

TRIPLE-M REGISTER BULLETIN



February/March 2015





*Mark Smith competing with his J2 on the Cotswold Trial last November
Photograph courtesy of Paul Woloschuk (www.stantonphotography.co.uk)*

*Dr Wolf Propsting with his 1934 ND (NA500) and 1933 K2 (K2007) which he
has owned for 30 years*





BULLETIN No. 83

February/March 2015

Front Cover Picture: Car of the Year 2014, Oliver Richardson's C- Type at a wet VSCC Donington Park . (Photo by Peter McFadyen)

Editorial

Firstly, may I apologise for the delay that some subscribers experienced in receiving the December issue. This was due to e-mail and computer problems that have now been resolved. On this theme, I hope you will not be too upset by the fact that this issue also is a little later than normal. This has resulted from the delays in receiving subscriptions and the consequential delay in formulating the mailing list. A positive outcome of this however, is that we have been able to include the final scores of the COTY and other championships, as reported on page 29.

Secondly, may I thank all who have responded so well to our calls for contributions to the Bulletin. However you will no doubt remember my recent pleas for technical articles and I am sorry to say that we have very few of these in the pipeline, so please keep them coming. Digby or I would be very pleased to hear from you by e-mail, phone or letter. Contact details are on page 44. The deadline for the April issue is March 12th.

Some of you may have seen our treasurer Bob Milton's posting on our website forum about problems with identifying people's subscription payments. Apparently we are receiving some subscriptions paid into both the Register Bank Account and Paypal without completion of the subscription renewal form which makes it very difficult to trace who the payment is from. Please bear this in mind next time you renew.

Future Events

1st March	MG/Triumph Spares Day, Stoneleigh	mgandtriumphsparesday.co.uk/
7th March	VSCC John Harris Trial, Derbyshire	01608 644777
8th March	VSCC Derbyshire Tour	01608 644777
19-22nd Mar	Franschhoek Gathering, South Africa	denis@marshclan.co.za .
14/15th Mar	VSCC Herefordshire Trial	01608 644777
12th April	MG ERA Brooklands	

www.brooklandsmuseum.com Brooklands Museum

www.triple-mregister.org

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18th April	VSCC Spring Start Silverstone	01608 644777
25th April	Kimber Classic Trials Reunion	See below
2/3 May	MGCC Races at Brands Hatch (Triple M races on the Sunday!)	http://www.mgcc.co.uk
14/17th May	MGCC event in Pont L'Eveque, Normandy	www.mgclubdefrance.com
11-14th June	MGCC European Event of the Year, Holland http://www.agelink.nu/lustrum/english/index.html	
20-21 June	MG Live, Silverstone	www.triple-mregister.org
July	GOF Central, Indiana	See below
P18th July	VSCC Oulton Park Team Race	01608 644777
18-21st Aug	Register Annual Touring Event - See the Chairman's Jottings page 3	
22nd Aug	VSCC Mallory Park Triple-M Race	01608 644777

Trials Reunion/Kimber Classic Trial 25th April 2015

Plans are well under way for the Trials Reunion to celebrate the 80th anniversary of the first appearance of the Cream Crackers trials car at the 1935 Land's End Trial. This event is being combined with the annual Kimber Classic Trial held in Dorset and Somerset. This is based at Lanes Hotel, West Coker near Yeovil. Clerk of the course Bruce Weston is taking care to change the route so that any roughish tracks, whether access or sections, are left out. The event will therefore be eminently suitable for any owners who feel that their cars are not up to the challenge of the normal Kimber Trial. Ian Williamson has already put in a lot of hard work tracking down the original works cars, all of which we hope will be present for the weekend. But of course all MMM's are very welcome, whether with known trials history or not. In any case even if you think your car has no trials history it is more than likely that it did a few events as that is what their young owners largely did before the war. In addition to the trial on the Saturday there will be a gala dinner on the Saturday evening and a gathering in Barry Foster's field on the Sunday. Do put April 25th in your diary now. You can obtain further details from me (01935 863673 or ag.theoldpoc@hotmail.co.uk) or by looking on our website in the New Year.

Alan Grassam

GOF Central 2015 will be held in Carmel, Indiana July 15 through 19, 2015 and will also be the site for the annual meeting of the NAMMMR. Carmel is located on the north side of Indianapolis. In addition to the usual events at a GOF Central, we will have the opportunity to drive our cars around the Indianapolis Speedway. The car show will be at the Indianapolis Executive Airport and, in addition to the car display, classic and antique planes will attend. Please note only 100 MGs will have the opportunity to drive the Speedway, so register early! Go to GOFCentral.com to learn more about the events. Special NAMMMR events are also being planned. If you have questions please contact Sarah Richey at srichey7@insightbb.com. Randy & Sandy Copleman, Directors of NAMMMR Communications



Chairman's Jottings

by Dick Morbey

The Register is in very good heart as we settle into another new year and the Triple-M fraternity can look forward to another interesting and rewarding time. Do please find a moment to spare a thought for the Register committee and helpers, those often unsung heroes who work their socks off to ensure that this all happens, and that owners world-wide have access to information and support to keep their cars on the road and track.



Through their efforts we can bring you not only this Bulletin, but also the website, the services of the Registrar, our Library and web shop, competition interest, technical advice, sociable activities, and much more.

As most of you realise, the Triple-M Register, although a broad church, is strictly a Section of the main M.G. Car Club. Club members with a Triple-M car are automatically attached to the Register, but we are liberal enough to support all owners, whether or not they be members of the Club. Thanks to an every more active dialogue with the Club, there has been a re-awakening of Club support for Triple-M owners. However, support is a two-way process, so if you are not already an MGCC member, will you please consider joining? Thank you!

We were delighted that the Club has now offered us a Triple-M race at the Bank Holiday weekend race meeting at Brands Hatch. In fact we now have two races at this meeting which will be back-to-back on Sunday 3rd May on the Club/Indy circuit. This circuit is very well-suited to our cars. Mark Dolton is co-ordinating things for the racers and a party atmosphere will prevail, so please make an extra effort to come along and support the event, whether as competitor or spectator – you will be very welcome in either capacity!

Before then we look forward to welcoming you to the annual Stoneleigh spares day on Sunday 1st March, where the Register will have a stand in Hall 3; volunteers to assist on the stall would be very welcome.

