

TRIPLE-M REGISTER BULLETIN



FEBRUARY 2006





*Frank Allocca's blown J2 alongside Keith Hall's ex Doreen Evan's J2
at the Lambert Arms, Aston Rowant*

Photo: K. Hall



Derek Smith's lovely L2 on the shores at Galloway Roads

Photo: D. Smith

TRIPLE-M REGISTER BULLETIN

February 2006

EDITORIAL – Phil Bayne-Powe!!

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Or philipbp@mgcottage.freeserve.co.uk

I hope you all had a good Christmas, and got lots of work done in the garage, and have made your New Year's resolution to get the MG out more in 2006!

I would like to thank all those who helped to make the December Bulletin a real bumper Christmas edition. I hope we can keep up the quality, even if we don't always have 52 pages. This Bulletin is read widely throughout the whole world, and links people in Australia with us, and those in America, and has become a collectible item, as much as the excellent Yearbook. Many owners have said how much inspiration it gives them, as well as keeping them in touch with what is going on in our Triple-M world.

This year we have got a full programme of events for you to choose from. Our big event is of course the Norfolk weekend over the August Bank Holiday.

Terry Hartley and Bob Walker have come up with the first Triple-M event in the north, in Yorkshire, over the weekend of 19th-21st May. I am sure we shall love bowling down their lovely roads, free of traffic.

But firstly we have the evergreen Classic Kimber Trial weekend on 22nd and 23rd April. The Chairman's Open Day has been moved to 16th July (as Silverstone is confirmed as the end of June, on 23-25th),

The annual raid to Normandy is not going ahead this year, due to ferry times and escalating costs. However the New England Raid is all geared up for 1st-23rd October

Fuller details of all these events will be found later on in this, or later, Bulletins.

Front Cover : John Neighbour in his N-type at Gurston Down's double hairpin. (Photo G.Arrondelle)

Those of you who have enjoyed the Triple-M Luxembourg weekend, will be pleased to hear that an interim European Triple-M event is being organised this year by Jan Schoonen for 17-18th June. This will be based near Antwerp, visiting places in Holland and Belgium. A maximum of 40 cars is planned, to make it manageable, and the idea is to take some load off the main Luxembourg Rally, that is now getting too big for the organisers. For further details entry forms and fees, e-mail Jan on schoon@telenet.be

Our racing boys have managed to arrange an MG only race at the VSCC Spring Silverstone meeting on 8th April. This will be a 6-lap race, and there are still a few places left on the 34 car grid, which Peter Fenichel and Paul Mullins would like to fill. For further details e-mail Paul on pmullins@btinternet.com or phone him on 020 7372 1950. This will be a great opportunity to show the VSCC what we can do, and I hope we can give them support by going to spectate

The Editorial N-type saloon was finally delivered from the painters on Christmas Eve!! It looks fabulous, and I have spent much time subsequently fitting all the lovely goodies onto it, like sidelights, headlights, bonnet catches, spare wheel mounting and fuel filler neck etc. It is really starting to look like a proper MG. Of course things always take longer than you think (someone told me always to double the time you think will be needed for any job!!). It may well be on the road later in the year – 10 years after we brought it in from Southern Ireland! It would appear that we cannot keep the EA registration, which is a pity, as Eire is deemed foreign.

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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.

I trust you liked the period photo of Donington Park on the back cover last time; perhaps we could make this a regular place for 1930s pictures, if people will dig out suitable photographs from their collections, and get them scanned and e-mailed to me

The Jarvis F-type now has the front end of the chassis fully overhauled, and the rear end is now being checked out, as I don't trust the work that was done by the previous "restorer". The new timbers to replace the missing bits at the rear have been kindly made, and fitted, by Keith Portsmore, so the rear no longer floats about

The new petrol tank has been made up and fitted; it will then be painted, along with the side valences and bonnet. A new dashboard is being made up, and then the rewiring can be done, as the amateur wiring on it was potentially dangerous!! The radiator has now been recored and fitted. We are trying to use as much of the work that has already been done, (unless it is too bad); so we are not rechroming everything in sight, or repainting the whole car.

Barry Foster is progressing well with the engine, although it has a cracked bevel housing, as well as a cracked flywheel housing and main bearing housing.

John James

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

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

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

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

Triple-M committee meeting

4th December 2005

A long discussion took place over what to call a car which departs from that produced by Abingdon. The Register has used the designation J2-PA for chassis-engine combination with an s suffix if supercharged. However some people have changed the original bodywork to one looking more like the competition version of the model; this is not reflected in the designation that we use. Consequently these cars do not reflect their current appearance. They have tended to be lumped together under the general heading of "Specials", which some owners are not happy with, as a special tends to indicate a collection of bits not looking like anything else.

'Replica' should only be used for factory-produced replicas of their own products e.g 12/12 Replica (or Fraser Nash Le Mans Replica), and not a reproduction, produced by somebody else at a later date. Hence a K3 look-a-like should not be called a K3 Replica. Herein lies the problem, which the committee is trying to resolve. Some cars also have a large component (other than the engine) which comes from another car. For example a pre-selector gearbox fitted to a model that was never fitted with one (E.g. an L2 or N-type, which we know about)

The Registrar has contacted the Octagon Car Club with regard to sharing information on info of "new" cars, but has received no response, as yet.

The Chairman raised the matter of the tenure of his position, given that he will have served for 5 years by the date of the 2006 AGM; when elected, he voiced the opinion that he should serve for a maximum of 5 years. The Committee were unanimous in their vote of confidence, at the same time noting the Chairman is happy to continue.

The Secretary reported that there has been some contact from owners enquiring about the survival of previously owned Triple-M cars.

George Eagle is proposing to set up an L2 Group, on the lines of the successful D-type Group. The committee asked George

Eagle to consider including all L-types to make it an L-type Group. since they were so similar.

The Treasurer produced a draft balance sheet for the Chiltern Hundred event. The costs, including travelling expenses for the organisers, were covered, leaving an excess of income over expenditure of £387. The £735 cost of the marquee was covered by the profit made on the 2004 Prescott weekend.

The deposit account balance remains fairly constant at £14,000.

Keith Hall has been Treasurer for 13 years now and wishes to resign at the 2007 AGM, so if there is anyone out there who would like to assist the Register as Treasurer, please contact the secretary, George Eagle.

The Pre-war MG Register of Australia have organised their first Beechwood Rally for pre-war cars – they produced a very good colour brochure to commemorate the event; this includes colour photographs and details of all the cars.

There are some spare copies available if people want them. E-mail Harry Hickling on harry.c.hickling@apvautomotive.com

E-mail received from Wiard Krook, who is writing an article for the Yearbook on MG's imported into Holland by Molinaas. The information he submitted has been checked by M Hawke/B Clare.

Mike Linward reported that entries to the various track competitions is declining, and wondered if we need to include other events like VSCC's Goodwood sprint.

Bob Hudson reported on Safety Fast. Articles are received from the racing fraternity but not from others. Under the publishing arrangements with the new magazines, the dates for submission have been put back – eg 2nd January for February edition, previous deadline was before Christmas.. More reports needed on the various events.



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Triple-M Bulletin report. There has been a good response to the request for more articles, some to be included in the next bulletin, expected to cover 52 pages against the normal 44 pages, with some material carried forward to the next..

Appeal for pre-war and up to 1950's photos for inclusion in the Bulletin.

Cameron Taylor, who have for the last four years paid for the printing costs of the text, have requested we pay the cost of the paper and printing, which comes to about £500 a year. This facility will only last for a year or so, as the Editor will be retiring then. The committee agreed to reimburse Cameron Taylor for future issues.

Noted that the foregoing does not include the covers, which currently cost £200 per issue, a figure that will reduce, now that a cheaper source has been found for the colour cartridges.

The Yearbook editors reported that all copy to be with typesetters by 18th January 2006, and typesetting to be finalised by 5th March 2006, for printing by April. There will be a repeat of last year with a good balance of articles and pictures. Articles looking good with contributions from B Foster, M Green, C Butchers, B Ditchman and M Allison.

The next committee meeting will be in the morning of 26th February, with the AGM in the afternoon, when all members are invited to attend. If there are any items that members wish to raise, will they please contact George Eagle beforehand, with an indication of their item, so that they can be programmed into the meeting.

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

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

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

Yes, it's time to block your diary for the weekend of the 22/23 April 2006 for the Kimber Classic Trial. For Kimber virgins the weekend comprises a gentle 80 mile drive along some of England's most delightful rural lanes. There are some dozen smooth climbs up gentle off-road sections, specially chosen to give you the flavour of what the first Kimber Classic trial was like, all without damaging your car.

Included for the first time is Whitesheet Hill, now tarmaced, that was used in the 1928 Exeter. You will also climb, as ever, Honeycliffe, which was used in the first Kimber on Boxing Day, 1936. Once again the Sherborne Hotel plays host for the weekend's fun, laying on a splendidly informal dinner on the Saturday evening. This year John Aley (remember Aley rollover bars?) will entertain us.

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

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

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

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

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

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

B&B accommodation in the area.

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

Logistics.

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

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

The Event.

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

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

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

The cost.

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

Car + driver £70.00 / passenger £55.00

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

For more details and entry form please contact:

Terry Hartley terry@treble5.com 0113 2941329 or Bob Waiker 01423 322293

The Norfolk Weekend

25th to 28th August 2006

The main Register event for 2006 will be the Norfolk Weekend, held over the August Bank Holiday weekend and based at Caistor Hall, Caistor St Edmund, approximately three miles south of Norwich. Caistor Hall is a Grade 2 listed Georgian House set in 30 acres of woodland with private gardens. The property was built for the Dashwood family, and has been used as a hotel and country club since 1947. The recently refurbished building has been sympathetically restored, and many of the rooms still retain their original features.

