

# TRIPLE-M REGISTER BULLETIN



**DECEMBER 2007**





*John Reid (Allocca J4 replica) and son Alex (family PA)  
preparing to leave after this year's Kimber Classic Trial*

Photo: B. Foster



*Gabriel Ohman's L0681 rebuilt as an L2*

Photo: G. Ohman

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**December 2007**

**EDITORIAL – Phil Bayne-Powell**

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I hope you all enjoyed the new improved Bulletin last time; we have tried to take on all the various comments from members, but we still have the inside in black and white to keep the costs down.

We are now at the end of what has been another good Triple-M year, confirmed when you note that nearly 150 people are included in the Car of the Year competition.

Now is the time to start getting all those items done before the next season is upon us.

Next year our big event is the 2<sup>nd</sup> Flat Cap and Whippet weekend in Yorkshire from 30th May to 1<sup>st</sup> June, organised by Terry Hartley and Bob Walker. The previous one was very well organised and, despite torrential rain, everyone enjoyed themselves. Further details are found later in the Bulletin, and are also available from the Triple-M website. Entry forms are included with this Bulletin for you to sign up.

The VSCC have recently been reviewing the Post Vintage Thoroughbred list, which at present includes all Triple-M cars. Many years ago, they only allowed in Triple-M cars with a competition history, but then came to their senses and let us all in. Now they are going to allow all SVW cars in, as well as TAs and TBs, as long as they have the correct engines.

The next Bulletin will be issued in March (NOT February) next year, as Rosemary and your Editor are off to New Zealand for a month. The subsequent Bulletins will follow at the usual two-month intervals, so that the month of issue will move on one month from the months of issue previously.

**Front cover: The ex-Horton offset single-seater K3 record breaking at Millbrook in 1994. (photo G. Arrondelle)**

The editorial cars have had a busy season, with Rosemary and her NA Allingham giving the boys a run for their money in the Car of the Year competition. The NA saloon is now being exercised by its co-owner, Keith Portsmore, and is going better and better as the running in continues to clock up the miles.

The Jarvis F-type has however been playing up, despite fitting the new head gasket kindly provided by Stefaan Vernyns. It finally packed up on a lunchtime run with a badly misfiring engine and a broken clutch, which required the services of the AA to tow it home; another item to add to the winter job list!

With the NA saloon away, we got our Jarvis M-type out for some exercise, and having adjusted the steering box, were surprised that the steering wasn't too good. On returning home I checked out the problem, and found that the nearside rear wheel nuts had all come loose, and one of the studs had sheared off!! We had fitted new stainless steel nuts supplied by Andy King, to replace the chromed brass nuts, which seem to strip their threads rather regularly, and had hoped that this would have solved the problem of the nuts coming loose. This seems to happen especially on the nearside rear wheel. It seems that this item needs to be a regular check item for M-types; have others had this problem? Please let us know.

The C-type has its engine back in again, after another attempt at stopping the oil leaking out between the block and bell housing. It is not as bad as before, but still produces quite a puddle. We have now fitted a new hot road cam, which Bob Jones produces for the C/J-types, and are most impressed with the extra power and torque.

The other problem we have had, was a leaking bottom of the petrol tank, which couldn't be safely repaired with a patch, as the heat needed would have caused an explosion due to the petrol vapour. I was a bit miffed, as we had used the tank sealant on this original C-type tank to stop any rusting out. I have repaired this by covering the whole of the underside of the tank with Plastic Padding's chemical metal, reinforced with a fibreglass mat, after using "Patch Repair" on the leaks themselves. This was far cheaper than getting a new tank made for what were only 2 or 3 leaks; I just hope it will do the job.

Next year we celebrate the 75<sup>th</sup> Anniversary of the L and K-types, with our Chairman hoping to get more K3s together than ever before.

Rosemary and I wish you all a Happy Christmas, and hope Santa fills your stockings with all the goodies you need for the car.

# Vintage Minor Register – Summer Rally From Alan Hogg

The V.M.R. has close links with MG through the intrepid M type. My wife, Marjorie, and I decided, after seeing details of the event on the MMM website to attend in our NB Magnette. The base for the Rally was Milton Abbey near the Village of Milton Abbas in Dorset and the theme of the Rally was the exploration of Hardy's Wessex. The day before the Rally was extremely wet, but apart from two very wet evenings, it stayed dry. The whole event was well organised and fun; a dinner dance at a stately home – Black Tie etc on the Friday night, followed by a drive on the Saturday which comprised a visit to Hardy's Cottage and the local Parish Church, together with many other places linked to Hardy's novels. On the Sunday morning we visited Lulworth Cove and in the afternoon returned to Milton Abbey to enjoy an extremely civilised garden party in bright sunshine. That evening we said our farewells in the Hambros Arms in Milton Abbas. The event was well supported and apart from Vintage Minors, 4 MG M types attended plus our NB. This was an enjoyable Rally in a beautiful and interesting area. The VMR people, many of whom are quite young, made us very welcome. On the Monday, before heading home, Marjorie and I visited Stourhead National Trust Gardens, which proved to be very worthwhile. The NB behaved well during the entire 531 mile trip. I reckon I will be able to attend next year's Rally, which is to be based in Prescott.

**MIDGET****MAGNETTE****MAGNA**

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## Assen TT Circuite Holland

From Barry Foster

The last weekend in September saw myself and the "Rat" on our way to Holland. Dave Brown came along for the ride as "mechanic"

The Dutch VSCC had a pre-war race on the Saturday and another on the Sunday, with a good long practice session. It was a shame that the race was not well supported as the "price was right" and the company excellent. David and Sandra Downes came with their Blown N-type for the races, as well as the lunchtime "demonstrations", when you could take a passenger.

Saturday was very, very wet! Argen van Gelderen put his K3 (ex-Mike Coles replica) on pole position, with a big 4.3 litre Alvis alongside. The Rat was in the second row just behind the K3. At the start the K3 was avoiding the Alvis in the first corner as I went round the outside-but ran out of track onto the outfield!

Our two MGs had a great dice and soon dropped the Alvis behind. David Downes was trying to stay on the track further back. Argen spun the K3 in the chicane allowing me to pass – but he out-braked me on the last lap to claim victory.

Sunday was dry, with the race grid based on Saturday's result. I managed to get down the inside into the first corner and stay, the dry track allowing him to put down all his power and run away from us. Argen continued to push me hard all the way to the flag. Another good race- unlike last time when I was black flagged for excessive noise!

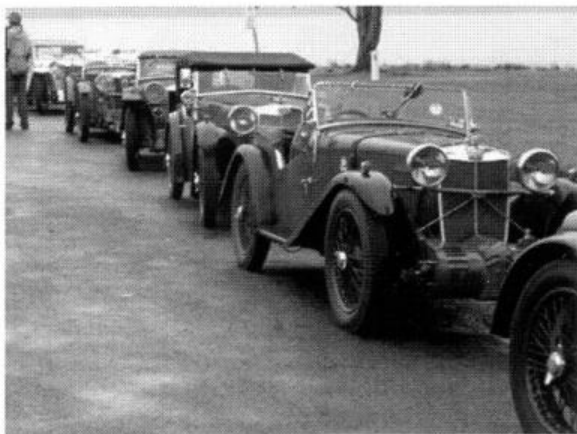


## Pre War MG Register of Australia National Rally to Beechworth, 2007 from Ed Taylor

Following the huge success of the inaugural National rally in 2005, an enthusiastic band of Pre War MG owners from Melbourne organised the second event at the end of September this year. Beechworth is an old gold mining town situated in the north east of Victoria, surrounded by mountains of the Great Dividing Range.

After a Friday PM registration and hours of renewing friendship, Saturday morning saw the contingent of over 200 people, and 64 cars, assembled on the open area behind the old court house, where Ned Kelly was tried many years ago. The cars were laid out in model order, with a special focus on both historic racing MG's, and the "elegant tourers". One of the latter was a recently restored SA Tickford all the way from Western Australia, this car winning the "Peoples Choice" award.

The gathering of the cars drew a large crowd of admirers, and there was plenty of tyre kicking going on for most of the day. There were visitors from all Australian States, as well as a number of friends from New Zealand, many of whom were seen enjoying themselves immensely, riding along as passengers in proper cars. We were also privileged to have Brian Moylan, an ex-factory competitions department mechanic, join in the fun.. The rest of us gave the cars a bit of exercise on the lovely roads around Beechworth.



Sunday saw us all head out of town, with the lunch destination being another historic mining town of Wandiligong. On the way we had morning tea at Buffalo Lake, all organised and provided by the local car club. The run into Wandiligong saw the clouds descend and bring some quite heavy rain, with some cars even resorting to hoods for the first time in 20 years! A number of return runs were on offer, so we saw MG's heading off in all directions, many climbing one of the majestic passes in the area, and then stopping off in Yackandanda to sample the local fare.

The gala dinner was held on the Sunday evening, where we were entertained by not just one, but two guest speakers. Harry Hickling of "SA Peking to Paris" fame, took us through a fantastic picture show of his epic adventure just the few months previous. We then heard from Brian Moylan telling us of his time at the factory, with many personal anecdotes, and many photos never seen before. The evening ended with all joining in the singing the MG Hymns "She's a jolly good chassis" and "Good night MG". Clearly fun was had by all.



Monday was a slow start for many, saying goodbye, then heading home, some in a few hours, and others taking a few days, depending on where home was. If you weren't there you missed out on something truly magic. The consolation is that we will be doing it all again in 2009, so see you then.



## 'Le Kimber' – 19<sup>th</sup>/ 21<sup>st</sup> October 2007

Once again our intrepid band of drivers and passengers tackled the delights of the rolling countryside of Normandy, which make up the trial hills of Le Kimber. This year, there were four hills to test the group, three being of the classic trial type and timed. The last being in the style of a PCT, and this hill was attempted twice.

