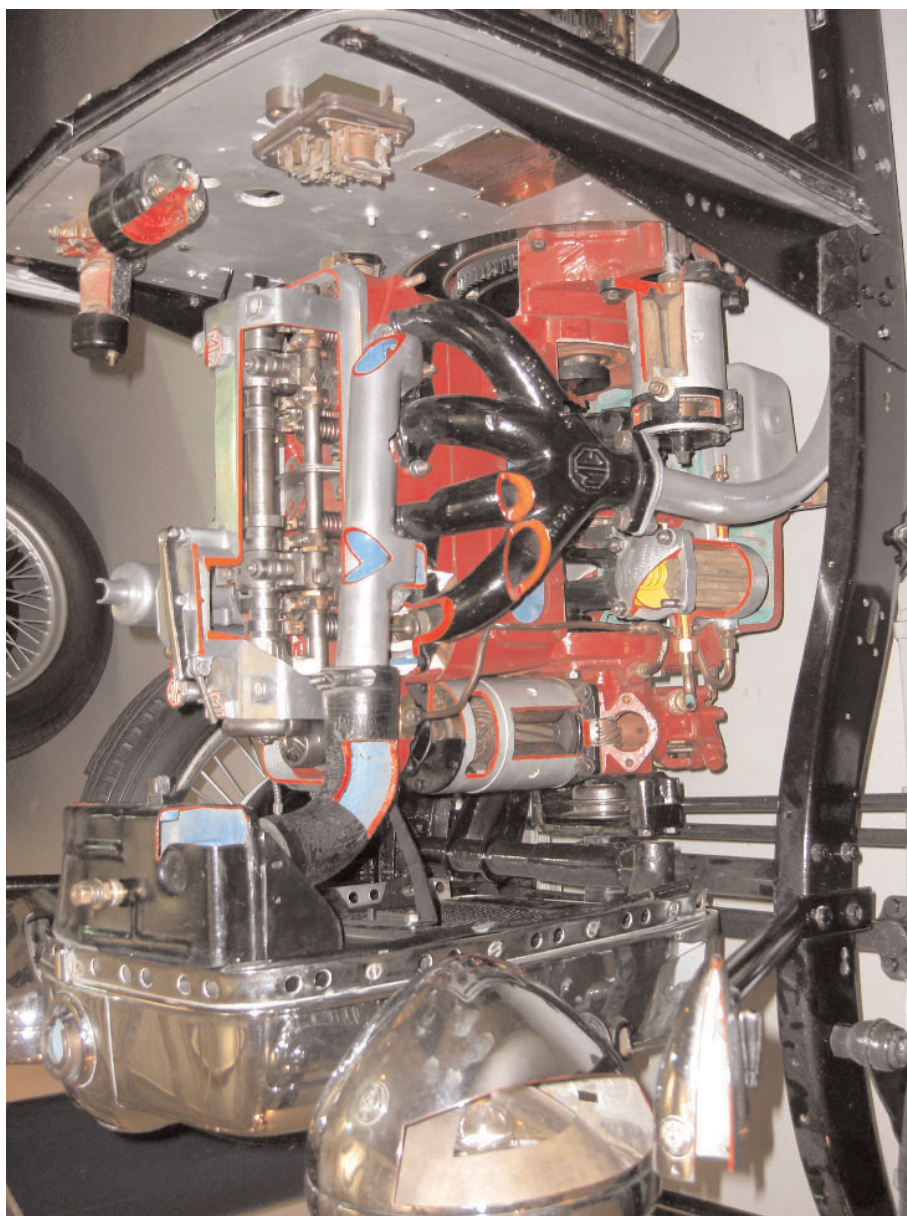


# **TRIPLE-M REGISTER BULLETIN**



**April 2012**





*Part of the P type Cutaway at the Gaydon Museum.  
Photo Submitted by Nick Dean*

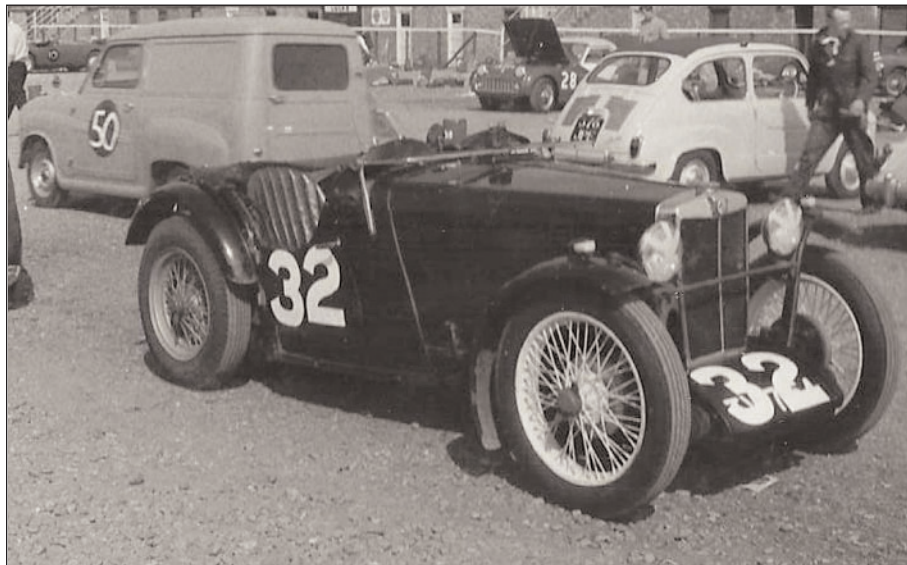
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# **TRIPLE-M REGISTER BULLETIN No. 66**

## **Editorial**

To continue with the memories theme, we have more reminiscences on the subject from readers this month plus a little more from me on a personal level below.

I purchased my second MG about 50 years ago and only last year I was sent a photo of it that I had not seen before. Jeremy Hawke was browsing through some of his father's racing albums and found the photo below. This shows J2257, reg no TV7154 at Silverstone in 1961 (note the 'racing?' A35 van!) The J2 was owned at that time by the late David Gale from whom I bought it the following year. The car had previously been owned for something like 24 years by Frank Stark who was a development engineer with Rolls-Royce in Derby. Frank rebuilt the car with a PB engine and ENV crash box plus a number of other tasteful mods. I am trying to build up a history of the car and would be grateful for any information. I know that it was rebuilt again in the late 1960s by John Skeavington and lost its original registration number about that time. Its chassis number is not on the register. Does it still exist?



*Cover Photo: The late Phil Bradey and his K3 at Collingrove Hill Climb, November 2008. (Photo from Malcom Robertson)*

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## Future Events

April 13/14/15th	Kimber Classic Trial (01761 221893 or andrewowst@hotmail.com)	Andrew Owst,
April 14th	VSCC Scottish Trial	01608 644777
April 21st	Register Annual Dinner & Prizegiving	01628 665055
April 22nd	Register Group Visit	01628 665055
May 5th/6th	MGCC Anglesey Sprint	stevecarr@mgcc.co.uk
May 6th	VSCC Curborough Sprint	01608 644777
May 25-28th	Register Border Reivers' Raid	
June 17th	Wellesbourne Wings and Wheels	07804686222
June 23rd	MG Live	MG Car Club Office
June 24th	MG Live	01235 55 55 52
July 21st	Prewar Prescott	/www.prewarprescott.com/
July 29th	Annual Summer Gathering at Peter Green's home.	
August 9th-12th	Cercle MMM Luxembourg MG MMM Tour	tripleMtour@gmail.com

## An Apology

"In the last Bulletin the report on the Continental Rally, the author wrote that Rod Ptak couldn't attend, as his L-type salonette "only recently restored by Dave Cooksey, needed the engine sorted". This tended to imply that Dave Cooksey's engine work was faulty. However Dave didn't carry out the early restoration but only did the final finishing work on the car. The mechanical work was done by others on the continent. The author apologises for any slight implied to Dave's work, which is always of the best".



## Cartoon Caption Competition



### Rules

The competition is promoted by the MG Car Club Triple-M Register. The competition is open to subscribers to the Bulletin and members of the Triple-M Register Forum.

The competition will be judged by a member of the Register Committee. A different member of the Committee will judge each competition. Competition judges and their families may not enter the competition.

Entries to the competition must be submitted by e-mail to:-  
triple.m.caption.competition@gmail.com. The entries will then be forwarded to the judge with the entrant's name removed. If an entrant does not have an email address their entry can be submitted using a friend's e-mail address provided that the author of the caption is clearly identified.

The closing date for entries will be one month from the date of publication of the Bulletin in which the cartoon appears. The winner of the competition along with the winning caption will be published in the following Bulletin.

By entering the competition entrants give the Register the right to publish their submitted captions on its website and in any media it wishes.

Entries which are offensive, defamatory or abusive will not be considered.

All entrants must supply their names and e-mail addresses or suitable contact information if they do not have their own e-mail address.

All entries will be anonymous. The judge will not know the identity of entrants.

The entry that the judge considers the best shall be declared the winner.

The winner will receive the original cartoon with their caption inscribed by the artist.

The judge's decision as to the winner is final.

There is no limit on the number of entries a person can make.

The Register reserves the right to cancel or alter or amend the competition at any time.

## Introducing ..... Your New Chairman

In order to comply with the MGCC Articles of Association, which now limit to five years the period which Centre, Register and Branch Chairman may hold office, Peter Green (who had been our Register Chairman for 11 years) was required to stand down at the Register's AGM in March. Because he was doing such a good job the Club allowed him to stay on until we had concluded the 50th anniversary event, which as you



know was celebrated in 2011 in some style. At the AGM a huge vote of thanks was given to Peter for all his work as Register Chairman, a job that Peter himself saw as a privilege and honour.

Dick Morbey has been elected as our new Chairman and most of you will already know of him as he is currently our Safety Fast Scribe. I am sure you will also be aware of his 'meet ..... ' articles that have appeared in Safety Fast and therefore I thought it would be a good idea to turn the tables and ask someone to interview Dick. Elizabeth Taylor was asked to do this job and below is what she found out about our new Chairman.

**Elizabeth :** *Dick, first of all many congratulations on your appointment as Triple-M Register Chairman. Most people will already know you as our Safety Fast Scribe but perhaps you could provide us with some details regarding your Triple-M background.*

**Dick:** It all happened rather by accident! In 1974 an old junior school friend, Bill Piggott, encouraged me and another chum, Bob Kemp, to take shares in a PA which he had found in Exchange and Mart for £350. The car was complete (albeit mainly in boxes) and sported a PB engine. The whole lot arrived home late one February night on a low loader to the consternation of my wife Gill, but the gang of three duly set to and work commenced.

The car really did need restoration because it was in a dire state having caught fire back in the 1950s. I won't bore you with all the things we did and the mistakes we made, but during the 1980s and nineties we had pretty much given up on it and it ended up tucked away in the corner of a garage in first one house and then another - always with the promise to our sons that when it was finished they could take their driving tests in it.