Entry documentation for the Summer 2015 touring event in the Lincolnshire Wolds will be issued shortly. To remind you - the dates are Tuesday 18th to Friday 21st August (3 nights). Accommodation and dining terms have been negotiated with the Petwood Hotel, Woodhall Spa, which will be the event HQ. You may still be just in time to record your interest in taking part, but don't delay! Contact Elizabeth Taylor at e.taylor@oakend.net or +44 (0)1628 665055.

The Register's Annual Dinner will take place during the touring event on Thursday evening, 20th August at the Petwood Hotel. Even if you are not taking part in the overall touring event you would be extremely welcome to join us – indeed we hope you will – but you will need to register your interest with Elizabeth. If you will require overnight accommodation, please remember to tell her.



Secretary's Report on Triple-M Committee Meeting held on 7th December 2014 by George Eagle



Chairman D. Morbey opened the meeting by welcoming D. Gibbs who was invited to attend the meeting in his capacity as assistant to Bulletin Editor B Richards who was unable to attend.

Activities on the Club matters have included the racing front which has caused much grief. After a false start (an offer of a race at Mallory on 15th March was rejected due to lack of support) and a withdrawn offer for Donington on 31st May. The competitors have enthusiastically accepted the unexpected offer of a grid at the 3rd May Brands Hatch meeting. M. Dolton is now fully engaged with the MGCC and hopes are high for a successful event. D Morbey also advised he was involved in the project to revise the Club's Rules and Memorandum and Articles. In company with G. Arrondelle, Registrar, D. Morbey inspected a PA whose owner had sought guidance about re-stamping the chassis knuckle. It was also noted the model by model technical pictures project appears to have gone to sleep – resources required to realise a worthwhile end project may be impeding progress. Thanks were recorded to R. Hamblett, M. Dolton and P. Hemmings for their work which will enable members to purchase factory photos. Despite the proposed new format for the AGM/Annual Dinner/Lunch and prize giving being publicised on the web and in December's Safety Fast magazine there has been little comment from the general membership.

G. Eagle, Secretary, reported that he and D. Morbey had attended the Club's November Council meeting/Club AGM in Abingdon. With regard to the 2015 MG and Triumph Spares day, Stoneleigh, the main Club has restricted its booking to its own stand in Hall 2. The Registers will be situated in Hall 3 where the spaces are reduced to 9m x 6m; the Triple-M Register has reserved a space and requested that all the MG related spaces be situated together as in 2014. It is hoped to have at least one display car in addition to the Library. G. Eagle and D. Morbey will be on duty and B. Champ has already indicated his willingness to help again. More volunteers would be welcomed. G. Eagle also noted D. Morbey has already served 3 years as Chairman, and as Club rules stipulate a Chairman can only serve for a maximum of 5 years the Committee will soon have to give consideration to a succession plan.

B. Milton, Treasurer, briefed the meeting on the latest financial position and requested that all expense claims, and invoices for payment, be submitted to him before the year end. The closing Library and badge stocks are also required.

G. Arrondelle, Registrar, has now fully taken over and since August has dealt with many queries which have included many changes of ownership and a number of convoluted enquiries – included are two instances where there are disputes over duplicated chassis numbers. One new car, an M type Le Mans copy, has been registered and an inspection of a PA carried out in conjunction with D. Morbey as mentioned above. The Committee also debated some proposed changes to the Register Guidelines including the creation of a new category of "Reconstructed" as



recommended by P Green.

P. Hemmings, Librarian, reported sales to the end of November stand at circa £12384 and total web shop sales of 550 since start up. The 2013 Yearbook continues to sell well at about 6 a month with total sales of 295 copies, including Silverstone. A few copies of P. Thelander's NE Archives book remain in stock. The CD Rom of Triple-M manuals is out of stock and will not be re-ordered due to the many problems this item has caused. 50 copies of G. Cocks's book "The Mighty Magnettes of 1933" were secured and are selling well even at £70. Although stocks of original MG reproduction pamphlets and booklets are becoming low it was decided to investigate the cost of re-printing only the Mille Miglia booklet.

With regard to the Bulletin, it was agreed to continue the practice that each issue should be archived on the web site after the following issue has been sent to subscribers. The matter may be reviewed in the light of experience on the level of subscription renewals which become due after 1st January 2015. D Gibbs reported he is liaising with B. Richards and will gradually take over as Editor but the transition is dependent on the software required. D. Gibbs suggested one possible item for inclusion in future Bulletins might be entitled "On the web this last 2 months".

J. Hawke, Safety Fast Scribe reported the October bumper spread contained reports/photos on events which included Pre-War Prescott, the Scottish Highlands touring event, Summer Gathering etc. An important notification concerned the proposed Trials Car re-union to be held at the same time as the April Classic Kimber trial. Whilst occasional notes/photos of events and other items of interest do arrive by post/mail, the response to an appeal to members for material remains slightly disappointing.

C. Spoelstra, Yearbook Editor, reported she is busy with the task of editing the new Yearbook and is on schedule to meet agreed deadlines. It is planned to have the book printed sometime in the second half of April. One welcome new advertiser in the Yearbook is MG Workshop, Netherlands. The Committee thanked C. Spoelstra, who was unable to attend, for her kind gesture in sending a parcel of "goodies".

The report from N. Feakes, Webmaster, mentioned there are now 1332 registered users and applications for membership are slow but steady. He also reports there has been no recent need to use his editorial 'red pen'. The Committee agreed the Historic pictures page should apply to pre 1970 photos, and also to look further into N Feakes' suggestion that a searchable picture based data base be set up. This would cover pictures where the chassis number is unknown or the car is not known to exist or the current owner does not have a picture in the Members Cars section – the search for these pictures would be by type/location./event etc. It was also agreed to investigate the feasibility of creating a new folder in which to store all the technical postings submitted by members.

Future events include MG Spares day, Stoneleigh, 1st March, Brands Hatch Triple-M Race 3rd May, Summer Gathering on a date to be announced in July, Lincolnshire Touring Event 18th to 21st August.

Date and venue for the AGM has yet to be finalised, whilst the Annual Dinner will be held in conjunction with the Lincolnshire touring event.