Even though northern France had a wet summer like England, autumn had been relatively dry, and the ground conditions did not favour a tough test for our cars. Consequently, Le Hamel Aubert and Le Montier, with their quite gentle slopes, were easily climbed by all the cars. Richard Jenkins in his newly built N type 'Milédi', together with Ian MacKay, being quickest on the first, and Bryan Ditchman in his L type 'D'Artagnan' taking the honours on the second with Colin Wallace.

Le Martiniere was a different prospect being steep and slippery, although none of the cars got completely stuck, and all eventually arrived at the top; Jenkins and Ditchman both making the best time. The final hill, Les Bouveries, proved to be the clincher, as Brian made a complete Horlicks of both his attempts, slipping him down to 3<sup>rd</sup> place overall. Stephen Dear in the Wolseley 14/45 'Custard Tart' being the only other significant failure on this hill.

As usual, George and Jo Ward were in vigorous competitive form in their supercharged PA, but in the final analysis had to concede the Frog trophy to Richard Jenkins and Ian MacKay. Keith Hall and Mike Linward were in Keith's J2 with Patrick Gardner in his supercharged PA, passengered by Nick Benger on this occasion. Nigel Gibbons had the pleasure of Mary Musselwhite's company in his supercharged PA. Mary had travelled north to Hambye earlier on Saturday and joined the party for lunch. On Saturday morning, John Bevington had sent the party off on a tour of Hambye for an observation Rally resulting in a mixture of success.

The start of the weekend in Hambye on Friday afternoon was a visit to Le Parc kart track, where the group put on a varied display of racing skills. Overlaying all the weekend's activities was conviviality and good eating, together with a small amount of drinking, while the only downside being the outcome of the Rugby World Cup on Saturday night. Our thanks go once again to John and Lavinia Bevington for a memorable weekend.

## Results for Le Kimber - 20<sup>th</sup> October 2007

### Round Hambye Rally:

Posn.	Driver & Passenger	Car	Points
1 <sup>st</sup>	B. Ditchman & C. Wallace	L1/s Spl 'D'Artagnan'	26.5
2 <sup>nd</sup>	P. Gardner & N. Benger	PA/s	25
3 <sup>rd</sup>	G. Ward & J. Ward	PA/s	23.5
4 <sup>th</sup>	S. Dear & M. Dear	Wolseley 14/45 'Custard Tart'	18
5 <sup>th</sup> =	K. Hall & M. Linward	J2	12
5 <sup>th</sup> =	R. Jenkins & I. MacKay	NA 'Milédi'	

### Trial:

Pos n.	Driver	Le Hamel Aubert	Le Montier	Le Martiniere	Les Bouve ries	Total	
1 <sup>st</sup>	R. Jenkins	52.78	41.37	52.85	0	0	147.0
2 <sup>nd</sup>	G. Ward	56.32	46.47	57.53	0	0	160.32
3 <sup>rd</sup>	B. Ditchman	54.52	39.34	52.85	9	8	163.71
4 <sup>th</sup>	K. Hall	54.88	44.62	66.75	0	10	176.25
5 <sup>th</sup>	P. Gardner	55.34	42.54	67.06	0	0	164.94
6 <sup>th</sup>	N. Gibbons	60.24	43.57	91.94	0	0	195.76
7 <sup>th</sup>	S. Dear	73.06	57.22	90.50	12	11	243.78

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## **The 2<sup>nd</sup> Flat Cap & Whippet weekend** **Friday 30<sup>th</sup> May – Sunday 1<sup>st</sup> June 2008**

As previously announced, the Triple-M Register weekend will again be visiting Yorkshire in May 2008. This time the 2<sup>nd</sup> Flat Cap & Whippet weekend will be touring the North Yorkshire moors and coastal area, where Triple-M friendly roads will take us through some fantastic unspoiled and varied scenery. Our base for the weekend will be East Ayton Lodge, a country hotel situated at the start of the beautiful Forge Valley, just 4 miles inland from the seaside resort of Scarborough.

The weekend will be structured similar to the previous Flat Cap & Whippet event in 2006, but this time with even more included in the entry cost, which will now cover all meals, entertainment and venue admission tickets.



**Castle Howard house and gardens**

The event starts with registration on Friday 30<sup>th</sup> May in time for our welcome dinner at East Ayton Lodge, which will include special MG entertainment that's guaranteed to send you to bed with a smile.

Saturday will once again be our main touring day; a full day's exercise for both car and driver. We will explore remote single track roads through the North York Moors National Park, venture through the Dalby Forest Scenic Drive, take in some pre war trial hills, visit Captain Cook's (and Count Dracula's) hometown of Whitby, maybe do a bit of steam train spotting, and visit *Heartbeat* country.

Mid morning tea/coffee will be provided in Rosedale Abbey, as will a buffet lunch in Runswick Bay on the rugged Yorkshire Heritage Coast. It is here where Cecil Kimber spent several childhood holidays learning to sail, and developing his love of the sea, and we will have time to explore this quaint fishing village on foot. Saturday evening will feature a Celebration Dinner at East Ayton Lodge.

On Sunday we have a more leisurely drive to Castle Howard, of *Brideshead Revisited* fame, via Oliver's Mount race circuit and the gentle scenery of the Yorkshire Wolds. A light lunch will be provided in Castle Howard's Grecian Room, and tickets are included to view this spectacular house with extensive gardens.

Entry to the event is limited to a maximum of 50 cars and will be on a first come first served basis. The event entry fee is £100 for car and driver plus £85 per passenger. Concessionary rates have been negotiated with East Ayton Lodge at £67.50 per night for a double/twin room, and £50.00 per night for a single room. Parking facilities at East Ayton Lodge are both ample and secluded, with room for all Triple-M cars, whether staying there or not, plus towcars and trailers if needed.

Because of its close proximity to the ferry port of Hull we are hoping this event will attract entries from our Continental members.

For those who are wanting to join us, but have yet to enter, please be aware that whilst we will be taking entries up to the 4<sup>th</sup> of April, East Ayton Lodge is now almost fully booked (at time of writing only 5 rooms remain). There is, of course, plenty of alternative local B&B accommodation available, and a short list is included with the full entry details which can be downloaded from the Register website, or via the organisers.

For more information please contact the joint organisers:

Terry Hartley, Tel 0113 2941329, Email [t.hartley555@ntlworld.com](mailto:t.hartley555@ntlworld.com)

Bob Walker, Tel 01423 322293, Email [aldboroughforge@btinternet.com](mailto:aldboroughforge@btinternet.com)

## Vaucluse Vintage Rallye - 28<sup>th</sup>-30<sup>th</sup> March

Trophee Jacques Potherat

We have been invited to enter this rally which celebrates the life of a terrific enthusiast, who put together the Monthlery gatherings, before sadly dying prematurely.

The 3-day rally is based on the Hotel Le Paradou in Avignon and each day's tour visits places of interest in the region.

The cost is £304, which covers the entry for car and two people, and includes the accommodation and all meals for the three days.

Only 50 cars built between 1920 and 1939 can be accepted. For further details and entry forms, e-mail the organisers on [avignonmotor@orange.fr](mailto:avignonmotor@orange.fr) or hard copies can be had from George Eagle or the Editor.

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This year has been the 75<sup>th</sup> Anniversary of the J-type. We celebrated at Silverstone with a good display of the J-type range, and Mike Hawke has produced his book "75 Years of the J2 MG".

He has now produced for us exclusively a list of the 100 most important dates in the history of the J-type; this is included with this Bulletin as a loose insert, and we hope you will enjoy it.

## FUTURE EVENTS

<b>13th January</b>	<b>VSCC Brooklands Driving Tests</b>	<b>01608 644777</b>
<b>16-17<sup>th</sup> February</b>	<b>Bristol Classic Car Show</b>	<b>0117 907 1000</b>
<b>14-16<sup>th</sup> March</b>	<b>Historic Motorsport Show</b>	<b>01367 250001</b>

The Editor is considering arranging a tour to Southern Ireland next year about August time, and was interested in getting feedback from people who might like to participate. The other foreign tour which people might like instead, is a return trip to the Bevingtons in Normandy. Please let me know your interest so I can make the necessary arrangements.