Unfortunately, this never came to pass and by 1999 I had to decide whether to carry on or give up on the project. By then Bill and Bob had parted with their interests and the then co-owner, Barrie Thomas, had been working in Kenya for some time so could not devote time to it. He agreed to sell his share in the car to me and in the next two years I was able to blitz the project. By now I had contacted Peter Green who was relatively local to me and he was hugely helpful with advice and pointing me towards the right people to do particular jobs. It did, however, mean starting all over again because the chassis was twisted and the homemade body that I had tried to create was not fit for anything!

In 2001 the car made it onto the road and has now done around 17,000 miles, taken me to some interesting places and put me in touch with the great number of enthusiasts, many of whom have become firm friends.

I learnt a huge number of things during the course of this project. The first is that there are very many people out there possessing knowledge about our cars and they are very willing to provide guidance, information, contacts and so on.

It's interesting to reflect that for me, like most people, it was the car that was the initial focus of interest. However, the more you immerse yourself in the whole Triple-M thing, the more you realise that it is just as much about people as the cars themselves. Our community comes from different walks of life and the movement stretches right around the globe; by and large people are very friendly, welcoming and ready to help when difficulty strikes - and it does. (Thanks Alan Grassam for the tow into Sherborne, by the way!).

*I know that you use your PA a lot - are there any Triple-M events that you particularly enjoy and have you ever thought about competing in speed events?*

I wouldn't say I use the car a lot - 17,000 miles in 11 years is pretty modest compared with many other owners - but I do try to drive it whenever I can all through the year - either to attend organised events or just for the sheer fun of driving it! I'm certainly very happy to have a go at driving tests, gymkhanas and the like but so far I have stayed away from speed events and trials. Why? Time and timidity perhaps!

*How did you first become involved with the Triple-M Register Committee, which from memory was back in 2008?*

The Triple-M Register Committee are a canny bunch of people! When I was asked whether I would agree to scribble a monthly column in Safety Fast I delayed a bit too long in answering and they must have thought that meant 'OK, yes', so I was truly lumbered. Then they said that as the Scribe had to be on the Committee, I would have to join that too! In fact I'm not complaining, because the two things have given me insights into the Triple-M world and its people that I wouldn't otherwise have gained.



One of the first things I was keen to do as Scribe was to open things up, for example by giving more space to non-UK owners and their activities, because I sensed they were being rather left out of things. In fact the Triple-M movement outside the UK is extremely strong and healthy, but it just wasn't altogether visible within our pages of Safety Fast. I don't know whether I succeeded in my aim, but at least I tried!

*How did the Chairmanship come about?*

When asked whether I would be willing to follow on from Peter I pondered long and hard. Peter 'under-sold' the job (and his 11 years as Chairman) by assuring me that there was nothing much in it - although as we all know, he has in fact worked very hard and done a fantastic job in guiding the Register during those years. Unlike me he has been immersed in all things Triple-M for most of his adult life whereas I am a total amateur in such things. But as you will have gathered, they are a persistent lot and based on assurances that I would get as much help as I needed (that remains to be seen!) I cautiously agreed to let my name go forward.

*What is your vision for the future of the Triple-M Register and what will be your main aims during your term as Register Chairman?*

When something's working well there's no point in messing around with it! The Register, now in its 51st year has a huge following and by and large it serves us enthusiasts very well indeed. The Register Committee consists of people who are well-versed in our world, and at this year's AGM we were glad that Mark Dolton was elected to join our number. Mark's duties will include producing event reports - and Bulletin readers already know that he is a most entertaining writer!

Thanks are also due to John Reid, who stepped down at the AGM after a total of 11 years of committee membership, including several years as Yearbook editor. He will now have more time to devote to the numerous transport-related projects he is working on. Nor should we forget Philip Bayne-Powell, who handed over editorship of the Bulletin during 2011.

I'm delighted that Peter Green has agreed to remain on the Committee (and that the members voted him back on!). Because everyone has to have a job (see earlier comment!) his will be that of technical representative/adviser, a post that he held in the 1980's/90's. I am sure he will be readily available with advice - and not just about K3s either!

During my term as Chairman I'd like us to work on a few things with the aim of involving more of us enthusiasts in the whole range of Triple-M activities - both competitive and social. And also, because communications in the outside world are growing apace, I'd like to see whether there are ways in which we could provide even better and more open access to information for the general benefit of members.

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For example, one area that's already underway is the structure and content of our Register website. Thanks to the efforts of webmaster Nick Feakes it's a very popular site and the Discussion Forum is phenomenally useful. However, the site doesn't encompass the entire Triple-M world, because there are other websites out there in North America and Europe and the Antipodes that complement it. We have, therefore, put together a working group to find ways of drawing all these resources together, because the benefits of sharing information could be very great for us all. We are very fortunate that the web now exists - if only it had been available 40 years ago - and it makes sense to make the most of such resources.

If all this talk about communications and the web strikes a 'modernist' note, please don't worry - I have a huge admiration of what the Works did to create our cars in the first place and of the competition drivers that made MG great. I also respect everything the Triple-M Register has done and continues to do to keep the breed alive and well. That must continue to be our aim!

*How can members help?*

There are lots of ways! For example, come along to our events - not just in the South East - but elsewhere in the country or in your home territory. In the UK you might like to start with the Annual Dinner and Prize Giving on 21st April, if there are still any places left!

Try to get to meet other car owners - at natters or in other ways - to share experiences and solve problems.

Send in articles to Bob Richards about you and your car, tell us what you've learnt about it. And please contact the Committee (details below) with any ideas and suggestions that you think might be of interest or benefit to others.

Dick Morbey	Chairman & Safety Fast Scribe
Bob Milton	Treasurer
George Eagle	Secretary
Mark Dolton	Events Correspondent
Peter Green	Technical Representative/Adviser
Robin Hamblett	Registrar
Peter Hemmings	Librarian
Mike Linward	Competition Secretary
Bob Richards	Bulletin Editor
Cathelijne Spoelstra	Yearbook Editor
Elizabeth Taylor	Yearbook Advertising

*Will you continue to be the Safety Fast scribe or are you looking for a volunteer?*

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I have said that I'm willing to carry on with my scribbling for a while, but the column certainly won't become a 'Chairman's platform!' However, after 4 years, people may think it's got a bit stale and needs a change. If that's so I'd be happy to hand it on to someone else.

*Finally, I know that you, and indeed your wife Gill, have a lot of interests outside the Triple-M world that keep you very busy - can you tell us about these.*

Erm, yes, I am quite busy in a number of non-Triple-M areas! I retired in 2007 after 42 years in industry as a Company Secretary and am in the course of stepping down as a pension fund trustee from the old firm. That should free up a bit of time! I'm also a volunteer/driver/Director/Treasurer of a standard gauge steam railway in Oxfordshire.

Gill is first and foremost a musician. She also drives a modern TF, but so far hasn't got to grips with the PA. I also 'do music' - I play the violin in a High-Wycombe-based chamber orchestra, of which I'm also the Hon. Secretary. As long as I don't get these things mixed up, happily (for everyone!) you won't be hearing me play at Silverstone, or other MG events!

*Dick, thank you very much for your time.*

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## **A Message from the Chairman, Dick Morbey**

I'm penning this note just after the Register's AGM, which took place on 4th March. It was rather sparsely attended, which was a shame, because it was Peter Green's final appearance as our Chairman. Peter has been Register Chairman for 11 years, which (say it quietly!) exceeds the period permitted under Club rules, which is just five years! At the Register's request, the Club had agreed to allow Peter to remain in office until the 50th anniversary celebration events had been completed, but sadly all good things have to end and he has now stepped down.

Peter has done a fantastic job over the years – not just as our Chairman, but in very many ways besides. Happily he has now been elected back onto the Committee and he will now be our technical representative and advisor.

I have the great privilege of having taken over from Peter. I am very conscious of walking in the footsteps of some of the truly great characters who have upheld the Triple-M tradition over very many years – not just in the 50+ years since the Register was formed but way back before then. My task will be to maintain that noble tradition and to help to encourage and support all of us wherever we may be, so that we can enjoy our cars in sociable and competitive ways in the environment of these present times.

As always the Committee members and I are always very happy indeed to hear from you at any time. We don't sit in ivory towers – in fact you'll mostly find us furtling around in our garages fixing our cars – so don't feel inhibited from getting in touch, we're always delighted to hear from people and are ready and willing to offer help where we can. So why not pick up the phone or ping through an e-mail?

A final word about the AGM and the Committee. This was John Reid's final meeting after many years of membership – 11 in his most recent spell – and thanks are due to him. Bob Richards (Bulletin Editor) and Mark Dolton (Events Correspondent) were elected to the committee – so welcome to them both! You can see the full committee line-up on our website.

On 21st April we have the Annual Dinner and Prizegiving. At the time of writing there are a few places available – but be quick! For those who wish, this can be preceded by an informal light lunch at Peter Green's home, followed by a gentle road run to the event hotel, which as last year, is the Ship Hotel Weybridge. The dinner in the evening will give you an opportunity to launch bread rolls at the new Chairman if you wish and applaud our prize-winners! On the following morning there will be a road run to Polesden Lacey, a National trust property and gardens near Dorking where Triple-M cars will have pride of place. To reserve your place at some or all of these activities, please don't delay – contact Elizabeth Taylor [e.taylor@oakend.net](mailto:e.taylor@oakend.net) or tel. +44 (0)1628 665055.

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I hope you'll be coming along to MG Live! at Silverstone? We need a few volunteers to help with practicalities on the two days, perhaps assisting at the Register stall and in other small ways. It won't take much out of your day and if you are willing to spare an hour or so please get in touch and we'll find you a job!

### **Secretary's Bulletin Report on Triple-M Meeting/AGM held on 4th March 2012 - by George Eagle**

P Green, Chairman, welcomed Committee member elect M Dolton as a guest to the meeting. Most of the memorabilia previously stored at Greenacres has now been handed over to the Archivist at Kimber House - a list of these items is in the course of being prepared.

G Eagle, Secretary, reported there had been the usual contact from members and others in the last quarter. Assistance was given to those with cars to sell, previous owners enquiring if their cars had survived and also valuing a list of spares. It was a pleasure to meet the many Triple-M owners, including a couple of new owners, at the well attended MG Spares day Stoneleigh. There was only one response to the AGM Notice and this was from G Arrondelle who nominated G Eagle for Chairman in place of P Green who was standing down. In the interests of continuity it was agreed that as D Morbey had also been nominated G Eagle should stand for re-election as Secretary for the next year. Tribute and thanks paid to P Green for his commitment and contribution to the success of the Register during his 11 years as Chairman - included in this period were the popular and successful 40th and 50th anniversaries and the ongoing well attended Summer Gatherings. Thanks also due to J Reid for his contribution to the work of the Committee over the last 12 years which included membership of the 40th and 50th sub-committees and Year Book Editor.