Full detail of the weekend activities has yet to be finalised but the outline is as follows:

Friday Evening - a social event at Caistor Hall including a film show featuring films that you definitely will not have seen before!

Saturday Morning - a rally through the Norfolk countryside, with an opportunity for a mid-morning coffee break, finishing at Blickling Hall where the Register has secured private parking, so that visitors may explore the extensive grounds and buildings.

Blickling Hall is a National Trust property, so NT members will not have to pay to get in, and this will be reflected in the Event Entry Fee. For lunch, Blickling has good restaurant facilities, or local pub lunches will be another option.

Saturday Afternoon - entrants will be free to continue their exploration of Blickling, or they can continue with another road run. Places of local interest will be included with the route.

Saturday Evening - Dinner at Caistor Hall

Sunday Morning - road run and visit to the Fornsett Industrial Steam Museum at Fornsett St. Mary, where the Register have secured a special 'steaming' day, so that all the engines will be seen in action. The Steam Museum, run by a small group of enthusiasts, consists of a large number of full size stationary steam engines from the 19th and 20th Centuries, the largest of which is the Hopwas Beam engine built in 1879, and was used as a well pump by South Staffordshire Water Works Company until 1962. Its single cylinder is 26" in diameter and has a stroke of 60", driving a 14' flywheel at 20 rpm!

Also included in the museum is the last remaining Tower Bridge engine, used to supply the hydraulic pressure to raise London's Tower Bridge, 1000 ton roadways. Built by Vickers Armstrong, this horizontal cross compound pumping engine is rated at 150 hp. In all, there are about two dozen engine displays that will keep enthusiasts 'hooked' for hours.

Sunday Afternoon - for lunch, visitors to Fornsett can enjoy refreshments in the Hopwas Beam Engine gallery (home produced fare) or there are local pubs that can supply lunchtime food. As some people may wish to depart for home on Sunday, the Norfolk Weekend will formally finish at lunchtime. However, for those who wish to stay on until Bank Holiday Monday, they can remain at Fornsett during the afternoon, or visit other places of local interest that will be advertised.

The main emphasis of the weekend is one of relaxation in pleasant company, and it is hoped that this will appeal to a large cross-section of Register members. Norwich is only just over 60 miles from the port of Harwich, and it is hoped that the event will also appeal to members on the European mainland.

All in all, there is a lot to recommend. Full details and entry forms will be available after Christmas and they will certainly be

included in the next edition of the Bulletin as well as on the Triple-M website <http://www.triple-mregister.org>

75 Years of the C-type

Bob Hudson and your Editor are arranging various events to celebrate the first 75 years of MG's first production racing car. -

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

Bob Hudson will be writing to all owners to get as many cars as possible to the display that is being arranged at Silverstone, with individual details written up on special placards. A parade is also planned round the track, when we will re-enact the cars arriving 2 by 2 at Brooklands 75 years ago. Original cars as well as replicas are invited to all events

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US TRIP 2006
Update from Bob Hudson
Update 22/01/06.

We will leave the UK on Sunday 1st. October 2006 and the planned schedule is:-

Our itinerary is now finalised and all accommodation is now block booked for 16 rooms.

I will be sending accommodation information out by February 8th to all listed participants.

AS I ONLY HAVE 13 COUPLES FOR 16 ROOMS AT PRESENT, IT'S NOT TOO LATE TO JOIN US. I need to know in the next couple of weeks, so you can be included in the accommodation booking.

I now have forms for all participants to get freight and comprehensive motor insurance for the visit. The transport of the cars across the pond is organised and I have the necessary forms and information needed to get the cars into the USA.

Cars will probably need to leave the UK early September and will not be back until the end of November.

Collect cars the morning of 2nd, and travel to Stowe VT arriving pm 4th Oct.

We leave Stowe am on 7th and tour to Jackson NH, where we stay for 3 days, before motoring to Camden, Maine arriving pm on 11th. We leave there on 14th and travel to Concord MA.

On 18th we leave Concord for Mystic CT, where we will stay 2 nights, and visit the Seaport Maritime Museum.

The last couple of days will be in New York/Newark, when we will be sightseeing in the Big Apple, as well as joining the VSCCA's Nutmeg Rally.

On 23rd we take the cars back to the docks and fly home in the evening, arriving back in England at 9am on Tuesday 24th.

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

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

EVENTS FOR 2006

19 th Feb	MG Show at Stoneleigh	01568 797881
24-26 th Feb	Historic Motorsport Show, Stoneleigh	08450 706870
26 th Feb	Triple-M AGM	01280 860428
8 th April	VSCC Silverstone race meeting	01608 644777
9 th April	Brooklands MG Day	01932 857381
22-23 April	Classic Kimber Trial	01935 883673
30 th April	VSCC Curborough Sprint	01608 644777
30 th April	Cookseys' C-type Open Day	01264 771857
1 st May	VSCC Wiscombe Hill Climb	01608 644777
19-21 st May	"Flat Cap & Whippet" weekend	0113 2941329
23 rd -25 th June	MG Silverstone International	01235 555552
28 th June- 2 nd July	MG Event of the Year – France	01235 555552
16 th July	Chairman's Open Day	01753 643468
25- 8th Aug	The Register's Norfolk Weekend	0205 523 3241
1 st - 23 rd Oct	New England Raid	0118 9869074
28 th October	Triple-M Annual Dinner	01628 665055

Car of the Year 2005

Final Scores

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2134	K1/s	MG 3094	Peter Fenichel John Dutton	113
2 nd	3315	L1/s	TAS 513	Rodney Stansfield Wayne Stansfield	112
3 rd	909	J2-PA/s	FW 3909	Bill Bennett	106
4 th	1595	M	PG 1045	Frank Ashley	102
5 th	1140	J2	JL 753	Mike Linward	93
6 th	3	J2	DG 5404	Mike Hawke	84
7 th	676	PA/s	WP 5939	Roger Thomas Russell Thomas	70
8 th	949	L1	OD 6008	Andrew Morland	68
9 th	1049	PB/s	VH 8637	Gerald Burridge	65
10 th	2011	K2/s	JO 7531	John Dutton	57
=11 th	920	PA/s	TG 8337	George Ward	53
=11 th	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	53
13 th	2694	J2-PB/s	Kayne Spl.	Mike Painter	48
14 th	691	NA Allham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	47
15 th	81	C/s	JK 1932	Bob Hudson	43
16 th	2695	J1-J2/s ss	-	Anthony Howat	39
17 th	2794	J2/s	YY 1362	Alastair Clarke John Clarke	38
=18 th	212	NE	JB 4750	Peter Green	36
=18 th	1428	J2	DG 6142	Nick Bengier	36
=20 th	600	J2/s	WJ 7070	Ken Robinson	33
=20 th	1931	C/s	VD 30	Barry Foster Mark Green	33
=22 nd	1804	PA	MG 3848	Alexander Reid	32
=22 nd	1426	NA/s	Bellevue Special.	Ian Baxter	32
24 th	2175	PB	JB 7524	Elizabeth Taylor Keith Leaver Andrew Taylor	31
25 th	1270	NB Cresta	MG 4750	Bob Clare	30
26 th	705	PA	AVP 342	Derek Moore	29
=27 th	1925	PA	BPG 994	Bob Clare Stephen Clare	28

=27th	789	NA	YS 7798	Keith Hall	28
28 th	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	27
=29 th	158	PA	BJO 800	Peter Down	26
=29th	156	K1/s	APC 950	George Ward Jo Ward	26
=31 st	1000	PB/s	JB 7521	Ian Williamson	25
=31st	182	K3/s	JB 4184	Dean Butler Michael Windsor-Price Rob Hubbard Donald Butler	25
=33 rd	3311	F1 Stiles	WM 7730	Patrick Gardner	24
=33rd	1976	J2/s	JF 5278	Gilbert Collins	24
=35 th	3225	M	PJ 795	Richard Bishop-Miller	23
=35th	397	M	SC 9559	Alex Peacop	23
=35th	27	J2-PA/s	DRV 740	Carol Cooper George Cooper	23
=38 th	3202	PB/s	HS 8860	Peter Plaskitt Mark Boldry	22
=38 th	2361	NA/s ss	EP 5892	Robin Butler	22
=38 th	1533	PA-PB	WV 5012	Dick Morbey	22
=41 st	1774	PA 4str	MG 3386	Roger Audis Derek Brader	21
=41 st	2715	KN/s	CG 8379	Alan Cottam Paul Whight	21
=43 rd	310	NA/s	BLL 492	Donald Butler Gillian Carr	20
=43 rd	605	L1/s	MG 2802	Bob Jones	20
=45 th	664	PA/s	BLB 209	Paul Duncombe	19
=45 th	-	PA/s	-	Alan Painter Mike Painter	19
=47 th	1991	KN/s Saloon	ELF 409	Peter Prosser	18
=47 th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	18
=49 th	1829	J2	TF 9579	Patrick Gardner Tim Beckh	17
=49 th	2077	K1-KN/s ss	-	Annie Templeton	17
=49 th	1917	J1/s	VSV 521	Stuart Evans	17
52 nd	3272	J2/s	APG 718	Colin Bird	16
=53 rd	411	L2	JB 1649	Geoffrey Jarvis	15
=53 rd	1501	J2/s	HY 8219	Mark Piercy	15
=55 th	1647	NB	JB 6864	Bill Abbott	14
-55 th	338	NB	ADG 886	Alan Grassam	14
=55 th	1187	PA	EO 5823	Colin Wallace	14
=55 th	1146	K3/s	JB 3182	Gunther Stamm	14