## Car of the Year 2007 To 30<sup>th</sup> November

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	1595	M	PG 1045	Frank Ashley	119
=2 <sup>nd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	106
“	2134	K1/s	MG 3094	Peter Fenichel Richard Frankel Peter Plaskitt	106
4 <sup>th</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	105
5 <sup>th</sup>	1931	C/s	VD 30	Barry Foster	93
6 <sup>th</sup>	341	M	PJ 7970	David Rushton	86
7 <sup>th</sup>	1463	NA/s	BUU 964	David Downes	83
8 <sup>th</sup>	2818	PA-NA	BOR 261	John Seber Ron Turner Rodney Seber Tony Seber	72
9 <sup>th</sup>	1804	PA	MG 3848	Alex Reid Mike Linward	70
10 <sup>th</sup>		PA/s	-	Mike Painter	68
11 <sup>th</sup>	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	58
12 <sup>th</sup>	1426	NA/s	Bellevue Spl.	Ian Baxter	56
13 <sup>th</sup>	1533	PA-PB	WV 5012	Dick Morbey	53
14 <sup>th</sup>	920	PA/s	TG 8337	George Ward	51
=15 <sup>th</sup>	2227	KN	MG 4282	Peter Hemmings	49
“	1	NA/s	JB 3852	David Alison Mike Allison Anne Allison	49
17 <sup>th</sup>	1917	J1/s	VSV 521	Stuart Evans	48
18 <sup>th</sup>	739	J2	UP 8871	Colin Henderson	47
=19 <sup>th</sup>	664	PA/s	BLB 209	Paul Duncombe	46
“	162	ND/s	BKL 265	Philip Bayne-Powell Ed Taylor Neil Cooke Colin Wallace	46

=21 <sup>st</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor	45
“	1164	PA	YSV 703	Fred Boothby	45
“	2077	K1-KN/s ss	-	Annie Templeton	45
=24 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	44
“	3017	J1 Salonette	UG 3585	Jim Collier	44
26 <sup>th</sup>	1208	PB	BOK 244	Keith Leaver	43
=27 <sup>th</sup>	465	RA/s ss	-	Mark Piercy Tom Dark	42
“	2362	NA	BTT 726	Richard Jenkins Ian MacKay	42
=29 <sup>th</sup>	2284	J2	OB 5374	Colin Henderson Andrew Henderson	41
“	609	PB/s	ARY 614	Mike Dowley	41
“	317	Jarvis M	GP 1856	Annette Bayne- Powell	41
32 <sup>nd</sup>	1976	J2/s	JF 5278	Gil Collins	39
=33 <sup>rd</sup>	89	NA All <sup>h</sup> am	CPE 962	Alan Hogg	38
“	1235	L1/s	JB 6878	Bryan Ditchman Colin Butchers	38
35 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner Tim Beekh	37
36 <sup>th</sup>	2188	M	GH 4434	Colin Reynolds	36
=37 <sup>th</sup>	2695	J1/s ss	-	Anthony Howat Garth Howat	35
“	1270	NB Cresta	MG 4750	Bob Clare	35
=39 <sup>th</sup>	1997	NA	MG 3271	John Dutton James Brice David Dutton	34
“	2686	NB	MG 4844	Alan Hogg	34
“	2361	NA/s ss	EP 5892	Robin Butler	34
42 <sup>nd</sup>	3202	PB/s	HS 8860	Peter Plaskitt Patrick Walker Peter Fenichel	33
43 <sup>rd</sup>	212	NE	JB 4750	Peter Green Andrew Taylor Colin Butchers	32
44 <sup>th</sup>	1991	KN/s Saloon	ELF 409	Peter Prosser	28
45 <sup>th</sup>	126	L2	ANB 431	David Naylor	27
=46 <sup>th</sup>	148	M	OY 1548	John Haine	26
“	158	PA	BJO 800	Peter Down	26
“	105	KN/s	BFY 658	Argen van Gelderen	26

=49 <sup>th</sup>	1428	J2	DG 6142	Nick Benger	25
“	2761	K1/s	MG 2794	Edward Mullins	25
=51 <sup>st</sup>	1278	F1	MG 1313	Ian Goddard	24
“	2011	K2/s	JO 7531	Charles Goddard	
“	2070	J2/s	JY 1146	John Dutton	24
=54 <sup>th</sup>	1521	C/s	RX 8591	John Reid	24
“	1460	J2	AGY 339	Dave Cooksey	23
“	2430	PA/s	497 UXH	Wendy Cooksey	
=57 <sup>th</sup>	761	J2/s	APU 280	Keith Hall	23
“	3420	PA	BMH 34	Howard Harman	23
59 <sup>th</sup>	591	C/s	MG 1100	Fred Boothby	22
=60 <sup>th</sup>	1049	PB/s	VH8637	Barry Foster	22
“	2742	J2	DG 7828	Andrew Bradshaw	22
“	600	J2/s	WJ 7070	Mark Piercy	21
“	1647	NB	JB 6864	Alan Barker	
“	1888	NA	CGJ 295	Gerald Burridge	20
“	2200	C/s	RX 8306	Robin Hamblett	20
=66 <sup>th</sup>	1000	PB/s	JB 7521	Ken Robinson	20
“	2741	KN/s	GSK 347	Bill Abbott	20
“	1710	F1 Jarvis	IU 2474	Richard Last	20
“	3190	J2	JC 1421	Tristan Last	
=70 <sup>th</sup>	1557	PB	BE 96147	Philip Bayne-Powell	20
“	81	C/s	JK 1932	Ian Williamson	19
“	1419	J2	AGJ 540	Philip Walker	19
“	741	PA	ATO 387	Andrew Taylor	19
“	2193	NB	DUB 679	Peter Tabb	19
=75 <sup>th</sup>	3272	J2/s	APG 718	Brian Bassett	19
“	2703	PA 4str	MG 3452	Ulrich Gygax	18
“	1600	D	PO 5751	Bob Hudson	18
“	1902	PA	BXW 869	Paul Miller	18
“	66	K3/s	MG-K3	Bill Cullen	18
“	1823	PA	WO 9320	Terry Hartley	18
=81 <sup>st</sup>	338	NB	ADG 886	Terry Andrews	17
“	3114	K1/s	BOS 357	Colin Bird	17
“	80	J2	DE-46-64	Tony Wild	17
				Ted Hack	17
				Brenda Adams	17
				Gerhard Maier	17
				Terry Andrews	17
				Alan Grassam	16
				Svend Algren	16
				Henri de Jong	16
				Thijs de Groot	16



“	1036	PB	CXV 671	John James	16
“	2715	KN/s	CG 8379	Brandon Smith-Hilliard	16
“	2679	NB	BTU 604	Peter Arnell	16
“	2133	KN/s ss	-	Andy King	16
=88 <sup>th</sup>	2789	PA 4str	VYC 529	Keith Jackson	15
“	714	J2	HS 7065	Rodney Lambert	15
=90 <sup>th</sup>	534	NA	HH 8103	Bill Bennett	14
“	2215	PB/s	JB 7525	Richard Frankel Peter Flood	14
=92 <sup>nd</sup>	1537	PA/s	LV 8989	Patrick Gardner Tim Beckh	13
“	2517	M	SV 6402	Roger Glister	13
“	676	PA/s	WP 5939	Roger Thomas Russell Thomas	13
=95 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	12
“	1870	PA	AYY 38	Malcolm Kirby	12
“	3173	PB	APW 774	David Sherman	12
“	2291	C/s	JK 2340	Adam Singer Singer	12
=99 <sup>th</sup>	27	J2-PA/s	DRV 740	Carol Cooper	11
“	1187	PA/s	EO 5823	Colin Wallace	11
“	2175	PB	JB 7524	Elizabeth Taylor	11
“	2329	J2	APC 181	Marion Best	11
=103 <sup>rd</sup>	2591	PA	MG 3242	Colin McLachlan	10
“	1486	K3/s	JB 3181	Howard Maguire	10
“	922	D	KG 1237	Guy Gibbs	10
“	-	QA/s ss	-	Tom Dark	10
“	65	PA/s	DPH 228	Nigel Gibbons	10
=108 <sup>th</sup>	3009	J2	AGO 497	Peter Hemmings	9
“	2869	K1/s	AE-80-16	Henk de Vries	9
“	1659	PA	VL 5643	Terry Davies	9
“	670	PA	BFY 711	Richard Holl	9
“	73	PA/s	US 8752	Mike Pancheri	9
“	1794	J1	UF 9865	Les Green	9
“	2823	F1	GY 5141	Robert Walker	9
“	1824	PA	LV 7661	Nick Wiles	9
“	918	ND	MG 3548	Jutta Haupt	9
“	2231	J3/s	YG 4293	David Kempton	9
“	1607	F1	HZR 714	Stefaan Vernyns	9
“	1777	PA	BEV 518	Ron Warr	9
“	1654	NB	ADG 100	Bob Brassington	9

“	2769	12/12 Rep	AM-06-31	Henri de Jong	9
“	968	PA	BU 8079	Roger Davies	9
“	1168	PB 4str	MG 4283	Chris Lewis	9
“	2821	F1	MG 1375	Norman Williams	9
“	3249	KN/s	BS 715 U	Christian Sury	9
=126 <sup>th</sup>	1894	M	GC 7705	John Bevington	8
“	397	M 12/12	SC 9559	Alex Peacop	8
“	25	L2	MG 47	Malcolm Newman	8
“	2028	NB/s	MG 3694	Mike Allison Jane Metcalfe Tim Metcalfe	8
=130 <sup>th</sup>	1238	PB	BZ 3433	Martin Gratte	7
“	2631	K3/s	JB 1472	Brandon Smith- Hilliard	7
132 <sup>nd</sup>	1189	M	JY 8840	Keith Portsmore	6
=133 <sup>rd</sup>	815	KN/s	MG 4314	Martin Warner	5
“	3298	PA/s	OSL 309	Les Procter	5
“	749	PA/s	MG 3394	Peter Warne	5
=136 <sup>th</sup>	845	M	PG 5027	Mike Cleary	4
“	1501	J2/s	HY 8219	Mark Piercy Tom Dark	4
“	1773	ND	MG 3281	Alan Hogg Terry Andrews	4
=139 <sup>th</sup>	283	M	SVS 374	Tim Hunt	3
“	3070	K3/s tc	MG 2525	Richard Last	3
=141 <sup>st</sup>	348	M	VU 4037	James Mumford	2
“	1710	Jarvis F1	IU 2474	Philip Bayne- Powell	2
“	1516	K3/s ss	-	Jeremy Hawke	2
“	1550	PA	567 CRU	Peter Scott	2
“	2860	L1	JW 3387	David Fricker	2
“	1591	J2/s	YJ 892	David Stansbie	2
“	2141	PA/s	RC 3349	Derek Richards	2
“	843	M	ST 6963	Tony Margel	2
“	1266	NB	JB 7261	Christopher Hurriion	2
“	633	NA	LAS 368	Tony Hay	2
“	1171	NA	MG 3538	Keith Portsmore	2
152 <sup>nd</sup>	108	All'ham M	OU 4824	Mark Dalby	1