Date of next Committee meeting 8th March 2015

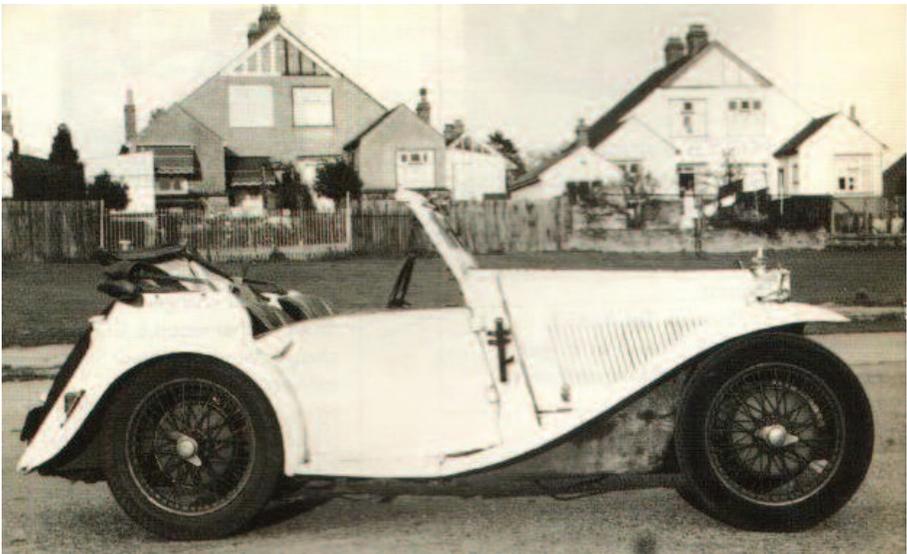


A Tale of Three Cars

Lew Palmer and Allan Bentley

Often, it can take years to discover the history of one's car. It has taken me over ten years to fill in most of the blanks of my 1936 MG PB Airline Coupe. But rarely does the process ever uncover the coincidence that happened to me.

I had known for a couple of years that a gentleman by the name of Ricky Bould was the last owner of my Airline Coupe before it was imported to the US in about 1973. It had previously been owned by a fellow by the name of Roger Balsom. This I discovered in the 1981 issue of the Triple-M Yearbook in an article by Mike Allison on the first 20 cars placed on the Triple-M Register. Mine, PB0560, was registered very early in the Register's existence as car number 11. Although a genuine Airline Coupe, it had been the subject of a bit of surgery, having its top cut down so as to make it into something resembling a 2 seater, but the lines of the car were not quite the same as the standard 2 seater. The following photograph appeared in the September 2010 issue of "Safety Fast".





The following is an excerpt from an email I received from Allan Bentley, describing that period in PB0560's history.

"I have found some photos of your PB Airline taken between 1965 and 1967 before it was shipped to the USA. The car was rebuilt by Ricky Bould who was an engineering apprentice at the De Havilland aircraft company in the early 60s. The PB replaced a J1 which did not survive its 'first outing' to Hatfield from South London. I towed it back home in the evening after work, and he replaced it with the PB Airline which proved very reliable. The car was well known in North Kent and local to Ricky's home in Eltham Kent. The MMM had just been formed and key members such as Mike Harris and Irvin Bramson - MMM Historian and Archivist at that time, suggested that as the PB Airlines were rare birds he should replace the cut about body and get it back to original. Irvin provided another body which still had its roof which was in his mother's London back yard being used as a dog kennel. We extracted it from a London back to back garden over a high Victorian wall and onto my boat trailer one evening after work. The replacement of the body took several years to complete and was not easy as in those days we did not have the support, expertise, parts, etc that we have today. Much of the work was done in my 'long suffering' parents' large workshop. I went to work in the USA testing and launching satellites so lost contact with Ricky and the car. The garage I remember was full of spares for the PB, including a side mounted Marshall supercharger which may have been fitted when these photos were taken. When I returned home after working in Germany in 1968 the PB had been sold and Ricky was in the RAF.

It looks very scruffy by today's standards of restoration but then at this time MMM MGs were two a penny so it did not pay to spend too much on them if they were to be not used as collector's cars as they are today. Geoff Coles started the spit and polish/perfect in every detail that we see today. My Great Uncle W.O. was quoted as saying to Stanley Sedgwick when shown a restored Bentley at a BDC meeting, 'good heavens we could not afford to make them like that!'"

That is part one of the story.

Part two begins with my placement of an advertisement for LED inserts for the tail lamps of Triple-M cars on the Triple-M Forum, in which I used my PA1169 to show the effectiveness of the inserts. Once again, Allan Bentley responded. The registration number seemed familiar to him.



I had contacted the Triple-M Registrar and found a small handful of owners, amongst which was the name G.G. Edwards as the person who originally registered the car with the Triple-M Register. Allan again wrote to me, thinking “Could this be the car which once belonged to another of the three friends who roomed together while in school at de Havillands Technical School?” (Allan Bentley, Ricky Bould, and Brian Edwards). Comparing some unique details such as drilled and polished connecting rods (below), an amateurish green paint job, the Lancaster registration TJ9368, the name Edwards, and the date and location (early 1960s in St. Albans) of the owner at the time of Triple-M registration, all matched with it being the MG belonging to the second of these three school friends.



The drilled and not so polished anymore connecting rods. Photo taken in 2009.

The third of the three, PA0579, also survives , still in the care of Allan. Had it not been for his sharp eye and keen interest, this story would not have lived to be told. And how two of the three MGs belonging to three school chums ended up in my garage 52 years later is almost beyond belief. Allan picks up the story:

“I have many memories of those days. Five years of study and practical experience in the training school or in the factory during every college vacation.

We were surrounded by history in those days working at de Havillands. The technical school was in a 16th century manor house beside the airfield.

Our first year, between academic studies, was spent in the workshops learning practical skills sheet metal work, aircraft fitting, tuning etc. The hanger which had been erected alongside the old Manor house in the 1950s was the same hanger constructed in 1940 at Salisbury Hall south of Hatfield (as a skunk works) to build the prototype Mosquito, possibly the best ever warplane designed in the UK.



Ricky introduced me to the MMM when he traded in his 1928 Austin 7 for a J1 MG which broke its crankshaft on its first journey up to Hatfield. I still remember towing it back on the Monday evening to south London behind my Morris Mini.

Now that 52 years later we can piece together this story is amazing, considering that at that time the next stop for a MMM MG (after we had taken it to within an inch of its life), was the scrap yard!