Bob Milton, Treasurer, reported he was unable to attend the recent meeting of Treasurers due to adverse weather conditions on the day but the Club have now issued a Treasurer's manual. K O'Shea, Financial Officer, is very pleased with the accounts produced for the Triple-M Register.

R Hamblett, Registrar, reported that since the last meeting the following "new" cars have come to light - 1 D type, 3 J types, 2 L types, 1 M type and 3 P types. A number of these were uncovered on a recent trip to A King's workshop. The son of the long term owner of PA0724 contacted D Morbey who inspected the car which is very original but in poor condition due to poor storage.



D Morbey reported the last 3 issues of Safety Fast have contained a plug for the AGM, 2012 diary dates and interview with B Martin in the February 4 pager. The main topic in the March issue covered the web site including a mention of the setting up of a working group whose remit is to both support N Feakes and gather together suggestions from contributors.

B Richards, Bulletin Editor, stated the last two issues were both 52 pages in size thanks to sufficient material being submitted. However, the quantity of these contributions has reduced during the winter period as there were few events. There are some articles in hand regarding events in Australia. P White, Subscriptions Co-ordinator, had recommended the use of a franking machine for posting the Bulletin. The Committee approved his recommendation on the grounds that it would lead to savings on both time and costs.

C Spoelstra, Yearbook Editor confirmed that sufficient articles were in hand for the 2011 Yearbook. It was agreed the Yearbook should be in full colour and consist of 80 pages instead of the normal 72. E Taylor confirmed all invoices for the 2010 adverts had been paid. It was noted there will be 3 new advertisers in the 2011 edition - it was also agreed there should be no increase in advertising costs.

The first meeting of the web site working group was held on 3rd March - M Dolton is overseeing the project. It was agreed to bring the web site up-to-date using the latest technology. Whilst the Discussion Forum is working very well there will be 3 phases - a standard revamp - make front page more active - embrace other web sites. Other areas could include Payment shop and Register details.

**Events 2012.** This year MG Live! Silverstone will be a 2 day event only on 23rd and 24th June, the Summer Gathering date is 29th July, the Annual Dinner will be on 21st April, Border Reivers Raid is on 25th to 28th May and Prewar Prescott is 21st July. T Hack, D type group, has confirmed they will attend this event again this year and will be setting up a small marquee the evening before.

**The AGM was held in the afternoon.** P Green, Chairman, opened the meeting by welcoming members attending - these were M Allison (President), M Dolton, K Hall (ex Treasurer), Mr and Mrs M Pancheri, Mr and Mrs G Shackell and B Silcock, Chairman MG Car Club. During the year P Bayne-Powell stood down as Bulletin Editor, B Richards was co-opted onto the Committee after offering to take over. Thanks are due to Phil for the success enjoyed by the Bulletin, which currently numbers 425 copies per issue, during his tenure. Thanks also expressed to J Reid who retired from the Committee. He had served 2 periods on the Committee during which he had been Registrar, Yearbook Editor and a member of the 40th and 50th anniversary sub-committees.

P Green then summarised the 2011 events which included the 50th Anniversary with

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166 entrants, Summer Gathering with 144 members in attendance in 54 cars and the COTY which covered which covered 172 cars over 64 events. He also stated he had enjoyed his 11 years as Chairman and thanked both the Committee and members for their help. He also mentioned there had been 2 nominations for Chairman, one D Morbey proposed by P Green and the other G Eagle proposed by G Arrondelle. In the interests of continuity G Eagle decided it would be best if he continued to serve the Committee as Secretary.

G Eagle reported that 24 metal car badges were sold in the year with most being for UK members; overseas sales included one each for Luxembourg and Switzerland, 2 to the USA and 2 to Sweden. The closing stock of 48 should suffice for the next 2 years. On behalf of the Committee and members a tribute and thanks paid to P Green for his contribution and commitment as Chairman for the last 11 years. During his tenure the Register has enjoyed much success including the 40th and 50th Anniversary events and the popular Summer Gatherings. It is worthy of note that the Register was awarded the prestigious Nuffield Cup, for the 3rd time, for the success of the 40th Anniversary event which included a superb display of historic Triple-M cars organised by P Green.

B Milton, Treasurer, reviewed the accounts which showed income increased by 45% to £45647 reflecting the influence of the 50th which accounted for our total expenditure increasing by 79%; approximately 18% of the increase was attributable to the high quality M Green book. It should be noted the Committee agreed to use some of the reserves to subsidise the 50th up to a sum of £5000 with the actual subsidy coming in just below this figure. Both the Yearbook and Bulletin generated a surplus in the year with the two social events breaking even. The Register also made a donation to the MGCC Queensland Centre following flood damage. Reserves total £23654 and all VAT returns and payments are up-to-date. The Club were very complimentary about the manner in which the Register's finances are maintained.

**Election of Officers.** D Morbey be elected as Chairman, G Eagle and B Milton be re-elected as Secretary and Treasurer respectively, all unanimously accepted.

**Election of Committee.** Normally one third of the Committee retire but this year was different in that J Reid was standing down and there were 3 candidates for election. P Green was re-elected to the committee as Technical Advisor, B Richards, who was seconded onto the Committee, elected as Bulletin Editor and M Dolton elected as Events Reporter, all carried unanimously. Under AOB the meeting agreed a resolution to increase the number of Committee members to 12.

B Silcock, Chairman, MG Car Club thanked P Green for all that he had achieved in his role as Chairman for the last 11 years. D Morbey, Chairman, thanked everyone for attending and declared the meeting closed at 3.18pm. The date of the next Committee meeting is 13th May 2012.

## The Bishop Cam Steering Box

The information below is extracted from articles in *Totally T-Type* by kind permission of the MGCC T-register. The original article was obviously written to cater for the TA, TB and TC models. There are some differences between the T Type and Triple-M Bishop Cam steering boxes but the information should be generally applicable to the late PA, PB, NA and NB. Our technical Advisor, Peter Green, has made some detail changes which will make the information more suitable for these cars. Dimensions given may be correct for the T types but not for Triple M.

At the 'T' Register Rebuild Seminar earlier this year, Eric Worpe gave an excellent presentation on the Bishop Cam 'box'. We really ought to share this with those who were not able to attend and the following pages have been typed up from the flip charts which Eric used. It goes without saying that the notes minus the presenter are nowhere near as good as the notes with the presenter, but nevertheless, publication might well prompt some questions.

### Operation

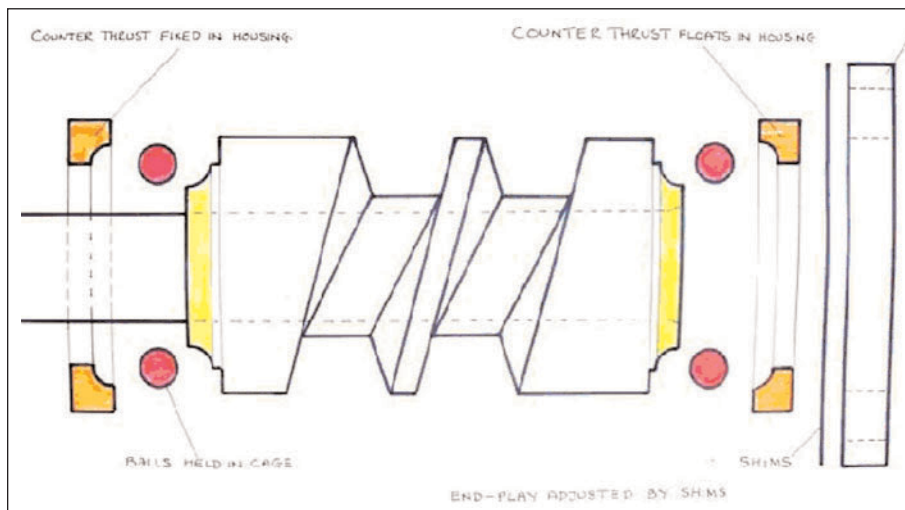


Fig. 1

Inside the box a cam or worm wheel is splined on to the steering wheel shaft. The cam block is carried by two thrust type ball bearings (see Figure 1).

A hardened tapered peg engages in the cam's groove. The peg is located in the sector arm which is part of the sector shaft running directly in the malleable iron casting of the box (see Figure 2).

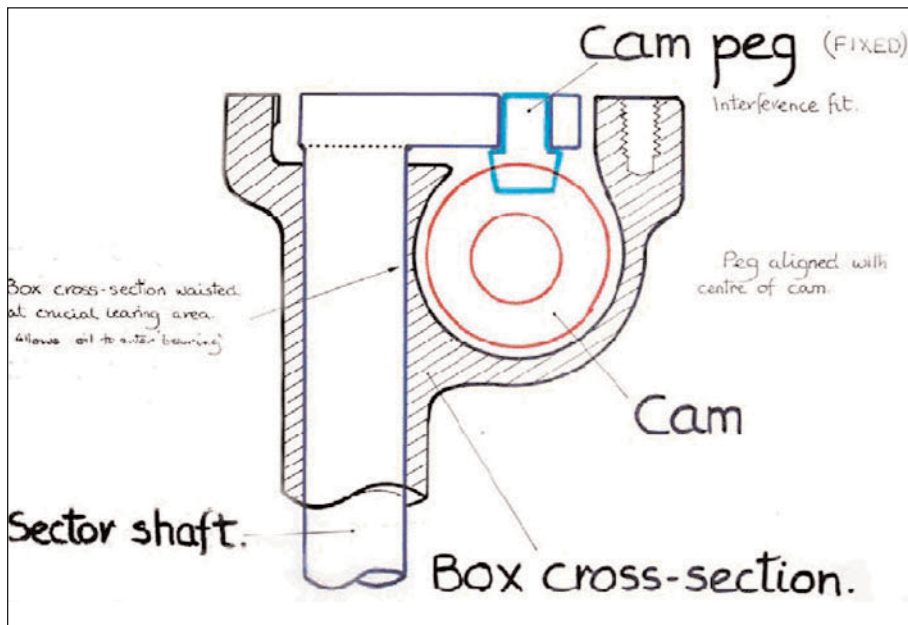


Fig. 2

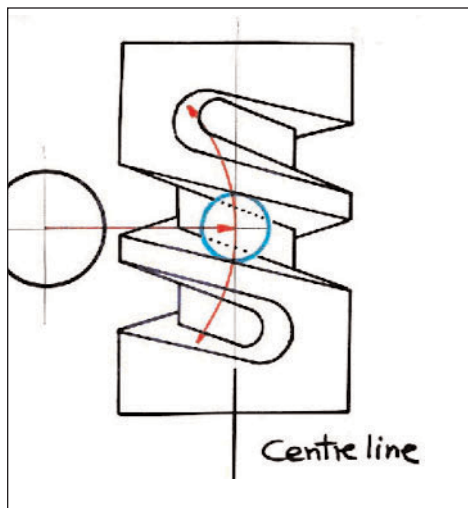


Fig. 3

#### Cam Groove and Peg Mesh

The peg moves in an arc about the centre of the sector shaft. At the 'straight ahead' position, the peg is in line with the centre of the cam. However, as the peg is moved along the groove in the cam, it deviates from the centre of the cam and consequently disengages its mesh with the groove (see Figure 3.)

