloucester.

David, an accountant living in the Wirral, soon broke the crankshaft and set about finding a suitable replacement engine. Put in touch with someone who handled pre war MG spares in Birkenhead, he actually purchased another complete car and a half-complete car, most likely J2177 and J4101. He claims to have embarked upon a rebuild, which it seems consisted of amalgamating parts from all these cars, to complete the task. This resulted in the identities of all three becoming confused.

The 'rebuild' incorporated a new fuel tank, non standard wings and headlights, and some re-chromium plating, with the finished vehicle being painted red. Although this car had all the outward identity of J2556 by having the registration

number ALG182 attached, it is in my opinion, a completely different car, and was in fact J4101. J4101, originally registered SR 8909, and now belonging to Pat McPherson in Texas, was fitted with the bonnet, registration plates, and the original guarantee plate from J2556, along with non standard headlights and wings. When Pat purchased it in 1989, it did however retain its original engine. Whilst these assumptions could of course be wrong, nothing else can explain those items from J2556 being fitted to J4101; and then later, parts of J4101 being fitted to J2556, which it will be seen was, if not at this point, soon to be reduced too little more than a chassis.

This red car was finally sold by Moulesdale, to a London MG dealers in about 1977, (possibly Octagon Sports Cars who were in London at the time), for £600.

Fifth owner 1974 W.V. Grudgings, 34 Trimworth Road, Folkstone, Kent LT19 4EL

Long time MG enthusiast Bill Grudgings, had as a young man in 1949, already owned a J type, J4388 registration No OC 5633, now owned by Paul Juffs, and a TB registration No JFC 999, later to be raced by Gus Gregory. After a few years of driving saloon cars, Bill once again fancied an MG, and so purchased another J2(J3213), registration No JI 5665, from Viv Charles in Cardiff for £285. This car had some connections with Geoff Coles, with whom Bill shared correspondence concerning it. At the time Bill was living in Chester, and a local fellow enthusiast James Peacop, informed him of a large house nearby where there were a number of J2 parts laying around in an outbuilding, some of which he thought might come in handy. Bill takes up the story.

"I had made a complete new body for J3213, and in order to finish it I was put in touch with someone who lived in the Wirral. The house was a large one set in its own grounds, with a lake, a walled garden and stables in a quadrangle. The son, who owned both the spares and a rebuilt J2 (ALG 182)

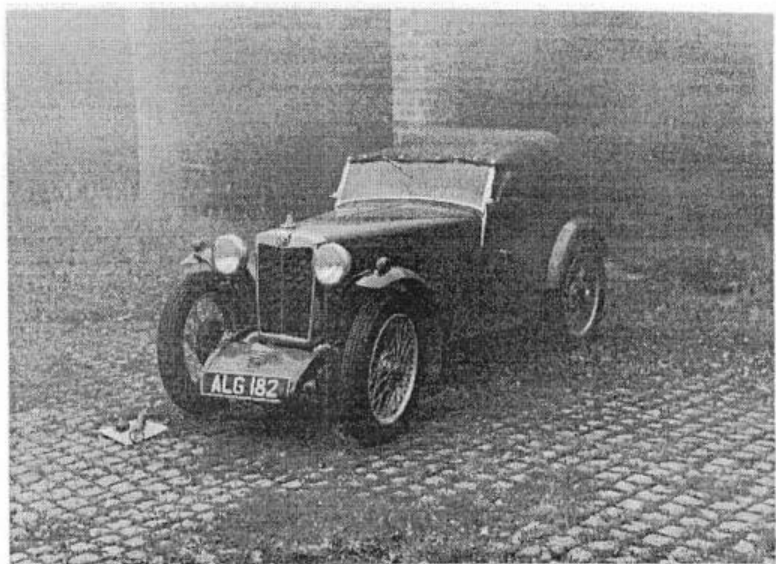
painted red, was sailing off Hobart, Tasmania, but his father was kind enough to show me the spares. They were in one of the outbuildings, and I immediately spotted two J2 chassis and one J2 body. I was left to start sorting out the spares, which were just scattered on the floor; and had not been put into boxes. As I started, I realised I would have to check every inch of the floor. The building I suppose was about twenty five by forty feet. I returned the following Saturday in working clothes and carried out a complete search and find operation.

The only item which had not been taken to pieces was a gearbox, but every other nut and bolt had been taken off the cars and dropped on the floor. In the end there was one complete car and half towards another. Having agreed a price (£150) with the owner's father, I returned to collect the parts. I looked at the completed J2, which was under a lean-to and noticed there was no anti-freeze in the cooling system, and with winter approaching drained the water with the father's approval, to prevent Jack Frost doing his worst.

I now had enough parts to complete J3213 (currently owned by Barry Swackhammer in the States, sold via Barry Walker), and then rebuilt one of the "Wirral Spares" MGs. This car I finished in Oxford and Cambridge blue, and registered it with an MG registration number (MG 1899), for which I possessed the logbook."

What is so interesting is that the "Wirral Spares" car that Bill rebuilt, comprised chassis No J2556, the firewall from J2177, (see notes), a complete hand painted black body, (presumably the one it was originally fitted with, since this had been hand painted black), and the bonnet from J4101. It acquired engine No 2137AJ originally from car J3309, and apart from a new fuel tank, cycle wings, and upholstery, plus a few new pieces of ash frame, the car was made up entirely of genuine original parts. Seemingly unaware that this car should in fact be registered ALG182, Bill went on to keep J2556, but now registered MG 1899, the original registration

number of J2177 (see notes), until 1999. Sold via Octagon Sports Cars, now situated in Kent, the rebuilt car had covered just 4500 miles since 1975. (Bill has given me a photograph he took at the Mouldsdales of the car registered ALG 182, it clearly shows the unusual wings and the sealed beam five inch headlights, reproduced here).



BRITISH CHROME & PAINTED WIRE WHEELS

M.G. MMM & TC Available from Stock

All other Centre Lock Wire Wheels made to order.