=55 th	1463	NA/s	BUU 964	David Downies	14
=55 th	2591	PA	MG 3242	Colin McLachlan	14
=55 th	2229	PA	JK 4823	David Stewart	14
=55 th	1870	PA	AYY 38	Malcolm Kirby	14
=55 th	2789	PA	VYC 529	Keith Jackson	14
=55 th	2703	PA 4str	MG 3452	Tony Wild	14
=55 th	2312	D	GG 6097	Michael Cowe	14
=55 th	2957	PA 4str	JC 2222	Geoff James	14
=55 th	3070	K3/s	MG 2525	Richard Last	14
=68 th	1997	NA	MG 3271	David Dutton James Brice	13
=68 th	2761	K1/s	MG 2794	Paul Mullins	13
=70 th	738	J2	UP 8871	Colin Henderson	12
=70 th	2816	K1/s	RD 5278	Bob Pattison	12
=70 th	1650	M	DV 4449	Tony Bugbird Robbie Bugbird	12
=70 th	3018	PB	MG 4516	Graham Holdsworth Rachael Holdsworth	12
=74 th	348	M	VU 4037	James Mumford	11
=74 th	2188	M	GH 4434	Colin Reynolds	11
=74 th	1883	J2	PO 8865	Tim Beckh Nick Westbourne	11
=74 th	444	J2	AGC 308	Chris Herod	11
=74 th	2158	NA	AFJ 191	Barry Dean	11
=79 th	26	PA	YS 6491	Robert Higgins	10
=79 th	3009	J2	AGO 497	Peter Hemmings	10
=79 th	1486	K3/s	JB 3181	Howard Maguire Stuart Dean	10
=79 th	1208	PB	BOK 244	Keith Leaver	10
=79 th	3157	PA	JW 5326	David Saul	10
=79 th	1642	K3/s	JB 7531	Colin Alderman	10
=79 th	1168	PB 4str	MG 4283	Chris Lewis	10
=79 th	2231	J3/s	YG 4293	David Kempton	10
=79 th	126	L2	ANB 431	David Naylor	10
=79 th	1079	J2	MG 2041	Mike Hewson	10
=89 th	73	PA/s	US 8752	Mike Pancheri	9
=89 th	1419	J2	AGJ 540	Paul Miller	9
=89 th	135	KN	BYK 340	Peter Prosser	9
=89 th	2028	Saloon NB/s	MG 3694	Tim Metcalfe	9
=89 th	148	M	OY 1548	John Haine	9
=89 th	782	PA	ABP 497	Ian Coxen	9
=89 th	1164	PA	YSV 703	Hamish McNinch	9

=96 th	1367	PA/s	MG 3921	John Wells	8
=96 th	1460	J2	AGY 339	Keith Hall	8
=96 th	1174	M	MJ 1911	Jay Hall	8
=96 th	2284	J2	OB 5374	Lesley Henderson	8
=100 th	423	J2	DU-FG 86H	Christian Höptner	7
=100 th	25	L2	MG 47	Malcolm Newman	7
=100 th	1235	L1/s	VD 3010	Bryan Ditchman	7
=100 th	1550	PA	567 CRU	Peter Scott	7
104 th	65	PA/s	DPH 228	Nigel Gibbons	6
=105 th	341	M	PJ 7970	David Rushton	5
=105 th	3028	J2	MG 2426	Terry Dickie	5
=105 th	538	NA	NV 4207	David Sharp	5
=105 th	2777	J2	NSJ 252	Philippe Hahn	5
		'Fowler Speciall'			
109 th	2021	PA	BNE 24	Mike Hale	4
110 th	1521	C/s	RX 8591	Dave Cooksey	3
=111 th	3147	PB	-	Kevin Richmond	2
=111 th	2721	PA	BMF 540	John Seward	2
=111 th	2606	PA	BXW 477	Ken King	2
=111 th	956	PA	AOM 387	John Harris	2
=111 th	209	J4/s	AGP 291	John Adams	2
=111 th	287	PB	JR 4405	A. F. Hill	2
=111 th	1475	NA	BPG 7	Nick Dean	2
=111 th	2501	NB/s	AAM 372	George Eagle	2
=111 th	3145	L1/s ss	Turner Spl.	Mark Piercy	2
=111 th	2793	NA	JN 4402	Charlie Turner	2
=111 th	670	PA	BFY 711	Richard Holl	2
=111 th	968	PA	BU 8079	Roger Davies	2
=111 th	1823	PA	WO 9320	Terry Andrews	2
=111 th	2142	PA/s	RC 3349	Derek Richards	2
=111 th	2227	KN	MG 4282	Peter Hemmings	2
=111 th	1067	L1	EA 5704	Chris Cook	2
=111 th	761	J2/s	APU 280	Dave Brown	2
=111 th	3255	KN/s	MG 6672	Patrick Gardner	2
=111 th	1773	ND	MG 3281	Alan Hogg	2
=111 th	403	COMP Muskete er	JB 6867	John Reid	2
=111 th	3249	KN/s	HH 8283	Christian Sury	2
=111 th	1985	K3/s	CS 3009	Philippe Douchet	2
133 rd	1966	PA	JW 4625	John Joynes	1

The claim period for 2005 C.O.T.Y. has now expired and the winner for this year can be confidently proclaimed as Peter Fenichel's K type special, based on a K1 chassis K0417. Peter's successful tally has been compiled from speed events, mainly racing in Vintage Car events and to remain at the top of the COTY with this 'limited event' stratagem is notoriously difficult so it is all the more praiseworthy. Congratulations Peter, and here's hoping your success continues into 2006.

The 2005 Slade Trophy award for trialing has also concluded, and once again Bill Bennett can be proclaimed the winner. Bill was unlucky not to achieve an MCC Triple award in 2005 as he just failed one hill on the October Edinburgh trial but his trialing success has continued into 2006 with a Class 2 win in the MCC Exeter. Also noteworthy is Dudley Sterry's win in Class 8 and award of the Austin Hannam Cup for Best Car in the event. Dudley's car is based on a J2 chassis and is a special made up of all Abingdon products, although not Triple-M. Although his car is not eligible for Triple-M awards, Dudley Sterry is an Honorary Member of the Triple-M Register.

To complete the Trials results, John Wells' blown PA also gained a 'Gold' Award in Class 2.

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

8 th /9 th January	MCC Exeter Trial	Full Results
16 th January	VSCC Brooklands Driving Tests	Full
23 rd January	MAC Clee Hills Trial	Partial Results
30 th January	North Devon MC Exmoor Trial	Partial
6 th February	Stroud & District MC Cotswold Clouds Trial	Partial
19 th February	VSCC Exmoor Fringe Trial	Full
19 th February	Fell Side Auto Club Northern Classic Trial	Partial
20 th March	MGCC SE Centre Spring Navisat	Full
27 th March	MCC Lands End Trial	Full
9 th April	MGCC Brooklands Pride of Ownership	Partial
24 th April	Ross & District MC Kryle Trial	Partial
10 th April	MGCC SW Centre Scatter Rally	Full
16 th April	750 MC Scatter Rally	Partial
17 th April	MGCC AW Centre Didcot Driving Tests	Full
23 rd April	MGCC SW Kimber Classic Trial	Full
23 rd April	VSCC Silverstone Race Meeting	Full
24 th April	MGCC SW Kimber Classic Driving Tests	Full
30 th April	VSCC Northern Rally	Full
1 st May	VSCC Curborough Sprint	Full
1 st May	Motor Racing Legends, Donington Race	Full
2 nd May	MGCC SW Colerne Sprint	Full
2 nd May	MGCC Caledonian Three Day Rally	Partial
2 nd May	Popham Airfield Aero/Auto Rally	Partial

8 th May	MGCC Regency Run	Partial
8 th May	VSCC Wiscombe Park Hill Climb	Full
21 st May	BRC Cornbury Park Sprint	Full
22 nd May	Ilkley & District MC Ilkley Classic Trial	Partial
28 th May	VSCC Oulton Park Race Meeting	Full
29 th May	MGCC AWC Old Speckled Hen Run	Partial
5 th June	MGCC SW Charmy Down Gymkhana	Full
5 th June	Triple-M Normandy Raid	Full
11 th June	VSCC Eastern Rally	Full
12 th June	VSCC Cadwell Park Race Meeting	Full
18 th June	Motor Racing Legends, Le Mans Legend	Full
18 th June	Rallye des 3 Epis – Munster	Full
19 th June	Course de Cote des 3 Epis Hill Climb	Full
26 th June	Triple-M Summer Gathering Concours	Full
26 th June	Triple-M Summer Gathering Gymkhana	Full
26 th June	Vintage Nurburghring Rally	Partial
3 rd July	VSCC Shelsley Wash Hill Climb	Full
9 th July	VSCC Olivers Mount Hill Climb	Full
10 th July	VSCC Elvington Sprint	Full
10 th July	ACP GP Historic do Porto Race Meeting	Partial
17 th July	MGCC SW Pucklechurch Gymkhana	Partial
23 rd July	MGCC Silverstone International Race	Full
23 rd July	MGCC Silverstone Cal. Cup Driving Tests	Partial
24 th July	MGCC Silverstone International Sprint	Full
24 th July	VSCC Mallory Park Race Meeting	Full
7 th August	VSCC Prescott Hill Climb	Full
13 th August	VSCC Western Rally	Full
14 th August	Black Horse Trial Driving Tests	Full
14 th August	Pembrokeshire MG Car Club Pendine Dash	Full
21 st August	MAC Shelsley 100 th Anniversary Hill Climb	Full
28 th August	VHC d'Etretat Bénouville Hill Climb	Full
3 rd /4 th Sept	VSCC Donington Park Race Meeting	Full
4 th September	MGCC Anglia Queen Victoria Concours	Partial
10 th Sept	MGCC SW Wiscombe Park Hill Climb	Full
11 th Sept	Holsworthy MC Taw & Torridge Trial	Partial
18 th Sept	VSCC Madresfield Driving Tests	Full
18 th Sept	Angouleme Circuit des Remparts Race	Partial
18 th Sept	Crash Box & Classic Exe Valley Trial	Partial
25 th Sept	MGCC SW Patchway Driving Tests	Full
25 th Sept	VSCC Loton Park Hill Climb	Full
1 st October	MCC Edinburgh Trial	Full
1 st October	H&DLCC Loton Park Hill Climb	Full
2 nd October	H&DLCC Loton Park Hill Climb	Full
15 th October	Le Kimber 'Trial'	Full
15 th October	VSCC Goodwood Autumn Sprint	Full
16 th October	MGCC SE Centre Autumn Navisat	Partial
16 th October	Minehead MC Exmoor Clouds Trial	Partial
23 rd October	MGCC SW Kimber Trial	Full
23 rd October	Launceston & North Cornwall Tamar Trial	Partial
20 th November	VW Owners Club Hardy Trial	Partial
27 th November	Bristol MC Allen Trial	Partial