The following events are the only ones added to the  
2007 COTY since the last Bulletin scores

16 <sup>th</sup> September	MGCC SE Lullingstone Castle PoO	Full
23 <sup>rd</sup> September	Bugatti Owners' Club Prescott Hill Climb	Full
29 <sup>th</sup> /30 <sup>th</sup>	Circuit Assen, Holland - Historic Race	Full
September	Meeting	
14 <sup>th</sup> October	MGCC SE Autumn Navisat Rally	Full
20 <sup>th</sup> October	Le Kimber – French Rally and 'Trial'	Full
27 <sup>th</sup> October	VSCC Goodwood Sprint	Full
24 <sup>th</sup> November	VSCC Cotswold Trial	Full

## SLADE TROPHY 2007

To 29<sup>th</sup> November

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	36
2 <sup>nd</sup>	M	David Rushton	23
3 <sup>rd</sup>	PA/s	George Ward	17
4 <sup>th</sup>	PB/s	Gerald Burrige	14
5 <sup>th</sup>	PB/s	Ian Williamson	13
=6 <sup>th</sup>	J2/s	Colin Bird	9
"	PA/s	Patrick Gardner	9
"	NA	Richard Jenkins	9
=9 <sup>th</sup>	J2	Peter Hemmings	8
"	PA/s	John Wells	8
11 <sup>th</sup>	J2	Thijs De Groot	7
=12 <sup>th</sup>	PB	Martin Gratte	6
"	L1/s	Bryan Ditchman	6
	Spl.		
14 <sup>th</sup>	J2	Keith Hall	5
15 <sup>th</sup>	KN/s	Martin Warner	4
=16 <sup>th</sup>	J2	Tin Beckh	3
"	PA/s	Nigel Gibbons	3
18 <sup>th</sup>	PA	Alexander Reid	2
19 <sup>th</sup>	J2/s	John Reid	1

**Racing Challenge Trophy 2007**  
**The Betty Haig Cup**  
**To 30<sup>th</sup> November**

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performa nce</u>
1 <sup>st</sup>	C/s	Barry Foster		0.302
2 <sup>nd</sup>	K1/s	Peter Fenichel		0.464
3 <sup>rd</sup>	PA-NA	John Seber		0.522
4 <sup>th</sup>	K1-KN/s ss	Anne Templeton		0.603
	J1/s	Stuart Evans	4	0.537
	KN/s, K3/s	Brandon Smith-Hilliard	4	0.727
	PB/s	Mike Dowley	4	0.806
	NA/s	David Downes	4	0.944
	RA/s ss	Mark Piercy	3	0.203
	PA/s	Mike Painter	3	0.247
	KN/s	Arjen van Galderen	3	0.415
	RA/s ss, QA/s	Tom Dark	3	0.451
	PB/s	Peter Plaskitt	3	0.862
	C/s	Alan Barker	3	0.917
	K2/s	John Dutton	2	0.217
	K1/s	Edward Mullins	2	0.512
	PA	Andrew Bradshaw	2	0.542
	NA	James Brice	2	0.750
	NA	Tristan Last	2	0.875
	PA	Fred Boothby	2	0.917
	PA-NA	Ron Turner	2	0.942
	KN/s	Philip Walker	1	0.167
	K1/s	Paul Mullins	1	0.200
	K1/s	Henk de Vries	1	0.300
	PB/s	Richard Frankel	1	0.321
	J2/s	Gil Collins	1	0.455
	PA-NA	Rodney Seber	1	0.500

K3/s	Howard Maguire	1	0.600
PB/s	Patrick Walker	1	0.750
PA-NA	Tony Seber	1	0.750
C/s	Dave Cooksey	1	0.800
K3/s	Peter Green	1	0.900

We are coming to the end of the year but there is still time to send in COTY claims for events in 2007 up to and including the 31<sup>st</sup> December. However, no claims for 2007 will be processed after 20<sup>th</sup> January 2008.

## **“A J3 changes hands in Australia”**

– Ed Taylor

The eastern suburbs of Melbourne have long been a haven for J3's, with 4 of the original 22 currently residing there. One of them, J3771, has a long and distinguished racing history in Australia, and was dismantled in the late 60's with the then current owner planning a quick rebuild, after attending to a bend in the rear of the chassis. As is often the case, it never happened!

A month or so back, with the support and encouragement of the past owner, the car changed hands and has gone to a young enthusiast, Tim Jackson. Tim will ensure that the car is faithfully restored, and then used as it should be. Along with our Australian Registrar, I had the privilege of checking all of “the bits”. It is a very complete and original J3.

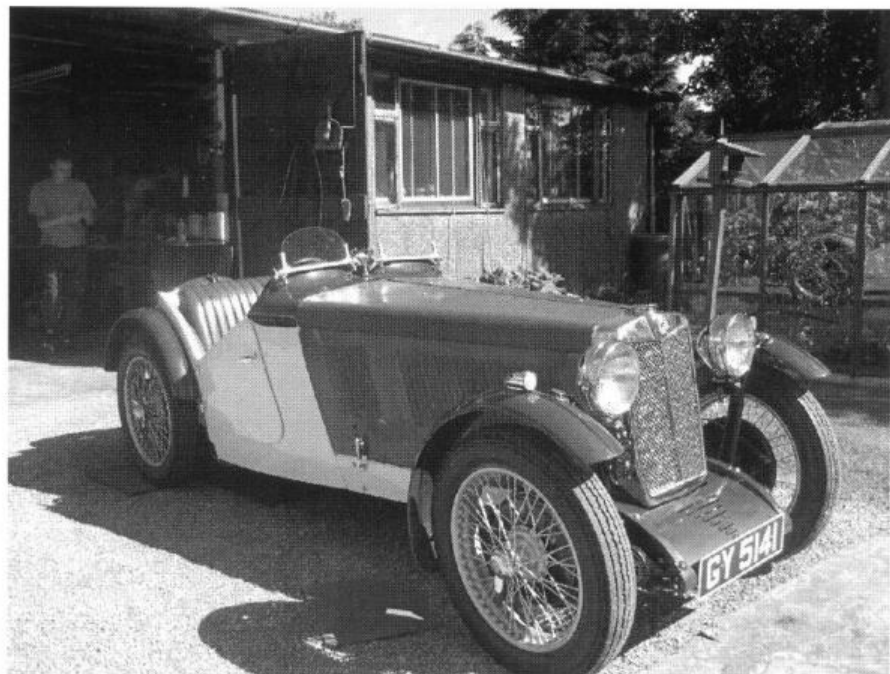
Tim is one of our new generation of MMM owners, whose father is a long time pre war MG (J2, L1, PA and TB) and vintage sports car owner. Tim's enthusiasm has breathed new life into the furthering the historical database of the Australian J3's. More on this in the future, but there definitely will have to be a new edition of the J3 Booklet!

## YOUR LETTERS

### From Bob Walker

Hello again Phil,

The photos are of Egmont, the F-type, ready for MOT, then Grandpa and Grandson setting off for its MOT, finally the scene at the top of Buttertubs Pass the day after, just before Terry brought out the Champagne (see cover for this photo – Ed). An idyllic day that made up for numerous disappointments over the years, and as you can see the weather came up trumps for us; not like on the Flat Cap and Whippet weekend, when skies were a different colour.



Further to our conversation yesterday I have checked "Egmont's" carburettors [Richard Hardy has kindly lent me the carbs and distributor from his F type]. They are one and one eighth inch size as the L and N-type, but horizontal, the needles are M6, the pistons are bronze, with the usual solid steel guide rods. Each piston assembly weighs 290g.

When I have rebuilt my carbs, using one inch ones at first I shall try the needles as stated in Blower namely M5; M6 are given as the weaker alternative on the one inch size.

To muddy the waters even more, the 32-33 Wolseley Hornet Special, which has one and one eighth carbs, and valve timing that looks like 12/12, (albeit chain driven), has recommended needles weak -AK, std-WX1, rich-WX.

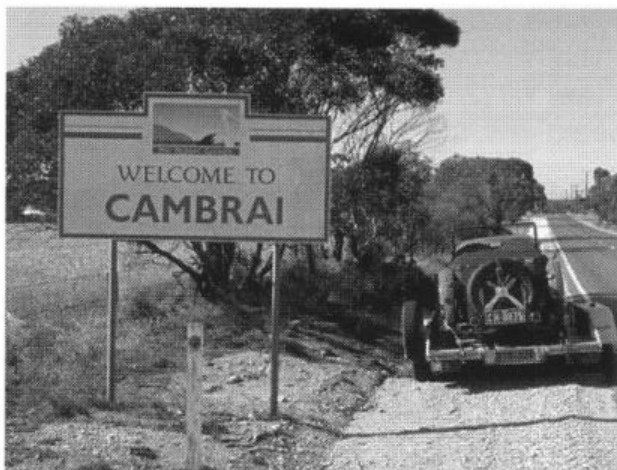


I hope this information may be of some use!  
Best Regards.

## From Ed Taylor

Philip,

With this years European MMM adventures still quite clear in my mind, it was quite a surprise to be greeted by a road sign "Welcome to Cambrai", as I was travelling home from the Barossa valley in South Australia for the annual Vintage Collingrove Hillclimb.