**Repair, Respoking, Blasting & Painting available.
Credit Cards taken**

**Proprietor: Phil Hallewell (established 1977)
PO Box 225
Uxbridge
Middx. UB9 5QQ**

Phone & Fax 01895 674852 e-mail phil.hallewell@fsmail.net

Sixth owner 1999 Rob Constant, Cornwall

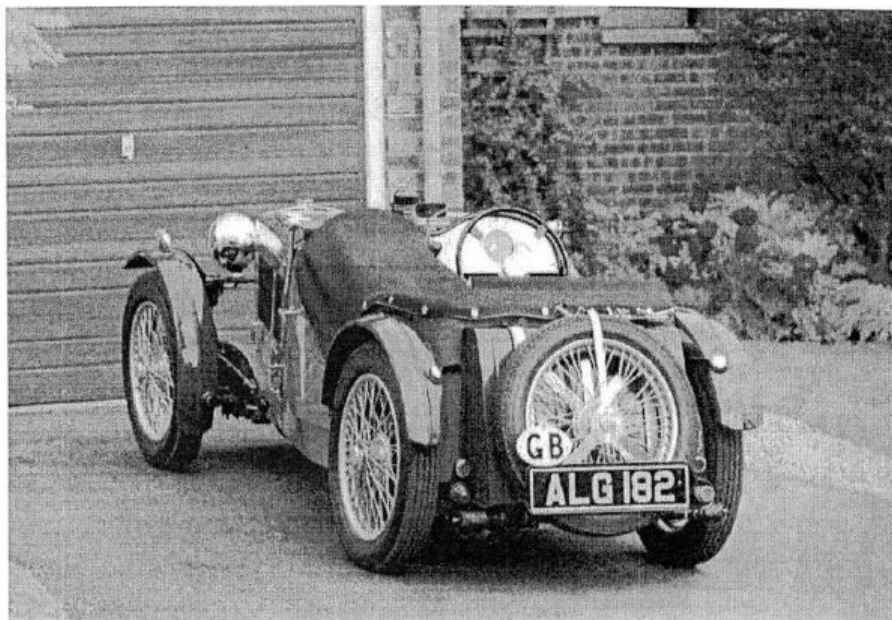
Another long time MG enthusiast, Martin Constant, obtained the J2, still wearing number plates MG 1899, from Octagon Sports Cars, for his son Robert. Thinking they had J2177, they were somewhat surprised to receive a letter from Mike Hawke a few months after the purchase, asking them if they would be kind enough to clear up a few details concerning the history of J2556, which they now owned! J2177 originally owned by Lord Bonham-Carter, they were informed, is residing in a UK motor museum, near Chester, wearing the number plates from J4101! Martin and Rob looked briefly into the car's background, and among other things, found that the correct registration number ALG182 for this chassis was available from the DVLA. Obtaining this number finally allowed J2556, to carry the registration number it was originally issued with in 1932. At the same time a replica guarantee plate bearing the correct chassis and original engine number was fitted.

Starting their own business (Cornwall Classic Car Hire), in 2000, Rob decided to sell the MG, which was now showing 5800 miles. This they did via Barry Bone.

Seventh owner 2001 Dennis Wharf, 3 Verney Farm Close, East Claydon, Bucks MK18 2NN.

Although having run MG motor cars continually for 33 years, J2556 finally fulfilled a very special long-term ambition. For ever since seeing a J2 close up in 1957, aged nine, I had always hoped to own one, and having passed fifty decided I had waited long enough. Over the last few years the car has benefited from some chassis work. an overhaul of the electrics, suspension and steering, plus a hundred and one other issues. which have all gone towards making the car exquisitely enjoyable to drive, and Mike Dowley of 'Sports & Vintage' a wealthier man!

A desire to learn more of the history to this car has led, via many telephone calls, letters, faxes, and e-mails, to this short history.



Points of interest

- Until 1966, despite continued use, J2556 had remained largely original, but during its Moulesdale years its identity was all but destroyed, with at least its registration number, chassis plate and bonnet being fitted to J4101. The reason? I think simply because having now produced a decent car from the two and a half he owned, and in possession of all the relevant documentation for J2556, log book, road fund licence and insurance certificate, David had

only to swap the registration plates, guarantee plate and tax disc, to his newly finished vehicle, and drive away. (Did the casual owner in those days know where the chassis number was stamped, or even care?).

- Due to a piece of good fortune, during 1975, when Bill Grudgings was re-building the "Wirral spares" car from the parts he had obtained from the outbuilding, the chassis of J2556 was re-united with its original body. Small traces of the black Valspar can still be found on parts of the ash frame.

- The engine now fitted in J2556 (2137AJ) originally came from J3309. This engine though had been removed from J3213, the ex-Viv Charles car, prior to Bill Grudgings restoring it in 1972. Therefore it has been installed in at least three different J2 chassis!!

- Bill Grudgings explains the wrong identity on chassis J2556 thus:- "Having completed the rebuilding of J3213 registration JI 5665, I then completely rebuilt what I thought for the next twenty five years was MG 1899, from the Wirral spares. I had an excellent chassis, (never thinking to look at its number), a firewall complete with an original guarantee plate, one number plate and the log book etc all for the same car. This was more attractive I felt than the other J2 registration number, SR 8909, which I also had at the time". (Neither of which was correct for this particular chassis). This means that almost definitely the firewall now fitted to J2556 is that from J2177.

- Having rebuilt two J-types, Bill Grudgings sold most of his remaining J-type spares in the mid seventies. These included the remains of a body, a gearbox, some axles and wheels, steering components and his final J-type chassis (J2177). James Peacop purchased these items, along with

the registration number SR8909 and guarantee plate J4101 from Bill, and went on to rebuild the car, which is currently on display in the Mouldsworth Motor Museum, Cheshire, where it still displays the registration number and guarantee plate from J4101. Quite interesting is the fact that James Peacop, knew of the Wirral outbuilding where the spares were housed, and had been shown around it by David Moulesdale's father, some time before Bill Grudgings decided to buy them.

- An American air force officer stationed in Macon, Georgia, had J4101 flown over to the US in a heavy transport plane, in late 1977, or early 1978. Unregistered, he used it to drive around the airbase at Macon, until Larry Lee purchased the car, in October 1978. Still wearing all the outward appearance of J2556, Texan Pat McPherson, became the next owner in 1989.