When my brother and I found JD it was bent but running, but my Father made us take the engine to pieces as an exercise to understand what made it tick! He did not wish to be called out to a curbside rescue if any of the family cars broke down with us in it. He was an excellent teacher and I have never forgotten what he said to Ricky and I about the MG "if you don't put the head back on properly boys, it will not pull the skin off a rice pudding". But then at the same age as us he was studying aeronautical engineering at Hawkers, and driving his uncle's cars from Cricklewood, so an MG was rather small and underpowered by comparison. I have a great photo of him in a new M Type taken in 1931, which I don't think he had for long as he was 6'4" tall!





Body Numbers

Lew Palmer

Some time ago, I solicited responses from as many PA and PB owners as would respond asking for the chassis number and body numbers of their cars. The attempt was to see if I could determine some logic to the body numbering. And, in particular, whether there was any numeric proof of the manufacturer of the N-type Airline Coupes.

Unfortunately, there were not enough responses from N-type owners to draw any conclusions. However, I did receive enough responses from P-type owners to see a pattern emerging.

It is my contention that the bodies were ordered from Carbodies in batches, the quantity being determined by the capacity of the factory production. Each body was stamped with a sequential number on the uppermost scuttle support on the inside near side in approximately 1 inch tall numerals. Later when the body plate was attached to the car, this number along with the body type number was copied thereon. It is not clear whether the number was assigned and stamped by Carbodies or by MG, but logic would suggest that Carbodies did the stamping but as assigned by MG. This would provide a method of keeping inventory and invoicing straight.





It would appear that each body style had its own numeric sequence. Although the bodies were numbered sequentially, they were used somewhat randomly.

PA 2 seater started at 251

PA 4 seater started at 1?

PA Airline Coupe started at 2900

PB 2 seater follows on from the end of PA production, but there is a gap of about 18 numbers. This could somewhat account for the unbuilt PAs that were converted to PB spec.

PB 4 seater Not enough of a sample to determine, but likely followed the same sequence as PA 4 seaters.

PB Airline Coupe Follows on from the last PA Airline Coupe.

Keep Sake Boxes Digby Gibbs

We have received an interesting follow-up to the Editor's article in the December Bulletin from that ace collector of MG ephemera, Ted Hack.

Ted has 3 different sizes of the featured box as illustrated here.



The large box was purchased about a year ago from a large Garden Centre on the north side of Evesham (Worcestershire) and contained biscuits.

The mid-sized tin was purchased in the summer from a gift shop in Moreton in Marsh and measures 11cm x 8cm x 4cm. The box was sold empty as a keep-sake box.

The small tin is only 7.5cm x 4cm x 1.3cm. This was a birthday gift to Ted in September and, commendably, still contains the original mints.

So it would seem that these delightful tins are widely available (at least in the Cotswolds and Norfolk!) and well worth hunting out as attractive gifts for the MG enthusiast or just for Triple-M themed storage in the house or garage.



Fitting Front Hubs with Taper Roller Bearings - Part 2

by Bob Walker

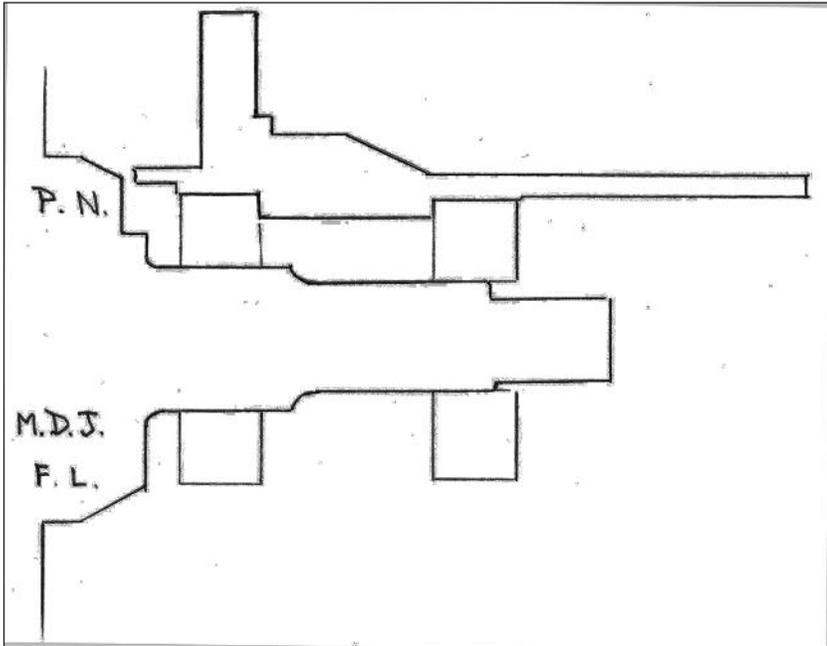
Now that you know which parts are fit to use you might be wondering what to do about the parts that are not. Cracked stub axles are a major hazard. I was fortunate to have satisfactory spares to hand but would not have considered welding as a repair in such a safety critical component. New hubs are readily available and well worth it because you get new splines as well. For a bit of light relief the photo “Stub Abuse” demonstrates the effect of using a hammer and chisel rather than a bearing puller on both early and late stub axles and a “bodge method” for taking up wear on the bearing seating.



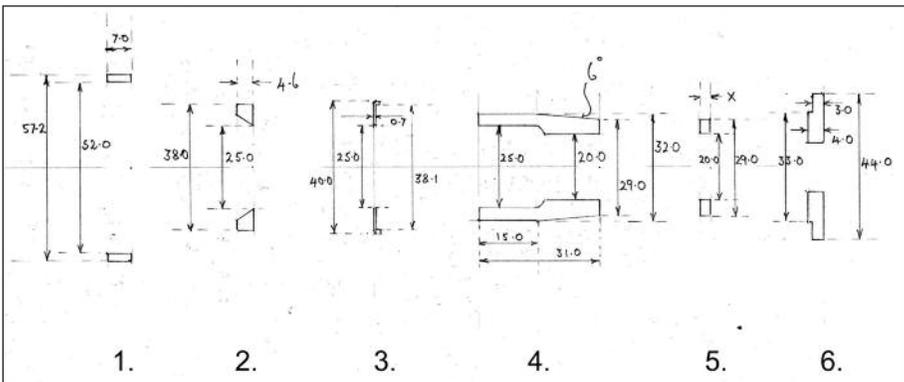
Stub Abuse



As an aid to better engineering look at the 'front hub sketch'. It gives indication of where things are in relation to each other. I had the earlier stub in company with new hubs which have a longer flange to take the grease seal. Therefore I had to convert the stubs to be like the later ones, which was done on the fixture described in Part 1 (see *December Bulletin - Ed*).