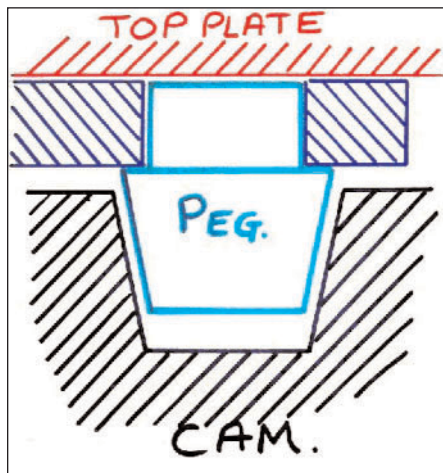


Fig. 4

Thus the peg is tapered to allow its initial mesh with the cam to be adjusted for minimum free play in the "straight ahead" position. As the groove wears in the centre region, the peg can be adjusted to eliminate any free play whilst avoiding the chances of binding either side of the central area, due to the reduced mesh between the peg and the cam (away from the centre). (See Figure 4)

The mesh between the peg and cam is adjusted by re-positioning the top thrust plate.

The top face of the sector arm is thrust against the lower surface of the top plate by the peg as it tries to climb out of mesh with the groove, an inevitable conse-

quence of the peg's taper. Adjustment of the shims between the top plate and the body sets up the peg's mesh with the cam.

The drag link should be disconnected and the shims adjusted to give a slight tightness in the 'straight ahead' position.

### Lost Motion (play)

If after adjusting both sets of shims, excessive play still exists, then look at:

- Track rod ends; adjustment
- Drag link ends; adjust and check
- King pin bushes
- Loose bolts, box to bracket to chassis (try M10 X 100 socket cap - cut off excess)
- Cracked drop arm (Pitman arm)
- Loose ball pins in sockets
- Worn wheel bearings
- Worn sector shaft bearing

### Sector Shaft

Original was drop forged alloy steel.

Highly stressed, needs to be tough to resist fatigue. Thus not hard enough for good bearing face.



### **Cast iron box**

Bearing qualities of cast iron due to free graphite reduced, combined with soft sector shaft - less than ideal bearing.

Poor oil seal, poor oil feed to long bearing, viscous oil, oil level not visible, high radial stresses, 'overhung' layout.

### **Restoration**

Improve oil seal, counter-bore box 1.125" dia x 0.25" deep for NBR 11207525A seal to DIN 3760R21.

*Note: Some people prefer to leave out the seal as oil leaking out of the box will take out metal impurities with it. If a seal is fitted the box will wear out more quickly.*

1. Hard chrome old sector shaft? (*An article on hard chroming is to follow - Ed.*)

2. New sector shafts machined from solid EN24T

2A. 20 'thou oversize shaft, ream out old box to non standard size (0.770")

2B Standard shaft, bore out box and fit new bush.

*Note: The Triple M steering box is not as long as T type box so there would be no room for two bushes. (An article on re-bushing is to follow - Ed.)*

### **Cam and Peg**

- Look for 'spalling' of the case hardened surface of the cam. Lack of chamfer on edge of groove, (early versions).
- Peg bears brunt of wear.
- Replacement? Tight spots either side of centre of cam (Bowed top plate?)
- Damage to groove edge.
- Rotation of peg or replacement?
- Peg and groove wear to match each other, so should not be disturbed if surfaces look polished. No adjustment left?
- Cam and peg replaced together.

### **Removal of Cam from Shaft (See Figure 5)**

Oxy-gas torch. Red heat.

Shaft is splined on to cam and its end flared out.

Peg must be press-fit into sector arm.

Column sleeve bearing replaced by self-lubricating plastic.

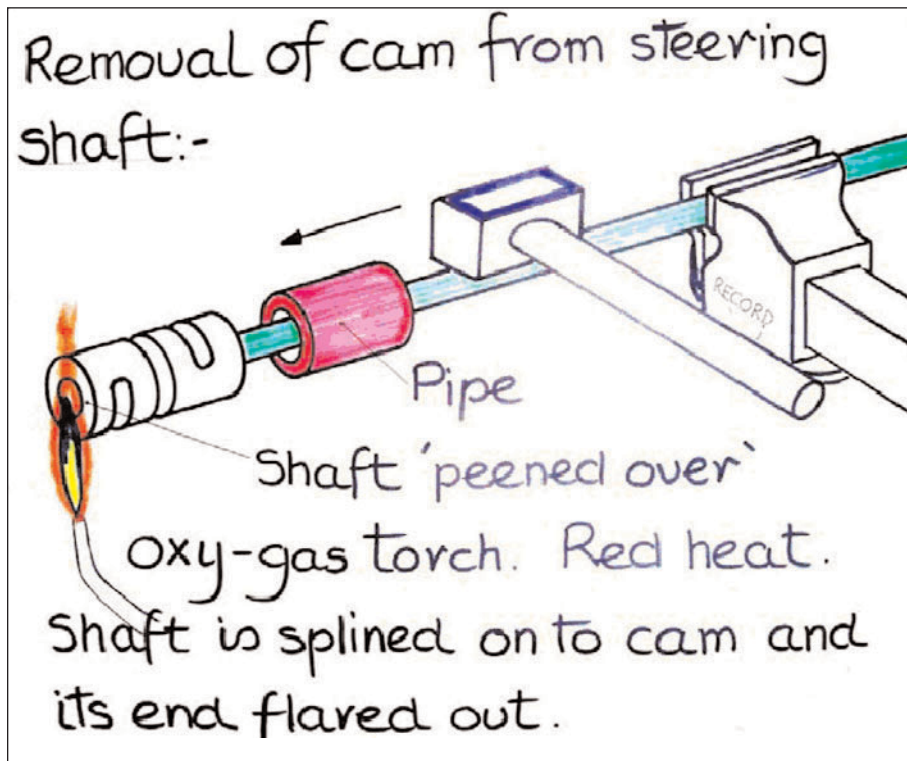


Fig. 5

#### Top Plate

- Slightly hardened, usually scored due to sector arm.
- Taper on peg and cam grooves forces sector arm against plate.
- Surface grind or add phosphor-bronze plate. Chamfer sector arm.
- Evidence that Tomkin's mod puts strain on the sector arm; some failures.
- Lubrication EP140.
- Oil pot enables level to be checked. Top plate sometimes bowed (may cause more free play either side of centre after replacement)
- According to The New England MGT Register, the Nuffield Organisation admitted that "the steering box was a bad choice". However, the basic cause of poor steering lies in the whole front suspension. The cars when new, did not steer all that badly.
- Check chassis alignment.
- Front axle lettering faces rear.
- Check rear axle location.
- Check 'toe-in', tyre pressures.

[www.triple-mregister.org](http://www.triple-mregister.org)

## **Triple-M Register Championships**

### **- Mike Linward, Competition Secretary**

There are four main annual Triple-M Register awards, designed to encourage owners of Triple-M cars to use them for the purpose that they were designed – competition!

The primary award – The Car Of The Year – otherwise known as COTY, covers all types of event, including marshalling, where Triple-M cars are involved. As the name implies, the points scored are for the car not the driver.

There are also three specific awards where the driver scores the points:-

The Slade Trophy, which is for trialling.

The Speed Championship, which covers certain races, sprints and hill climbs.

The Racing Challenge – The Betty Haig Cup, which is specifically for racing

Details of the awards are contained on the following pages as well as up to date scores in each competition. The Competition Secretary collates the scores. Although most results are obtained automatically from the event organising Clubs or MGCC Centres, it is the responsibility of the competitor to make sure that the Competition Secretary has a copy of the results of the events in which they have taken part.

There is no pre-registration required or fee to pay. Any Triple-M owner, provided he or she is a member of the M.G.Car Club, is entitled to take part, but the trophies, if awarded to an owner outside the UK, will remain in the UK. Presentation of awards takes place at the Triple-M Register Annual Dinner.

The New Year events started with the Brooklands driving tests which had five Triple-M entries, the most successful of which were Alex Pilkington's KN special with a Second Class Award in Class 4 and Patrick Gardner in the J2 with a Third Class Award in Class 3. Neil MacKay was obviously not put off with the problems he encountered in the Measham Night Navigation Rally in 2011 as he entered again in 2012 and led his Class at the half way stage. Unfortunately things went down hill in the second half, picking up ten Time Control penalties, which put him out of the running. Winter is of course the time for trials and Bill Bennett's campaign started with the MCC Exeter in January where he gained the Class 2 Award. More success followed in the North Devon, Exmoor trial and the Fell Side Northern Classic trial but this was followed by a second place in the Clee Hills trial and a third in the Cotswold Clouds. Is the invincible J2 losing its grip?

April is the start of the speed competition calendar and it may be a good time to remind ourselves of the Register awards to be won and the rules that govern them. With this in mind, the rules for Car Of The Year, Speed Championship, Racing Challenge and Slade Trophy are reproduced in this Bulletin edition. There have been a few minor tweaks since they were last published so a read through then would be worthwhile. The rules are also recorded on the Triple-M Register's website.

**C.O.T.Y. 2012  
Scores to 25th March**

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	53
2nd	317	Jarvis M	GP 1856	Annette Lee/Philip Bayne-Powell	15
=3rd	907	K1	ADH 360	Neil MacKay	11
"	691	NA All'ham	BYU 271	Philip Bayne-Powell	11
"	341	M	PJ 7970	David Rushton	11
6th	1883	J2	PO 8865	Patrick Gardner	9
7th	2692	J2	SW 4156	Brian Galbraith	8
8th	3507	KN/s	OHL 3	Alex Pilkington	7
9th		M	PO 1357	Nigel Stroud	6
10th	797	K1	ALA 871	Christopher Hobbs	3
11th	2362	NA	BTT 726	Richard Jenkins	2

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2012 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

6th/7th January	MCC Exeter Trial	Full Results
14th/15th January	VSCC Measham Rally	Full
22nd January	Midland Automobile Club, Clee Hills Trial	Full
29th January	VSCC New Year Driving Tests, Brooklands	Full
29th January	North Devon Motor Club, Exmoor Trial	Full
5th February	Stroud & District Motor Club, Cotswold Cloud Trial	Full
18th February	VSCC Exmoor Fringe Trial	Full
18th February	Fell Side Auto Club, Northern Classic Trial	Full
3rd March	VSCC John Harris (Derbyshire) Trial	Full
11th March	MGCC SE Centre, Spring Navisat Rally	Full

**SLADE TROPHY 2012  
Scores to 25th March**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	29
2nd	M	David Rushton	4
3rd	J2	Brian Galbraith	3
4th	NA	Richard Jenkins	1

[www.triple-mregister.org](http://www.triple-mregister.org)

## Rules for the Triple-M 'Car Of The Year' Award (COTY)

The award will go each calendar year to the car, which performs most creditably, in the widest selection of events. All Triple-M cars, acceptable to the Register, are eligible, either standard production cars or specials providing they are made from a standard Triple-M chassis and all major mechanical parts are to a standard Triple-M pattern. The result is declared on a points system which is detailed below. We hope all Triple-M Register members will compete for the fine trophy which is the Register's highest award. The points score will be kept by the Triple-M Competition Secretary to whom all claims should be sent. Where possible, points will be given automatically based on complete results received by the Competition Secretary, but it is the car owner's responsibility to ensure all events they wish to be included are recorded. An updated table will be published in the Triple-M 'Bulletin' and on the Triple-M web site regularly during the year. Please claim your points as soon as possible. Any claims not filed within three months of the meeting may not be considered and no claims will be considered after the second week of January of the following year.