SLADE TROPHY 2005

Final scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	44
2 nd	PB/s	Gerald Burridge	38
3 rd	PB/s	Ian Williamson	17
4 th	PA/s	George Ward	16
5 th	J2	Mike Linward	14
6 th	J2/s	Colin Bird	12
7 th	J2	Tim Beckh	8
8 th	PA/s	Roger Thomas	7
9 th	PA/s	John Wells	6
10 th	PA/s	Nigel Gibbons	5
11 th	J2	Nick Bengier	4
12 th	J2	Thijs de Groot	3
13 th	PA	Alexander Reid	2

Car of the Year 2006

To 26th January

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

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

7 th January	MCC Exeter Trial	Full Results
15 th January	VSCC Brooklands New Year Driving Tests	Full

TRIPLE-M SPEED CHAMPIONSHIP 2006

PROPOSED EVENTS

Races:

Saturday 24th June Silverstone MGCC Main Club

Sprints:

Sunday 2nd April Curborough MGCC Midland Centre – (David Ormerod: david.ormerod1@virgin.net)

Unconfirmed Cornbury Park Benjafields Racing Club

Monday 1st May Colerne (Wessex) MGCC SW Centre (Bruce Morgan tel: 01275 790855)

Sunday 25th June Silverstone MGCC NW Centre

Sunday 6th August Curborough MGCC Midland Centre (Dave Ormerod david.ormerod1@virgin.net)

Sunday 1st October (Unconfirmed) Debden Herts County Auto & Aero Club

Hillclimbs:

Sunday 9th July Loton Park Hagley & District MC (Tony Fletcher, 5 Barrie Avenue, Offmore Farm, Kidderminster DY10 3QN)

Saturday 9th September Wiscombe Park MGCC SW Centre (Bruce Weston, Tel: 01963 440941)

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

WINTER PROJECT

By Richard Holl

Following many "tactful" comments from MG friends over the years about the dashboard on my PA, I put its replacement on my winter list of things to do. Not only was the dashboard totally non-standard with incorrect instrumentation, but it was also faced with wood-pattern melamine from the 1960s, giving it a kitchen table look. The following notes may be of interest to anyone contemplating making up a burr walnut dash.

The essentials in my case included a sheet of 12mm marine plywood, a new odometer, oil and water temperature gauges, two dash lamps, and a sheet of quality walnut veneer. The first big hurdle was to disconnect and label the all-yellow wiring loom, which was home made by a previous owner. I then made a cardboard template on which to base the new dash, leaving a sufficient gap with the bodywork to take the eventual perimeter piping. The template was then transferred to cartridge paper to plan the positions of the instruments and to ensure symmetry. I took the outline of the template with me to the veneer dealer to better visualise my dash when selecting a sheet of veneer with the most attractive pattern. Untreated veneer is brittle, looks quite coarse and has a feel not unlike 'fuzzy' felt. A professional finish at this stage, frankly, seemed fairly remote.

The first step was to cut out the dash shape from the veneer sheet with an extra inch or so all round. Then to dampen it on both side with water mixed with 10% glycerine. It was then clamped between boards and left overnight. The new dash was then cut out from the marine plywood, including instrument apertures. The now pressed and dried veneer was glued to the plywood with Extramite wood glue, and once more clamped under pressure, having checked for air pockets. These can be worked to the edge, or carefully pricked with a pin, if they occur. I then trimmed the surplus veneer from the edges and instrument voids.

And now the hard work started. I considered using acrylic spray, but was happier using clear gloss polyurethane varnish – easier to handle and kinder to the wood. Each brush stroke was gently rubbed back with 1200 grade wet and dry, lubricated with soap. After some six coats, it was clear that I had made the wrong

decision, as I could not erase the brush marks satisfactorily, and switched to the aforementioned acrylic, using the same system. A further four or five coats gave a good finish, and after leaving for two weeks to harden, an application of T-cut followed by wax polish, provided the final finish.

All that remained was to fit the new chrome surround, make up the piping for the dash/bodywork join and refit. (Typical workshop manual instructions – much easier to write/read than to do! To simplify rewiring). I connected short lengths of wire to the instruments, when the dash was out, so they fitted with bayonet connectors to the rest of the rewired loom – no more struggling on one's back under the dash with a screwdriver.

Inevitably it all took much longer than planned. The trials and tribulations were legion. The temptation to give it all to a professional was difficult to resist on several occasions, when nothing seemed to go right. Was it worth it? You will have to judge for yourselves when you next see BFY 711.

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Triple-M MG's – Specials and Non-Standard Cars

How the Triple-M Register describes cars that are not built to their original specification.

This guidance will be used by the officials of the Triple-M Register in response to enquiries, or in commenting upon issues, regarding the proper description of specials and non-standard cars constructed on Triple-M chassis.

The Triple-M Register does not recognize the description 'Replica' when applied to any Triple-M car other than the factory produced M 12/12 Type Replicas.

A car built in the style of one car but on the chassis of another will be described as the chassis type on which it is built. For example, a C type copy built on a D type chassis will be described as a D type. Likewise, a car built in the style of a J4 on a J2 chassis will be described as a J2. The same applies to a car built in the style of a Q type, K3 or NE.

A Triple-M car fitted with a non-standard (for model) Triple-M engine will be described as such. A J2 chassis fitted with a PB engine is a J2-PB. Furthermore if the engine is supercharged it will be described as J2-PB/s.

The Register is not opposed to the term 'special' if a car is fitted with a non-standard (for chassis) body, but it will be described as the chassis type on which it is built. For example, a single seat body fitted on an N type chassis will be described as an N type special.

The Register does not recognize a car described as J2/J4 or K1/K3 or P/Q etc. as it implies that some main parts of the car are genuine J4, K3 or Q type etc. when they are not.

In former years it was common practice for constructors or designers to incorporate their name in the description of a special, e.g. Bellevue Special, Turner MG. Some specials were given names by their owners, e.g. 'Bongazoo'. The Register has no objection to these descriptions still being used.

Refurbishment of J2556

By Dennis Wharf

Having owned and enjoyed my J2, ALG182, for a few years now, I was looking forward to another summer of pre-war motoring last spring, when it quickly became apparent that all was not well with the old car. A sudden loss of power when going uphill or accelerating, partially restored by feathering the throttle, was annoying to begin with, but became intolerable as the car's performance progressively deteriorated. Despite all attempts, and much head scratching among various mates to find the fault, all through the summer months, nothing could be determined, although many incidental things were improved along the way. Eventually it became so bad, that I decided to use the car no further until a thorough inspection had been carried out, but it was anybody's guess where to start. Ignition, fuel supply, timing, vertical drive, electric's, all had been checked and re-checked and seemed OK.

Before then however, on the last weekend in September, the car was booked in for its MOT, and chancing it would cover the ten or so miles without too much trouble, I set off. It performed perfectly, both there and back, not a sniff of trouble, it ran so well in fact that on my return journey I detoured to find a couple of sharp inclines just to prove I wasn't imagining things. And all seemed well, apparently the year long trouble had miraculously disappeared, but why? Whatever the reason, I was so pleased the car was back on song, the following morning, with a couple of chums taking part in a PCT about thirty miles distant, I thought I would set forth and watch the mucky proceedings from the touchline. Big mistake. Come the first decent hill, (about twenty miles), the car all but stopped. I just about crawled to the summit, pulled over and climbed out. As always I could find nothing amiss, she just sat there maddeningly ticking over with

perfection. With little choice, I turned around and headed for home. We sailed back down the hill and were going great guns along the flat, until I was required to slow for some traffic, then as I accelerated away the engine cut. Nothing, but nothing, would coax it back to life, despite having the necessary ingredients, a good fat spark and petrol, it simply refused to fire. For the first time in thirty seven years of motoring I was completely at a loss, and unable to arrive home under my own steam, needing to do so courtesy of the AA and a low loader.

Once home I could still see nothing wrong, that was until I checked the timing for the umpteenth time. With the engine set at TDC, the camshaft was about forty degrees out! Little wonder it wouldn't run. Until the engine had stopped however it was, as I have said, ticking over perfectly, the timing being pretty much spot on.