Front Hub Sketch



Six New Pieces



Six new pieces were made as shown on the drawing all from FCMS [free cutting mild steel] except piece 2 for which I used stainless steel grade 303 or 316. I shall try to explain why so many pieces were necessary.

Piece 2 provides an accurately round and smooth bearing surface for the grease seal. It must also position the inner bearing and remain clear of the blending radius at the root of the stub. The grease (lip) seal I used is 38X52X7, this is smaller than the original in OD but narrower in width which gives useful greater clearance. Piece 1 is required to make it fit. The sole function of piece 3 is to make it possible for a puller to remove the inner bearing as shown in the photo below ; parts of the puller (made



Bearing Puller 1

from scrap of course) are in the photo on the next page. Because the centre of the bearing has the same OD as the grease seal, using a puller without piece 3 ruins the cage. Pieces 4 and 5 have the job of holding the inners of the two bearings at just the right spacing. The original ones did not have the ideal dimensions and the finish was poor. Piece 4 takes longer to make than 5 which is just a washer. Tolerances in the various parts mean that the spacer length required depends on the individual bits. I therefore made part 4 to a length 3mm less than the minimum and a number of part 5 with X between 3 and 3.5 mm thick. The original keyed washers were not a pretty sight.



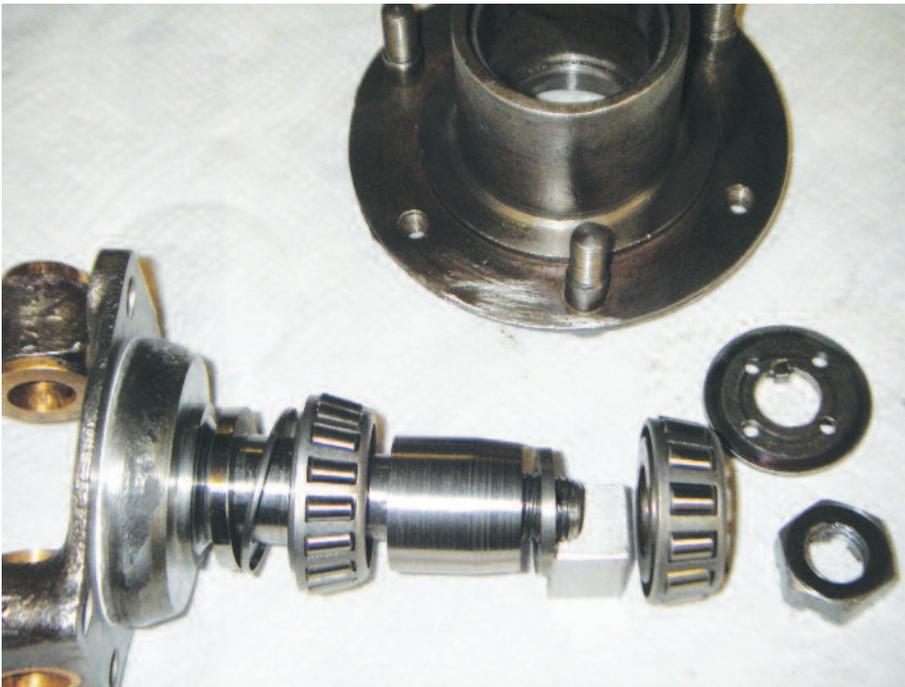
Bearing Puller 2



The keys were only distant relations of the keyways in the stub axles and chisels had been around a lot. The replacement items (Piece 6) have a reduced thickness at the edge to clear the outer parts of the bearing and therefore have to be put in the correct way round as was the case with the originals which were dished. The key was done by filing a rectangular slot and silver soldering a piece in – rather a fiddle but a good fit on the stub was the result.

The actual bearings are inner: 30205 52 OD 25 ID and outer: 30304 52 OD 20 ID. When purchasing you need good quality, so avoid the bargain basement; Sports & Vintage list them and they will be OK.

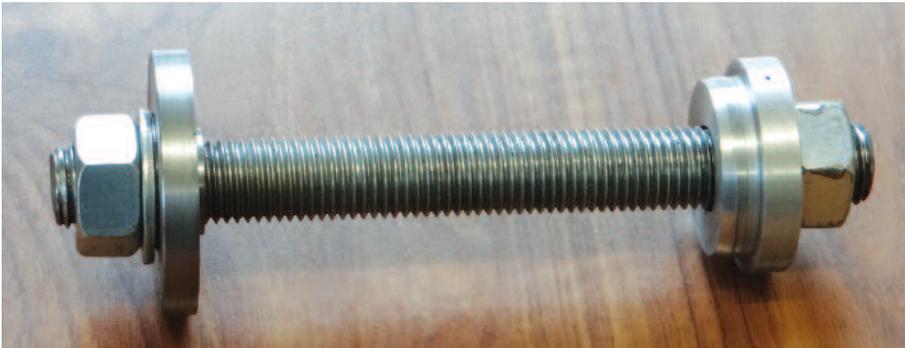
Looking now at photo 'The Whole Lot', please accept my apologies – I've got all the right parts and they are in the right order BUT the outer bearing is the wrong way round! Obviously you could not use it like this because the tapers should oppose one another. You need to have that firmly in mind before you install the outer tracks into the hub; and remembering the Law of Sod, be aware that the tracks are not interchangeable. Over the years my scrap-end box has provided chunks of metal readily converted into nicely fitting round pieces with a hole to take a hefty threaded rod for the purpose of installing bearings, tightening with a spanner on a nut gives a



The Whole Lot



much better feel than hitting with a hammer and the threaded rod constrained on the central axis keeps things true. The 'Bearing Track Installer' or 'Unpuller' photo shows what I am talking about.



Bearing Track Installer



End-float Measuring



Now with the stub axle in the fixture, (see end float measuring photo) pieces 2 and 3 are slipped on and the central part of the inner bearing installed with the aid of a tube and careful hammer.

When it is nicely home, piece 4 and a thick 5 are added followed by the hub and outer bearing washer and nut. Tighten the nut, the hub should turn easily but with too much end play. A dial indicator then tells you what the play (end float) actually is. .