- Pat has confirmed that all the numbers were correct on J4101, except for the bonnet and guarantee plate. He explains that the engine block has been welded, where it appears a con rod may have gone through the side, and that the head shows evidence of having been welded at some time, adding that this work was done by "someone who knew his craft." The body, still painted red when he acquired it, didn't seem too bad, but was in fact so rotten that he had to make up a complete new one. So is this the car that Moulesdale told me he had restored, and sold to a London dealer? It can be no other. For example, David explained that the headlights, which were not of the original type, never worked as they should, and in Bill Grudgings photograph of 1974, the red painted ALG 182 is seen sporting a pair of non-original headlights. Also Bill's photograph clearly shows quite unusual non-standard cycle wings; these wings are still on the car, to this day. Furthermore, as already established, J4101

was fitted with J2556's bonnet, registration plates and chassis plate. I doubt there could be any other explanation.

Footnote

Pat McPherson very kindly sent me the original guarantee plate for J2556 so I could replace the replica and re-fit this important item to the firewall of my car. I in turn travelled up to Chester with the guarantee plate, and original heavyweight aluminium number plates (MG 1899) for J2177 enabling James Peacop to re-fit these original items his car. Unfortunately after several letters, phone calls and e-mails, Peacop still has to send the guarantee plate for J4101 to Pat McPherson.

We are sorry to report the death of Jimmy Adams recently. Jimmy was a regular at most of the events in the south east, with his distinctive blue P-type special, (PA 1502), which only sported aero screens for weather protection.

Jimmy was always accompanied by his wife, Brenda, and they were always smartly turned out in matching white overalls.

Jimmy also took the PA abroad, including attending the European Rally in Italy a few years ago.

We send our condolences to the family.

"Sporting Motorists Bargains"

Bryan Ditchman has been culling information from the 1937 Sports Car magazine adverts, under this title. The following cars are on the Triple-M Register, and were published with their chassis numbers, as for sale, in the magazine.

Most adverts state the date of 1st registration, colour/s, and vendor, also if you are lucky, mileage, and some technical details.

Bryan will be pleased to send a photocopy of the relevant advertisement to anyone who wants, on receipt of a stamped addressed envelope.

The following are from the May issue:-

J 4007	BRF 107	F 1245	
QA 0252	JB 4231	NA 0847	MG 4325
NA 0855	JAS 922	NA 0873	ADG 886 (4str)
NA 0703	W V 7726	PA 1568	WV 7041(4str)
PA 0974	ADG 497	PB 0557	CBH 992 (D)
PA 2032	BYL 354	PA 2022	CNW 193
PA 1868	TJ 9043	PA 0708	BPG 892
PA 2107	CKX 419	PB 0771	JB-61-KT (NL)
PA 2040	18-21-VD (NL)		

These adverts are from the June issue:-

J 4218	ALL 996	J 2469	OY 4080
J 2609	PO 6560	C 0294	PJ 6183
PA 2040	18-21-VD(NL)	PA 1568	W V 7041
PA 0757	LV 8433 (airline)	PB 0557	CBH 992
QA 0252	JB 4231	K 0367	BN 2250
NA 0869	DPG 518(4str)	NA 0847	MG 4325
NA 0855	JAS 922		

These adverts are from the July issue:-

J 3721	AXF 910	K 0367	BN 2250
PA 1647 (i)	BOF 213	PA 1568	W V 7041
PB 0557	CBH 992	NA 0855	JAS 922
NA 0847	MG 4325	NA 1157	(ii) see below
NA 0459	AAO 797		

Also "Cream Cracker" Midget, maybe TJ 5000, as JB 3639 advertised later in Jan '38 and Feb '38, as was JB3854, Bastock's car.

- i) F.I.Allen's trials P-type
- ii) If engine number was given as the chassis number this could be NA 0862
- iii) Another "Cream Cracker", 1934, was advertised without a chassis number, fitted with a PB engine, with large Centric, and "speed 100mph". Which one was this for sale in Queen's Gate Mews, SW7?

In August there are only four:-

J 3721	AXF 910	PB 0362	CGP 226
K 0390	ATN 76	NA 0756	Bellevue Special

Also in September:-

J 2738	MG 2097 (F)	J 3751	AXF 901
PB 0556	MG 4396 - trialled in the 30s by F.G.N.Day		
NA 0756	Bellevue single seater		

These appeared in October:-

J 0490	APC 401	L 0491	ALM 198 (NL)
PA 1939	BHU 190	PA 2182	DPJ 881
NA 0500 (ND)	MG 3614		

D Group Report - March

from Ted Hack & Bill Grayling.

We are just about 18 months old and we have about 38 'members'. There are another 22 who we are currently trying to contact although a couple of these look doubtful.

About three quarters of the 38 are either as original, or will look like Ds when they are finished. The rest are racers, C type replicas or a chassis and a few bits yet to be made up.

Also we hold some details or information, or even just a picture, of some 10 other cars, but it is unlikely that they survive. That said, two 'new' cars to the Register were found in the last few months, one in USA from Bob Clare's own sources, and one in Oxfordshire via one of our members.

The quarterly newsletter 'Dispatch' seems to have been well received and, as with any far flung organisation, regular contact is a key to survival and interest. 'Dispatch' 6 is currently going to press! Also we pass on information between members in the form of photos, sketches or contact with somebody who can help. Our booklet just on the D, launched at Silverstone last year, is moving slowly!

We have been in contact with Ian Ross who runs the 'F Magna Register', the tourer of which is very similar to the D in most respects, other than the engine. His main point of contact is the website, which he set up and maintains himself. He is enthusiastic and it would be good to bring him into the Register as a sub group for F types. We are currently looking into a website for ourselves, and would like a link with the main Register site when finished.

Our two car marquee at Silverstone attracted a lot of interest and we think 'put us on the map'. We have no similar plans for this year. However, 2006 will mark the 75th anniversary of both the D and F models being launched, and we would like a designated area for both these models in some shape or form to celebrate/congregate accordingly. It might be a good opportunity to bring the F Magna Register into the fold? We will raise this request again later in the year!

