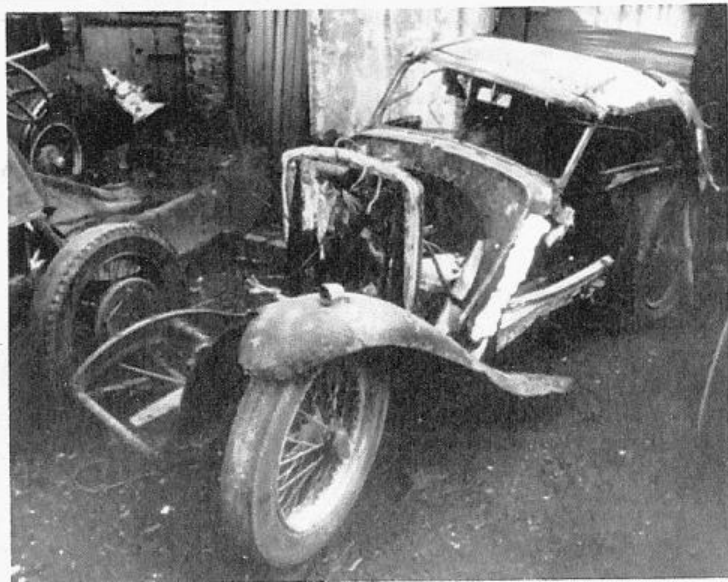


TRIPLE-M REGISTER BULLETIN

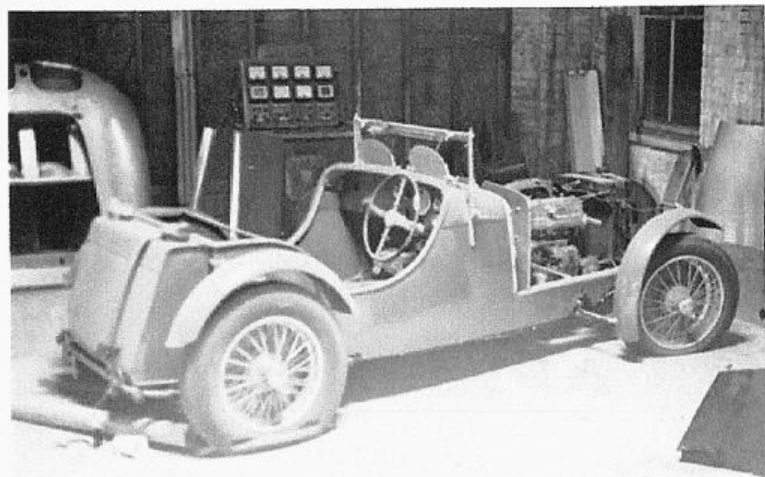


APRIL 2006





P-type Airline on its last legs at the Bone's yard in 1971
 Photo: Jan Borgfelt



K3008 seen in Long Island by Bjorn-Eric Lindh in 1965

TRIPLE-M REGISTER BULLETIN

April 2006

EDITORIAL – Phil Bayne-Powell
e-mail philipbp@mgcottage.freemove.co.uk

Please note that as I am retiring in April, all e-mails should be directed to the home address as given above.

I hope those of you who went to the MG Show at Stoneleigh had a good day out. There was certainly a fine selection of Triple-M stuff, and your Editor got most of the items on his shopping list, including an original pull-out ashtray for the N-type saloon!

I hope you are now getting ready for our first Triple-M event of the year – the Classic Kimber Trial, on the weekend of 22nd and 23rd April. Also I hope that you have sent in your entries for our very first northern rally – the Flat Cap and Whippet weekend, over the weekend of 19th-21st May, which promises to be a great rally.

We enclose with this Bulletin the instructions and entry forms for our main Triple-M rally of 2006, the Norfolk Weekend over the August Bank Holiday, on 25th-28th August.

Phil Jennings has kindly sent us some wonderful 1933 photographs of the Brooklands 500, for which we thank him, and some of these are reproduced on the cover. These were as a result of an advert in Motor Sport many years ago asking for old photographs

Mike Hawke has given us some good news about the possible publication of the racing car files, which many people have worked long and hard to produce a mine of information.

Bob Clare has produced an interesting comparison of the registered car in 1956, 1965 and the present. There were only 22 cars registered in 1956; this rose to 476 in 1965. We now have 3614 registered, which gives a survival rate of 31%. The full breakdown is printed out later in the Bulletin for your perusal.

Front Cover : Malcolm Bailey and his ND at the start of the 2005 M.E.B. Classic car run raising money for the Bolton Hospice

We hear that Jos Wantz, who has been involved in the Luxembourg Triple-M rally from the start, has retired, and sold his J2. The new Cercle Triple-M Luxembourg administrator is Francois Hoffman, at 4 Rue Gregoire Schouppe, L-6479 Echternach, which is the new address for the Cercle Triple-M; the website remains unchanged contact@cercle.mmm.lu The next rally is in 2007.

The Editorial N-type saloon is progressing well, and the major items left to do are to connect up the wiring loom and get the interior trim done; this is going to be done by an old friend of mine, Bob Betteridge, who used to upholster Rolls and Bentleys, but at over 70 is now semi-retired.

The Jarvis F-type is well advanced with its new dashboard and full set of instruments fitted. The panels are away for painting, as are the bits for chroming. We are now awaiting the engine from Barry Foster, which we hope will be with us any day now. We may well be out for the Norfolk weekend if all goes well!

The C-type is legally back on the road again, but needing the twin carburettors tuned to get as much of the horsepower out of the little 750cc engine. The Powerplus blower and gearbox are now delivered from Curtis Liposcak, and we shall be installing these shortly to get it really motoring!

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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

26th February

Another successful year was reported, with 133 cars taking part in our Car of the Year competition, which shows that people are using their cars, rather than letting them vegetate in the garage.

It was necessary for the 3 longest serving members to stand down (according to the Clubs Articles), but your committee remains unchanged; however Keith Hall, our treasurer, wishes to hand over the reins next year, so we need volunteers to look after our financial well-being.

Last year we made a small profit of £466, compared with £2400 in 2004. This was largely due to the costs of the marquee for the Chiltern 100 weekend, but was considered as part of the ongoing provision of services to the members. The Books and Publications bring in the money, and made us a profit of £3849. (£2729 in 2004). The Chiltern 100 made a slight loss of £461, but the idea of our events is not to make a profit, but hopefully to break even.

In the same vein, the Bulletin cost £1216 last year, with advertisers reducing this figure by £235. This means that each issue costs about £160 to produce, which is good value. The Bulletin has now been going for 5 years, with 30 issues produced on time, every time.

Nick Feakes, our webmaster, who now lives in America, is going to produce an index of items that have come up for discussion in the website forum.

We need to consider safety aspects at our events, and take all steps to cover ourselves from any preventable accidents and claims. This is mainly applicable to Trials and driving tests.

The Yearbook has been slightly delayed, and is expected to be available by mid-May.

The Register has been promised a Triple-M only race at MG Silverstone, if we can field a minimum of 20 cars.

Our Registrar reported liaising successfully with the new Italian Triple-M group, as well as the Norwegian group.

Ed Taylor of Australia has produced a J3 Dossier of all cars, and this will shortly be available from our Librarians.

70th ANNIVERSARY KIMBER CLASSIC TRIAL WEEKEND 22/23 APRIL, 2006

Give your MMM a good blast and a taste of what it was like in the 30's!

Come and enjoy the glorious Somerset and Dorset countryside, not to mention the opportunity of sampling one of Hamish McNinch's unique sausages or beefburgers at the apres trial Driving Tests and barbecue.

Yes, it's time to block your diary for the weekend of the 22/23 April 2006 for the Kimber Classic Trial. For Kimber virgins the weekend comprises a gentle 80 mile drive along some of England's most delightful rural lanes.

There are some dozen smooth climbs up gentle off-road sections, specially chosen to give you the flavour of what the first Kimber Classic trial was like, all without damaging your car.

Included for the first time is Whitesheet Hill, now tarmaced, which was used in the 1928 Exeter. You will also climb, as ever, Honeycliffe, which was used in the first Kimber on Boxing Day, 1936.

Once again the Sherborne Hotel plays host for the weekend's fun, laying on a splendidly informal dinner on the Saturday evening. This year John Aley (remember Aley rollover bars?) will entertain us.

Sunday morning provides cunningly devious driving tests devised by Barry Foster. This all happens in his field, with the undoubted highlight to follow of the aforementioned burnt offerings, provided by the MMM's answer to Jamie Oliver.

Regs are available on the MG Car Club South West Centre website (www.mgcars.org.uk/mgccsw) or from Andrew Owst at the Gables, Rectory Lane, Compton Martin, BRISTOL, BS18 6JP. (Previous competitors will be sent theirs automatically)

If you want a chat to find out more, call Alan Grassam on 01935 863673. If you don't wish to compete, but would like to marshal call chief marshal, and ace triple winning trials driver, Bill Bennett, on 01454 313221.