I wanted 1½ to 2 thou and aimed to get there in two steps. My surface grinder makes light of the accuracy required so after getting the hub off, piece 5 was reduced by an amount expected to leave another 2 thou to go. With everything back together and



Stub Axle Face Truing

the nut tightened to 70 ft lbs, end float was checked again before dismantling for hopefully the penultimate time and the excess removed from 5. Assembled and checked again with all well, the final need is for the split pin to retain the nut. It doesn't usually happen that the castellations and stub axle hole line up. Using a protractor I measured how many degrees the nut needed to turn for the next slot to line up perfectly. The thread is 14 tpi so it is easy to work out how much needs to be taken off the front of the washer or the back of the nut – another job for the surface grinder.



The final move assuming that the kingpins and bushes are in good order is to get the stub axles in place with brake back-plates and steering arms bolted up. This time apply your favourite grease (mine is CV Lith-Moly) to the inner bearing and put it into the hub then press in piece 1. Piece 3 goes in next then the seal and piece 2. The tube is needed and whilst using it, keep the hub track in contact with the rollers.

The rest of the parts go in with plenty of grease and don't forget the split pin.

Along the way there were other problems. New kingpins had been put into worn axle eyes and the cotter pin hammered in a vain attempt to stop the wobble. I honed out the eyes, removing the minimum amount of metal to produce an accurate hole and made kingpins to fit. New bushes were needed because of unskilled use of a reamer giving an internal spline-like finish, along with a too tight false fit. Please note that 'honoring' here means using a precision piece of equipment made by Delapena not one of the 'glazebuster' devices that looks like a three legged spider.

The photo 'Stub Axle face truing' gives you a clue to another awfality. Some time in the dim and distant past a large hammer must have been employed to drive out a recalcitrant kingpin but being off target, produced a bulge in the face of the stub where the steering arm fits. The bottom kingpin bush is greased via a nipple in the steering arm. Consequently face to face contact is needed otherwise the grease emerges without going near the bush first. This must have been understood by somebody with a very coarse file who then replaced the bulge with a series of very deep scratches.

Having read to this point you may well ask, Is all this necessary? - A fair question to which there are many answers. I did it because I could and that is my pleasure. Driving the car is a joy which I do not want tarnished by foreseen problems. Without my machines most of what has been described would not have been possible for me to do. A lathe is the one essential tool. The surface grinder is a luxury, without it selective fitting of shims is the way to go, nothing wrong with that but to my mind not quite such an elegant solution.



The Hobson K-S Petrol Telegage

Editor's Note: The following is copied from a manufacturer's leaflet supplied by Ewan Harris.

The Hobson K-S Petrol Telegage is an instrument without any mechanical moving parts and consists of three components, viz: Tank Unit, Air Line, and Indicating Unit on the Instrument Board, as shown in Figs. 1 and 2.

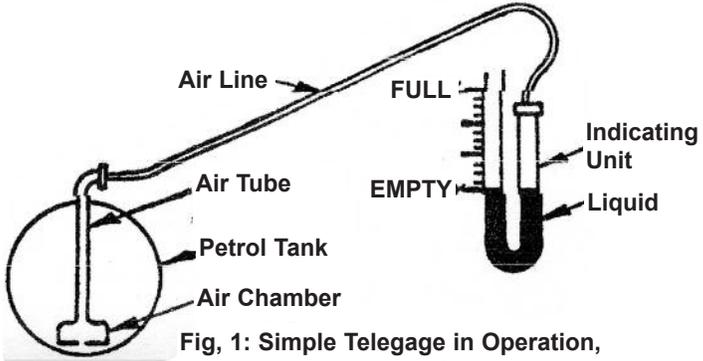


Fig. 1: Simple Telegage in Operation, Tank Empty

The Tank Unit (Fig. 3) consists of an Air Chamber and Air Tube, the latter being connected to the Indicating Unit by means of the Air Line.

The Indicating Unit (Fig. 4) is made up in the form of a U Tube containing a special heavy red liquid. One half of this U Tube is of glass, open at the top end and visible on the Instrument Board, the other half being of brass, acting as a reservoir. The calibrating wires in the reservoir are used to compensate for differences in bore of the Glass Tube, the correct number being inserted at the time of manufacture.

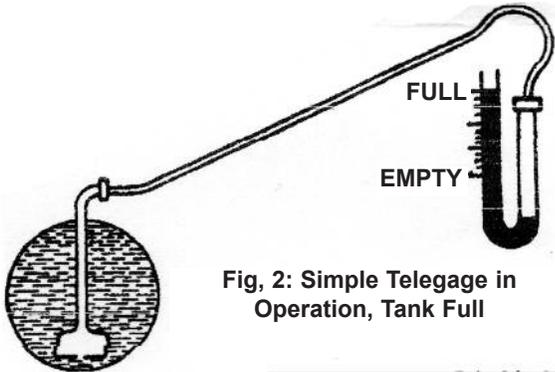


Fig. 2: Simple Telegage in Operation, Tank Full

When in operation the Air Chamber and Air Tube of the Tank Unit (Fig. 3) together with the Air Line and part of the reservoir of the indicating U Tube (Fig. 4) are filled with air.

During the process of filling the tank, the increasing head of petrol exerts a pressure on the air in the Air Tube through the Air Chamber (Fig. 3) which is open to the tank through the hole C. This pressure is exerted through the Air Line to the Indicating Unit and causes a rise of the red liquid in the Glass Tube. Conversely as the amount of petrol in the tank decreases, the air pressure is lowered and the red liquid falls in the



Glass Tube, thus indicating the exact amount of petrol in the tank.

The Vent Tube, open at the top, is a safety device which protects the gauge against excessive pressures.

The remainder of the Tank Unit, namely, the Air Cup and Air Delivery Tube act only as a means for supplying air to the Air Chamber, to overcome any loss of air due to absorption in the petrol and contraction due to a drop in the temperature.

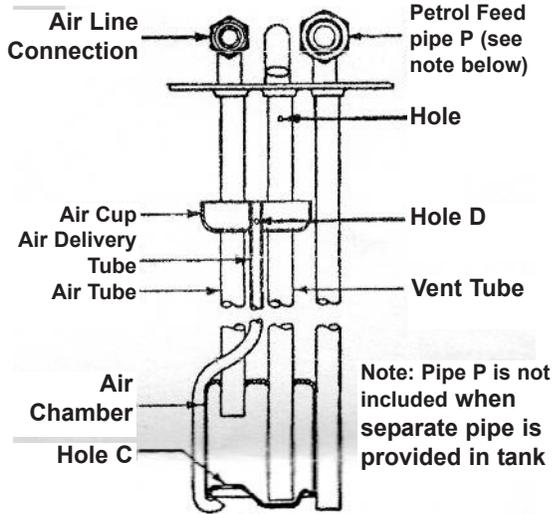


Fig. 3

The Air Supply to the Tank Unit is obtained by making use of the movement of the petrol in the tank. When the Air Cup is above the petrol level in the tank, it is constantly being filled by the surge or splash of the petrol when the car is in motion. This petrol flows through the Drain Hole D and down the Air Delivery Tube, drawing with it bubbles of air which are released at the bottom of the tube under the Air Chamber, entering the latter through hole C and displacing any petrol which may be in the Air Chamber. When the Air Chamber is full of air, any further air passing down the tube is released into the tank.