CHILTERN HUNDRED

Trials Reunion 29th/30th October 2005

**To celebrate the
70th Anniversary of the Formation
of the M.G. Car Company's
Cream Cracker and Three Musketeer
Trials Teams**

Organised by the Triple-M Register of the M.G. Car Club
The weekend will include:

- Saturday morning & afternoon runs with lunch at the Lambert Arms
- Route based on pre-war Chiltern Trials road sections
- Light hearted 'photo quiz' competition
- Saturday route approx. 100 miles – Touring Assembly
- Saturday finish at Horwood House, near Winslow, Buckinghamshire with Celebration Dinner
- Sunday relaxing Social Event including Photo Opportunities of historic 1930's Trials Cars
- Luxury Accommodation with Concessionary Rates at Horwood House
- Marquee display of Trial Cars at Horwood House – MGs, Singers, Austins and other period trials cars

For further information or to confirm a reservation, contact:

Alan Grassam tel: 01935 863673
or e-mail: agsquarecrackers@uk.net

Entry form can be downloaded from the Triple-M website

YOUR LETTERS

From Christian Hoptner

Dear Phil

This time of the year enables one to do all those small service jobs, which are a waste of time during the season. It is positive that with the proceeding of these jobs, the time is really flying by, and the weekends are well spent in anticipation of the new season.

Speaking of the coming season, there is one particular event, which might be worthwhile attending. On the weekend of the 25th and 26th of June, there is a vintage meeting at the Nurburgring.

Many vintage racing enthusiasts are missing the Vintage Montlhery event, which has now died. There is a big gap in our calendar (at least on the Continent!), which needs filling in. So a new event is being organized at the Nurburgring for pre-war sports and racing cars built pre-1941. The event is to be run as regularity run; so racing licences are not required (but modern crash helmets are).

It takes place on the full Nurburgring, i.e. on the long and historic circuit called today "North Turn". Also included is the unchanged historic paddock with lock up pits. Besides this, it is planned to run some driving tests on another part of the circuit, which is no longer in use today. Cars will be divided into separate classes.

The main aim of the Nurburgring organizing team is to create the atmosphere of the Vintage Montlhery meetings. The entry fee is 195 Euros, which includes lunch and drinks on both days, as well as a barbeque on the Saturday evening.

Further information is available from FHR, Cliev 5, D-51515 Kurten, Germany, Tel No. 0049 2207 6087 or fax 0049 2207 5045, or e-mail FHRsport@aol.com

It would be nice if we could get a Triple-M team together, and perhaps have a dinner together on the Friday evening.

Kind regards

From Jim Konstandelos

Dear Phil

Many thanks for the excellent Bulletin and I would like to pass on a tip an old lorry driver friend of mine told me. I have a 1935 PA Midget, and I was telling him of a problem I had with the oil pressure gauge. The gauge kept sticking (not a good idea), so he told me to put a little petrol in a can, and place the gauge on the can's nozzle (face up), and leave overnight. Apparently the fumes from the petrol lubricates the internals. I have had no problems since.

Again many thanks for an excellent read

From Ed Taylor

Hi Philip,

All the best to you and Rosemary for 2005.

I have just received the February edition of the Bulletin and am enjoying the read (as usual).

Well I have finally done it! I am now the proud owner of an MMM 6 cylinder machine. I have just purchased NA 0303, which is a 2 seater with original English body. I am now planning many hours in the garage this year, as I would like to have it on the road as soon as possible. Of course this means that I now have 2 MMM cars, so when you and Rosemary come to visit I can reciprocate with the loan of a proper motor car.

It is not good timing, but I also have the J3 off the road, as the clutch has to come out, and I so am planning a few other

jobs at the same time. Of course, at least one car must be ready for our inaugural Pre War National gathering later this year. There are a few items or information that I require for the NA, so I would appreciate if they could be put its way into the Bulletin. (See Spares Section –Ed.)

Cheers for now.

From Barrie Dean

Dear Phil

Thank you for the February issue of the bulletin; it was a good read. Regarding Mike Linward's point about crankshaft oil plugs; the mystery thread was/is a British Standard conduit size, as was used in the electrical trade; taps and dies were obtainable marked "1 inch conduit".

Some years ago Bob Clare enquired about the health of M-type 2735 Registration number WM 64112, as the original engine number MG 2500A had turned up on the Register, but the car had not been heard of for some years. I contacted Bob to let him know that the chassis had been up in my garage roof for about 25 years, and I was about to start on its rebuild. This was duly completed after a couple of years, so I thought you might like to see a photograph of it at its appearance at Silverstone. It now resides in the Chicago area with its new owners, Henneke and Reinout Vogt,

Many thanks and all the best.



TIPS & HINTS.

Gearbox Cross shaft Bushes

Replacement Silentbloc bushes for the gear box cross shaft on the P and N-types have not been available for some time, and since your Editor needed some for the ND, I got in touch with Terry Andrews who had been looking into producing some of these. He had found a Silentbloc type bush which was very similar, but the internal diameter was too large, and so he had had a sleeve fitted to the shaft to bring it up to the required diameter. However this was a bit expensive, (£70 each or £140 per gearbox!!!) so he had contacted a firm who makes poly bushes for modern suspensions. He has found a bush that is big enough to do the job, but which requires both the internal and external diameters machined. Additionally, a pressure locating ring is machined off on the outside, to make it fit. The bush has four grooves down the length of it to enable it to be compressed into the housing, after which they try to expand and hold the bush in place.