MGCC Triple M Register "Flat Cap & Whippet" weekend 19th - 21st May 2006

Based at the Crown Hotel (Best Western), Boroughbridge, which is a former coaching house, in the centre of the small market town of Boroughbridge, in North Yorkshire, just 1 mile from the A1.

Concessionary rates have been organised for en-suite rooms with bath and shower. We have full use of heated indoor swimming pool, fitness suite, sauna, steam room and beauty therapy (not that any of our ladies need it of course!). Plus secure parking with electronic gates and CCTV.

B&B accommodation in the area. If required, a list of B&B locations will be made available for entrants to contact direct.

Logistics. Special arrangements have been made for off site parking of trailers and tow cars, if required.

Breakdown recovery is not provided for this event, but use of Triple M friendly workshop with battery charging, and oil removal, is available, if necessary, close to hotel.

The Event.

Friday - arrive at the Crown, Boroughbridge through afternoon for signing on, and settling in, followed by a Yorkshire welcome dinner at the Crown Inn at Roecliffe. Period transport will be provided, so you can really relax, and get to know your fellow entrants.

Saturday - 130 mile testing run (beware - Yorkshire is not flat!) through the dales, travelling along some of the county's more remote roads. Both driver and car are guaranteed a good day's exercise, whilst navigating passengers will have plenty of opportunity to drink in the magnificent scenery. Back to the hotel, in time to relax and refresh, before our private celebration dinner at the Crown Hotel.

Sunday - a short leisurely run, with fun observation competition finishing at the Yorkshire Air Museum at Elvington, York. The event finishes around 2pm.

The cost.

Full event entry: Friday evening transport and dinner, Saturday run, Saturday evening celebration dinner, Sunday morning run and entry to the Yorkshire Air Museum.

Car + driver £70.00 / passenger £55.00

Accommodation to be booked direct with the Crown Hotel, Boroughbridge 01423 322328, quoting MG Car Club event at the special rate of £94.00 per night B&B for a double/twin room, £75.00 single.

For more details and entry form please contact: Terry Hartley terry@treble5.com 0113 2941329 or Bob Walker 01423 322293

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before visiting

The Norfolk Weekend

25th to 27th August 2006

The Register's main event for 2006 is the Norfolk Weekend, taking place over the August Bank Holiday. You will find a copy of the Supplementary Regs, and an Entry Form included with this Bulletin. Additional forms can be downloaded from the Triple-M website at www.triple-mregister.org and follow direction to the Document Downloads section.

The Triple-M Norfolk Weekend starts on Friday 25th August with Registration, and an Evening Social Event at Caistor Hall, Caistor St Edmund, including a welcoming drink, finger buffet, and Film Show (including rare Triple-M archive footage, never previously seen by a Register audience!).

Saturday morning will be the start of a rally through the Norfolk countryside, in the form of a Touring Assembly finishing at historic Blickling Hall, a National Trust property with extensive grounds. The Tour will be approximately 65 miles. Saturday will conclude with an evening Celebration Dinner at Caistor Hall.

Sunday will start with a short road run, finishing at the Forncett Industrial Steam Museum, where the Register has arranged an exclusive steaming day, so that the museum's collection of two-dozen full sized stationary steam engines can be demonstrated in their working state. Good quality, inexpensive, home produced, food will be available at Forncett, and the formal end of the weekend will be after lunch, but visitors will be able to relax, as the museum does not close until 6 p.m. Indeed, many may wish to stay on until Monday morning, as there are plenty of things to see and do in the area. Historic Norwich, at one time the second city of England, is a short distance away and well worth a visit.

All in all, it is hoped that there will be something to interest everyone over the weekend, but primarily it is a time for relaxation and enjoyment. There has already been considerable interest in the event from Register Members, both in the UK and overseas. Norwich is approximately 60 miles from Harwich, a main ferry terminal, so is easily accessible from the European Mainland and you don't have to go anywhere near London or the M25 Motorway!

The cost of the event is £65 per person, and this includes the Friday night finger buffet, complementary drink and film show, Saturday Touring Assembly, mid-morning coffee, and entry to Blickling Hall (there is a reduced Event Entry fee for National Trust members), Saturday evening Celebration Dinner, and wine at Caistor Hall, and the special steaming day at the Forncett Industrial Steam Museum on Sunday.

The Register has negotiated a concessionary overnight accommodation rate of £80 Bed & Breakfast per room per night, for Friday 25th and Saturday, 26th August at Caistor Hall, Caistor St. Edmund. Although Caistor Hall, our base for the Weekend, has only limited accommodation, there is plenty of other accommodation within a short distance with variety and price to suite all tastes, and details will be given to entrants on receipt of their entry. It has been decided to limit the number of Triple-M cars on the event to 60, so to avoid disappointment please book early.

If you require any other information please contact Mike Linward (tel: 020 8529 3241 e-mail address mikelinward@yahoo.co.uk) or Keith Hall (details at the back of this Bulletin)


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British Motor
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75 Years of the C-type

Bob Hudson, Barry Foster and your Editor are arranging the following events to celebrate 75 years of MG's first ever production racing car.-

30 th April	Dave Cooksey Open Day
17 th June	Le Mans Pre-war support race 3-car Team
23rd-25 th June	MG Silverstone display & parade
25 th June	Silverstone Sprint C-type presence
30 th July	Brooklands; C-type display
Sept	Goodwood Revival meeting – possible C-type demonstration/parade/race

Bob Hudson has written to all owners to get as many cars as possible to Silverstone for the display that is being arranged; individual details will be written up on special placards, to be placed on front of each car.

A parade is also planned round the track, when we will re-enact the cars lining up 2 by 2 at Brooklands for scrutineering 75 years ago.

Original cars as well as replicas are invited to all events



The first 14 production cars ready for scrutineering for the 12/12 race at Brooklands in 1931

US TRIP 2006

Update from Bob Hudson

28/03/06.

We will leave the UK on Sunday 1st. October 2006, and on 23rd we take the cars back to the docks and fly home in the evening, arriving back in England on Tuesday 24th. Our itinerary is now finalised and individual bookings are being made and my America support (Rachel Ross) is ensuring that confirmations are sent.

AS THERE ARE ONLY 13 COUPLES FOR 16 ROOMS AT PRESENT, IT'S NOT TOO LATE TO JOIN US FOR THE ADVENTURE OF A LIFETIME!

Flights are booked through Trailfinders for outward and return journeys. I am getting reports of great interest and excitement for our visit from the US MG owners MMM and T- type, and also from the VSCCA. It looks like being a really great experience with more than enough for us to do!

Insurance information will be sent out early April. I have asked the shipping agents to advise us as soon as they can, the dates of ships to Newark to meet our schedule.

I expect to send out the forms and details of documents needed to get our cars into the US and out again at the end of April.

The Import package for each car will need to be sent to the US agency handling the import to ensure there are no errors or omissions which could delay customs clearance when we collect the cars.

Peter and Rachel Ross are visiting the UK in April and will be at the Hudson home on 21st.

The costs have not changed approx. £6900 for a car and 2 people, which includes all accommodation, food etc for the whole time.

For more information contact Bob Hudson. Tel. 0118 9869074. bobhudson@ntlworld.com 228 Shinfield Rd, Reading, RG2 7DU.

EVENTS FOR 2006

22-23 April	Classic Kimber Trial	01935 883673
30 th April	VSCC Curborough Sprint	01608 644777
30 th April	Cookseys' C-type Open Day	01264 771857
1 st May	MGCC Colerne Sprint	01275 790855
14 th May	VSCC Wiscombe Hill Climb	01608 644777
14 th May	Regency Run	01235 555552
19-21 st May	"Flat Cap & Whippet" weekend	0113 2941329
23 rd -25 th June	MG Silverstone International	01235 555552
28 th June- 2 nd July	MG Event of the Year – France	01235 555552
9 th July	Loton Park Sprint	0208 529 3241
16 th July	Chairman's Open Day	01753 643468
30 th July	C-types at Brooklands Open Day	0118 9869074
6 th August	MGCC Curborough Sprint	0208 529 3241
25- 8th Aug	The Register's Norfolk Weekend	0208 529 3241
9 th September	MGCC Wiscombe HillClimb	01963 440941
1 st - 23 rd Oct	New England Raid	0118 9869074
28 th October	Triple-M Annual Dinner	01628 665055

C.O.T.Y. 2006 to 21st March

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	42
2 nd	341	M	PJ 7970	David Rushton	33
3 rd	1367	PA/s	MG 3921	John Wells	11
4 th	1428	J2	DG 6142	Nick Bengier	9
5 th	397	M 12/12	SC 9559	James Peacop	7

Results from the following events are the only ones currently included in the 2006 COTY scores to date:

7 th Jan	MCC Exeter Trial	Full Results
15 th Jan	VSCC Brooklands New Year Driving Tests	Full
22 nd Jan	MAC Clee Hills Trial	Partial Results
5 th Feb	Stroud & District MC Cotswold Clouds Trial	Partial
18 th Feb	Fell Side Auto Club Northern Classic Trial	Partial
18 th Feb	VSCC Exmoor Fringe Trial	Full
4 th March	VSCC John Harris Trial	Full

A small number of results have been received since February. David Rushton's M type has been competing in the VSCC Exmoor Fringe and John Harris Trials and in the Short Wheelbase Standard Car Class was placed 3rd and 5th respectively.