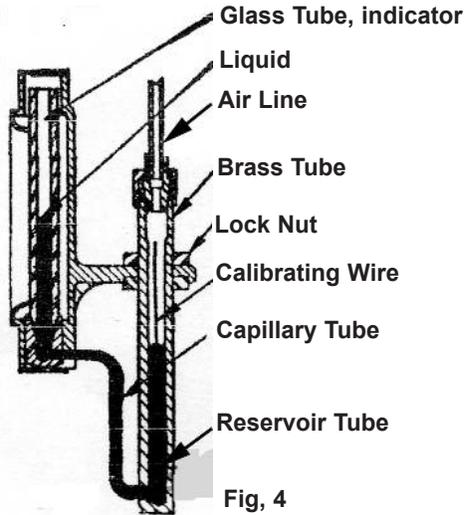


Fig. 4

For correct operation of the gauge, three conditions are essential, viz :—

1. The red liquid in the Indicating Unit must be set at the bottom line of the dial when the Air Line is disconnected.
2. The Air System must be entirely free from leaks.
3. The Tank Unit must supply air by the surging of the petrol.



Some further notes on the Hobson Fuel gauge

by Ewan Harris

An explanation of why it is possible to keep the overall size of the dashboard unit the same but arrange it so that its sensitivity can be changed to suit different depths of tank.

Referring to the accompanying diagram (see previous pages) and taking the extreme case of a reservoir diameter that is unlimited then all the change will happen in the indicator tube and the gauge will be at its most sensitive.

If the situation is reversed and the indicator tube is of unlimited diameter then all the change in level will take place in the relatively narrow reservoir-the gauge will not work at all. Real gauges are in between these two extremes. The rates of the diameters of the indicator tube and reservoir are chosen to suit the depth of a particular tank. From the above it can be seen that while it is usually possible to reduce the diameter with calibrating rods and decrease sensitivity it is difficult to increase sensitivity

The system is a pressure system and will only work correctly with the correct high density fluid namely either Acetylene tetra bromide or 1122 Tetra bromoethane. The pressure the gauge head registers is that produced by the difference in fluid level between the indicator tube and reservoir surfaces.

Hints and Tips

From Ed Taylor

Does your tool box fill up with water when it rains? The NA set up has the potential to do so if water leaks through the hinge. I have adopted the J-type factory solution (for keeping your feet dry) and made a smaller version as per the photo. Works a treat.





A D Type on a Rolling Road

By Ted Hack with Photos by Julius Marstrand

Edior's Note: *This an expanded version of an article previously published in the D Group Despatch.*

My D Type (D0311) has been finished and running well for over ten years now; not a big mileage each year but some longish runs. After a decoke and valves regrind, and before setting off for Denmark back in August for the MGCC European event of the Year, I wanted to make sure my carburettor and timing settings were as they should be and took the car down to our local SU expert. He happens to have a rolling road and attaches all sorts of wires to the car to get feedback into a computer as to what if anything is wrong!



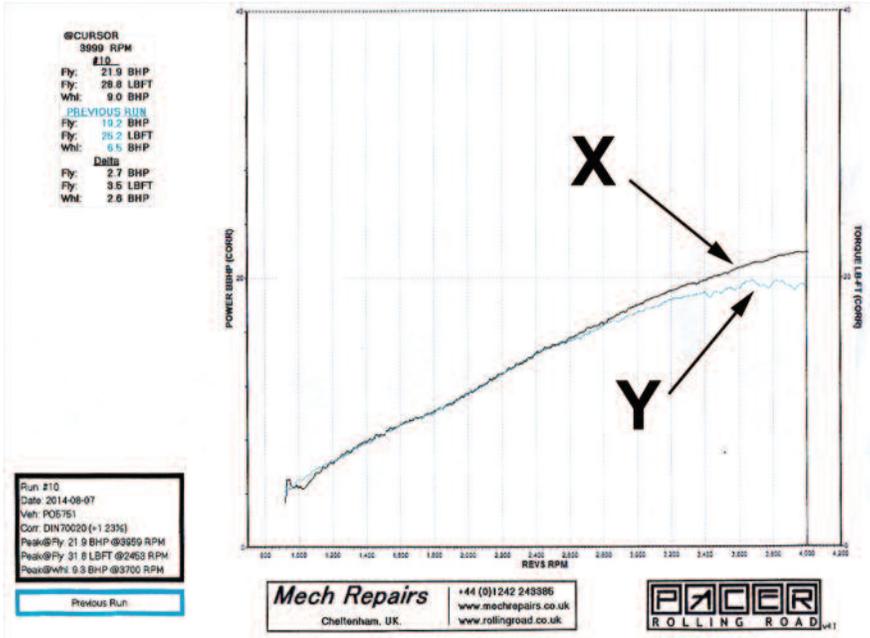
On the Rolling Road

After finding TDC he tried the distributor in various places, taking readings each time, but came back to my original setting as the best.

The biggest surprise was around the home made 'air filter' I have fitted to my carburettor. I told the technician it was non-standard and that it was designed purely to keep out foreign bodies! He immediately said he would test the car with it on and off to see what difference it was making. The factory data states 27 BHP at 4500 revs; my car was run up to 4000 revs only and gave 19.2 BHP without the filter in place but then gave 21.9 BHP with it in place! Also where the 'without' graph line **Y** showed the car tailing off and becoming erratic, the 'with' line **X** shows a much steadier climb and only just starting to tail off giving a much smoother performance!



At speed!