Prior to 2005 the car had never shown any symptoms of this problem, so I considered what had been changed most recently, and therefore might be the culprit, and was drawn to the dynamo. This is a new two brush affair, which had been supplied complete a couple of years back. On first inspection all appeared to be fine, but when my good friend Peter Wood checked it on his bench, he discovered the bottom gear could, with effort, be turned whilst the shaft via the top forks was held in place. Removal of the gear revealed all, for it hadn't been lapped onto its shaft correctly leaving the lower woodruff key to take all the strain. The key in consequence had started to wear, allowing the gear to move on the shaft when under load, just enough to alter the timing, which was restored as soon as the torque came off. That final push for power however had seen the key give up completely. The gear subsequently moving around the shaft until it jammed on, we think, the tiny fragments of broken key. The remaining piece of which, trapped within the female keyway in the shaft, was chewed to almost nothing, although

luckily the keyway itself is completely undamaged. (I can only imagine the reason it had run without fault to and from the MOT appointment, was due to those same fragments holding everything temporarily in place).

By the time all this had been diagnosed I was fortunate enough to be asked to passenger Keith Hall in his wonderful J2, the ex-Doreen Evans car AGY 339, on the Chiltern 100 event. What a revelation, this J2 is in comparison to mine, it really flies. Keith explained to me that it was just a well sorted standard car, with a modern crank, which allowed him to rev it to figures I had never dared take mine. So that was it, no more pussyfooting around driving my car as if it were made from tissue paper, worried that my original crank might break at any moment. I decided there and then, let's correct all the ills in one hit and enjoy the car the way it should be, the way its creators intended. So that's where I am at present, the engine is at Peter Wood's workshop under going a thorough inspection and refit, whilst I am working on the chassis. All being well, by the time you next see ALG it should be restored to good health and enjoying a new lease of life. If only its owner could undergo the same treatment!



YOUR LETTERS

From John Haine

Dear Philip

Thank you and Martyn for so kindly shepherding me and Angela almost all the way home after the Dieppe Retro (*John's M-type was having severe clutch slipping problems, and it was touch and go whether he made it home – Ed.*) It was most frustrating for us and presumably for you as we crept up hills at 20mph, with severe clutch slip, then once at the top with the oil temporarily burnt off we could do 50mph easily, only for it to start slipping again on the next hill.

At present the engine is with Tom Dark, having a new crank and rods inserted. Not before time!

My two gearboxes are in various stages of re-assembly, to be finished off in January. We hope to have everything ready in time for the Kimber Trial in April.

Best regards

From Dennis Wharf

Dear Philip

Although a bit late, Happy New Year to you and all your family, I hope it treats you well.

In response to your plea for Bulletin material, I hope the attached will be of interest and of use, I think it's pretty self explanatory (see article above on J2556).

This year hopefully will see the J-type finally running as it should, and the first of our children owning an MG, when Katy, of Bulletin front page fame, collects a Midget MkIII at Easter. My first MG was a similar model Midget which I also collected at Easter time in 1971. I had just completed my

apprenticeship and college work, was twenty one, owned a brand new MG and all was right with the world. Little did I realise what buying that little car would lead to however. Would I change anything - never, it's all been such fun, and continues to be.

Best wishes

From David Goulden

Dear Sir

I wrote to you requesting help on the interior and firewall for my P-type, which you put in the Bulletin. I would like to thank all those who phoned offering help, especially John Goodacre and Ray Masters, both of whom arrived in their own P-types, so that I could see it in the "flesh".

I would like to pass on my grateful thanks.

Yours

(This feedback is great for, as I can then gauge the usefulness of the Bulletin. I have been successful in getting the Tecalemit oil filter housing, as requested in the last Bulletin - Ed.)

From Anthony Littlejohn

Dear Phil,

I enjoyed very much the December Bulletin, thank you for all the hard work you put into it.

The front cover reminded me of a happy memory, it was not the venue in the picture, but the tight line up of the cars stretching away to the distance.

Back in 1959 I was working at a plastics factory at Waddon, South Croydon, and tried each lunch hour to find something amusing to do.

Walking out of the factory gates towards East Croydon for the train home each evening took me past a forecourt on which I had spotted an interesting looking Morgan plus 4. Second, or probably third or fourth hand, it wasn't in great shape BUT it did go. I remember the day well, it was fine and warm and the salesman turned onto the Purley Way, and in no time we were up over seventy, approaching eighty, the exhaust was shouting, wow it was just irresistible. The fact that the car really was tatty, and bits and pieces didn't work were not even a consideration that afternoon - I was hooked!

So home that evening to try and borrow the cash from Father! I suppose aged twenty we were all pretty confident, after all Father had borrowed the cash for his first car, a second hand J2 MG, from his Dad, and wasn't the Morgan perfect for the journey to work, etc. etc. I was soon disabused - after loads of questions about expensive repairs, maintenance, insurance, road tax, heavy petrol bills and so on. But at the end of it all he just said "If I was you, I would try to find a good second hand MG, forget the Morgan and don't be in a rush. Let's look together."

In those days there were a lot of used sports cars for sale. None of us ever missed an issue of Exchange and Mart, and every high street in South London had a car lot - or two; you'll remember them, they were magic places to browse. Father and I toured round looking at every MG advertised, and a whole lot more. He enjoyed it as much as I did. He also did actually know a bit about them - to my surprise, which helped because I certainly didn't.

One Saturday afternoon we headed to West London, and Performance Cars on the Great West Road. There were quite literally dozens and dozens of mouth-watering open sports to look at, and, this being the point of a rather long story, at the back of the showroom lined up against the wall, so close together it was impossible to get between the cars,

were about twenty five, or thirty Triple M MG's. They were priced between £8 and £25, I think. For £25 you could drive the car away, but for £8 you had to tow it!! I will never forget the sight, and can even recall the smell of oil and leather; the picture on the front cover of the Bulletin of a row stretching into the distance.....brought it all back.

To end the silly story, I was dissuaded from buying one of the pre-war cars, and persuaded into a lovely, but quite well used, 1250 TF. I had a lot of fun in that car, was in at the start of the T Register, and met Bill Weston whose TC in those days was faster round Silverstone than then latest model, the MGA. I learnt a lot of engineering from Bill and from owning the TF, and eventually bought my first J2 - from Richardsons of Staines. That car is on the Register. I still have the bill of sale, which states that as part of the purchase bargain, I have forever free access to the racks in Richardson's back yard of spare second hand parts for the Triple M cars. What a gold mine all of that would be today if it still existed.

Best wishes

From Geoff Haughty

Dear Philip

My swept-wing J2, ALO 393, has been completed rebuilt by Adrian Preistly at Chisbon restorations, being completed last March. Unfortunately the original engine block was missing from the car when I acquired it in 1965, although the cylinder head, gearbox, and everything else were with the car. It was because of this, that I decided to put a PA engine, gear box, and back axle in the car from a PA tourer, which I also acquired about the same time. The PA tourer was complete, but the bodywork was completely rotted, and therefore unrecoverable. Incidentally, I have had the chassis for the PA repaired recently by Russell Trueman at Yorkshire

Chassis Services – very bad corrosion of the front dumb irons, rear trunnion carriers, and shackle pins worn away, loose rivets, etc. – the repairs were carried out expertly by Russell, with the result that the frame is now in superb order.

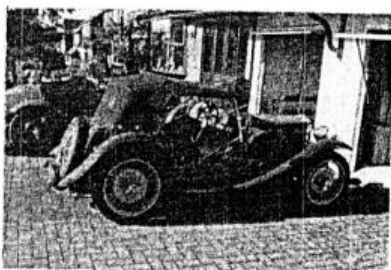
Therefore the current situation is:-

MMM 688. Swept-wing J2, original registration date:- 12/09/33. Chassis J3499, Engine No.866 AP, Registration No. ALO 393, has PA gearbox, front axle and steering, back axle and 12" brakes. Original instruments and seating. Finished in Oxford Blue.

PA tourer, not registered with the Triple-M. Chassis PA 0614, Registration No. VD 3630.

I also have in my possession a spare P-type engine (940A/190PB) –is this a PA or PB block?) and a P-type gearbox. I acquired these about 30 years ago, so have no idea from which car they originally belonged to. In addition, I acquired about the same time, an ENV preselector gearbox, complete with its original MG remote control (No. FG165; Bell housing No. F610WM); again I don't know the original car type this was from. Also, I obtained an under-bonnet Zoller supercharger. It is quite possible that the above components, together with the axles and steering from the J2 could form the basis of an interesting car. On the other hand, if I could find a good J2 block, I could restore my J2 to original spec.

Yours sincerely



Geoff's J2, ALO 393, poses with his 1933 Singer TT team car

From Ian Judd

Dear Phil,

Greetings to you, and all your Bulletin readers.

I expect you (and many other Triple-M owners) have by now read the piece on the M type in the December issue of 'The Automobile' by Jonathan Wood.

After I read it, I began to think again about this business of the BHP of the early M. I have always been very irritated that the figure quoted is that of the Minor engine. For years and years it has been accepted as gospel that the engine produced 20 bhp @ 4000 rpm - the same as the Minor. I suspect that the only M to have a Minor engine was the working Show model - the other Show car didn't have an engine at all!

If you have ever taken a close look at a Minor manifold you will know that is a really restricted bit of plumbing, with 7/8ths round inlets going into the much larger square holes in the head. The exhaust part is also of smaller diameter. I have read that Morris decided the engine was too powerful for the Minor and detuned it accordingly. I'm sure they were also wanting to improve the fuel consumption, which is why they fitted a 7/8ths S.U. So when Cecil Kimber said he had to make only a few minor modifications to the engine, he was talking about a simple redesign of the manifold and exhaust, the fitting of a much larger carburetter, and raising the compression ratio. (He also put in a decent sized oil pump).