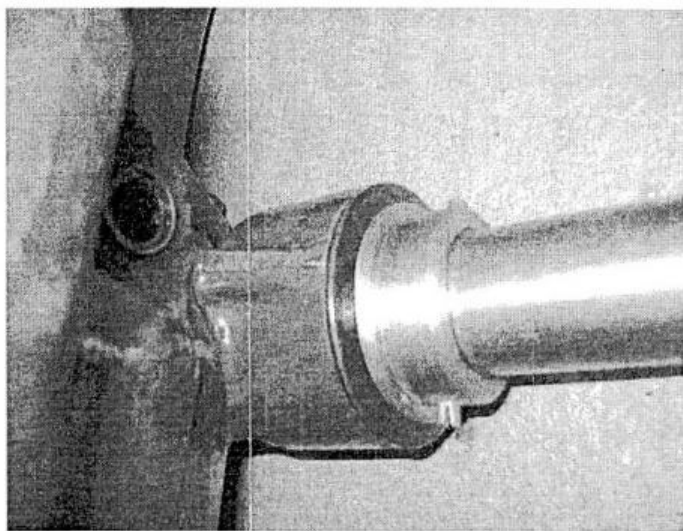
The bush is a top-hat shape, and when assembled, the flange is pushed up to the outside face of the gearbox casing, and a large washer is then slid on to clamp the flange tight to the casing. This is kept in place by reusing the old collar, which because of the flange of the bush and the washer is set slightly further outwards, so that new holes need to be drilled in the cross shaft for the tapered fixing pins.

The kit that Terry is proposing to produce consists of two bushes machined to the correct internal and external diameters, and the two retaining washers. All that is required to fit them is to take out the old bushes, and insert the new bushes. The cross shaft needs to be cleaned and polished, before inserting it into the bushes, which is a two-man job. The shaft is centralised and the washers slid on; one collar is then slid onto the shaft and the shaft drilled, and the collar pinned

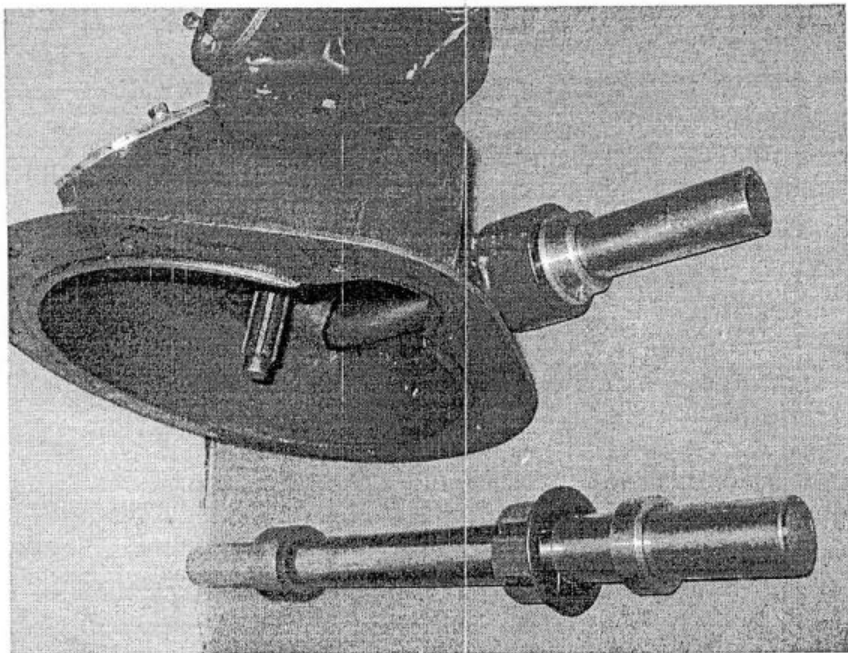
to it, reusing the original pin, which needs to be carefully drifted out at the start. The second collar is slid up tight to the washer on the other side, and the hole for the pin marked on the shaft with the drill just starting to bite into the cross shaft. The collar is then pulled back and the hole in the shaft drilled ONE millimetre further in. The collar is then slid back and the tapered pin knocked home, slightly compressing the bushes as it does. All this has been developed and approved by the Research and Development department of the bush suppliers.

The price is currently being resolved, but will come with comprehensive fitting instructions. Terry would like all those who would like a set, to let him know by e-mailing him on mg.terryandrews@btinternet.com

The ND has the first one fitted, and I will be evaluating it in the next few months, but a lot of thought and consideration has been put into this kit to produce an effective job.



New bush installed with keeper washer and repinned collar



Cross shaft, showing the original Silentbloc bush (left end) and the new bush (right end)

MMM NEWS

We have been in the MG business for almost 35yrs. We are pleased to offer you accurate advice, a friendly service, a super 70 page catalogue FOC and a wonderful range of new MMM spares,

& the only remaining 'on-tap' second hand spares service in the uk.

JUST A FEW OF OUR RECENT NEW SPARES INCLUDE:

J/F/L lightened fly wheels

MMM fly wheel ring gears

P/N oil pumps

J series rear camshaft stands and caps

Marles Weller st. box sector shafts (never before made)

Marles Weller hemisphere carriers (never before made)

New production of 4 & 6 cyl. spare plug holders

Nickel plated pigtail hose-clips

Any part of the 12" cable brake set now available

P/N milk churn knob dash switches

Supercharger to c/shaft drive assemblies

P/K/N/TA dash operated petrol reserve systems

(taps available separately - rods/knobs separate)

BONORA q/release filler caps - chrome plated

MMM gear change levers

P/N cutout/fusebox assys. (originals restored)

MMM differential dip sticks

P/N/K/TA fog/spot lamps type FT 27

Coming very shortly - 4 Spoke 16" steering wheels

Any quote - no obligation

BARRY WALKER

ESTD. 1968

...for the very best in vintage MGs

TEL: 01789 400181 FAX: 01789 400230 MOB: 07836 244103

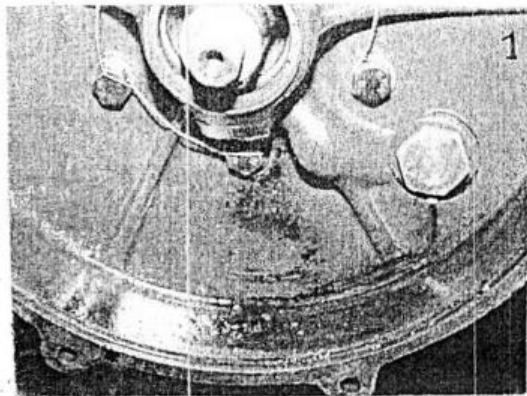
BARLEY LEYS FARM, HASLOR HILL, TEMPLE GRAFTON, ALCESTER, WARCS. B49 6NH.