### Points Scoring System

#### a General

The ten best scoring results for each car will count. A car can be driven by more than one driver in an event and each entry will count provided it remains within the 'ten best scoring results' rule. The points tally is against the car not the driver.

For EACH event entered, started and finished	2 points
If classed as a non-finisher	1 point

In an event where cars younger than Triple-M age are competing:

A place in the first four OVERALL	1 point
-----------------------------------	---------

#### b MGCC Concours, Driving Tests, Rallies, Autocross, Sprints and Hillclimbs

Any of these events organised by an MGCC Centre can be considered for inclusion. Points will be awarded against published Class and/or Overall results. If the event organiser does not intend to send printed results to competitors after the event it is important for you to note the result at the time if a claim is to be made later.

1st Triple-M car	9 points
2nd Triple-M car	8 points
etc. down to 9th Triple-M car	1 point



Therefore maximum points in these events are 2 (entering) + 9 (first Triple-M) + 1 (cars younger than Triple-M competing in the same class) = 12

In some events, such as trials, results are given as 1st Class Award, 2nd Class Award and 3rd Class Award, and here points will be awarded as follows:

Class Winner	9 points
1st Class Award	8 points
2nd Class Award	6 points
3rd Class Award	4 points

Where official results are issued giving both a Class Award and a position in Class, you can claim the points corresponding to the better result.

Therefore maximum points for each type of event where Class Awards are given are:

2 (entering) + 9 (Class Winner) + 1 (competing with cars of a younger age) = 12

The term 'Rally' covers a number of different types of event from Navigation Rallies that include route plotting and strict time keeping, to the more popular Scenic Tours. In order to encourage participation, points can be awarded for all types of Rally, but those not involving competition will be awarded Entry points only. So:

Entry in Non Competitive Rally	2 points
--------------------------------	----------

### **c MGCC Races**

At any one race meeting any number of Races or High Speed Trials may be included, although each will count towards the 'ten best scoring results'. The points score will be:

1st Triple-M Car	9 points
2nd Triple-M Car	8 points
etc. down to 9th Triple-M Car	1 point

For High Speed Trials:

Award Winners 6 points

Therefore maximum points for each race are:

2 (entering) + 9 (first Triple-M car) + 1 (competing with cars of younger age) = 12

and maximum points for each High Speed Trial are:

2 (entering) + 6 (Award Winner) = 8

In cases where a race has both a Handicap and a Scratch classification, and official results are issued for both, then you can claim the points corresponding to the better result. Claims for a single race to be counted as two separate events, Handicap and Scratch, will not be accepted.

**d Non MGCC Events.**

The Triple-M Committee have tried to allow for those cars which have gained success in 'outside' events, especially where the stature of Triple-M cars has gained as a result. Any event run under an MSA Permit or 'Waiver' of Permit may be considered. The car's OVERALL position in the results will count (i.e. no points for being 1st Triple-M but 22 in the Class). Points score will be:

1st in Class	9 points
2nd in Class	8 points
etc. down to 9th in Class	1 point

As before, where results are given only as 1st Class Award, 2nd Class Award and 3rd Class Award, points will be given thus:

Class Winner	9 points
1st Class Award	8 points
2nd Class Award	6 points
3rd Class Award	4 points

Again, where official results are issued giving both a Class Award and a position in Class, a claim can be made against the better result. Therefore maximum points per event are:

$$2 \text{ (entering)} + 9 \text{ (Class Winner)} + 1 \text{ (competing with cars of younger age)} = 12$$

**e Marshalling**

Drivers who are involved with an event in an 'official' capacity either as a marshal or as part of the event organising team, and who use a Triple-M car as their transport on those occasions, can claim COTY points for the car. Each occasion will count towards the 'ten best scoring results'. The points score will be:

Event Organiser or Marshal	5 points
----------------------------	----------

So the points per event will be:

$$2 \text{ (entering)} + 5 \text{ ('marshalling')} = 7$$

**f Bonus Points**

In addition to all the above, an extra point will be given if your car achieves an Overall Event win i.e. not just a Class win. This will apply to both MGCC and non-MGCC events but there must be more than one Class in the competition.

Bonus points will be awarded for the variety of events in which points are scored. For the purpose of calculating these bonus points, marshalling will be regarded as an 'event'.

One type of Event	0 points
Two types of Event	5 points
Three types of Event	10 points
etc. down to nine types of Event	40 points

The separate Types of event are:

- Concours (including Pride Of Ownership)
- Racing (including High Speed Trials)
- Driving Tests (including Gymkahanas)
- Trials ('Classic' or P.C.T.)
- Rallies
- Auto-cross
- Sprints
- Hillclimbs
- Marshalling

**g Extra Points**

A special meritorious performance by a Triple-M car may be deemed to be worthy of extra points, especially if they would not normally be awarded under the above terms. e.g. the breaking of a National or International record, winning a 'Triple' in MCC Trials, or travelling overland to India etc. The normal award will be ten extra points and will be considered by the Triple-M Committee who act as 'auditors' for the point scoring system.

### Rules for the Triple-M Slade Trophy - Trials Championship

The Slade Trophy will be presented annually for the best performance by an M.G. Car Club member driving a Triple-M Register Car in trials. Any standard Triple-M car is eligible or a Special providing it is made from a standard Triple-M chassis and all major mechanical parts are to a standard Triple-M pattern. Points will be awarded using the following formula.

(a) MGCC Classic Trials

Class Award or 1st Triple-M car	10 points
2nd Triple-M car	9 points
3rd Triple-M car	8 points
etc. down to 10th Triple-M car	1 point
Finisher	1 point
Overall Win	12 points

(b) P.C.T.s organised by any Centre of the M.G. Car Club

Class Award or 1st Triple-M car	8 points
2nd Triple-M car	7 points
3rd Triple-M car	6 points
etc. Down to 8th Triple-M	1 point
Finisher	1 point
Overall Win	10 points

(c) MCC Exeter, Land's End and Edinburgh Trials

Class Award	8 points
1st Class Award	7 points
2nd Class Award	6 points
3rd Class Award	5 points
Finisher	3 points
Overall Win	10 points

(d) The ACTC Classic Trials, other than (c)

1st in Pre-War Class	6 points
2nd in Pre-War Class	5 points
etc. down to 6th in Pre-War Class	1 point
Finisher	1 point
Overall Win	8 points

e) VSCC trials

1st Class Award	6 points
2nd Class Award	4 points
3rd Class Award	2 point
Finisher	1 point
Overall Win	8 points

Total points will be taken from:

All MGCC Classic or Production Car Trials, plus the three MCC trials, Exeter, Land's End and Edinburgh and up to five VSCC trials, which currently include the Exmoor Fringe, Derbyshire, Herefordshire, Scottish, Welsh, Lakeland and Cotswold, or five ACTC trials or a mixture of both.

In MGCC PCT's, scores obtained on "Town & Country" or similar "grip" tyres are not eligible.

The points score will be kept by the Competition Secretary whose decision in all matters will be final.

Trialing is one of the few branches of Motor Sport where Triple-M cars can compete on even terms with more modern cars and it is for that reason that non-MGCC events are included in the award.

### Rules for the Triple-M Speed Championship

The Triple-M Speed Championship is a non-commercial, annual award presented to the most successful driver of Triple-M cars in sprints and hill climbs during the calendar year. To qualify, drivers must be members of the M.G. Car Club and the Triple-M cars must be recognised by the Register. The Triple-M cars used can be either standard production cars or specials providing they are made from a standard Triple-M chassis and all major mechanical parts are to a standard Triple-M pattern. Drivers can compete in more than one car and any car can be used by more than one driver. All qualifying events are handicapped in order to equalise the cars' performance as far as possible. The award is to the driver and not the car. Handicaps are calculated by members of the Triple-M Register. Any sprint or hill climb organised by a national Motor Sport body with full published results will be considered for inclusion in the Championship. The decision on whether to keep an event as a qualifying event for the Speed Championship is at the discretion of the Competition Secretary.

For each event, the number of points gained will depend on the overall number of Triple-M entries. Up to three entries, the points score will be:

1st Triple-M Car	7 points
2nd Triple-M Car	6 points
3rd Triple-M Car	5 points

Over three entries, points will be awarded on a sliding scale as shown:

No. of Triple-M entries	4	5	6	7	8	9	10 (or more)
		<b>Points awarded</b>					
1st Triple-M	8	9	10	11	12	13	14
2nd Triple-M	7	8	9	10	11	12	13
3rd Triple-M	6	7	8	9	10	11	12
4th Triple-M	5	6	7	8	9	10	11
5th Triple-M		5	6	7	8	9	10
6th Triple-M			5	6	7	8	9
7th Triple-M				5	6	7	8
8th Triple-M					5	6	7
9th Triple-M						5	6
10th and subsequent Triple-M							5

If a driver starts an event but does not finish, or completes practice but does not start, they will be awarded 3 points and be considered as an entrant. Where a driver is a "non-starter" or does not complete practice he will not be considered an entrant and will gain no points.



Bonus Points will be awarded if more than one type of event is entered during the year, i.e.:

Sprints and Hillclimbs

5 points

Results from up to five events will count towards the award. Any number of events may be entered but only the five best results will count. The points totals will be kept by the Triple-M Competition Secretary and published at regular intervals throughout the year in the Bulletin and on the Triple-M Register web site. It is expected that any disputes arising from the Triple-M Speed Championship should be settled amicably by the competitors concerned.



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### Notes on the Racing Challenge Trophy - The Betty Haig Cup

This will be an annual award within the calendar year. The award will be presented to the driver of the best racing performance in that year.

The finishing position in each race, or finishing position in each Class of each race if the race is divided into Classes, will determine the points scored. The finishing position will be divided by the number of finishers in the race or Class to give an index of performance. Scratch results will take precedence over handicap results if both are given for one race (for example in the Triple-M 'Mary Harris' race at Silverstone)

As an example of how the scoring will work:

A driver who is 1st out of 10 in his first race then subsequently 1st out of 20, 4th out of 5, 6th out of 6 and finally 3rd out of 20 is scored thus:

1/10	1/20	4/5	6/6	3/20	
(0.1)	(0.05)	(0.8)	(1)	(0.15)	Average = 0.42

All races with published results will count irrespective of the organising car club, and only the finishing position in the race/class will count not whether the driver is first Triple-M but 14th in the race/class. No 'Regularity' or 'High Speed Trial' events will be included.