Bill Bennett continues his trials campaign and results include a 1st in Class in the Stroud & District MC Cotswold Clouds Trial – an ACTC event – to add to the MCC Class 2 win on the Exeter. Bill was also awarded the Hooper Trophy in the Cotswold Cloud event for best performance in a pre-war car.

TRIPLE-M SPEED CHAMPIONSHIP 2006

PROPOSED EVENTS

Races:

Saturday	24th June	Silverstone	MGCC Main Club
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Sprints:

Sunday	2 nd April	Curborough	MGCC Midland Centre – (David Ormerod: david.ormerod1@virgin.net)
	Unconfirmed	Cornbury Park	Benjafields Racing Club
Monday	1st May	Colerne (Wessex)	MGCC SW Centre (Bruce Morgan tel: 01275 790855)
Sunday	25th June	Silverstone	MGCC NW Centre
Sunday	6th August	Curborough	MGCC Midland Centre (Dave Ormerod david.ormerod1@virgin.net)
Sunday	1 st October (Unconfirmed)	Debden	Herts County Auto & Aero Club

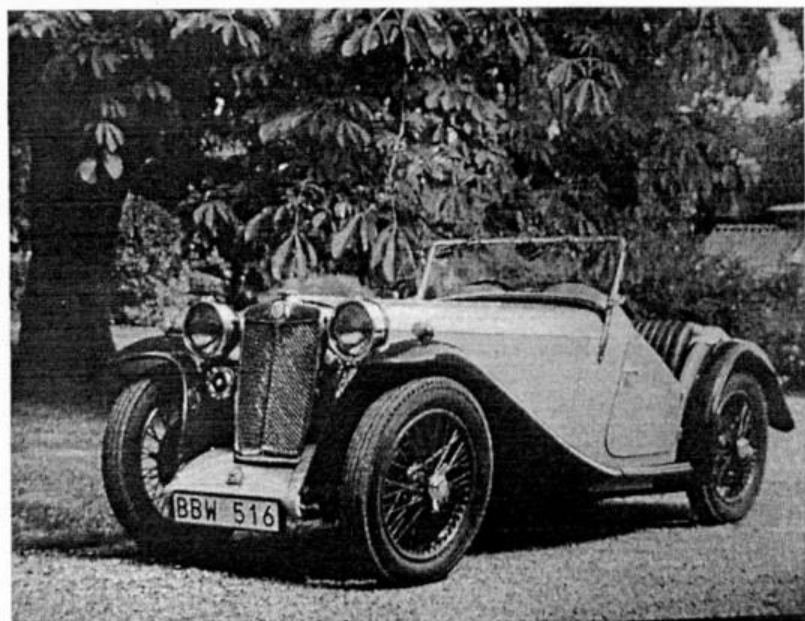
Hillclimbs:

Sunday	9 th July	Loton Park	Hagley & District MC (Tony Fletcher, 5 Barrie Avenue, Offmore Farm, Kidderminster DY10 3QN)
Saturday	9th September	Wiscombe Park	MGCC SW Centre (Bruce Weston Tel: 01963 440941)

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

A short essay on the commissioning of a MMM car after a restoration of 26 years. The first 6000 miles.

By Sven Ordell



L2 in the summer of 2004.

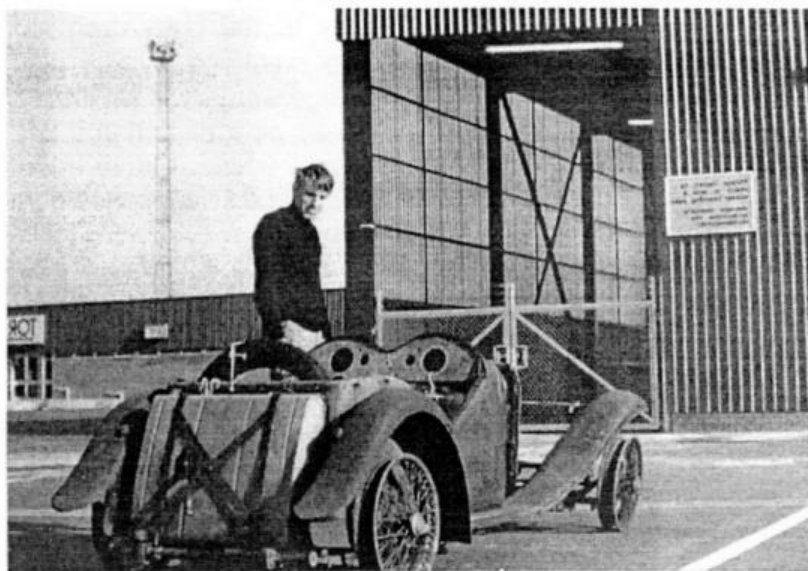
I think it would be encouraging for others with long term projects, and amusing for those who have been in similar circumstances.

Background - So lets start at the beginning. I have owned and driven an L type 4-seater tourer since the middle 60s, a car that has given a lot of pleasure to my family and me, and taught me a lot about MMM cars. A lot, but as we will see, not sufficient.

Having a four-seater, I thought that a two-seater L type must be a very nice car indeed. In those far away days, L types were not much thought of. The real men wanted K types, and got N types, if they wanted six cylinder MMM power.

An advert in Motorsport in 1976 caught my eye, an elderly gentleman in the North (of the UK) wanted to sell his restoration project, a two-seater L type. I wrote to the address but naturally the car had already been sold, to a well-known dealer as the saying goes. I bought it from this well-known dealer some months later, and imported it to Sweden.

So there I was, with a genuine L2, which reputedly had not run since 1936, or 38, when it had been in a crash. It was not fully complete, although it had the original engine, original body tub and original English rust. But it sported hydraulic brake drums and backplates. The body was repaired and a new front wing, with surface rust, included. And a few items were missing.



L2 leaving the UK in 1976

Restoration started in bits and pieces. Nearly yearly trips to the UK and to friends, dealers and autojumbles slowly gathered what was missing. Good help was given by the MMM library, and the photo service in finding out all correct fittings. I also got the factory chassis files copied. The file confirmed that the colour had been duo blue, and that the car had had numerous owners in the first few years. There is no known history between 1936 and 1976.

Restoration was slow for the usual reasons, family, children, house, job, new house, and more job.

The tourer was doing well in the meantime, being used in the summers up to about 1986. I then decided that the driver's door was fitting too badly, and rather foolishly I started to adjust it. That adjustment has now led to a complete body renovation.

In the mid 90s I found myself with a new type of job, and no running MMM car. I sat down and had a short talk between myself and the two MMM cars. We finally decided that finishing the L2 would be quickest, and therefore the first to be finished. Work started with determination, car sent away to the body man for rectification, to wings, while I attended to mechanical parts. He found that none of my by then four front wings were even similar.

The ambition is to have a car that looks as it did when it left the factory, but with modifications that could (should) have been done in the period. So it now looks like it would if I had owned it in say the late 30's. At least that is my ambition.

2002 - One thing led to another, and the L2 was finally finished in May 2002. A smallish party followed the first start up. My father, having owned his TC since 1947, performed the start up.



Yes it did start, as I had cheated by testing all the components separately. We then started going places, carefully at first, but more and more courageously as time went by.

I will now start the story proper, by referring to what has happened during this time; for you all to be amused by, or learn from. One morning it did not start; however on inspection I found a sunken float in the rear carburettor. Changed. And the same carburettor sunk another one a week later. This has not happened since. Small items kept working loose;. I probably had not tightened then sufficiently in the first place. Or forgotten what was only temporarily fitted, and what was not. We went on several excursions, and got more oil leaks; oil seemed to be coming up behind the dynamo. More of that later.

End of the first season, and back to the workshop. Total miles driven distance in 2002 was 1742.. Small oil leak at the vertical drive got progressively worse during summer. I had used many mechanical components borrowed from the tourer, and this was one. The Toulmins' conversion from 1967 had failed, or perhaps our standards and expectations had improved. The head gasket leaked oil (surprisingly) and water (not surprisingly). So off with the head. New sealed bearings and new vertical drive pinion and a new oil seal. End of leak. There.

Head gasket, thin solid copper, annealed and fitted with gasket cement stopped oil and improved water leaks. No worries as water is cheap.

2003 - In the 2003 season, the L2 saw a good lot of running about in the local region; one or two rallies and a few other excursions. On one I found that I really ought to do something to the brakes, as we passed between deer number one, and deer two in a flock of four. They claimed right of way, and I didn't feel like arguing. The brakes are even and good, but I use the original type of material, which is at best original. Not too good for friction. Another job to do later.