There is 3/32 difference between the Minor and Midget heads, which is a fair bit to grind off every time, so maybe the Midget heads were made separately.

My point of course is, that MG would have been a bit put out that after raising the compression, putting on a decent manifold (and the insides are the important bit- not the fins and badge), enlarging the exhaust, and fitting a 1¹/₈" carb, they had no increase in power. Obviously there was a

significant increase but we don't know what it was. Perhaps it was something like 2/3 of the F 1 engine, which would make it around 25. It would explain why the later camshaft didn't make as much difference as it should on paper.

I find a lot of these figures rather unbelievable - for instance the 12/12 engine apparently produced 27 bhp @4500, but these cars were timed at 80mph! Impossible! You can't get an M type to 80 with a mere 27 bhp- a normal J2 can't get there with 36. But... the 12/12 M types were timed at 80, so were a lot more powerful than the books tell us. Hopefully some of our brainy fellow members can get their scientific calculators out, and come up with some more logical figures.

kindest Regards

From Keith Herkes

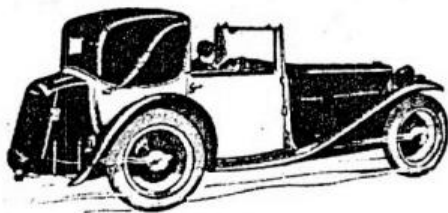
Dear Phil,

I never seem to have time to put pen to paper, but I would like to thank you for all your ongoing hard work in producing the Bulletin.

As you are aware, I still do **not** have a MMM car, but I thoroughly enjoy reading about them and their owners, many of whom I know anyway.

The 18/80, YB and MGC keep me fully occupied, but perhaps a MMM may creep into the "stable" at some stage.

Best wishes.



From Walter and Brigitte Kallenberg.

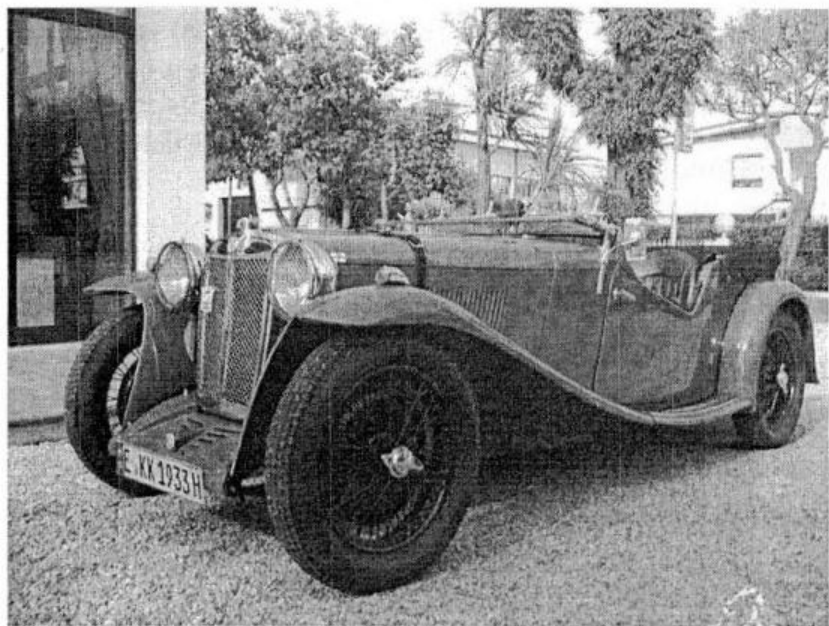
Dear Phil,

I send you the envelopes with money and the rest. Thank again for your work and the reminder that you running out of my envelopes.

I do a little work in our Geman club now, managing the events here. So if you want to have a event on our list here in Gemany, send me a mail and I will do this.

I send you a nice picture of K 0311 at the Lake of Garda in May this year, on the way to Venice to celebrate my 60th birthday.

To you and your family a very good 2006.



Walter's very original K1 tourer

From Mike Pancheri

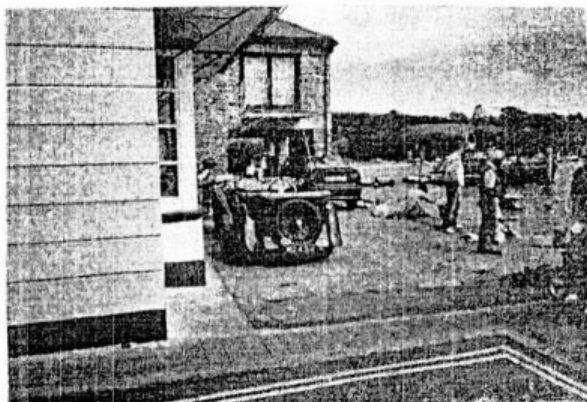
Dear Phil

We spent a few days during the late summer in South Devon, and while wandering around Salcombe one morning, I was intrigued by a narrow street leading down to the harbour. I followed the street to the end, and was delighted to find, parked around the corner on the harbour front, the K-type in the enclosed photos. I am sure the car is know to you (*Yes - it belongs to Martin Warner - Ed*)

It always pleases me to see a Triple-M car 'out of context', so to speak, when you don't expect it, and in fact this was the second sighting of the trip. On the way down, we stopped in a lay-by on the A303 to have our lunch, and saw Frank Alloca's blown J2 on a trailer, heading west to Barry Foster for some preparation.

I got my Centric blower back (*from whom? We would like to know where you took it for your overhaul – Ed*), so was able to attend the VSCC's New Year's Day pub gathering, which was nice. I hope the car will hold together for a bit longer so that we get another season, before the long overdue rebuild commences. Besides, I am gathering bits for a PB, and want to get that done before taking the PA off the road. If only I had more time, more space. more money, the usual excuses.

With kind regards



TIPS & HINTS.

From Terry Andrews. Gearbox cross shaft replacement bushes for the original Silentbloc rubber bushes, for N/P/L-types

Since the last Bulletin the initial 100 bushes (50 cars) have been pre-sold. I started a waiting list, but I have managed to negotiate a larger initial batch for 75 cars. So everyone should be accommodated, although the list for bushes is growing. The two sets of proof bushes from the production mould were fitted to gearboxes before I signed off the production paperwork. This paperwork has now been completed and the larger order was placed in early December.

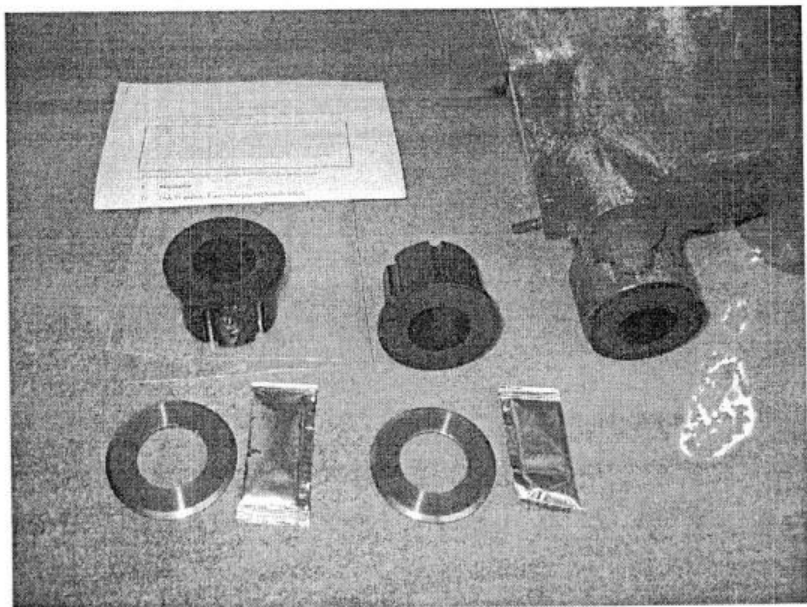
I have been quoted 8 to 10 weeks, but with the caveat that Christmas may affect production. When the bushes arrive in the UK, I will contact everyone to send me some money. While people are waiting, there are some things they might wish to consider. It has been found that the taper pins that hold the original bushes in place often have fatigue cracks where the ends are split and often peened over. So over the winter months, people may wish to make new ones up in advance. One of the biggest problems in replacing these bushes is removing the old bush. A makeshift extractor was made up using some threaded stud rod and some large heavy washers. When I find the right material I hope to produce a better extractor for this job, which I hope to make available.

Anyone wanting to place an order for these, contact Terry on 0208 309 1234 or e-mail Terry on [mg.terryandrews@btinternet.com]

The picture below shows the production bush fitted to an NA gearbox.



The 2nd picture (below shows the bush kit, which comprises 2 bushes, 2 large washers, 2 packets of fitting grease, and fitting instructions. Also shown is a bell housing with a bush fitted.



Dave Naylor says "for many years I have had dynamo problems finding any experts with the capacity to repair. Advice being very rare. Wood Autos are good for rewinds, but not for knowledge of setting brushes (*My retired auto electrician tells me to set the third brush so that it does not produce more than 8 amps at maximum output, otherwise it will heat up and throw the windings – Ed.*) However I now have 20 sets of brushes should any Triple-M owner require the original specification brushes". Please ring Dave on 0208 642 6820

The Editor has used a little trick for drilling new holes in newly painted panels. Use some masking tape in the area to be drilled, which allows you to mark out the exact position with a pencil line cross, dimensioned from either side. The centre is then pop marked with a centre punch, so that the drill doesn't wander; then using a cordless drill start drilling slowly to start the hole, speeding up only when the hole has been established and the drill is not going to jump out. The tape will protect the paint if the drill slips slightly when you are drilling slowly, but not when you have it running full speed. This is the advantage of the cordless drill in that they usually have a variable speed trigger – although many modern cord drills have a variable speed trigger. Take the tape off, after blowing away the swarf to prevent any scratching of the paint.