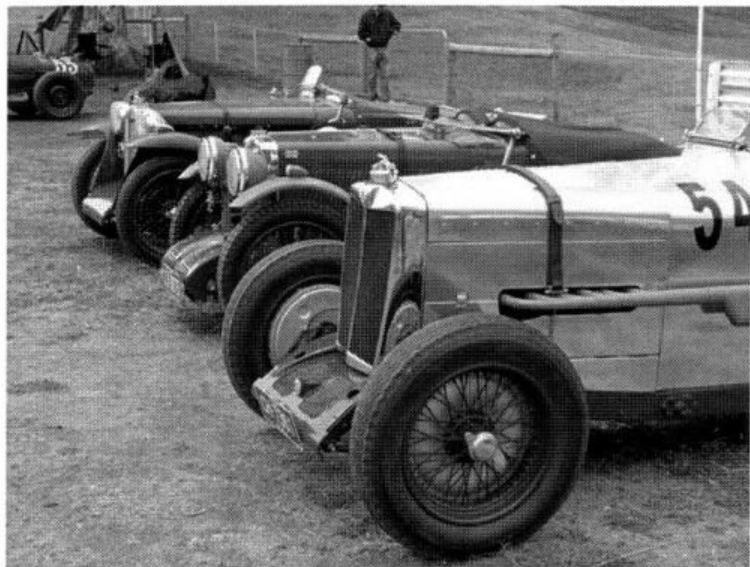
Cambrai in France is UK's MMM owners favourite watering hole and stop over, on the way to the Luxembourg gatherings. The Cambrai in South Australia is a very small rural town situated east of the Barossa and close to the mighty Murray River, situated on a back route that eventually picks up the main highway from Adelaide to Melbourne.

Along with 5 other MMM cars, I had taken the J3 over to South Australia and entered the hillclimb. The South Australian Sporting Car Club put on a fantastic weekend, with a closed road touring event on the Saturday, plenty of wineries to visit, opportunities to sample the produce, and of course the hill on the Sunday. This is, I believe, one of the best hillclimbs in the country. I was quite chuffed to take 3 seconds off my best time



from last year. Neil Cooke had entered his PB and had an equally successful meeting putting in an increasing number of personal best times.

Cheers



## From Terry Andrews

Hi Philip,

Thanks for a very good read with the Bulletin! However, I would like to explain a couple of things. I would not presume to show the assembled experts how to do it. I was in fact trying to explain to Ed Taylor why the water goes down the plug-hole in Europe in a anti-clockwise direction, whereas he was use to seeing the water exiting the basin in a clockwise direction!! Secondly, contrary to popular belief WO9320 belongs to me not Bill Cullen.

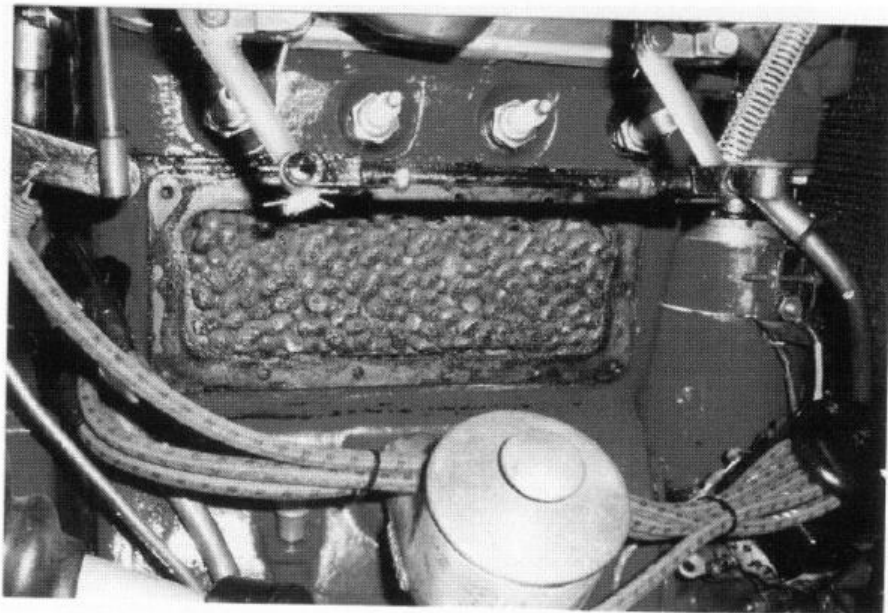
With regards to the Christopher's broken half shaft. I looked at the hub end at Alan Hogg's house the other day, and noticed that it was a T type one NOT a Triple-M one. This has been discussed on the Triple-M web site. So others beware, some suppliers do not know the difference, as the flange on the T type is thicker and therefore will not fit the Triple-M hub correctly

Regards

## From Simon Cauthery

Dear Phil,

Attached may be of interest:



When I decided to take the J2 off the road for the winter, it seemed a good opportunity to remove the water jacket plates while the engine was still hot (I had not done this before for fear of breaking off the bolt heads) To my amazement I was

confronted by a solid mass of peanuts on the inlet side of the block. The only explanation for this must be that when the engine was out and lying on its side the winter before last, an army of mice had raided the bird food peanut bag, and taken them in via the water inlet on the side of the block. –we did catch 13 last winter!!

It's very odd that there appeared to be no problems with overheating so it seems that peanuts make a good coolant!

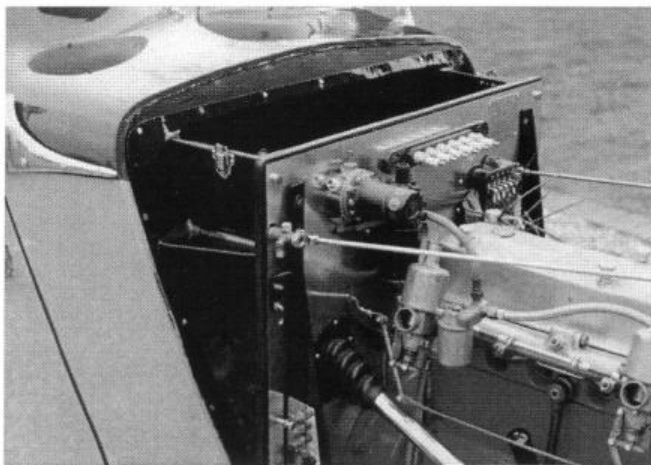
Regards, Simon

## From Terry Andrews

Philip

There is a special "L" section rubber seal between the firewall and the metal toolbox on the N-types; it is  $1\frac{7}{8}$ " x  $\frac{3}{4}$ " and around  $1\frac{1}{8}$ " and is about 54 inches long.

The  $1\frac{7}{8}$ " long part is fitted between the toolbox flange and the rear of the firewall. The  $\frac{3}{4}$ " part covers the top and side edges of the firewall. Many N types I have seen seem to have either omitted this altogether, or have just glued a thin strip along the bulkhead edge.



I have tried a major rubber supplier and I can get the section but the minimum order is 200 meters (about 100 cars) at £670 +vat + etc. I have trawled the interweb and had several leads, which lead nowhere.

However, I have found a company who, if I pay for the die, will make this for me if I buy enough for around 10 cars, which would work out at around £23 to £25 per car.

Firstly, does anyone know from where this "L" section rubber is available, before I go ahead with collecting orders?

Are there more than 10 N type owners who would like to fit this "L" rubber to their cars?

Regards

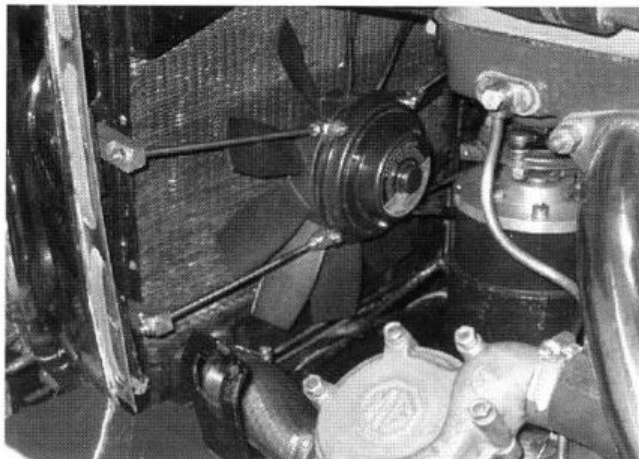
## From George Eagle

Hi Phil

I recall that the fitting of electric fans to our cars was featured in the web site discussion forum.

I have fitted a fan to NA0960 and enclose a photo in case you want to use this in the Bulletin. I have no thermostat fitted, but simply switch the fan on when the car gets heated standing in a queue on a hot day. It works very well.

Best regards.



# TIPS AND HINTS

The following three tips come from **Chris Lewis**:-

## 1 Corrosion and Road "Gritting"

In the UK, at the first hint of a forecast of frost somewhere in the Universe, most Local Council's "gritting" lorries will be working overtime, spreading liberal doses of sodium chloride on the roads. The corrosion inducing effects of salt water, well known to mariners and Naval Architects, can come as a nasty surprise to motorists and designers of some Rover cars, if not to Triple-M owners.

It's worth remembering that:

A salt attracts water, so once salt spray, thrown in the air by the wheels of vehicles, has landed on a surface (nice shiny cam cover; lightly oiled road springs; exhaust pipe; the radiator matrix,...in fact anywhere that the airborne spray can reach on, or in, the car), that surface can remain, or become, damp in environments (the garage!) where "non-salted" bare metal would remain dry and corrosion free indefinitely.

B salt water is very much more conductive of electricity than pure or rain water, i.e. salt water is an electrolyte and will promote electrolytic corrosion of metals wherever there are local differences (of composition, other metals in contact, crevices etc.) which result in a voltage difference.

C different metals in contact, in the presence of an electrolyte, will be corroded dependant on their position in the "galvanic series". The further apart a pair of metals are in the series, the greater will be the corrosion which occurs, with the more "noble" metal being protected at the expense of the less. So, for example, the zinc of the galvanised firewall corrodes, whilst protecting the steel underneath; cadmium likewise corrodes whilst protecting a plated steel component. The cylinder block, at the external junction with the sump will be

protected from corrosion- at the expense of sacrificial corrosion of the magnesium alloy sump.