In August, we went to Stockholm for a meeting that is some 150 miles away. This was the first longer trip. Everything went well, but I got a puncture as I had pinched the tube on assembly.

The engine nearly died on my friend's doorstep, actually a couple of miles away. There was plenty of petrol, plenty of sparks

in the right places, but the cam timing seemed odd. Dismantling, showed that the key in the vertical drive had sheared. Reason - the washer under the nut holding the fork had been too low and the nut had bottomed before applying pressure on the taper. New keyway filed, key supplied from friends and off we went home.

The 2003 season saw us cover only 1095 miles.

An Increasing whine in drive in top at certain speed was diagnosed as suspected bearing in the gearbox. So in the winter the rear axle, propshaft and gearbox come out.

I still run the original type Hardy Spicer universal joints, so they were suspected, but found to be in good condition. The shaft had been balanced.

The rear axle seemed OK; also the gearbox, but it had leaked some oil from front bearing, so that was substituted with a sealed one. The clutch was cleaned. The gearbox front mounting bolts are a tight fit on a L2, as the body tub is the same as a J2. You cannot withdraw the bolts fully from the chassis, only sufficiently for the gearbox cross shaft mounting plates to clear them. On replacement of the gearbox I found that removal of the clutch takes me four hours as I assembled the second driven plate the wrong way round, which gives no withdrawal. The gearbox is an awkward piece of machinery to lift out, but fortunately my sons are strong.

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The whine is still there.

Oh, the oil leak under the dynamo turned out to be interesting. A threaded pin from the dynamo platform secures the front main bearing bush. The oil groove in the bush had been cut so deep that the hole for the pin had penetrated into the full flow oil feed. Oil flowed from the bolthole into the front platform. A partial remedy was found awaiting engine out work.

Did I mention that I have machined the head for a higher compression ratio; taking the dynamo out, without lifting the head, is possible, just, in one position.

So far a lot of adjustment has been spent on distributor timing and on how much advance at what revs. I use a camshaft with NE timing, which is nice. The tick over is not quite even, but it now pulls evenly from less than 1500 rpm in top.

So I think the timing is useful for now.

The other persistent bother has been an irregular misfire, or blowback, at the rear carburettor. Most inconvenient. It appears on a good throttle sometimes, not in the rain and not in cooler weather. Have not yet found out why, but more later on.

We also tried driving with the hood up, useless above 40 mph but good in traffic, and driving in the dark, which worked fine at least for some time. Halogen light units inside original lamps and original dynamo, make a big minus on the ammeter.

The L dynamo has no half or full charge facility, only full. I found in Blower that the J1 has a similar switch unit. Blower says to remove field fuse if overcharging is suspected. From my earlier L driving, I suspected anything but overcharging. I use a small modern 45 amp hour battery, and overcharging killed my first one. Now I find that running most of the time with sidelamps on balances the battery nicely. In Sweden you are normally supposed to run with your headlamps on even in daytime, but there is an exemption for older machinery.

2004 - The 2004 season was good with two longer trips. One was the Scandinavian M.G. meeting in Dalecarlia, which taught us to pack small. Space in L2 is very limited. I wonder how they did it in the old days for a three day excursion, with a formal dinner and dance? Send the luggage by train? Or did they all by bigger cars?? Sales of K2 s don't support the later suggestion!

You also realize that you really get to know your partner. Ulla, my wife, and I have been married more than 30 years, so we are all right, but how about newly acquainted couples? Will they be cases of make or break?

The other trip was a one-day thing to Stockholm and a rally. Stockholm is some 150 miles away, and this was in the northern suburbs. Start of rally at 10.30 meant start of L2 and me at 5 something. All went well in the rally, and we started for home after visiting friends, when suddenly a cloud of burnt oil surrounded me. On stopping oil was found covering the whole left side of the car, right back to the petrol tank.

Took me a little while to see that the bolt holding the oil delivery pipe to the head had slackened, and the little gasket had blown. Good friends arrived with new gasket and suitable liquids for the driver and car. We only lost about a litre of Castrol. Made as much mess as a full glass of milk on the kitchen table. The bolt is now secured with a lock wire. Learning all the time. Totally we did nearly 450 miles that day, including the rally and I think that is quite a long distance for MMM motoring in one day. Earplugs (small) were added to the list of suitable equipment for touring.

I found that going on the motorway is not that bad. You don't have to worry about things suddenly appearing from crossroads or from the forest. The L2 is still on original hardness brake linings, and stopping is not always what modern drivers think.

== ROGER F THOMAS ==

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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.

On Motorways, most people are awake and only slightly above the legal limit of 110 kph. And we don't have nearly as much traffic as in the UK. The L2 is very happy at 3500 rpm, doing something like a 100 kph on the 8/39 rear axle, so the differences in speed are not so great. With a following wind, we can keep 4000 rpm, and even manage to pass a lorry or two. Petrol consumption is about 30 miles to the gallon.

Total distance in 2004 was 3142 miles, and only one major item of work planned for the winter. That was the brakes. Knowledgeable MMM-friends suggested brakes that work, so I settled for bonded lining and adjusted them to fit. The 2005 experience was therefore much more reassuring; now it stops like any drum braked slightly older car, say an old Mini. You have got to keep your distance, but that is possible to live with. So brakes changed from being nearly lethal to nearly good.

2005 - Summer of 2005 only saw us doing about 890 miles. Much time spent with adjusting the rate of ignition timing, as that had been found to be the cause of the misfire. Lot of time spent in trying to read up on the subject. Learnt a lot, adjusted a lot, and drove a lot, locally. Occasionally the engine ran great, pulling over 4000 RPM and more to come. Occasions as that were few.

Finally the mysterious misfire solved itself with a good bang and I lost some oil, the dipstick and the lid to the swan neck oil filler. No, they did not go through the bonnet top, but got nicely lost along the undergrowth. Limped home, some five miles, on five cylinders. Of with the head and a got a good hole in number five piston. This was caused, probably, by irregular timing on that cylinder due to a much worn distributor. That was made worse by lean mixture on hot and dry days. The L type head has a hotspot under the carburettors which was probably useful in the 1930s, but not now. And I also found that I had quite a good compression ratio, more than the 7,75:1 that I thought I had.

The distributor will be the subject of a major check up and rebuild, and the rest will be controlled as well. It appears that no other damage has been done. More reports will be forthcoming later. Now wish me good luck for next summer, when we will be flying like a bird.



No 5 piston just after removal.

Wanted - more competitors for the Speed Championship

Andrew Morland would like to see more Triple-M car getting out and supporting the club's main non-racing series in 2006.

Silverstone 2005 had a good turn out, but most of the other events attracted only 2 or 3 of our cars. Had it not been for Alastair Clarke in his C-type replica, who came all the way from Australia to compete, Frank Ashley in his speedy M-type, and a friend of mine in his Austin Ulster, I would have been competing alone in my L1 most events.

There are a lot of Triple-M cars being used in other club activities, and it would be great to tempt some of them along to compete. We should all enjoy competing while we can, as there is a perceived view that these

events consume a lot of fuel, and therefore will be outlawed some day in the future. An example of this being the Mayor of Angouleme in France, who is trying to stop the annual race round the houses there on these grounds, despite the amount of extra fuel used by the competitors being less than the fuel that would be used if the streets were full of normal traffic!

All the Championship events are on tarmac, you go at your own speed, and the car preparation is similar to that of the MOT test, plus a return spring on the carburettors, a fire extinguisher, and a visible arrow for ignition cut off. I have also fitted an oil catch tank, which some scrutineers like to see.

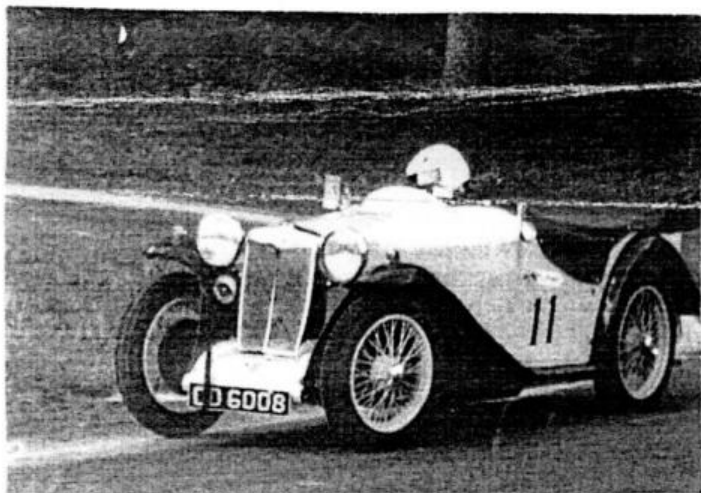
The Sprint licence is only £33, and the cost of the events vary from £60-£80. A helmet and fireproof overalls are also required. I find it takes me 3 runs to get a feel of the course, and know where I am going! I can then go quickly on the timed 4th run, but always remembering that I am still running on the original 1933 crankshaft, and that I have got to be able to drive home in the car at the end of the day!