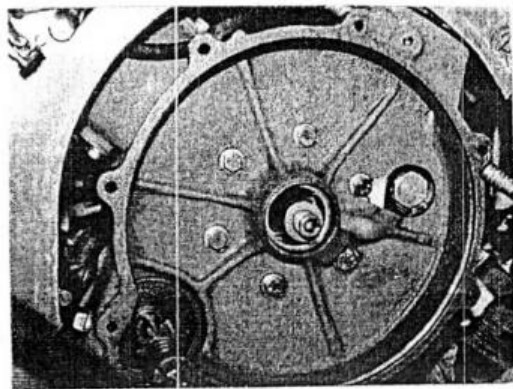
BRITISH MOTOR VEHICLE ASSOCIATION



From Barry Foster - Small cam 4-cylinder cars have the main oil gallery feeding pressurised oil to the rear main bearing. The oil gallery in the cylinder block has a connection to the flywheel housing. This connection is sealed by the gasket between the block and housing, which is held in place by the 6 flywheel housing fixing bolts and the gallery plug. The plug is retained by a special lock washer. *(It was this plug that was not properly sealing on our C-type – Ed)*

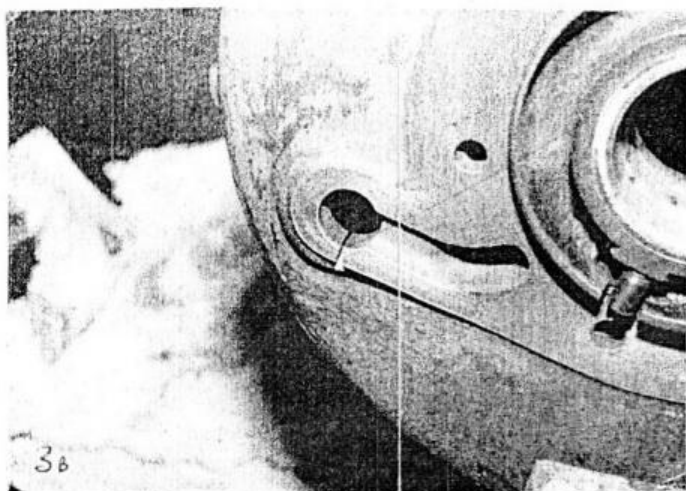
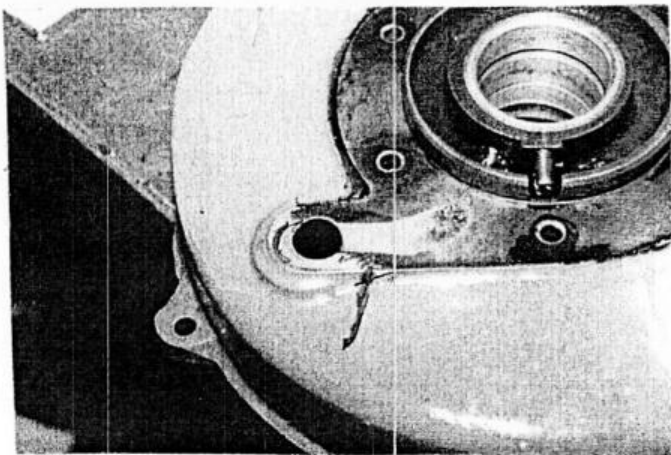


No oil gallery plug washer on this engine, and poor lock wiring has resulted in flywheel/block joint becoming loose, and oil lost through the gallery plug and rear main, with subsequent failure of the clutch.

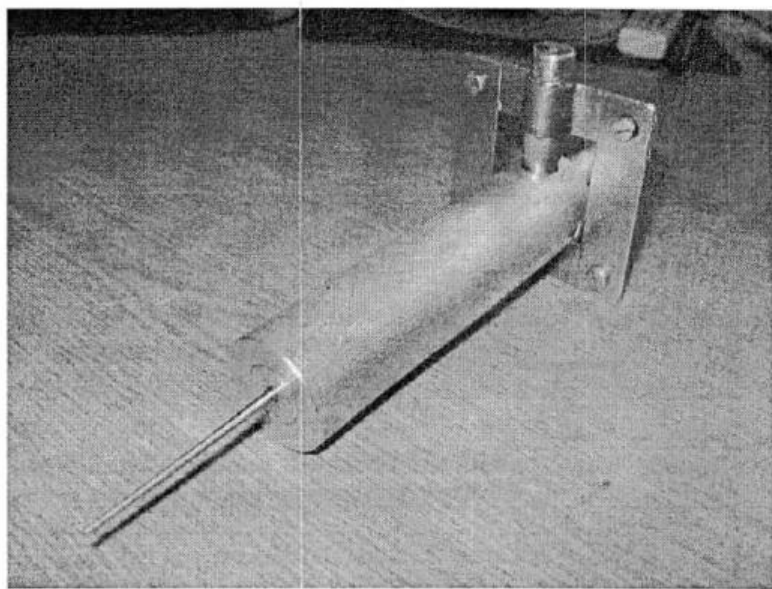


Same engine with gallery plug tab washer in place, and new main bearing oil seal about to be fitted

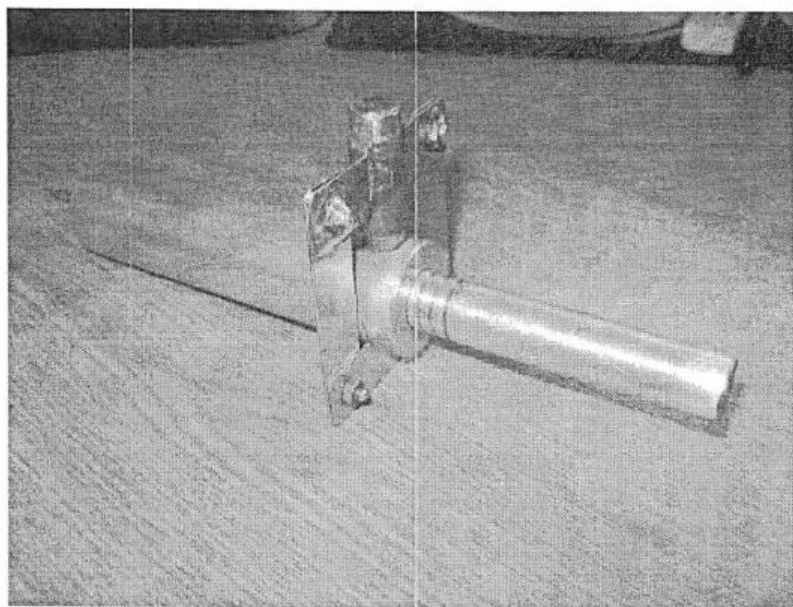
Failure of the "Rat's" flywheel housing due to a crack – old age! It was cut out and brazed up, remachined and refitted, but cracked in another place. It now has 5 cracks and has been retired to the Black Museum!