D the water spray from winter treated roads seems (to the author!) to displace oil or grease much more readily than water from untreated roads.

Hence corrosion, wear and possible fatigue failure of such items as king pins, steering connections and road springs is more likely. So, if, as you should, you enjoy using your MMM Car all year round, leave a little extra time, before returning it to the garage, to wash off all the salt spray, thoroughly dry it and then oil all the chassis points. "Concours preparation and routine service" – winter version, but cars which leak oil everywhere, here have the advantage!

Better still, get someone else to do it, and send the bill to the local authority. If they pay up, or better still, stop using salt, let the rest of us know how you persuaded them!

## **2 Winter Coolant Checks**

Autumn is a good time to flush out the cooling system; repair any leaks; replace defective hoses and refill with fresh coolant containing antifreeze. A good anti-freeze will also completely prevent, for several years, internal corrosion of the "mixed metals" (cast iron block; mild steel water plates / securing bolts and core plugs; brass fittings and tanks; solder, copper pipes and head gasket, etc) in the cooling system.

50% Ethylene Glycol significantly raises (by about 9 degrees C or 16 deg Fahrenheit) the boiling point over that of pure water. This is useful all year round, and topping-up (with the same mixture) should rarely be necessary.

An air space in the header tank is normal and necessary.. A coolant level about  $1\frac{3}{8}$ " (35mm) below the filler neck when hot is usually ample – with a minimum when cold of about  $\frac{5}{8}$ " (15mm) above the bottom of the header tank - to ensure that circulation by thermo-syphon action can take place. Filling to

the brim when cold will simply result in coolant disappearing down the overflow pipe as the engine warms up and / or the car descends a steep hill or is braked hard.

Anti-freeze should be mixed with filtered rainwater or demineralised water in preference to “hard” tap water, which will lead to lime deposits in the cooling system. “Ready to use” coolant (less common in the UK?) avoids this risk.

If replacing core plugs, or re-fitting bolts in holes tapped right through to the water passage (e.g. those retaining water side plates), “Wellseal” jointing compound is one of the best products for preventing corrosion at the joint, whilst still allowing easy dismantling years later.

### **3 Dashboard Sockets and Battery Charging**

The inspection lamp sockets which many MMM cars have on the dashboard, provide a convenient connection for the garage battery charger- although connectors of the correct size seem hard to find these days.

Trickle charging after each use of the car in the winter, and, say, on the 1<sup>st</sup> of every month, whether the car has been used or not, will considerably prolong the life of the battery. Most damage is done when the battery is left in a ‘flat’ or partially discharged condition.

Charging in this manner is not advisable if the car is wet or the garage damp, since a fault in the battery charger could cause the car to become “live” at mains voltage. The battery charger mains supply should, in any case, be via a sensitive residual current earth leakage device (as for electric lawn mowers) to reduce this risk.

It is also advisable to have in-line fuses in each wire of the charger lead, close to where it plugs into the dashboard sockets. This will offer protection against overheating powered

by the car's battery, in the event of a short circuit in the lead or charger internals.

Having the negative (black) socket on the left, as viewed by the driver, and the positive (red) socket on the right, regardless of whether the vehicle is wired with "negative earth" (as MMM and most pre- 1936 cars), or "positive earth" (as the T types) will help avoid mistakes when plugging in the charger lead, if you also have a car with the camshaft in the "other" place.

Based on one each, believed not rewired, examples of, (-ve earth) NA; PB; and (+'ve earth) TD, and Austin 10, all with "negative on left" sockets, the author believes the makers and Lucas, adopted the same convention (can anyone confirm this?)

If an old fashioned 12 volt inspection lamp has a "live" metal body, it is vital to ensure that the lamp body, is connected to the "earthed" socket, before resting the lamp on the car (especially near leaking carburettors!)

**Terry Andrews** suggests we obtain a spare distributor base plate, a NEW Capacitor (condenser) and set of points. Fit these to your car, run for 1000 miles, and adjust the points as necessary. Then replace with the original base plate and points. You now have a spare base plate with a set of points and capacitor which have been "run in".

Thus if you have a problem, it is quicker to replace the base plate complete with the points already adjusted for running. There is less likely to have problem of losing little nuts and washers at the roadside in changing and adjusting the points or a faulty condenser.

Alas modern condensers can be of dubious manufacture. They are more likely to fail when new, than after use. It is best to have had some current through the component so that it is a known item. This applies to Lucas types; I do not have any



experience of the Bosch types with the condenser fixed to the outside of the unit.

By the way I had a call the other day from someone who had broken down, and had some condensers, but wanted to know how to test the spare (old) ones he had. The following test is only an indication of condition, and is not completely fool proof but a good indication.

Get a multi-meter set to the Ohms scale and set zero on the meter. Now connect one lead to the terminal and the other to the case. If you get a reading the condenser is short circuit. If no reading..... reverse the leads..... you should see a small kick of the meter needle and then go back to zero. What you have done is charge one side of the condenser plates with the internal battery of the meter. When you reverse the leads you discharge the plate of the condenser and this is the reading you see with the kick of the needle. If no kick of the needle the capacitor is likely to be "open circuit".

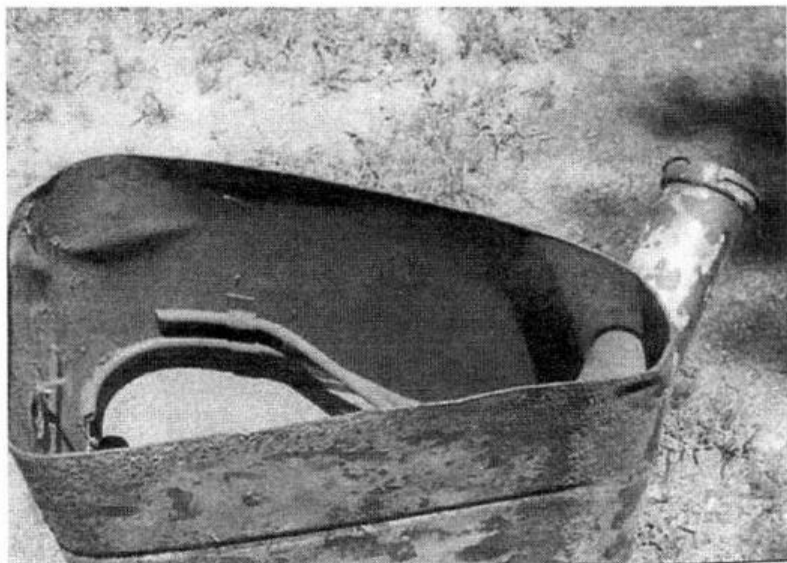
This test will not detect some faults which only happen under load, or when the component gets hot. Please note that condensers were service items on modern cars before electronic ignition systems. How many people change their condensers every 6,000 miles?

OH yes, the callers condenser was "open circuit", so the points burnt quickly, and only one of this "spares" passed the tests above. He fitted this to the car at the side of the road, and the engine started straight away!

**Graham Brown of Vintage and Classic Shock Absorbers (203 Sanderstead Road, South Croydon, Surrey, CR2 0PN Tel. 0208 651 5347)**, has just received a batch of new spiral bevel 8:39 and 8:41 crown wheel and pinion sets, and may have a few available over and above those already pre-ordered by customers. Also 8:43 sets are due in shortly. So phone him quickly if you want a set. These only now get produced on an irregular basis, so it is best to grab one while they are available.

**Lee Appleyard (Tel. 01142 853555)** can provide spun reducing rims to fit the 8" P-type headlamps to enable sealed beam headlamps to be fitted.

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**View inside an L1 petrol tank, showing the arrangement of the petrol take-off pipes**

### **Some (more) thoughts on Clutches from Ed Taylor:-**

Receiving the MMM Yearbook every year is like Christmas (or better). I am always fascinated by the new things you learn every year. Of course the technical articles really appeal to me, and Barry Foster's article on the M, D, F and J type clutches was no exception.

Your Editor may well be thinking on reading this, that I have a thing about clutches, as I spent the first day of my summer

holiday in Philip's garage with my head inside Millie's bellhousing. But I digress.

I have a minor disagreement with Barry on the method of adjusting the finger clearances to the retaining springs. These are made of spring steel and don't like bending (at all in my view – much to my disgust when one decided to become two and played musical boxes inside the housing. It did a great job of “bead blasting” the internals of the housing and all the clutch type bits).

On purchasing a new set of retaining springs, none would provide the correct clearance, without resorting to bending. I therefore made some varying thickness shim plates to bolt under the bracket, and so set them all to roughly the same distance away from the clutch cover. I then adjusted the release screw clearance as per Barry's method.

I don't necessarily have the “books” clearance values, but with the clutch disengaged, a) the fingers don't fly out and touch the release bearing and b) they all have equal clearance to the release pins.

Another bit of advice is you must have a secure pedal stop that is adjusted correctly – too great a travel will bend those slender little fingers.

Did you know that the door hinges for the NBs were individually fitted to each car, with a different set and curvature to them; they were then stamped with the chassis number before being sent off for chroming.

It also appears that the later N-type bodies were made wider by springing out the bottom of the wooden frame – the chassis outrigger rails have spacers behind them to set them further out. We are hoping that Terry Andrews will shortly give us a definitive article on this; his N-type 2-seater being one of the cars found with this difference.

# GETTING THE THREAD

From Nick Dean

It's reckoned that the Greeks had invented the screw back in the 5<sup>th</sup> century BC. By the 1<sup>st</sup> century BC, the Greeks and Romans were using screw presses to press clothes, olives and wine. The Romans invented the first screws for going into wood. These screws were bronze or silver. They made the threads by filing them, or by soldering a wire that had been wound in a spiral. But the screw was lost with the fall of the Roman Empire.