I feel it is quite special to be able to use an original L1 4-seater tourer in the same way they were used when new. People like Kenneth Bear and Eric Giles used to drive to events and take part in the speed competitions. The hill climbs were often on semi-sealed roads, but also on private sealed or concrete roads.

Most people use the KD, or Alpine manifold on the KC engined L-type. My car has the Alpine manifold, which gives about 5bhp extra; the head is a high compression head due to it needing skimming because of corrosion.

For competition, I do have an advantage keeping the car in top tune, as Barry Foster has recently moved into our village. Barry rebuilt the car back in 1994, and it has been very reliable, and does 28/30mpg when touring, only

the clutch needing adjustment; an easy job on the L-type. The clutch slip could well be due to the engine producing too much power at the final competitive run in October last year. The clutch may well need more work on it than adjustment now, another job for my friendly local mechanic.



Andrew Morland and his L-type in action



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Comparison of Registered cars From 1956 to present

Model	No. Built	Quindecimal Register	1965 Register	2006 Register
M-type	3214	Nil	72	452
12/12	21	Nil	2	7
C-type	44	Nil	10	30
D-type	250	2	7	69
J1	380	Nil	7	92
J2	2083	4	79	868
J3	22	Nil	5	18
J4	9	Nil	4	8
PA	1973	9	102	883
PB	526	4	47	311
QA	8	Nil	3	8
RA	10	Nil	6	10
F1	1116	Nil	24	178
F2	40	Nil	1	20
F3	94	Nil	1	15
L1	486	1	13	149
L2	90	1	9	52
K1	181	Nil	9	51
K2	20	Nil	3	16
K3	33	Nil	9	31
KN	200	Nil	8	45
NA	482	1	31	179
NB	231	Nil	15	100
ND	21	Nil	3	14
NE	7	Nil	5	7
Musketeers	3	Nil	1	1
Totals	11,544	22	476	3614
Survival Rate 31.3%				

A Tale of Removable pointed tails on the K3

Not Many people know that the 1933 K3 was offered with the option of a "streamlined detachable tail for £35.

EXTRA EQUIPMENT

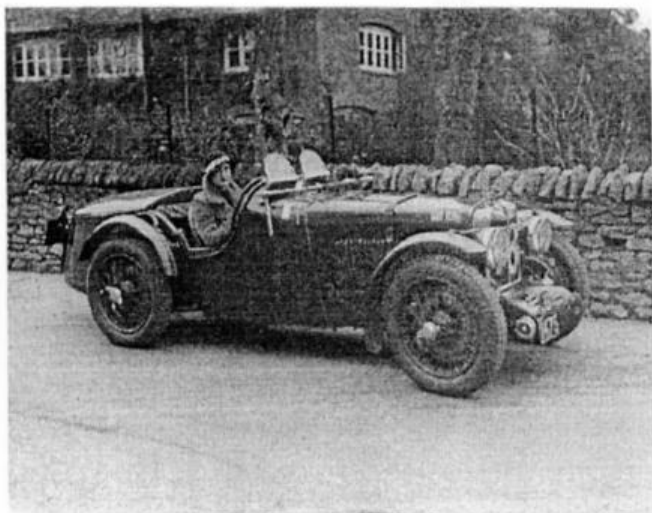
	£	s.	d.
Chronograph Clock	7	7	0
Speedometer (120 m.p.h.) (mounted on bracket)	6	6	0
Wire Gauze Racing Screen	9	0	0
No. 8 Powerplus Supercharger instead of No. 7 on M.G. Midget	12	0	0
No. 10 Powerplus Supercharger instead of No. 9 on M.G. Magnette	17	10	0
Special Back Axle Ratio	15	0	0
Streamlined Detachable Tail	35	0	0
Special Exterior Colour Finish	6	6	0
Deviation from Standard Range of Upholstery Leathers	6	6	0

Extract from the back page of the original K3 brochure

The only known time that this was used was in the Brooklands 500 race when Eddie Hall entered his newly finished K3 with this tail attached.

Also in the same race was the Eyston/Lurani Mille Miglia K3003, which Mrs Elsie Wisdom was driving, as George Eyston was entered in the Magic Midget.

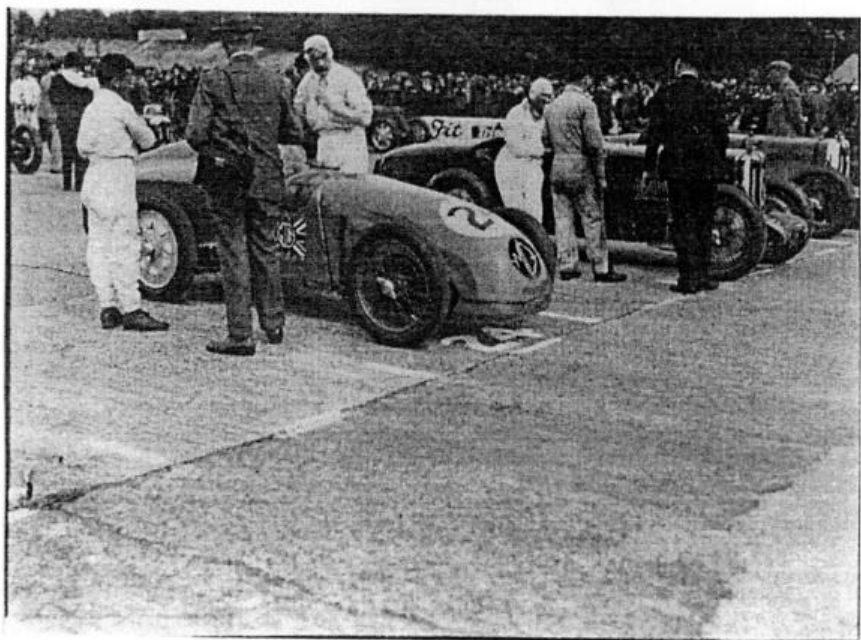
She collected the car with the tail fitted as can be seen in this photograph:-



She used the pointed tail on the K3 in practice, but was obviously unhappy with it, as she started the race without it, as can be seen in this photograph, where she is lined up for the start. She is obviously posing for the photographer, with her husband, Tommy, in the white overalls:-



However, we can see that Eddie Hall started the race with the tail fitted, which helped him to finish in 2nd place, with Mrs Wisdom in 3rd place



Lining up on the start line for the race; Eddie Hall (in white overalls) and K3, seen beyond George Eyston (also in the white overalls) who is standing beside the Magic Midget, with short, Bert Denly by the tail (also in white)

All photographs are from the Phil Jennings collection, for which we are most grateful

1935 PA Midget BWL 523

From Jim Konstandelos

In 1996 I did a foolish thing, I sold my 1931 M type Midget (LS 2703). It did not take long for me to realise what a big mistake I had made. After a year of being cast adrift, I decided it was time to get back on board.

I began to look for another M type, and began to travel up and down the country looking at various cars. After 9 months of a fruitless search, I thought I would never find the right car.

Then out of the blue, a friend of mine, who is in the same local Doncaster classic car club, mentioned he knew where there might be a car worth looking at. The car was only half an hour away.

He was right, In April 1999 I became the proud owner of a 1935 PA Midget (BWL 523).

I wanted to try and build up a history of the car, so I first contacted the MG Car Club to see if the chassis file had survived. Imagine my surprise when 79 sheets of paper arrived.

This covered the period from the date the car was dispatched from Abingdon on the 11/02/1935 to 28/10/1946.

Most of the correspondence was just routine, but the first owner of the car appeared to be (I quote) "a typical Oxford undergraduate". He bought the car in a shop-soiled state, and then he had all the extras fitted, including a Marshall supercharger, stone-guards (long gone!), bonnet straps etc. Which caused a lot of dispute over warranty claims.

There is a gap between 1946 to 1960, which I am still trying to fill. Can anyone help? (Tel. 01302 532827). There is a chance that it took part in motor sport in Ireland; when and where I don't know. I have drawn a blank for this period. Post

1960, the history is quite complete. I have had some help from previous owners, but I still have some more work to do.

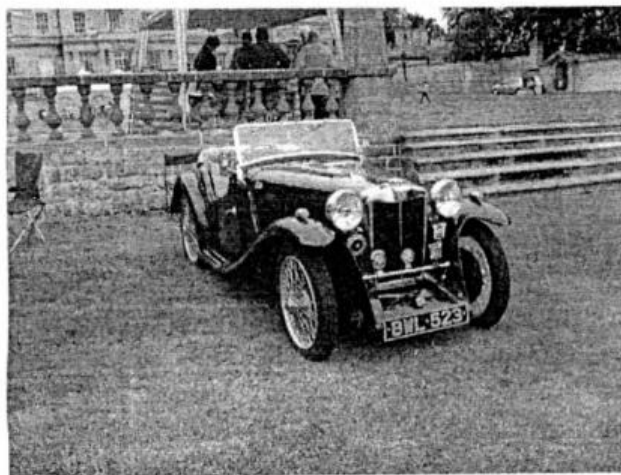
I can recommend the book by Philip Riden, *How to trace the History of your Car*; lots of useful information.