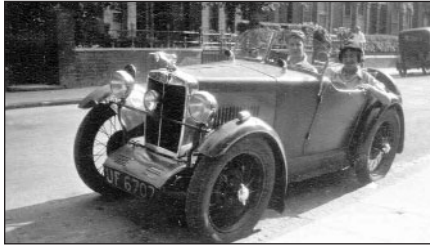
The winner of the Challenge Trophy will be the person with the lowest index averaged over the year, with a minimum of 5 races to count of which no more than half shall be handicap races. There is no maximum number of races but only the best 5 results will count. If there is a tie, the driver with the most number of finishes in the year will win.

The Comp. Sec., who's decision in all matters relating to the Challenge is final, will keep a tally of the points scored for each driver and will collect the results of all MGCC and VSCC races. Drivers in other Clubs' races should advise the Comp. Sec. where electronic results can be obtained or send copies of results if only paper copy exists. It is the drivers' responsibility to make sure that the Comp. Sec. has a copy of the official results of the races they wish to count towards their total.

If no drivers complete the minimum number of races in the year required by the rules, the trophy will not be presented.

## Memories

From Mike Dalby



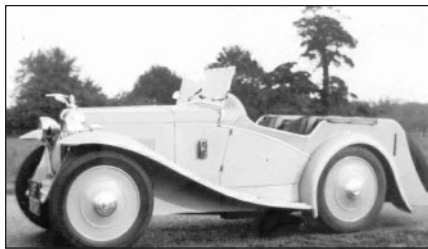
*UF6707 Original condition*



*UF6707 1st mods*

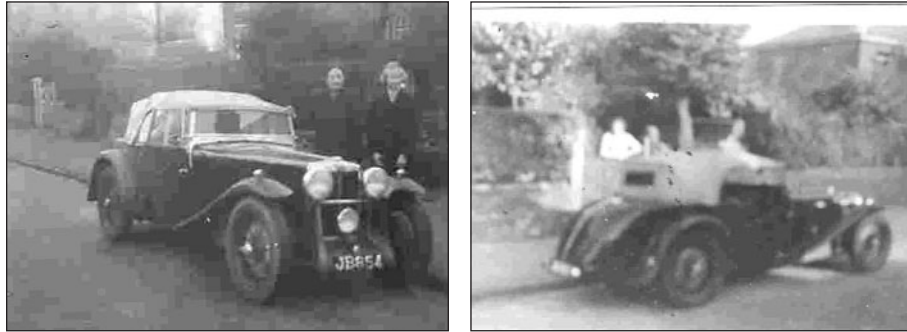
Pictures of an M type that was first bought in 1933 by a C. A. Tietze of Richmond, Surrey, then converted to a four seater in order to be able to take his in laws in the car!

Looks very 'modern' for a home converted M type! Note the nice chrome mascot with the



*UF6707 with New Body  
(All three photos from Mike Dalby)*

## Memories of JB854 by Peter Lansdown



*Two views of JB854 - Photos from Peter Lansdown*

There is just a slight concern that someone will find my father's K-Type and turn it into another K3 rep. Just before my father died I heard that the car might still exist and more than that, that it had taken part in the 1933 Mille Miglia which came as a bit of a surprise to him.

A vintage car dealer in Lincolnshire had heard about a K type with Mille Miglia history and, full of K3 ideas, went to see it. It was a JB registered K2 so the story went but was almost certainly K0255, JB854, a tourer and the much photographed K Type works demonstrator.

My father bought JB854 in 1938 and immediately had problems with the engine and wrote to the Company, his letter is the last one on the chassis file. With big ends gone, the car sported a Singer 9 engine whilst he rebuilt the MG one and the car stayed with him throughout the war. He was in the London Fire Brigade. He was also in the Home Guard in charge of two home made armoured cars, one a Rolls Royce donated to the cause and rather butchered by its conversion. I still have the dashboard clock.

After the war, Pa rebuilt the MG's bodywork, possibly because it needed it but also to incorporate a boot so that family luggage could be accommodated. He had taken a shine to the styling of the Fiat Balilla and the back of the car ended up with a little bit of an Italian flourish. I wonder if this might be the origin of the Mille Miglia story?

The Mille Miglia story was simple, that the car had been used during the race as a fuel dump, presumably with cans of petrol on the back seat. The chassis file has no entries over the period of the race so it could have been involved, but the chassis file has no mention of any preparation for the event and the book of the race doesn't mention the car either so I am wary that perhaps it is a fabrication to increase the value of the car.

By 1952 we had moved to Norwich and Pa now worked for the new British Road Services with requirements from time to time to visit London which he did down the A11 in the MG; he was in his 40's and would have enjoyed the drive enormously. I have driven that long straight road but not in a K Type. I remember him coming home invariably with a brace of pheasants to his credit. As this was still the age of rationing or very shortly afterwards, such additions to the larder were most welcome; I have a taste for pheasant to this day!

So I knew the car. When I eventually bought ex Works Demonstrator F3 RX9981, I was immediately taken by the gearbox, lever and gate, it was the same as on JB854. I doubt Pa fitted an F box himself, I suspect the factory was using up the old C Type stock; RX9981 had a cross tube ENV box too. RX9981 was a July 1932 car and JB854 was August 1932 so it seems likely it was a factory fit. I am less certain but I think the car had triple SUs, (I was very small) but I know it had a magneto. Sadly this was the cause of its demise as it broke down at the start of our holiday to the Lake District. By this time, Pa had a car with his job so the holiday was saved. Sadly the K Type wasn't. It was sold to a friend in London. It was 1954.

When we lived in Ealing we had no garage and Pa had made contact with the proprietors of Kings Garage where he was allowed to work on the car. It was a small garage by modern standards, built in the space between two large Victorian houses and opposite St Mary's Church. I can remember it, perhaps by the smell of oil and petrol, perhaps because my father was enthusiastic when we were near it. He was a mechanical engineer and cars were his hobby so I can imagine his chest swelling as we walked past. I would have caught something of his enthusiasm, probably did, probably still have it!

So if you find the K Type, please look after it, keep it as a tourer and cherish my Pa's workmanship, and cherish the love expended on it by other previous owners; and if you need an ignition key, I have one. It is very worn, it was on my father's key ring till the day he died.

## **VSCC New year Driving Tests - Brooklands 29th January** **By Philip Bayne-Powell**

This year the first VSCC event was later than usual, but only attracted 49 entries, 4 of whom were non-starters for one reason or another; one of these Nick Bengier, a regular with his J2 was unfortunately ill in hospital.

However five Triple-M cars turned up, with three in the Standard Sports car class. These were Patrick Gardner in a J2, Nigel Stroud in a very early rod-braked M-type, and another newcomer in the shape of Christopher Hobbs who has recently bought the very nice K1 of Peter Card. It was very nice to see this car had been saved from being made into yet another K3 replica, and Christopher confirmed he is keeping it original.

In the modified Sports Car class, yours truly in his daughter's Jarvis M-type was up against the K3 replica of Alex Pilkington.

A reasonable start of 9am was set for scrutineering, which was the first port of call,



*Little and Large at scrutineering -  
Radford's 18/100 Tigress and the author's Jarvis M-type  
[www.triple-mregister.org](http://www.triple-mregister.org)*



after which we signed on and collected our numbers, score cards and instructions. As usual the morning tests comprised six different tests around the site, and the odd numbers started at Test 1 which was the Test Hill, and even numbers started on the banking at Test 4. This spreads out the competitors around the course and makes for a smooth operation.

All the marshals were kitted out in period white overalls, as a film crew was in operation throughout the day, headed up by the actor Paul McCann. He seemed very enthusiastic and asked all the right questions when he spoke to me, being especially interested in the women who raced at Brooklands.

The tests themselves needed the usual large amount of brainwork to remember where one had to go. Test 1 was reasonably easy, although the actual tests began after one crested the brow of the hill. The very keen ones walked up to the top to check out the route, but most of us winged it once we had got to the top!

The banking this year seemed to be in a worse condition than last year; unfortunately the Museum is not allowed to repair the surface as it is a Listed Monument! In some cases cars were leaping all over the place. Test 6 was a relief as it took place on the tarmac in front of the pits, and so a very fast test was set out.

The day was pretty cold, but most of the competitors were well prepared and had wrapped up well. By midday the six morning tests had been completed, and people then had time to go round the museum and check out the book sale in one of the rooms, or to look round the various interesting spectator cars, which is always worth doing. A huge great Bentley saloon caught my eye, and a car I had never heard of, a Cleley, was amongst other unusual cars, such as a Carden. Tim Gunn, Colvin Gunn's son, was competing in a Grafton Mono Cyclecar, which had a wooden chassis topped with a minimal wooden body, and a single cylinder engine, and was just large enough to accommodate the driver! Many spectator MGs had turned out, from Chris Kevill's Bullnose MG, Dave Naylor's L-type and several T-types; the VSCC now accepts TAs and TBs, as long as they have their correct engines.

Lunch was available in the Museum café, or outside from a burger van, for those who hadn't brought their own food. At 1.30pm we were back in action again to tackle the six tests of the afternoon programme, which were slightly different from the morning set of tests, and one needed to really read the instructions carefully, and also check out what the other cars were doing at each test, which saved your scribe from getting two tests wrong.



*Alex Pilkington's K3 replica - photo Ian Davison*

I have always tried to get the tests right, and not worry too much about getting a fast time, as the penalties for making a nonsense will ensure one is out of the running. I was very nearly successful in this, only failing to stop astride the finishing line on the fast test 6.

As well as our five Triple-M cars it was nice to see Father and son Radford out in the Tigress, a very large car for these tests, so that on Test 3, where they had to stop in the "garage", both the front and back of the car were overhanging!

Patrick Gardner was having electrical problems with his J2, so called up Tim Bekh to bring his Styles F-type so he could swop over the batteries. However the F-type's battery was too wide to fit in the J2's battery tray, so Patrick then took the battery from his Brooklands Riley, which is on display at the Museum, and fitted this instead, which put him back into contention.

The results showed that Alex Pilkington had picked up a 2nd Class award in the Modified class, while Patrick Gardner managed a 3rd class award in the Standard Sports Car class. Yours truly came tenth in the Modified class, out of 21 entries, and was faster than all the Standard Sports car MGs.

**Full MG results**

**Class 3 - Standard Sports Cars**

3rd	Andrew Radford	18/100 Tigress	700pts	3rd Class
5th	Patrick Gardner	J2	704pts	3rd Class
6th	Nigel Stroud	M-type	776pts	
8th	Geoff Radford	18/100 Tigress	817pts	
9th	Christopher Hobbs	K1 tourer	879pts	

**Class 4 - Modified Sports Cars**

5th	Alex Pilkington	KN Special	632pts	2nd Class
10th	Philip Bayne-Powell	Jarvis M-type		699.7pts



*Christopher Hobbs in his recently acquired K1 - photo Ian Davison*

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BRITISH MOTOR HERITAGE APPROVED

## The Aussie Pre-War MG National Rally - Beechworth November 2011

Graeme Jackson reports on a major Triple-M event in Australia....