The first written reference to a screw is in the early 1400s. In the late 1400s, John Guttenberg used screws to hold his famous printing press together. And apparently nobody noticed Leonardo Da Vinci's designs from around the same time (the late 1400s) for machines that could cut screws, because the first such machines were built in 1568 by a French mathematician, Jaques Besson.

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The first nuts and bolts appeared in the middle 1400s. The bolts were just screws with straight sides and a blunt end. The nuts were hand-made, and very crude. When a match was found between a nut and a bolt, they were kept together until they were applied in an industrious manner.

This was the problem that William Sellers tried to solve, when he stood up on the 21<sup>st</sup> April 1864 in the lecture hall of the Franklin Institute in Philadelphia. Sellers was one of the finest machinists and tool builders of the day. Back then, the machine tool industry was like the Silicon Valley is today – a driving force of the most modern technology of the day. Sellers called his talk, “On a Uniform Standard of Screw Threads”. He complained that American Nuts, bolts and screws were all individually made by hand, and that they still had to be hand-matched until a fit was found. A bolt or machine screw made in one machine shop would not fit a nut made in another machine shop.

Sure on the other side of the Atlantic in England, a certain Joseph Whitworth had proposed a standard screw, and indeed, the Woolwich Arsenal had been using his Whitworth Screws since 1841 – about 23 years before Sellers called for a standard for screws.

But Sellers didn't like the shape of the thread of the Whitworth Screw. Each turn of the Whitworth thread looked like a little pyramid, but with the angle at the top of the pyramid being 55 degrees, and the actual top of the pyramid being carefully rounded. It took “three kinds of cutters and two kinds of lathe” to make a Whitworth Screw. Sellers proposed that the thread pyramid should have an angle of 60 degrees (which is easy to make and measure because it is one of the angles of an equilateral triangle). He also proposed that the top of the pyramid be flattened, which is much easier to make than a fancy rounded top. He claimed that his thread would need just one cutter and one lathe-and so be easier, quicker and most importantly, cheaper to make.

By 1883 the American railroads were the largest corporations in the USA – and practically all of them were using his screw thread. This forced all the suppliers to those railroads to also use his new screw thread.

The final victory of the American thread over the competing Whitworth thread happened because of World War 2. In the northern winter of 1941-1942, the German tanks of the Panzer Division battled the tanks of the British 8<sup>th</sup> Army in Africa. On both sides, tanks broke down as bolts and screws wore out and loosened. American factories sent tons of bolts and screws to the battlefield – but they didn't fit the British tanks. So for the rest of the war, the American factories had to run two separate lines – one for British screw threads and one for American screw threads. Everybody agreed that having screws that didn't match was a very stupid reason to lose a war, so in 1948; the British agreed to use the Sellers Thread, which by then was already being called "US Standard".

So from a little speech on the 21<sup>st</sup> April 1864, about trying to make nuts fit bolts, today, we have over 800,000 different Standards used on our planet. They cover everything from petrol to paper, from bra cups to batteries, from alcohol to milk, and even internationally franchised fast-food hamburgers.

Maybe in the clamour for standardisation of everything, perhaps a screw has come loose.....



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# NUTS ABOUT BOLTS

From Nick Dean

As we rebuild and keep our Triple-M Motors on the road, the supply of original BSF Nuts and Bolts is becoming much scarcer and far more expensive. A lot of people turn to Metric, which is more readily available, and a whole lot cheaper.

On my current "P" type rebuild, I am using metric stainless steel on everything except the engine. OK one needs two sets of spanners, but the total chassis in black looks great, with stainless steel fixings on all the running gear etc.

Your local fastener company will usually keep most sizes in Zinc Plate, Self Colour or Stainless Steel; some companies have a minimum charge, if so make up an order.

Here is a list to familiarise people with general stock held before purchasing.

- ⌚ Hexagon Set Screw: - Threaded all the way up.
- ⌚ Hexagon Bolt: - Threaded only partially up to shank.
- ⌚ Pan Head Slotted Screw: - Threaded all the way, rounded head.
- ⌚ Cheese Head Screw: - Threaded all the way, Head as a cheese.
- ⌚ Countersunk Head Screw: - Self explanatory.
- ⌚ Socket Cap: - Allen key in round head, partially or all thread total length.
- ⌚ Hexagon Full Nut: - Standard size nut.
- ⌚ Hexagon Half Nut: - Standard size but half thickness.
- ⌚ Nyloc Nut "P" Type:- Nylon Tightening ring and full depth.
- ⌚ Nyloc Nut "T" Type:- Nylon Tightening ring, half thickness.

If you can find any BAR TURNED Nuts, they are as it says, but have the chamfer only on one side, very scarce now in BSF, can be made to order.

In general terms washers are as follows:-

- ⌚ Flat Form "A" Washer: - Standard size for whatever ID.
- ⌚ Flat Form "B" Washer:- Standard ID but smaller OD.
- ⌚ Flat Form "C" Washer:- Standard ID but larger OD.
- ⌚ Spring Washer Square:- Square section wire.
- ⌚ Spring Washer Rectangular:- Rectangular or flat wire.
- ⌚ Penny Washers:- Very Large OD
- ⌚ Crinkle Washer;- Wavy flat steel.

If purchasing in stainless steel:- A2 Grade is commercial and A4 Grade is marine and more expensive.

The use of the above may not be totally original, but I feel it does keep up with modern times. However if originality is paramount to you, stock can still be obtained from our excellent Triple-M Parts Suppliers.

## SPARES FOR SALE

**Tony Bugbird (The Old School House, Compton, Guildford, Surrey GU3 1JF Tel. 01483 860816 e-mail [tnybugbird @btinternet.com](mailto:tnybugbird@btinternet.com))** has a good copy of "The Instruction manual of the MG Midget (J series)" otherwise known as the workshop manual. This one was issued in September 1932, and Tony is looking for offers over £15.

**Bob Hudson (228 Shinfield Rd, Reading, RG2 7DU e-mail [bohudson@ntlworld.com](mailto:bohudson@ntlworld.com), Phone +44 (0)118 9869074)** has for sale the following items:-

PA/PB/NA Differential dip stick Spring Clips. I have got a quotation for the manufacture off the above, the price (for 25 off) allows me to sell them for £20 including delivery in the UK. Please contact Bob to place your order so that a batch can be made up.

He also has the following spares for sale:-



Lucas Altette Horn with chrome case, working and with chrome in excellent condition £110

4 Avon 3.50 x 19 HD sidecar tyres very slight wear + tubes; £25 each.

2" diameter 0-100psi Oil pressure gauge black face. Good condition £50.

5 Lucas original cast sidelights with domed lenses; £50 the pair.

1 complete set M type ignition advance and retard parts. Mechanically sound. £80

6 No. Brake cam oilite bushes. New. £10 the lot.  
J2 windscreen mounting castings; £40 the pair.

**The Editor** has for sale three Autopulse petrol pumps for sale; one of them still in its box.

## SPARES WANTED

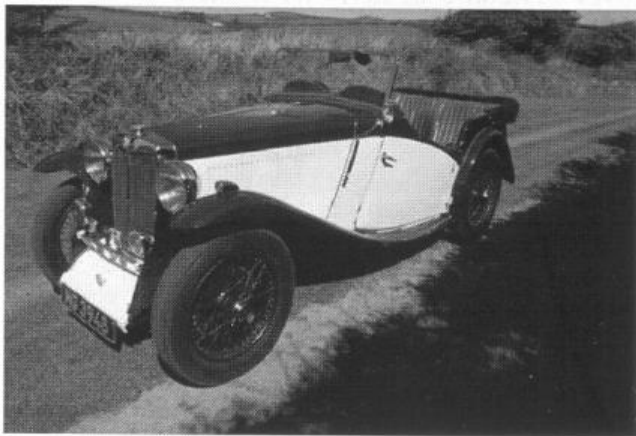
**Ed Taylor (e-mail [etaylor@tjh.com.au](mailto:etaylor@tjh.com.au))** is looking for a pair of N-type Luvax rear shock absorbers.

The **Editor** is in need of a Tecalemit oil filter bowl (only the bowl), to replace the cracked one on the NA saloon, which is leaking oil.

Also needed is an F-type clutch thrust bearing cover, the item that actually pushes on the clutch fingers, which is deeper than other ENV thrust covers.

**Roby Cruyswegs (150 Hollebeekstraat, 2660 Hoboken-Antwerp, Belgium, Tel 00 32 3 23 94633)** is looking for usable secondhand leather interior trim for a 2-seater P-type.

## CARS FOR SALE



**Rod Martin (Tel 0044 (0)1407 730351 or email [rodannanglesey@btopenworld.com](mailto:rodannanglesey@btopenworld.com))** has for sale a MG NA 1935 6 cylinder Magnette, 4 seater open tourer. Chassis NA 0700. Registration MG 3948. Brown / Cream. Restored by me in 1972 / 3. Winner of 1977 MGCC Silverstone MMM concours. Very original standard bodied car, still having the matching number engine. Only approx 7000 miles covered in the last 35years! Deserves more use! Taxed and MOT to June 2008 O.I.R.O. £35,000.

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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.

Ian Howard (email [ian.howard@farmersweekly.net](mailto:ian.howard@farmersweekly.net) Tel. 01362 860218 (work) or 01362 860999 (home) is offering his 1933 J2 Sport to a keen collector, who wants to acquire a genuine car, which has not been altered over the years. It is virtually unique in originality, and in good condition with a MOT. Ebony black and apple green trim, complete with first registration log book. Offers around £20,000.