The car is used throughout the year. We have a great choice of events in this part of the country, and it's nice to meet fellow Triple-M owners on my travels. I shall send some reports in due course.

Since I have had the car, she has been very reliable, but I urge all owners to carry a fire extinguisher. I was very lucky when I had a small engine bay fire; I felt so helpless. Luckily it put itself out, and did not do too much damage.

The car was restored during the 1970's, and into the early 1980's. She is still in nice condition, but not perfect, and was restored using the original bodywork, but the headlamps I believe are off a Jaguar (but I like them). The original colour of my car was black with a green interior, but she has been the present colour of maroon for most of its life.

I manage to do all the routine maintenance, but if I get stuck on the more technical part of our hobby, I have a friend (who has a lovely F2 Magna which he restored himself) to call on.



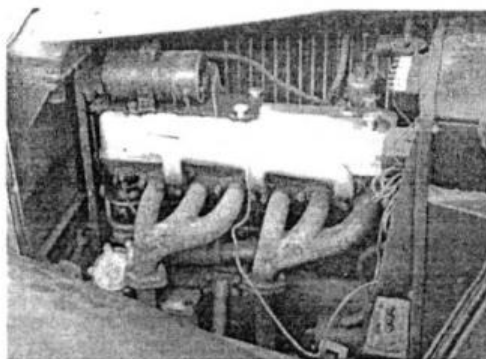
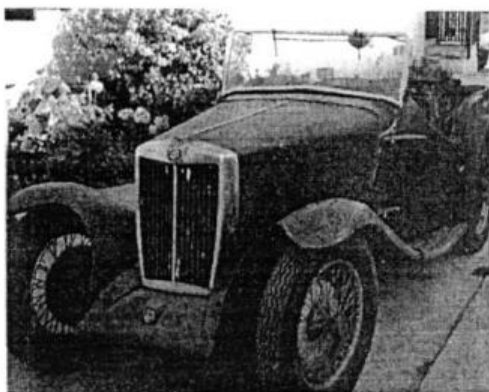
YOUR LETTERS

From Terry Andrews

Hi Phil,

I thought you would like to see some period photos of N 0933 which Terry Saunders sent me. The car is now in the hands of Tom Metcalf. However, the period modification to add the OHD (Over Head Dynamo), may be of use to these who wish to obtain some extra AMPS for the extra equipment they fit nowadays for continental touring.

Regards



From Patrick Gardner

Dear Phil

As always, I thoroughly enjoyed reading the February edition of the Triple-M Bulletin.

I was particularly intrigued by the top photograph on the inside rear cover depicting "Hamish McNinch the Mechanic"

It is good to see one of such exalted rank soiling his hands on mundane duties. However, if I didn't know him better, I would be tempted to query why such an eminent engineer would be using a screwdriver as a drift, and a spanner as a hammer, in an effort to separate the prop shaft from the back axle!!

No doubt the picture was specially posed to show lesser mortals the error of their ways!!

Kind regards

From Malcolm Bailey

Dear Philip

. Thanks for the address of Len to whom I shall write re ND Wings on MG 3469.

Attached is an old black & white photograph of my 1934 ND from which you can see that the wings are not as you would expect.

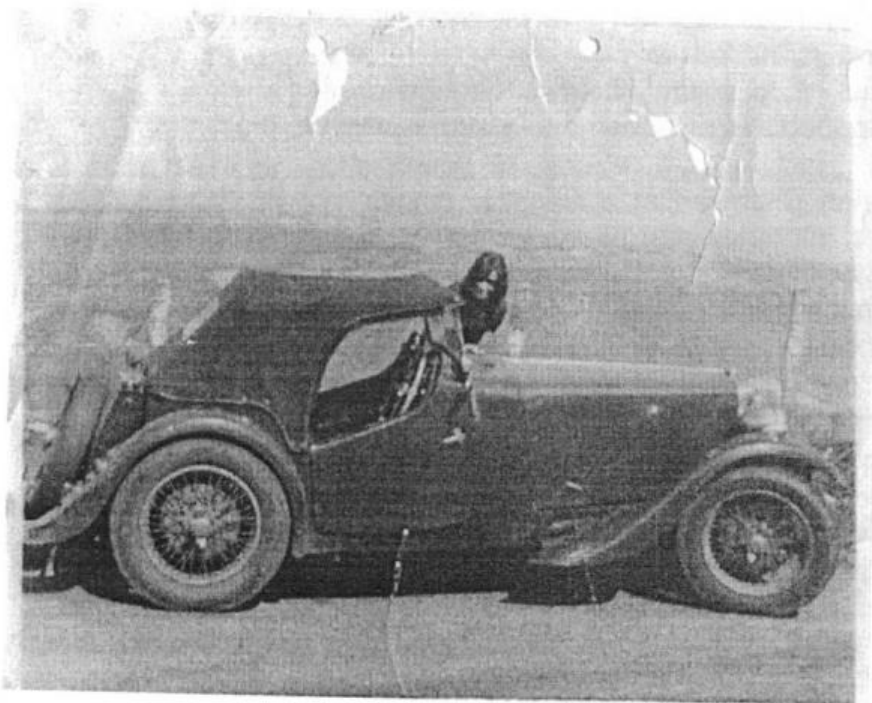
I acquired the car from Jim Kerr in 1977; he had stripped the car down to its chassis, and was in the process of putting it back together. He had acquired a set of wings from a PB, which he told me were just slightly narrower than the ND wings, but were the best he could get.

I continued the rebuild using the PB wings and have since run the car for several years. It has always been a mystery to me whether the wings in the old photograph were those originally fitted to the car and despite looking at all the

photographs of pre war MGs, I have never seen any similar wings. I still have them buried in my garage, and am considering whether to refit them. They are made of aluminium, but do not appear to have any traces of the original blue paint of the car.

If any one reading this letter has any information regarding either the car, or the wings, I would be delighted to hear from them.

Regards



Early Photograph of Malcolm Bailey's ND with
non-standard wings

From Terry Andrews

Dear Phil

Subject: MG Meccano, or Name that MG Special.

Many years ago, when I first acquired my P type, the first Triple-M people I met were Malcolm Newman and John Reid. They kindly introduced me to the Black Horse natter at Gomshall. John's Aramis car was the nearest reference to a P type that could assist me in understanding these cars in my early days within the Register. I came to know the differences between Aramis, and that of a standard P type. I always felt that this car was a wonderful concept, and that it was a pity that factory circumstances changed, which stopped this development, and the switch to the T types.

Fast forward around 10 years, and I was sat next to Brian Ditchman at a Register dinner. We got talking about the attributes and merits of the various models. I enthused about Aramis, and that it was an example of the mix and match combination MG had utilised in the past, with the concept with using various parts of different models to create a competition car. Brian let me into the secret that he was planning such a car. I was able to inform him of some of the things I had learnt from seeing Aramis all those years ago. The story of D'Artagan, which Brian built, is well known. However, the idea of me building such a car has been lying in the back of my head since the very first time I saw Aramis!

Fast forward another 8 or so years. I had a variety of MG models, and a decision was made that I should sell the M type that I had restored and the MGA which I sold to a work colleague, and use proceeds to buy an N type. Thus any spares I had would service both P and N models. The N type was duly bought for restoration, and anything which was not P or N was disposed off.

When I surveyed the spares I had remaining I had the basis of another car. A rusty P chassis, P radiator and

surround, most instruments, a gearbox, windscreen, lots of brackets and bits and pieces etc. I also had front and rear axles. The chassis was too far gone to be usable, as it had spent many years holding up a fence! New chassis rails would be needed.

Well if that was the case, why not have them made longer to L1 length, and fit a 6 cylinder engine in it.....if I could find one. As Brian had built the 4th Musketeer, I did not wish to build a further copy, and in any case I do not think I would want to attempt Nailsworth Ladder. But I would like to do the odd sprint or hill climb possibly? So I started designing (in my head anyway) a road going version of Aramis.

Currently, I am building a cycle wing P2! Well like Malcolm Newman's L2, with a P body, the thought process when something like this..... I like Aramis, like the wide front axle, but not the crab track, so lets have 3' 9" axles front and rear (T type though as the spacing fits the chassis).

The P body is a lovely shape, but make it 2 inches wider at the rear, and allow ½" extra space between the back plates and the inner wheel arch, as these always seem to rub together on the cars I have seen. Everything else as P type, but side valances as per J2. Swept wings would be nice, but they can get in the way when fettling a car. I have swept wings on my other cars, so I would be different this time.

In the last few years there have been similar cars which have hit the streets, F types with N engines, with one or two more about to be unveiled in the near future.

Bill Cullen wrote about his "special" in the Bulletin a year or so back. He is making a lovely job of this swept wing F type with an N engine and pre-selector gearbox. I assume this will be an F (N) ENV Cullen special.