Because we are a small backward country, plagued by rabbits and sharks, struggling at cricket and rapidly losing our British heritage, our MG registers reflect the reality of the number of cars involved. While we have plenty of post-war MGs and can run successful registers for MGAs and later models, our Pre-War numbers are so small that we wrap all Pre-War MGs into the one register. The register has about 400 cars all up, with about half of them being Triple-M.

So when we get all excited about the large numbers of cars that attend our Beechworth gatherings, the majority of cars attending are in fact Triple-M models. So, dear Bulletin readers, this means that you can read on without much risk of the story being contaminated too heavily by models with horizontal generators instead of our beloved vertical drives.

[www.triple-mregister.org](http://www.triple-mregister.org)





*Above: Neil Cooke - Supercharged PB  
Below: Richard and Lori Townley - L2 (Both Photos from Robin Page)*



[www.triple-mregister.org](http://www.triple-mregister.org)

The fourth biennial National Rally of the Pre-War MG Register of Australia and the post-Beechworth tour, centred on the attractive historic Beechworth and the surrounding river valleys and high country, offered fantastic MG motoring to enthusiasts from all over Australia. The rally celebrates the wonderful motor cars which established MG as the world's favourite sports car during an era of remarkable competition successes for the Abingdon works. For this event, Lake Hume Resort outside Albury on the border between Victoria and New South Wales provided comfortable, convenient accommodation for octagonal people and their cars, and was the centre of the most pleasant social aspects of the gathering. The meet, greet and flesh pressing activities on Friday evening punctuated by the odd nibble and complimentary internal lubrication, saw the newly arrived MG fraternity natter enthusiastically about MGs, about their adventures so far, and anticipated the fun to come. Through last winter the weather had been remarkably wet, Lake Hume was full and the countryside green and lush for Saturday morning's short drive through Yackandandah to sunny Beechworth for the car display. Our photographer, Robin Page, had set up the familiar step ladder in the fore court of the old Beechworth Gaol to photograph each MG individually for posterity and for the publication of the Beechworth rally book. After their photos, the cars were directed to be lined up on the pleasant grassy flat behind Beechworth's gold era granite court house. The lines of gleaming machines amply demonstrated MGs remarkable, diverse achievements before the Adolf stoush, with many superb examples of Abingdon art including Bullnose 14/28, M, J2, J3, PA, PB, TA, TB, F, L1, L2, K, K3, NA, NB, SA, VA, and WA models.

To add to the entertainment the Beechworth Celtic festival was in full swing and the Scottish pipe bands had cleared the town of terrified cats and brush tailed possums.

After a hurried beef and burgundy pie and vanilla slice at the renowned Beechworth Bakery the MG mob escaped the invasive Celtic hordes for a quick drive to the nearby picturesque hamlet of Eldorado. The local CWA ladies had been cooking all week to assemble an impressive pile of sandwiches, cakes, slices and comfort food in the solar heated galvanised iron clad hall. By the way, English readers will know that CWA stands for Committee Without Acronym. For our benefit Sue and her team opened the Eldorado museum, the former State School, which boasts a fine collection of mining era relics, and lots of rusty horse drawn farm machinery and a Foden. It is said that the old threshing machine sounds like a blown six cylinder MG with crook big ends at 6000rpm on a dyno.

Just out of town the now silent massive Eldorado gold dredge sits for our contemplation, marooned in its own puddle, a monument to the eventually futile large scale industrial approach to alluvial mining of the post war period. They would have been better off messing about with old MGs.





*Above: Marguerite and George Morgan - J2 (Photo: Robin Page)  
Below: A Line-up of N Magnettes at Beechworth (Photo: Matthew Magilton)*



Off back to Lake Hume Resort went the MG swarm for a driver's quick late afternoon Nanna Nap followed by a beer to condition the body for the evening barbecue in the huge covered barbecue pit. Cooks Peter Fleming, Ed Taylor, Graeme Steinfort and Graeme Jackson donned aprons displaying Tasty Fast embroidery, but Malcolm Robertson wore his with a self explanatory MG SAusage motif. Stuart Steinfort sold specially labelled Cecil Syrup fine Coonawarra wines to the discerning drinkers and to the drinkers, and Jennie one and Jenny two served 150 hungry mouths barbecue meat and British Racing Green salads. A short citation was read to support the awarding of the SVW Frances Adam Biennial Award, Australia and New Zealand, to Rhys Timms and John Hastie. For those readers interested in winning the trophy in 2013, all you need to accomplish is the fastest drive from Peking to Paris in an SVW model MG, to win a silver medal in the Vintageant Class, and also to post a daily record of your adventures on the www from Outer Mongolia; can't be too difficult.

The balmy night progressed, the moon rose, the wine soaked in, increasingly people preferred the security of sitting, the volume of the prattle emanating from the crowd increased fourfold, heads became quite muddled, Queenslanders conversed with South Australians, Victorians earbashed New South Welshmen and Australian Capital Territorians, the Tasmanian looked on, and a great time was had by all.

A crisp morning on a sunny Sunday, what a joy to punt one of Kimber's beautiful creations along the wonderfully scenic Kiewa Valley highway, the low land farms framed by high mountains, and then a thorough depression of the accelerator pedal for the climb up the winding road through the fire bleached Alpine Ash and the snow gum regrowth. Lots of MGs in the car park at Falls Creek were parked in gear to prevent accidental disappearance into the ravine, while the owners took luncheon in the upmarket Quay West restaurant. After lunch we were off. Some inspected Rocky Valley dam, others tackled the foot flat ascent of Tawonga Gap and returned through Bright to inspect the 1200 Street Rods which had taken over the town. Some rod drivers in 1950s dress wore white sports coats and drove pink Cadillac cars. If we all behaved like that, Australia would be a white sports coat and a pink car nation, and American Marty Robbins would write a song about it.

Always humorous and often funny, master of ceremonies Ian Mawson ably conducted Sunday night's presentation dinner for the 110 remaining octagonalists in the splendid Grand Lake View room on the top floor of the Lake Hume Resort Hotel. The formal part started with Patron Walter Magilton proposing a toast to MG and those men who made them. He took great pleasure in presenting the coveted Kimber Award to Jennie and Graeme Jackson for their collective contributions to the Pre-War MG movement over many years. The Peter Harper People's Choice trophy for the rally was awarded by Tim Harper to Helen Gillett's gorgeous black MGTA Tickford. The car had been pinched, polished, plugs, points and presented by Rhonda Barnett and punted by her partner, Andrew.

After-dinner speaker Harry Hickling, aided by projected photographs, gave us a fascinating insight into the challenges, achievements, and rewards of the long distance motoring adventurer. His epic trip with Cathy in the MGSA from Peking to Paris in the often appalling circumstances of bad weather, terrible roads and isolation, meeting colourful and usually friendly locals whilst driving through magnificent country, amply shows the resilience and toughness of driver, navigator and MG.

On a clear sunny Monday, fourteen cars departed Hume for the post Beechworth tour. Aply supported by Royce and Julie Craig who elected to trailer the 14/28 MG to provide backup for the convoy, we traversed some great MG roads through the verdant countryside through Yackandandah, Myrtleford to Harrietville for lunch, before tackling the climb up Mt Hotham. On top the views across Mt Feathertop and to the distant Alps were as spectacular as the sounds emanating from Ross Kelly's seriously super-charged N type special as it shot past on a steep bit, closely followed by Jeff Newey driving the blown L type. Listening to the conversation at drinks around the open fire at Rundell's Alpine Lodge at Dinner Plain that evening, there can be no doubt that everybody had enjoyed the countryside, the cars and the company of fellow MG folk.

For a number of days an impressive line of thunder storms had been developing over Central Australia. They arrived in the mountains with much thunder and lightning and drenched the poor little MGs on Tuesday morning. More storms were forecast, strong winds were anticipated and the lady at the Omeo service station reported trees down on the Falls Creek Road. Some drivers opted to short cut to Melbourne; others retreated back over Mt Hotham. Jill Southgate's Peruvian Alpaca fur hat looked distinctly damp and droopy at Omeo so out of kindness, Wes allowed her to vacate the navigator's seat of the hoodless, soaking red PA and to travel in comfort with Royce and Julie. Later he tactfully reported that the Jilless car's performance on the hills was greatly enhanced and that it went down them in a jiffy. He was not headed until Bright, which he somehow found without Jill's assistance. Twelve hearty souls elected to continue as planned to the Nelse Ski Lodge at Falls Creek where they enjoyed a pleasant final MG evening.

Thanks to all the wonderful people out there in MG land Australia wide, who contributed to make 2011 Beechworth such an undoubted success, by giving a helping hand and importantly by making the effort to be there with your MG. There are too many to rate an individual mention, but we loves youse all.

## **Your Letters**

### **From Tony Margel (via e mail - ref the February cover photo )**

Bob

Got my excellent copy of the latest Bulletin, yesterday. Impressive as always – thanks very much.

The mystery M is mine ST6963 2M3338. at Silverstone 2011. I realise that the 2011 registration plate on the back would cause some confusion.

We have been having considerable engine problems with the car for some time. After many hours of work, with Bob Walker, we managed to get the thing back together just before setting off for the 50th Anniversary celebrations. However, a picky MOT man managed to fail the car, on other items, without leaving us time to get them sorted out.

I was determined to get the car to the event [I had paid after all!] and use it on the off road events. As I was going to tow the car back home, as well, it seemed too much effort to remove the thing.

I tow my car using an A frame – hence the registration is of the modern. There actually is a correct registration, out of sight on the pic. at the other side of the tail. The other red M is most probably Mike Dalby's.

Best wishes  
Tony Margel

### **From Martin White**

Dear Bob,

In continuation of my article on the changes that occurred during J2 production, here is some more information re carburetters.

The factory photos of the J2 chassis show it originally used bottom-fed float chambers, as already mentioned; later photos in the instruction manual show top-fed float chambers. Both of these types were in fact side draught, not the familiar semi-down-draught ones with their cranked float chambers. The change to semi-down-draught was effected by using a different inlet manifold. The parts list does not differentiate between the various types, so maybe all production cars had semi-down-draught carbs. Who knows?

Has anyone ever seen the earlier manifold which has inlet and outlet faces at an angle to each other instead of parallel to each other ?

Martin.

[www.triple-mregister.org](http://www.triple-mregister.org)

## Tips and Hints

### Trouble with N Type Front Brake Cables by Philip Bayne-Powell

Having decided to do a complete overhaul of the front braking system on our Allingham N-type, I ordered up a pair of new front brake cables from one of the Triple-M suppliers. However when I came to fit the first one, I found the length to be over an inch too short. One could cut back the outer cable of the front section, but then it would be too tight when on full lock. The front outer cable length from the chassis block needs to be about 15<sup>1</sup>/<sub>4</sub>" to ensure a smooth curve to the backplate stop block, especially on full lock. My old ones were only 14<sup>3</sup>/<sub>4</sub>" long and had kinked at the stop block, opening out the outer casing, which of course doesn't help the balance of braking.