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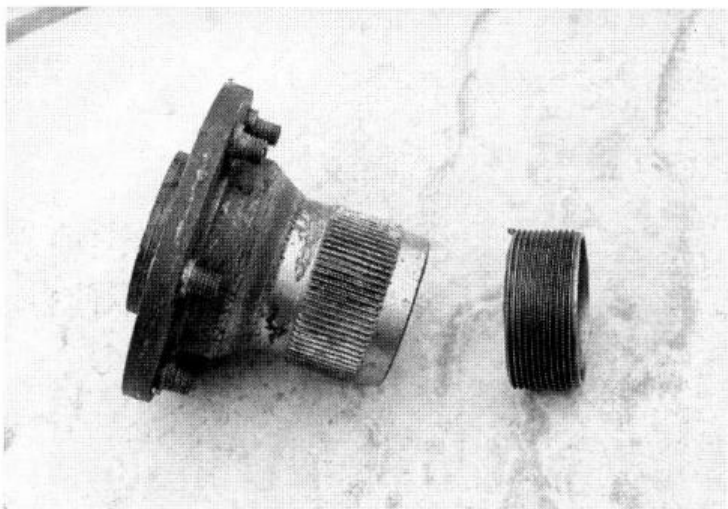
**Andre Cohen** (Tel. +65-9831-8550 or e-mail [andrepcohen@hotmail.com](mailto:andrepcohen@hotmail.com)) is offering for sale his 2-seater, supercharged NA, with extensive set of spares. Complete restoration in the UK by Tom Dark Engineering in 1999.

Engine No. 929 NA - Chassis No. NA 0675. The car has been in Singapore since 1986, runs beautifully, is maintained regardless of cost, and regularly participates in classic and vintage car events in Singapore and Malaysia.

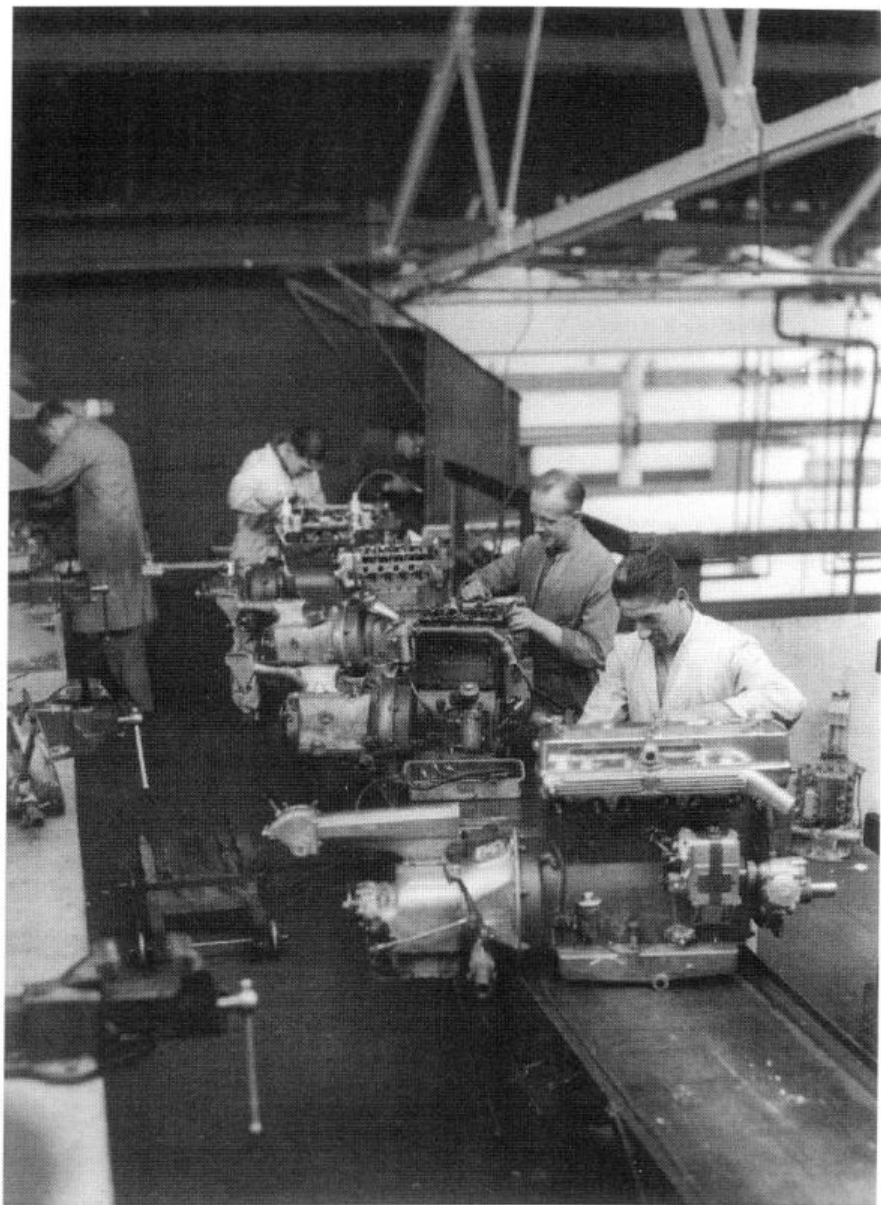
Selling price: GBP 40,000

## **BULLETIN BACK NUMBERS**

Many of you may not be aware that most issues of the Bulletin can be provided by the Librarian, at a cost of £1 each including postage and packing. If the early ones (back to June 2001) have run out, the Editor can still provide these for the same price, although the colour covers will sometimes be copies and not printed.



**Broken front hub from Barry Foster's C-type  
when racing in South Africa**



Engines being prepared in the factory, with a K3 engine at the front (photo O. Richardson collection)

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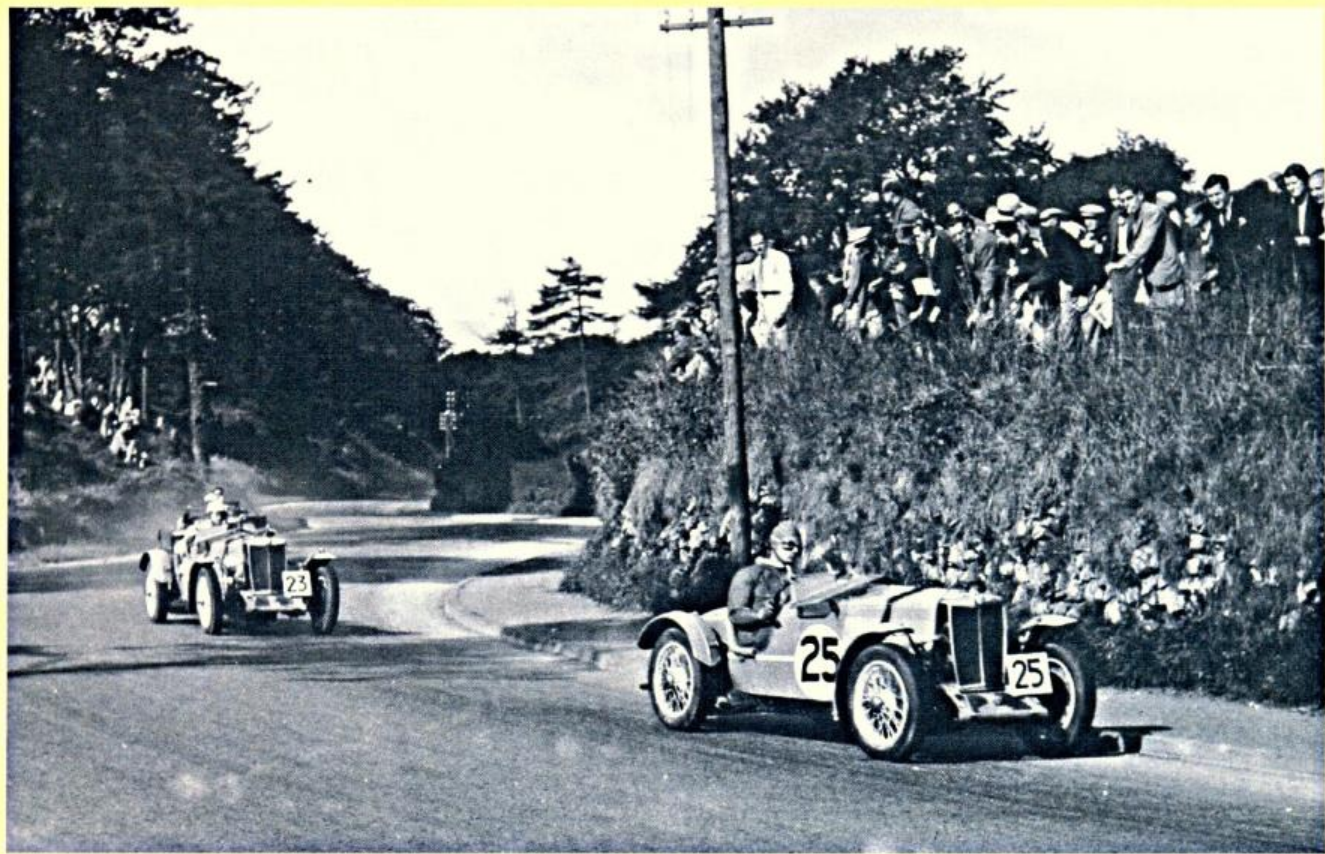
***Barry Foster's C-type being prepared for racing***

Photo: B. Foster



***Some of the 4-cylinder cars at the Beechworth Rally in Australia***

Photo: E. Taylor



*Dick Seaman (NE) leading the other NEs in the 1935 Ulster T.T.*

Photo: O. Richardson collection