When people ask what it will be like when it is finished, I say a P2. (I.e. like a L2, F2 but with a P body etc.) I am a little worried about calling it a PNT or P (N) TA (Terry

Andrews) special. I am beginning to like the label "Bitsie" but that does not convey any illusion of speed like "Bongazoo" or "Bolting Bulldog" or something similar!

Officially, I think in the simplest terms it would be classed as a P special. Having read the latest Bulletin, I am wondering what to call this combination of parts to reflect its origins. A good anagram is need to convey the parts used with some useful meaning, also I need to try and create the illusion of speed. The letters that to be used are:-

P = many N = one T = two A = one M = optional

L = optional. Major Parts used:-Lengthened P chassis, (L1 length); N engine, PA gearbox P body, lamps, brackets, tank, windscreen etc. M type steering box modified. T axles and diff.

I look forward to naming my Meccano special.

Regards.....

TIPS & HINTS.

Classic and Vintage Dynamos Ltd, (Unit 7 Shirebrook Business Centre , Vernon Street, Shirebrook, Notts, NG 20 8SP Tel/Fax 01623 747666) specialize in Classic, Vintage and Veteran dynamos, and remanufacture obsolete units. A one year guarantee is also given with all units.

They had a stand at MG Stoneleigh, and were exhibiting a brand new alternator replacement for the vertical dynamo, which cost well into four figures!! They also had overhauled/reconditioned units on show at much better prices.

Tim Hodgekiss, who has a stand at most shows, and was at Stoneleigh (*sorry cannot find contact details – Ed.*) can now supply pork pie rear lamp glasses with an orange sector for flashers. £20 for a set of two, with sealing rings. You will need to turn round the bulb holder inside so that the flasher bulb is on the outside of the car.

Brian Rhead (Tel. 01444 247089 or mob. 07790815839)
can now make up J2 spare wheel carriers cum petrol tank straps, either in part or complete, (but not the top body bracket at the moment)

Tim Miller advises us that his grandfather (a master upholsterer) always had a lump of beeswax or a stub of a candle in his toolbox. After drilling a pilot hole for a woodscrew, he would always rub the wax up and down the screw before fitting it. This lubricates the thread, and enables one to turn the screw more easily. Joints will be tighter, as you can feel what is happening, not just tightening the screw into the wood. It will also ease its removal if needed. A dab of grease will also work, although it tends to leach into the surrounding wood.

Rewiring to P-type wiper motor from Peter Down.

Many of us have no doubt been faced with the problem of broken or frayed wiper motor feed wire routing through the windscreen frame. I was confronted with this task recently, and not wishing to disturb the frame or rubber seal, (hardened with age, but still in good order), and wanting to have the wire hidden, I tried the following:-

I removed the screen and the motor, and laid it on a flat surface. Being unable to remove any of the existing wire, I pushed any visible ends away from the holes towards the glass.

Using a length of 1/16" welding or brazing wire with a short length doubled over at one end, I inserted this through the motor spindle hole, and worked it round the inside of the frame, pushing the old wire to one side.

The P-type screen with the rounded corners allows the wire to follow round and appear at the lower frame hole – well it did on mine!

On removing the wire, I found that this gave enough room to push the twin flex wire (I used speaker wire) around inside the frame, until the new wire appeared at the lower frame hole. The trick now was to get the wire out through the hole; I used a very thin wire snare, and with patience, I eventually eased the wire through the hole.

I was surprised how much room there was to push the new flex around the frame, considering the old wire was still in there.

I realise this might not work for everybody, and I may have been lucky, but it costs nothing to try, and looks so much neater hidden, than many alternative solutions I have seen

Mayhem Motors Mutterings, No 5

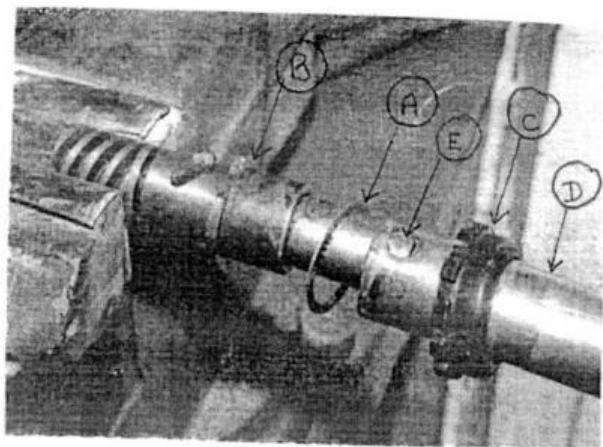
Adamant woes – This Adamant steering column was about to fail to perform its function of directing the car in a proper manner

The failure has been caused by a soft gasket placed between the flange of the outer tube (A) and the shoulder of the steering worm housing (B). The locking collar (C) has been tightened up to hold the worm and shaft assembly into the steering box, resulting in the flange (A) parting company with the outer tube (D).

This has put extra end float into the assembly, and has allowed the balls in the race at the steering wheel to fall out – to be replaced by bigger ones to “solve the problem”.

Meanwhile the outer tube was only located by the oiler, which was causing the hole to enlarge, and split the outer tube – ready for the outer tube to part company from the steering box.

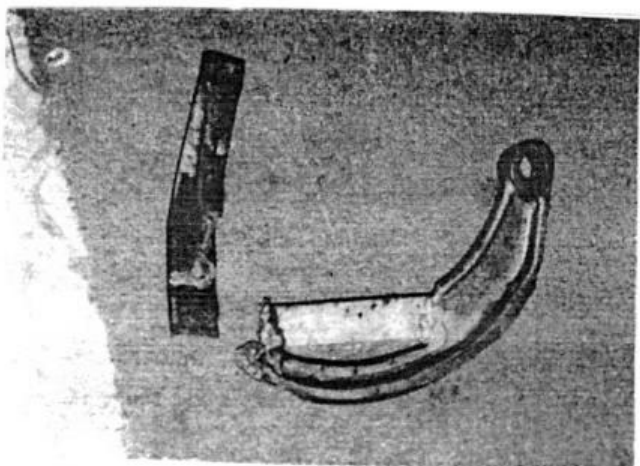
When restoring an Adamant box, the condition of this flange should determine whether a new outer tube is required to prevent the possibility of “variable” steering.



Mayhem Motors Mutterings No. 6

Breaking Brakes – One of the ways to “improve” cable brakes is to use Hydraulics! The large piece of brake shoe removal was to accommodate a hydraulic cylinder which pushed on the brake lever to apply the brakes!

When the shoes were reused on a cable system, an aluminium section had been welded across the gap. Use and corrosion of the weld had left the two halves of the shoe connected only by the brake lining, resulting in rather poor brakes!!



Subject: Vertical Drive— Needle roller Conversion

This **Technical Topic** was published by the Australian MMM Register as **Technical Bulletin No. 1**.
We thank them for the authorization to share these Bulletins with our members.

VERTICAL DRIVE-NEEDLE ROLLER CONVERSION

The cross-section above through the vertical drive on OHC cars shows the method of installing needle roller bearings as an alternative to Hyatt Rollers as originally fitted.

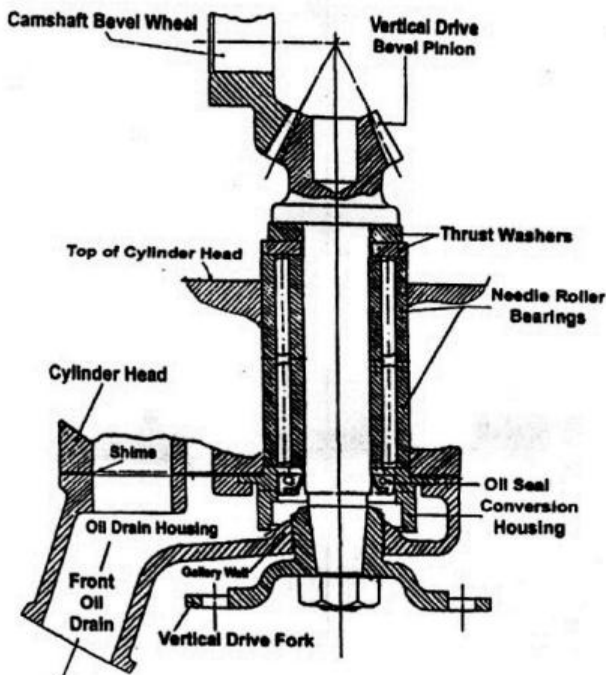
It also shows the modified oil seal and the conversion housing.

The needle roller bearings replace both the original rollers and the external sleeve and together the two needle roller cages make up the exact length of the sleeve they replace (2"). Thus the same thrust washers can be utilised.

The shaft of the Vertical Drive Bevel Pinion must be $5/8"$ to suit the needle roller inner sleeve. As no rollers act directly on the shaft it can be built up by either metal spraying or hardchroming and ground to size. Note that the thrust washers must be put on before the inner sleeves. If the slight interference fit is not sufficient to hold the inner sleeves in position on the shaft 'Loctite' could be used.