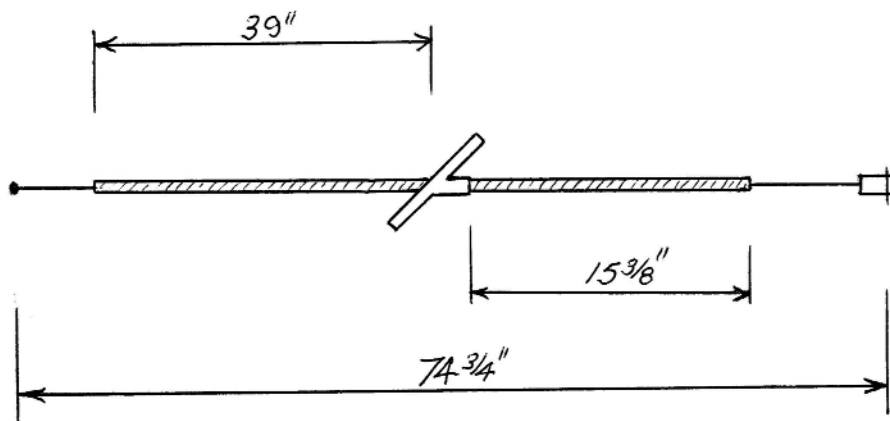
The rear length of the outer cable from the chassis block to the rear stop block needs to be about 39", as the direct dimension from where the outer cable comes through the chassis block to the stop block is 38" (the new cables were 37<sup>1</sup>/<sub>4</sub>" long - <sup>3</sup>/<sub>4</sub>" too short), and the cable needs to follow a gentle curve, hence the 39" dimension. This rear outer cable dimension is the longer dimension as the cable goes into the chassis block at an angle.

The overall length of the inner cable from ball to front clevis pin needs to be 74<sup>3</sup>/<sub>4</sub>" I tried another Triple-M supplier, but his cables were even shorter overall than the first supplier, at 73<sup>1</sup>/<sub>2</sub>".

Eventually I had a pair of cables made up by Speedy Cables to the dimensions in the accompanying sketch, (at £45 each + VAT), which are now satisfactorily fitted. They needed my old cables to reuse the chassis blocks and the front clevis pin forks. The outer cables are now plastic covered over the armoured cable, supposedly due to Health and Safety regulations!! The plastic can be stripped off, but Speedy Cables told me that the armoured cable underneath is not galvanised, and will soon rust. Apparently the original brake cables were linen covered when they left the works. I do not think the Allingham's brakes would be different from the standard N-type, as the chassis were supplied complete to the coachbuilders by the works.

I don't know if any other members have had trouble with fitting N-type brake cables. Please let us know.

## N-type front brake cables



### **Fitting the rev-counter cable to the cam-shaft From Peter Scott**

When refitting the cam cover the other day, I forgot to check the angle of the fitting for the rev counter cable tongue before I replaced the cover. So I shone a torch with a good pencil beam from inside the car through the hole in the bulkhead to check the angle. I could not only see the angle the tongue needed to be, I could also see that the cam cover was not properly centralised on the head. So if I had offered up the rev counter cable the tongue would not have been exactly in line with the end of the cam shaft. It is very easy to fit the cover slightly out of alignment.

So now I always check the alignment of the camshaft cover as well as the angle which the tongue needs to be by looking through the hole in the bulkhead with a torch. Fitting the rev counter cable is now a much more certain and easier task than it used to be.

## Your Private Adverts

### For Sale:

M-type camshaft in good condition;	£30
F-type camshaft in good condition,	£50
NE camshaft, virtually new,	£160.
N-type junction box/cutout, needs both covers, but otherwise OK;	£60
Lucas cutout/fusebox, Model CF;	£20
Lucas CF3 Type L Fusebox;	£25
Lucas SB5 Fusebox/cutout Type 16V (2 fuses);	£25
Lucas 6-volt CJR3 black junction box/cutout, Fully checked and overhauled;	£35

*Philip Bayne-Powell, Kimber Cottage, Glaziers Lane,  
Normandy, Surrey, GU3 2EB. Tel: 01483 811428)*

### For Sale:

A pair of Lucas 150 lamps as used on K model. Rims rechromed, bowls in primer. £150  
*Martin White (see below)*

### Wanted for my new J2 project:

Inlet manifold  
Carbs or bits of  
Starter or just Bendix assy  
Radiator  
Rear spring trunnion caps  
Steering column support bracket  
Speedo and octagonal instrument panel  
Hood frame  
Bodywork wood for repair or pattern  
Bits and bobs - W.H.Y?  
*Martin White, 71 Deepfield Road, Bracknell, Berks, RG12 2NU, Tel:01344 424258*

### Wanted for K1 restoration

Ignition cluster also a 6 way Junction box and cap.  
*David Winstanley Tel 01302 770281*

### For Sale:

Two 8 inch Rebro Brake Drums. These are of aluminium construction, with cast iron liners. They are brand new and unused and have the correct number of fins.  
£149 each  
*Please phone Ewan Harris on 01363 775672.*

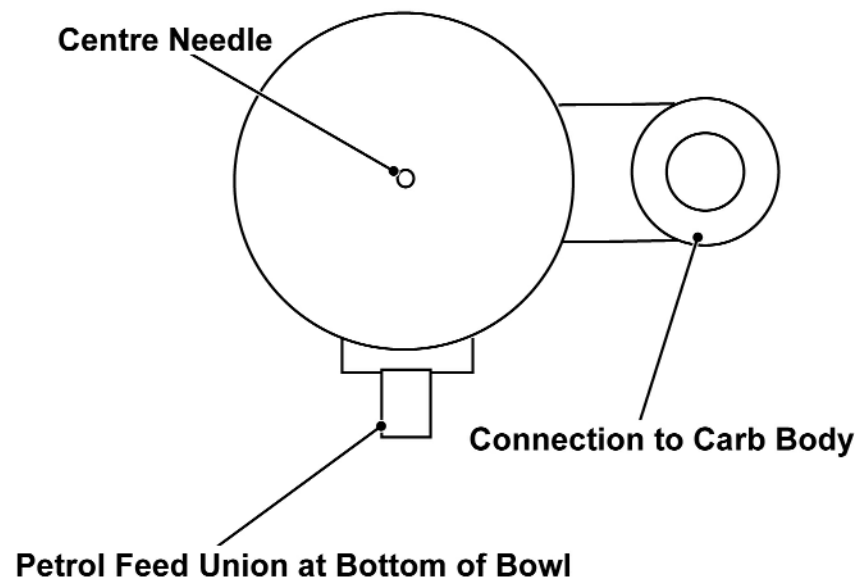


**Wanted:**

Original F-Type Carburettor Float Bowl wanted as per sketch below. Note: Must be of the hand shown, (with inlet and outlet in the positions on the sketch).

*Please phone Ewan Harris on 01363 775672.*

**TOP VIEW**



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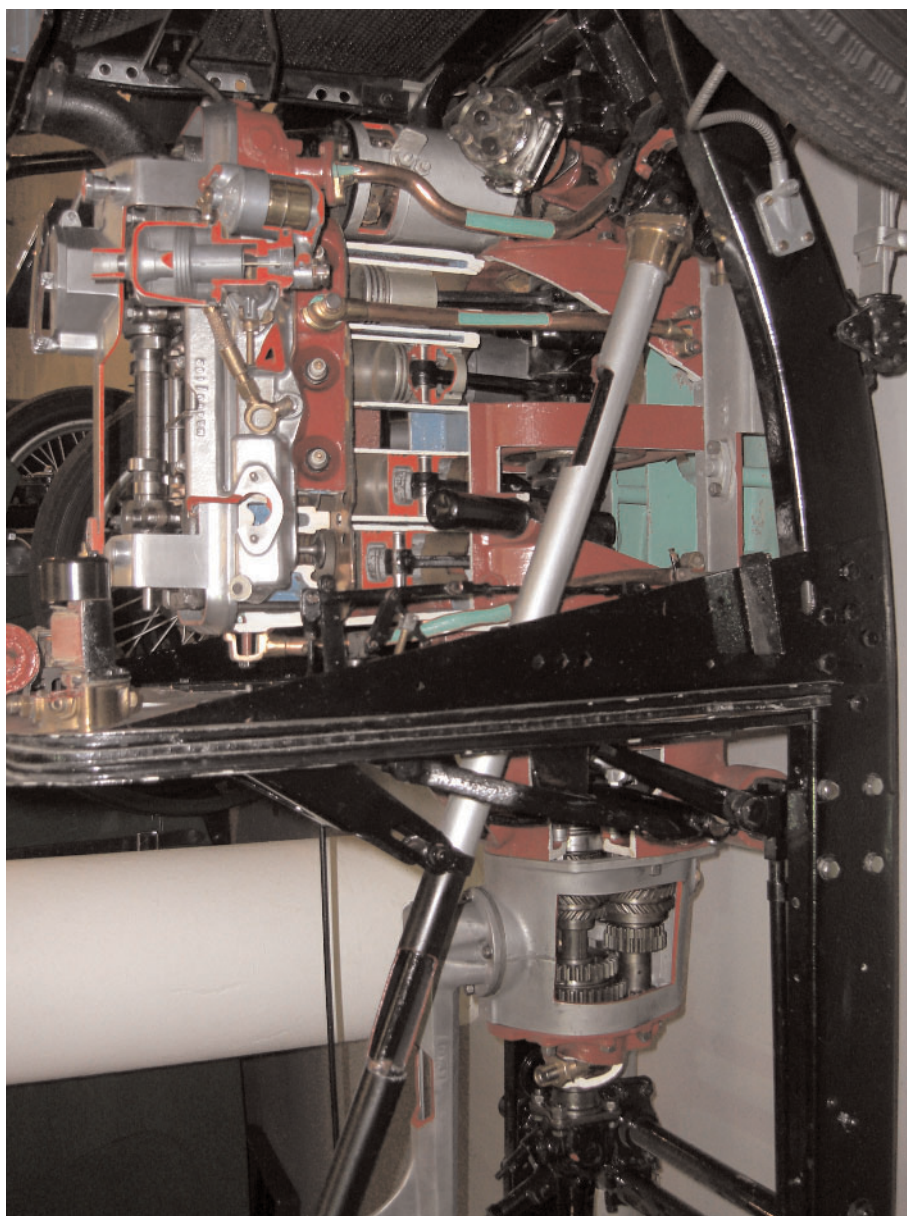
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*Another view of the P type Cutaway at the Gaydon Museum.  
Photo Submitted by Nick Dean*

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Philip Bayne-Powell in his Jarvis M-type at Brooklands



Peter Green in Aramis at Silverstone July 2005