Readers might be interested in the SU needle measuring jig Paul Duncombe has built for profiling the modified RA needle after installing the supercharger on his PA. The flat brass cage is spring loaded to engage in grooves machined into the aluminium rod at eighth inch intervals. The needle is held in the rod by a grub screw. To operate it, the needle is fixed flush with the rod and the rod positioned in the first slot so the needle rod and casing are all flush. A micrometer can then be placed across the needle to measure the diameter at the end of the casing. It takes only a moment to withdraw the inner rod onto the next groove for another reading to be taken, precisely one eighth of an inch down from the needle shoulder, and so on to the end of the needle. These measurements can then be compared directly with those listed in the needle booklet published by Burlen. It is also helpful to have the profile of a non standard needle in case it gets damaged and you need to make a new one!!



Needle rod and casing at the top measuring position



Needle rod projecting out of the casing, showing the locating grooves at 1/8" intervals



BAYNTON JONES HISTORIC MOTORSPORT

*RESTORATION, PREPARATION,
ENGINEERING, SPECIAL PARTS.
EVERYTHING YOU NEED FOR
YOUR TRIPLE-M MG.*

FOR MORE DETAILS SEE OUR WEBSITE:

www.baynton-jones.co.uk

WESTERLEIGH BISHOPSTONE SALISBURY WILTSHIRE SP5 4BW

Tel: +44 (0) 1722 780501 Fax: +44 (0) 1722 780091

When measuring the clearance of the clutch on the Wolseley type later gearboxes, I found it helps to have a gap measuring device, which is quite long. I use a whole feeler gauge, which is the 3/16" thickness of the required clearance. This is tied onto the spanner for the lock nut to prevent either of them dropping into the box.

The gauge is slid down between the thrust plate and the release plate, where its length keeps the plates parallel. The adjusters are then tightened up in order, each time clamping the gauge between them to show that the correct gap has been achieved.

I mark each adjuster with chalk to indicate that it has been adjusted, as sometimes the flywheel goes round too far and you lose your place. After this the lock nuts can be tightened up and the gaps finally checked.

This adjustment was very necessary, as the ND's clutch was wobbling badly, and could be felt in the vibration of the clutch pedal. It is now lovely and smooth.

8 Inch Brake Drums.

The manufacture of 8 inch J pattern brake drums has been organised. These will be cast in meehanite iron, with the correct number of fins, and machined to provide mounting holes, and an 8 in. ID. They are suitable for J, F, D and M, the last two requiring different mounting holes, which has been organised.

An initial batch was ordered in early November of which 20 are booked. The price is £100 each drum. Delivery of the first batch is approx 3 months. Further batches will be ordered if there are enough orders. A 50% deposit is requested to book your drums. If you are interested, or want more information, please contact Bob Hudson. 01189869074. E-mail robert.hudson34@btinternet.com

Snail-mail:- 228 Shinfield Rd, READING, RG2 7DU.

CARS FOR SALE

Alan Grassam (7 High Street, Hardington Mandeville, Yeovil, Somerset, BA22 9PJ. Tel. 01935 863673 or e-mail agsquarecrackers@ukf.net) is offering for sale the ex Bastock PA Cream Cracker JB 3854. In very sound condition mechanically and bodily, with lots of new parts such as modern steel crank, rods, Mahler pistons, new head, camshaft etc. to make it GO! Comes with lots of history including video footage of the 1935 Land's End Trial. A once in a lifetime opportunity to acquire a very special ex works MMM. For further details contact Alan.

Colin Biles, (1 Copenacre, Upper Minety, Malmesbury, Wilts, SN16, 9PR Tel/fax 01 666 860 231 or email colinbiles@yahoo.co.uk) is selling his 1933 SUPERCHARGED J2 Reg No. "MG 2783"

Photo: see front cover Triple M Bulletin February, 2005 and website.

Present owner 18 years.

Engine professionally rebuilt 12/2001 with new block, phoenix crank, lightweight rods and hardened valve seats.

Modifications include special lightweight flywheel and clutch , tuned four branch exhaust, heavy duty propshaft, P type water pump and stronger back axle.

Currently features as *August* in MG Car Club 2005 Anniversary calendar.

Has VSCC Passport and is MSA compliant.

A competitive road car eligible to rally, race and trial.

Full details and pictures from Colin. Price £18,995.

G.S Runcieman (4 Russell Drive, Bearsdew, Glasgow, G61 3BD Tel. 0141 942 4228) Has for sale a 1932 J2, chassis J2672, registration CV7485. It is fitted with a J4 replica body, outside exhaust, Etc, with a Vauxhall 10 engine. Twin SUs, J2

gearbox, NA front axle, J2 tank, hydraulic brakes, 12" front & 8" rear, Hartford shockers, Brooklands steering wheel, wooden dash, aeroscreens, full tonneau, original speedo. Taxed and MOT. £9950 o.n.o.

SPARES WANTED

Ed Taylor (E-mail etaylor@tjh.com.au)

- Needs parts, patterns and/or Information for NA restoration (NA 0303, 2 seater with original English body),
 - original seats (bases and rear squab) or patterns (physical dimensions of seat back and bases would help)
 - seat runners and other furniture (seat rake adjuster??)
 - Luvax rear shockers
 - side screen mounting plates and wing nuts
 - side screen frames or patterns
 - chrome trims to rear lower body
 - one only 18" wheel
 - modern paint equivalent (manufacture and numbers)
- for Apple Green and Dublin Green
- under-tray design (pictures or drawing)
 - dummy honeycomb mesh for radiator surround

Christopher Hurrion (The Spinney, Underhill, Nr Sevenoaks, Kent, TN15 0SD. Tel. 01732 833169) has snapped one of the spokes of his N-type's three-spoke sprung steering wheel, just where the plastic sheath ends near the boss.