With the exception of the Oil Seal Conversion Housing which can be bought from Sports and Vintage Motors or Barry Walker all parts for this modification are available in Australia and the part numbers are as follows:

Oil Seal	- Repco	11220N8Z1
	- or Fla-Seal	12006 or RBC SJ7174
Needle Rollers: Inner Sleeve	- Torrington	IR 101416
Outer Sleeve & Cage	- Torrington	HJ 142216 or RBC 187174



CARS FOR SALE

Alan Old (Tel 01244 341484) is offering his MG M Type for sale. True vintage 1930 overhead cam MG. Very original in good condition with current MOT, tax and VSCC Buff form. Fabric Bodied with all metal panels (bonnet, muguards and valances etc. bare metal repainted). £9995. phone Alan for more information.

SPARES WANTED

Please note that all requests for adverts for spares wanted/for sale need to be accompanied by a contribution for the Tips and Hints section in future

Bryan Ditchman (Syringa Cottage, 74 Hazeley Heath, Hook, Hants, RG27 8NA. Tel 0118 9326346) is looking for a P-type engine (without manifolds or sump, which requires a new block.

Tim Miller (Saddlery House, Folly Road, Kingsbury Episcopi, Somerset, TA12 6AT. Tel. 01935 822978) wants bodies for both a P-type and M-type as he has no spare time to make his own. A repairable older body or a new frame shinned or not, or even a kit of wooden parts considered. He has various P-type items to exchange if required.

SPARES FOR SALE

Richard Martin (27 Stocks Road, Albury, Tring, HP23 5RT Tel. 07921 588060) has for sale a used J2 (but in good condition) heavy duty speedo cable to suit governor type speedo, for £10.

Ian Fairhead (Tel 01522 753100) has a genuine pre-war quick lift (racing type) jack for sale. Pat No 160327. Four inch lift, with minimum height variable between 8" and 12". Ideal accessory for your Triple-M or Vintage car garage; £75.

He also has Triple-M Yearbooks for 1972 and 1974-2004, all in unmarked condition, plus photocopies of 1970, 1971 and 1973. £250 for all 35.

Your Editor has the following items for sale:-

Flat mounting bar for P-type Hartford rear shockers; £12
0-60mph 3" dia.speedo for M/D/F with rim trip return; £30

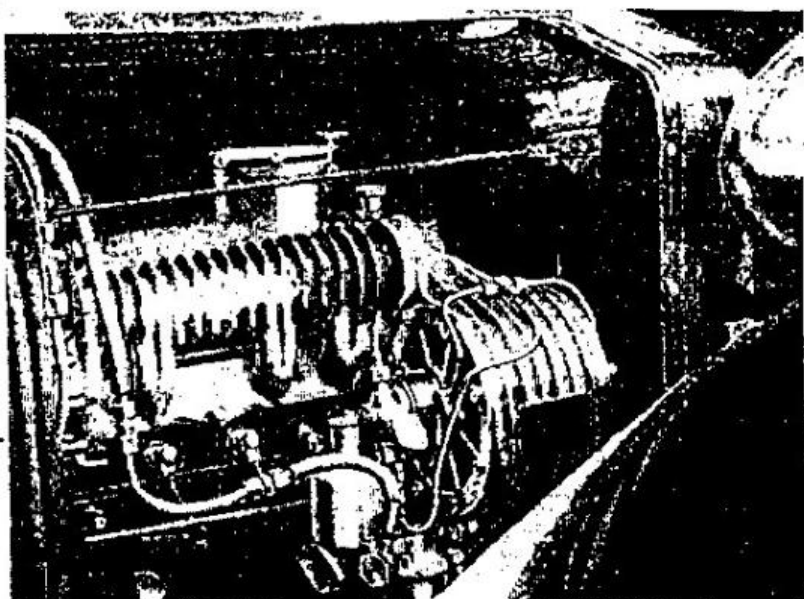
New rear number plate backing plate with rounded ends for "pork pie" lamps; £12.

Pair of Lucas R150 headlamps in reasonable condition, 8" dia glass; £80 pair



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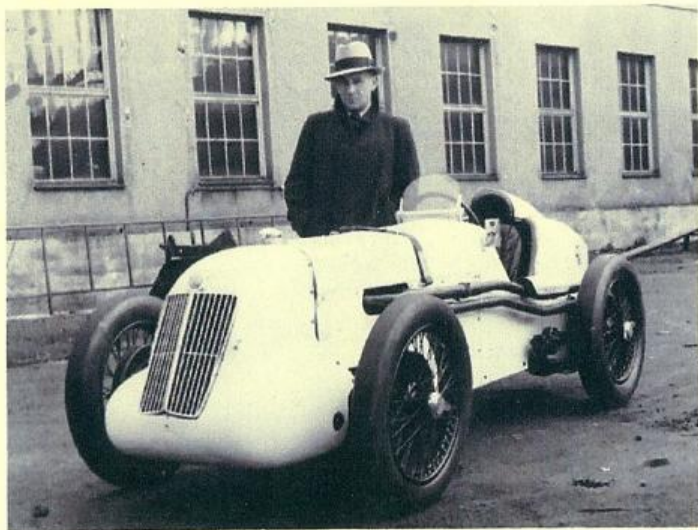
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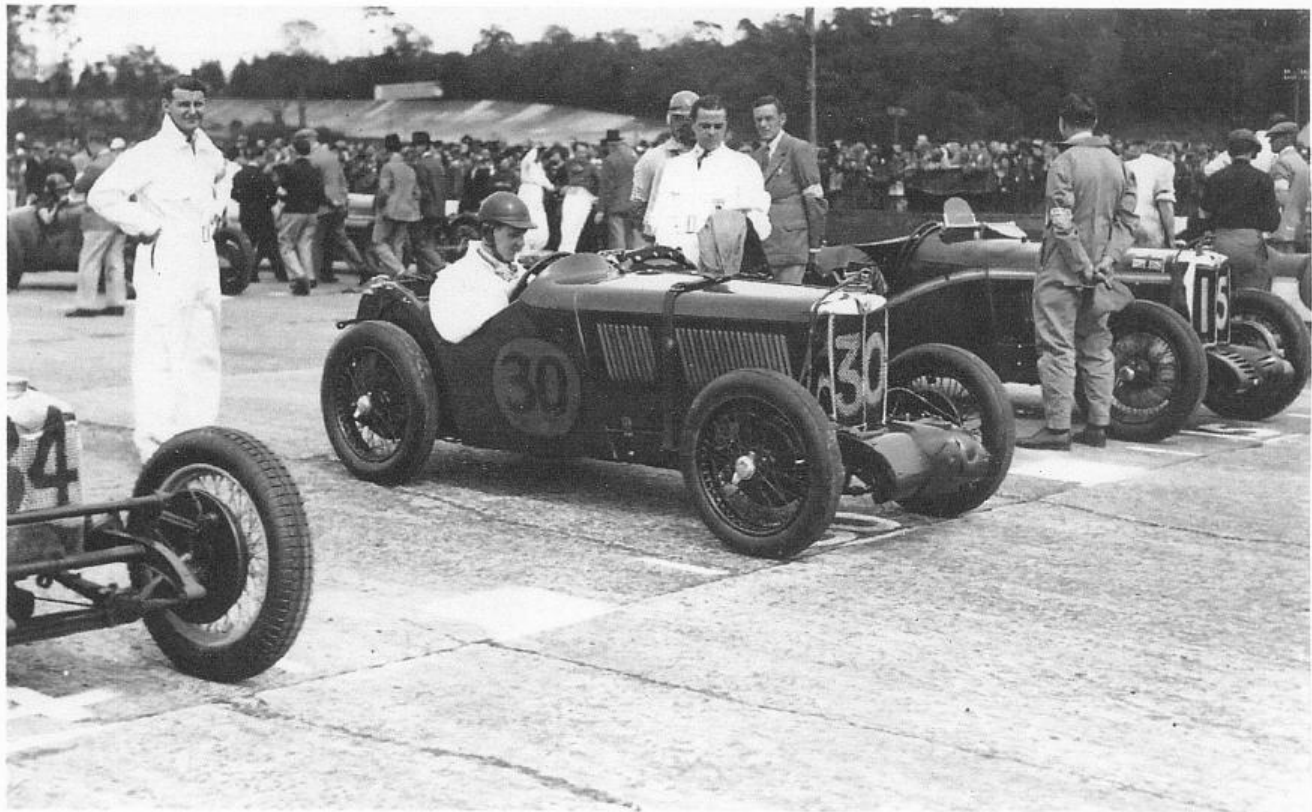
Part of Richardson's yard in the 1960s

Photo: B-E Lindh



Bobby Koltrausch and R-type having clocked 130 mph in 1935

Photo: Phil Jennings' collection



Start line for the 1933 Brooklands 500 - Elwes in J4003 and Earl Howe in the ex Mille Miglia K3001

Photo: Phil Jennings' collection