Nick Dean recommends Thread and Pipe Service (Unit 26, Elliot Road, West Howe, Bournemouth, Tel. 01202 576789 Fax. 01202 579816) for all early fittings and copper pipework.

Alan Grassam gives us this tip about headlight clips. Did you know that the clips used to secure headlight reflectors into the rim are the same as those used to clip glass into aluminium greenhouse frames? So if your wife insists on dragging you round the local garden centre you can at least find something useful to purchase!

Exhaust manifolds. For those who haven't splashed out for posh (and brittle!) finishes like vitreous enamelling, try Zebrite, sold by good hardware shops for dressing stoves. Work the paste well into your manifold using an old toothbrush. After heating up it dries to a pleasant shade of grey.

A tip from Alan Old to help fitting the rubber gaiters over the end of front brake cables.

As the clevis fork is too big to pass through the small end of the gaiter, I used the plastic screw-on nozzle from a mastic gun, available from most DIY stores.

Simply cut the flange off the bottom with a junior hack saw, and then cut it part way down its length as well (to help it overlap itself to make a tighter cone).

Apply lots of grease to the inside of the gaiter and holding the larger end of the mastic tube nozzle against the brake clevis, push the gaiter up the nozzle and over the clevis fork. This is how most garages now fit CV boots on modern front wheel drive cars.

Blockley Tyres have responded as follows to a query from Bjorn-Eric Lindh:- "The bad news is that at the moment we only produce a 550x18 in the 18" size. The good news is that we are presently doing the drawing for the 475x18, and we are definitely going to produce this size, hopefully during 2006. I should know more in about a month, as we have to get a production slot for the mould manufacture, and then prototypes and testing, followed by production! The size being done next is 700x21, followed simultaneously by the 15" and your 18", if you can wait for us".

David Goulden suggests an alternative to the expensive polishing tape now on the market. Try ½" x 18" long paraffin stove wick with Brasso. He also suggests drilling the crankshaft

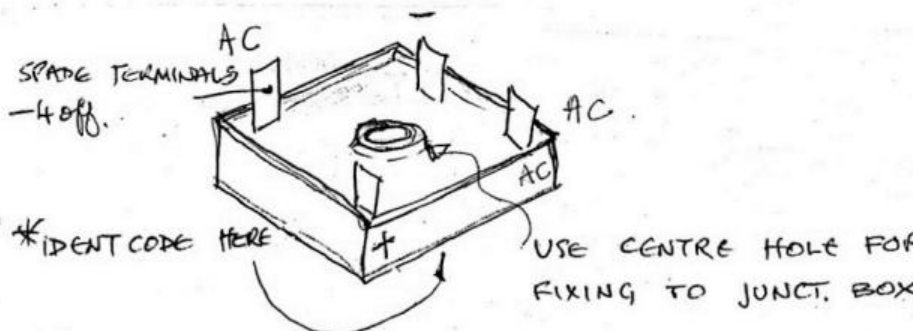
nut 4mm diameter so as to insert an Allen grub screw into a dimple in the flywheel flange to stop nut from coming loose.

Brian Rhead has been having problems with his cut-out as mentioned in an earlier Bulletin. "After improving all the connections by cleaning, tightening, and replacing the base insulation board with a piece of old PCB, I was able to resume normal driving. However with the onset of darker evenings, the problem tended to hint at a recurrence of the "cherry red glow from the ignition warning light".

Removal and partial dismantling of the SB5 cut-out revealed a rather charred inner coil. This fine wire-wound coil is the shunt coil, and I asked around for a suitable rewinder. The upshot of this was that had I fitted the rewind/rebuilt unit, I would have burnt out heavens knows what, due to the unit being incorrectly wired/wound and assembled.

Enquiries during this mishap led me to conclude that a diode was a possible alternative arrangement. I mentioned this to my boffin pal, (and electronics expert), who I had recently helped to get his newly rebuilt PB going.

A diode allows electricity to go in one direction only, and he then proceeded to pinpoint a suitable unit from 'Maplins'; this is a 275mm square 'box' x 100mm deep (Ref. No. KBPC35-01), suitable for 70volts and 35amps, and looks like this:-



To install you connect either of the AC spade terminals to D+ on the junction box, and the positive terminal to the battery, A on the junction box. Use insulated spade terminals, but make sure they are properly crimped; wire going into the junction box should have soldered ends where they connect into the post terminals, to prevent the wires from fraying. You may also like to tidy up the bird's nest of wires at the back of your junction box at the same time.

This has been tested with trips along the A272 (*when you were spotted as I returned from arranging a Naviscat, but couldn't catch you up! – Ed.*) as well as spectating at the VSCC Goodwood Sprint. I am sure the car is better for this, and am told that the normal cut-out can work in tandem, but the diode will fit under the cover of the previously over excited SB5.

GDS Engineering Ltd (Unit 8C, Boundary Road, Buckingham Road Industrial Estate, Brackley, NN13 7ES Tel 01280 702510. Fax 01280 705225. e-mail Dudleyb@gds-exhausts.co.uk www.gds-exhausts.co.uk) can make up stainless steel exhausts for around £200 (+VAT) The owner Mr Dudley Bacon has just made up an exhaust system for the new Batmobile!

Barry Foster advises that when fitting trunnions to springs, you should file flat the rounded sides of the main leaf so that the full thickness of the spring is supported by the trunnion, otherwise the convex side will only touch at mid-point, quickly wearing the trunnion and creating slop in the fit of the trunnions to the main leaf; you may have to grind down the faces of the trunnions so that they just touch each other and do not bind on the leaf itself. Trunnions should not be fitted straight out of the box, without hand fitting to each spring. This may entail filing the ends of the spring leaf to enable the trunnions to slide freely without catching on a high spot.

Many of you may have noticed that Andy King, who has been trading in Triple-M spares for some time, has now acquired the pre-war stock of Moss Europe, who in 1995 bought out the Pre-War Parts Centre, then run by Barry Walker, to complete the full scope of parts supply for MGs old and modern. This arm of Moss has never really developed the Triple-M spares side as had been hoped, and so it appears that they are disposing of it to Andy King.

Barry Walker was allowed to trade in second hand spares, but not in new spares for 5 years as part of the deal. This restraint is now timed expired, which is why Barry has been able to trade in all Triple-M parts for the last few years. This is a new firm, and is not related to the old Pre-War Parts Centre.

The problem that has arisen, is that Barry had set up the old firm, and people have mistakenly inferred that Andy King has taken over Barry Walker MGs, the new firm, which Barry wishes to state is not the case, and has asked us to print the following statement, which we are pleased to do to set this matter straight for both Andy King's and Barry Walker's benefit, as well as our many readers.

BARRY WALKER MGs

BARRY WALKER MGs wishes to make it clear that the recent acquisition by 'Andy King' of new pre-war MG parts and catalogue has nothing to do with them, and has not been acquired from them, but has been acquired from Moss Europe Ltd of Bradford, West Yorks., and is the residue stock of Barry Walker's old "Pre-War MG Parts Centre" company, purchased by Moss back in 1995.

Barry Walker restarted as BARRY WALKER MGs in 2000 and is healthily trading, as they have always done, in new and used pre-war & early T series spares, and fully restored vintage MG motor cars. Barry Walker is regarded as a leading specialist in this field after 38 years trading and can be contacted on 01789-400181 or by e-mail barry@barrywalker.com

Passenger Wanted

Dave Naylor is looking for a passenger to join him and his L2 for approximately a week to take part in the MG event of the year in France which runs from Wednesday 28th June to Sunday 2nd July. Please ring Dave on 0208 642 6820 for more details.

SPARES WANTED

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

Alan Old (e-mail motiondoctor-twofour@yahoo.co.uk or telephone 01244 341484.) is wanting a J2 cylinder head or complete engine (with or without clutch and gearbox). Will buy complete car (any condition) if preferred.

SPARES FOR SALE

Mike Allison (5 Fir Tree Lane, Newbury, Berks, RG13 2QX. Tel. 01635 40724. E-mail: mgmikeallison@aol.com.) has been clearing the garage, and has the following for sale:-
M-type Heads: two off, £100 each
J2 Block:, minor crack in water jacket; £200
J4/C Water pump, new, unused: £250
P-type Scuttle/firewall drain channels, new: £10 each
N-type Two original cranks, and a collection of con rods: £250 the lot
N-type Block, badly frost damaged, but repairable (at a cost!) £200
5 off wheel rims, 18" x 3. Cost £250 new, say £150 the lot.
Brooklands silencer and fishtail, correct pattern and sizes for 11/1300cc six car: £200.

Box 18/80 second hand bits, including original distributor bits and "owl eye" rear lamp: £250 the lot.

Set piston castings for 18/80 for machining: £100 the lot.

18/80 starter motor, overhauled, ready to fit; for restoration cost; £345

Set 18/80 piston castings for machining; £100 the lot

Midget/Magna track rod and drag links, new; £75 per pair

Alloy steel tubing for front cross member; £5 per length; can supply ready made up with threaded ends welded in place; £75

K and L-type distributor drive castings, fully machined, new; £75 each

Propellor shaft, original type, 39" closed length; £65

Front axle beam, believed J2, slightly bent; £100 as is, OR straightened and set; £250

J-type water manifold; £50

Several DDS14 12 volt dynamos; £100 each as is

Double spare wheel adaptor for P/N trials car; £40

M/D/J/F Front main bearing housing, (2.3125" dynamo aperture); £100.