Has anyone a spare they could sell him. (He does not want a new Bluemels one, unless it is inevitable as he prefers the old ones).

Philip Quay (E-Mail philip.guy@tiscali.be) Could anyone help with : 1 original trafficator bezel for P or N-type

Alan Grassam (7 High Street, Hardington Mandeville, Yeovil, Somerset, BA22 9PJ. Tel. 01935 863673 or e-mail agsquarecrackers@ukf.net) needs a P/N oil filter cap, to replace the cracked one found when he started up his N-type recently.

Barrie Dean (143B St. Albans' Road, Arnold, Notts, NG5 6GT, Tel. 0115 9208416) is needing an N-type sump.

SPARES FOR SALE

Colin Biles, (1 Copenacre, Upper Minety, Malmesbury, Wilts, SN16, 9PR Tel/fax 01 666 860 231 or email colinbiles@yahoo.co.uk)

J2 / MMM AND OTHER SURPLUS SPARES FOR SALE

Many thanks to the more than forty *Triple-M Bulletin* members who enquired after my surplus spares.

I have found a home for 80% of them already. If you would like the list of what is left, please call me.

Terry Andrews (5 The Lawns, Sidcup, Kent, DA14 4ET. Tel 0208 309 1234) Has a P-type engine for sale. It is dismantled for inspection. It excludes any engine gears and oil pipes, but includes 3-brush dynamo, starter, inlet and exhaust manifolds. Price £2500.

Barrie Dean (143B St. Albans' Road, Arnold, Notts, NG5 6GT, Tel. 0115 9208416) has for sale an M-type front axle, front hubs, prop shaft, recon J2 prop with new spiders and cups, and an N-type propshaft.

J2 Tales – from Mike Hawke

The standard J2 brake back plate is of pressed steel. The housings for the operating cam/brake shoe fulcrum (the bit which takes the brass bush) are crimped into the back plate. This is not a particularly good bit of design, as they can bend under heavy braking and in the extreme come loose. I decided that mine needed stiffening and made some steel strips to brace them. I was in the middle of this when John Bannell arrived in his blue J2. When I explained what I was doing he said "there is no need to do that, as I know where there are some backplates with the stiffening already cast in".

These back plates were at Clark's scrapyard at Carlisle. There were two of them, in cast aluminium, without a flange as a dust cover. One had a stub axle attached, so they probably came off a front axle, and on had an H-section brake lever attached, just like a miniature con rod. The bores for the operating cam/fulcrum were radially stiffened, just as John had said. It was a far better engineering job than the normal pressed steel affair. I fitted them to the front, and just modified the two back plates for the rear of my J2.

Later, John found two more, this time on a back axle casing of the Morris Minor/MG pattern in a scrapyard in the Shap/Appleby area of Westmoreland. Where did these come from? They bolt straight onto M,D,C, Jor F-type MGs. Nobody who has seen them has ever seen anything like it before. Was the car they came from some sort of prototype? Where they a go-faster goodie, and if so who marketed them?

Many of you may be unaware of a book that Mike Hawke has published called "Small Car Racing and Record Breaking – a study of the cyclecar formula 1913-1939". It covers the MG activities as well as the rival concerns such as Austin etc. Price £14.99 including post and packaging.

DISCLAIMER – *The opinions expressed in this publication are the personal opinions of the editor, or the contributors, 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.*

PRESIDENT – MIKE ALLISON, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel.01635 40724. E-mail:MMMGservice@aol.com)

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

SECRETARY – George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: george@eagle1798.freeserve.co.uk)

TREASURER – Keith Hall, 4 Daines Close, Southend on Sea, Essex. SS1 3PG. Tel. 01702 582364 E-mail: thorpebayhalls@aol.com)

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

SAFETY FAST EDITOR – Bob Hudson, 228 Shinfield Road, Reading, Berks, RG2 7DU. (Tel.0118 986 9074 E-mail: robert.hudson34@btinternet.com),)

YEARBOOK Co-EDITOR - John Reid, Fardenway, Orwell, Royston, Herts, SG8 5QH. (Tel. 01223 207387 E-mail: john.b.reid@talk21.com)

YEARBOOK Co-EDITOR – Roger Thomas, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey.GU3 2 HU. (Tel 01252 316028 E-mail: MMMFixit@hotmail.com)

YEARBOOK ADVERTS – Elizabeth Taylor, 52 Littlebrook Avenue, Burnham, Bucks, SL2 2NN. (Tel. 01628 665055 E-mail: e.taylor@littlebrook1991.fsnet.co.uk)

REGISTRAR – Bob Clare, 39 Hillside Avenue, Worthing, W.Sussex, BN14 9QS. (Tel. 01903 203698 E-mail: 100570.2213@compuserve.com)

HISTORIAN – Barry Foster, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169)

BULLETIN EDITOR – Phil Bayne-Powell, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: philip.bayne-powell@camerontaylor.co.uk)

LIBRARIANS - Jackie and Charlie Hayter, 49 Breach Avenue, Southbourne, Emsworth, Hampshire, PO10, 8NB (Tel. 01243 371440 e-mail charles.hayter@btopenworld.com)

TECHNICAL ADVISER – Bob Jones, Westerleigh, Bishopstone, Salisbury, Wilts, SP5 4BW (Tel. 01722 780501 9am-6pm Mon-Fri. E-mail: bayjobob@aol.com)



2002 Normandy Raiders at the chateau at Piro

Photo: Editor



Alan Simpson's J2 at Beaulieu 1971 with editor's cream ND and Allingham behind

Photo: D. Wharf



The best K3 of all? The 1934 Eddie Hall Mille Miglia car

Photo courtesy of M.G. Enthusiast magazine