Shock absorber chassis cross mounting for rear of J/F/D/L and Hartford P-types, new; £25 each.

Brass bodied SU fuel pumps; £20 each as is.

Ali bodied SU fuel pumps; £10 each as is. Can supply these overhauled ready to use for £125 (ali-body), £150 (brass-bodied)

Lucas Racing Magneto, 6 cylinder, correct rotation; £200 as is..

4 and 6-cylinder Scintilla magnetos in various conditions, priced to suit

New front hub studs; £6 per set of 6

Many other small parts for engine rear axle and body – please ask as the space is needed!!

Colin Biles, (1 Copenacre, Upper Minety, Malmesbury, Wilts, UK. SN16 9PR Tel/fax 44(0)1 666 860 231. email colinbiles@yahoo.co.uk) has the following MMM/Morris components/parts accumulated over 18 years of MG J2 motoring are offered as described.' They may fit other MG MMM and Vintage Morris cars.

You are welcome to visit, OR ask for e-mail pictures to inspect items before purchase. prices are the 'asking price.' POSTAGE AND CARRAGE EXTRA.

OFFERS ARE INVITED FOR:

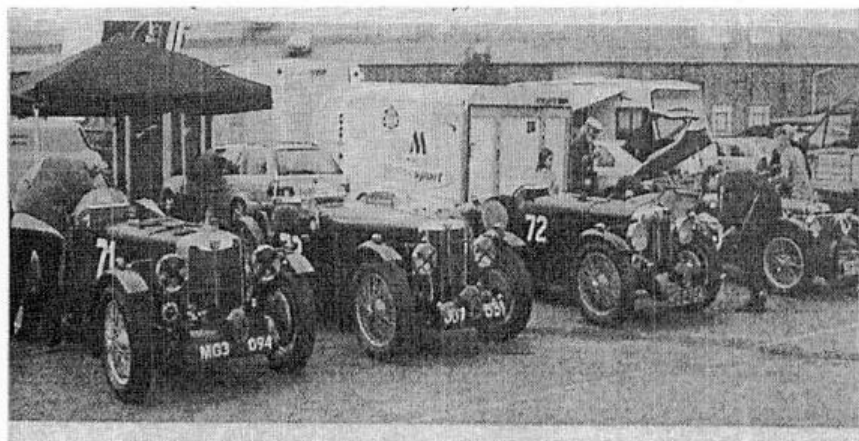
- i) A full set (front & rear) of original L2 / J2 swept wings
- ii) A pair of Comp spec 18" wheels (60 spks, centre laced rims) nearly new, vgc
- iii) A single Distributor x 1 LUCAS has brass plate marked 'J2' DKHXA 400207. vgc

ALSO OF INTEREST

Price/each

- Bearings new : 1 X LJ 5 / 8, 2 x 6301, 2 x EE6, all at £3 each
- 2 new Bearings: Diff carrier angular contact marked 7207
MMM & T . £15 pair
- 1 bottom hose for J/P (non- water pump) used but good condition £1
- Bakelite base for DK4 or DK6 distributors £1
- MMM / Lucas distributor CAP with cap nuts £4
- 2 Distributor Contact sets (1 x DSB 123C & 1 x 22506) £3 ea
- Electrical HT collectable "Runbaken Oil Coil" period coil in a glass body, very good condition £25
- Electrical HT new x 4 early type Lucas supressors. Box marked 78107A £24
- A control box, marked 'RF96 / 2 L 12V' £5
- 2 Fuel pipes braided s/s hose 11" long; ends are BSP to BSP. £10 pair

2 Fuel pipes braided s/s hoses 8 1/2" long; ends are BSP to banjo carb	£10 Pair
GEARBOX main shaft likely Wolseley / P type 10 splines, 1" dia, 7 1/2" long	£25
GEARBOX main shaft likely Wolseley / P type 10 splines, 7/8" dia, 7 3/8" long	£25
Oil 1 x 5lit Castrol, D140 gear oil, new	£12
Oil x2 1gallon Castrol XXL 40	£12
Oil Filter Canister PURLATOR top feed c/w new boxed paper filter (bolted to engine side)	£25
Starting handle; tatty, but would get you going again!	£1
Steering box J2 lower mounting plate (MW) to chassis lugs <i>signed 'J2'</i>	£15
Stirrup type tyre pump; needs period hose & valve	
"Pyrene Type One Quart" brass fire extinguisher	£10
"Enols Autoram" brass grease gun	£15



The Triple-M team at the Donington SeeRed meeting with Peter Fenishal's K Special (MG3094), John Dutton's K2, and Paul Mullins' K Special.

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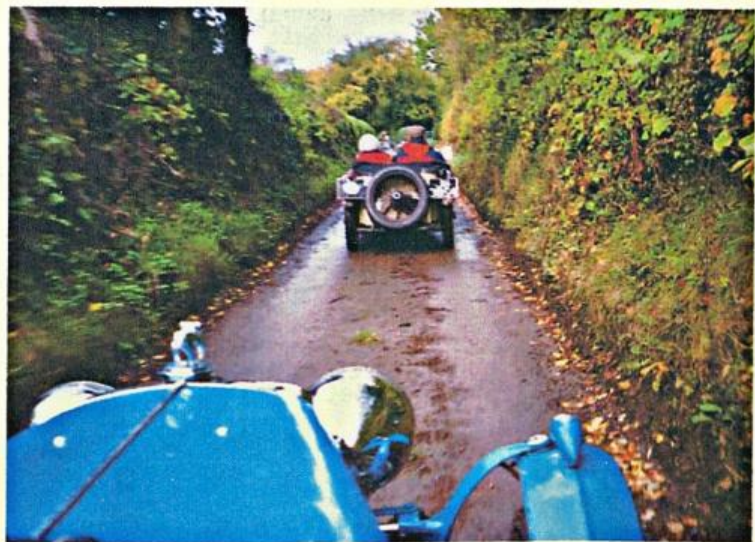
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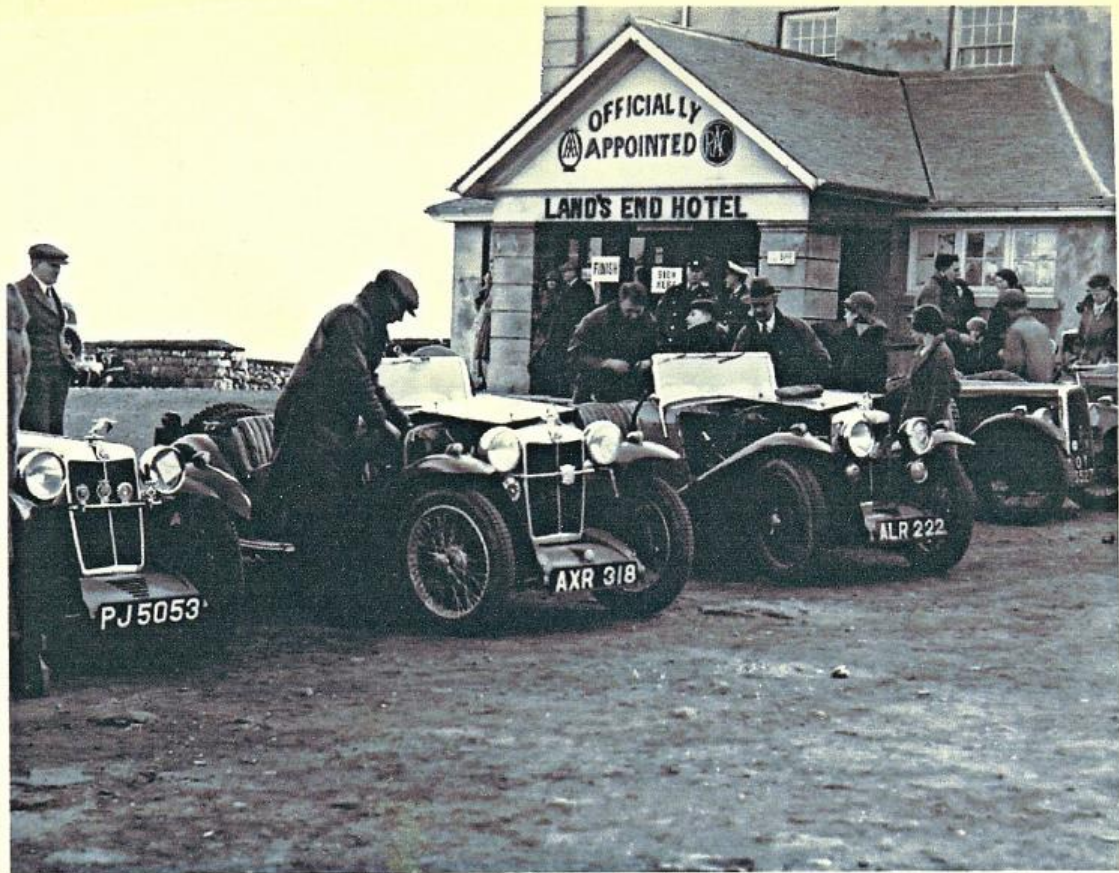
Hamish McNinch the mechanic!

Photo: G. Arrondelle



Keith Hall following Grassam's Cracker on the Chiltern 100 Rally in October

Photo: K. Hall



At the finish of the 1934 Lands End Trial - PA now owned by D. Goulden.