The technician's view was that the 27 quoted by the works was as good as they could measure it at the time and was probably 'out' and modern computer techniques are much more accurate and that he thought my engine more or less spot on considering age etc. Also the filter was acting as a 'buffer' against the coughs and splutters smoothing out the intake of air and fuel into the inlet manifold. I suspect that the mixture is being enriched as the air is being slightly restricted – but I'm no expert! Pictures show the 'filter' on and off a standard single 1.1/8" carburettor. The 'filter' close-up, and the graph produced from the rolling road. The top line X shows the results with filter in place, the lower blue line Y with it off.

The filter is made (beautifully by Bill Grayling D0253) of ordinary expanded metal in a brass clamp but is an interesting proposition for D and M owners - and others with 'open' carburettors?



Report on Inter Register Club Events of 2014

Philip Bayne-Powell

This last year has seen quite a good result for our Triple-M Register, even though we had only four people entering. Brian Galbraith and Barny Creaser have been stalwarts for the Register, Brian coming all the way up from the West Country to bag an overall win at the Spring Naviscat in Kent, which started at "The North Pole" (pub!).

There were intended to be 10 event in the year, but the Dartmoor and Dorset ones had to be cancelled.

Our MG did well in the Spring Naviscat, since Brian's win in his J2 was backed up by a third place for the Bayne-Powell Allingham NA and Barney Creaser in fifth place with his PA. This also gave us the team prize.

The next event was the Alvis scatter rally in April, where we also fielded a full 3-car team. Barney and Gillian Creaser came 5th, with Marty Phillis in 6th place with the ND. The B-P team did unusually badly by coming in 15th - out of 20; this ruined our



chances of a second team prize, although we came third behind the Riley and Humber teams.

The next two events had no MG entries, but Barney Creaser entered the Riley scatter rally in June, coming 7th out of a 14 car entry.

Both Brian Galbraith and team B-P had entered the Dartmoor rally in that lovely scenic countryside, but it was cancelled.

The MG Car Club Autumn Naviscat had just four Inter Register entries but Barney Creaser came second equal, and so the Triple-M team came in second behind the Jowett team – all teams had a single car fielded. Team B-P were in an MGRV8, so didn't qualify, although they came 7th out of an entry of 16 cars – the rest being non-IRC eligible.

The overall results for the year showed that the Triple-M Register came 4th behind the Humber, Riley and STD teams. Barney Creaser was 4th in the individual ratings out of 69 entrants, while Philip B-P was 7th overall. Gillian Creaser came 3rd in the Navigator's Trophy.

Therefore with a small contingent, we did very well in 2014, but would like more people to enter these non-taxing event this year. Most of them are scatter rallies, which are just a different sort of Treasure Hunt, but needing to solve clues on an OS map. There is also one Driving Test at Hungerford, and a genuine Rally with timed controls in Dorset, for those wanting something a bit more difficult. To end the year, in November, there is a night-time Scatter rally with orienteering, which we have found to be very challenging, as we don't seem to get on top of the orienteering bit.

Inter-Register Club Events – 2015

Date	Organising Club	Event	Location	Contact
Sun 15-3-15	MGCC	"Naviscat" Scatter Rally	Kent	Stuart Manser Tel. 07740 984166 Email: s.manser2@gmail.com
Sat 4-4-15	Alvis	Scatter Rally W.Sussex + tour		James Campbell Tel. 01730 817049 jamesiscampbell@btconnect.com
June	Riley	Batho Trophy Worcs Scatter rally		Conway Hall Tel. 01905 621649 conwayhall@btopenworld.com
Sun 12-7-15	Humber	Nav. Rally	Tarrant Monkton Dorset	Dick Arman Tel. 01202 695937 thearmans@googlemail.com



Sun 26-7-15	STD	Driving Tests + tour	Hungerford	Susan Quick Tel. 01793 731840 Email: suequick38@btinternet.com
August	Riley	Rally	Thames Valley	Richard Scott Tel. 01189 832224 Email: rscottok@btinternet.com
Sun 20-9-15	Crossley	Treasure Hunt	N. Yorks	Stephen Weld Tel. 01765 658569
Sat 26-9-15	Alvis	Scatter Rally	Dartmoor	James Campbell Tel. 01730 817049 jamesiscampbell@btconnect.com
Sun 11-10-13	MGCC	Autumn "Naviscat"	Surrey/ Sussex	Tim Morris Tel. 07801 591689 E-mail twmorris@ntlworld.com
Sat 21st Nov	ATDC/ NHAEG	"Nightjar" Scatter/ Orienteering	Surrey/ Hants/ Berks	Trevor Edwards Tel. 01344 775012 trevor_c.edwards@btinternet.com

Latest details are shown on the Inter-Register Club website:
www.inter-register.org.uk

Regs can be downloaded from the website, as they become available from the event organisers or contact the Triple-M Register's IRC rep on philipbp@mgcottage.freeserve.co.uk or telephone 01483 811428.

Results will also be available soon after each event.



Triple-M Register Championships

- Mike Linward, Competition Secretary

Now that the remaining results from last year's competitions have been processed, the tables shown here are the final places for 2014. Many congratulations to all the winners. George Ward has re-gained the Slade Trophy for trialling for the first time since 1975 and with the same car albeit not supercharged at the present time. George can consider himself fortunate to some extent that Bill Bennett has been out of action for a good portion of 2014 but Bill's more recent performance in his J2 looks like he is back to his winning ways. The Speed Championship has been won by Duncan Potter in the family C type, although there was close competition from Ian Baxter, Frank Ashley and Philip Coombs. The Racing Challenge Trophy was won by Fred Boothby driving his supercharged J2, with Duncan Potter second and Oliver Richardson third. Oliver's own reward for great effort in his C type, in a wide variety of events throughout 2014, is the coveted Car Of The Year award but it was a close run thing as the gap between his C type's tally and Frank Ashley's M type shows. At the time of writing it is not clear when the awards will be presented - watch this space!

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2014 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

3rd/4th January	MCC Exeter Trial	Full Results
2nd February	VSCC New Year Driving Tests	Full
15th February	VSCC Exmoor Fringe Trial	Full
16th March	MGCC SE Centre Spring Navisat	Full
29th March	MGCC Silverstone Race Meeting	Full
6th April	MGCC Midland Centre Curborough Sprint	Full
12th April	MGCC SW Centre Kimber Classic Trial	Full
12th/13th April	VSCC Silverstone Spring Start Race Meeting	Full
18th/19th April	MCC Lands End Trial	Full
19th April	Alvis Inter-Register Rally	Full
19th/20th April	Lothian Car Club Doune Hillclimb	Full
26th April	VSCC Spring (Bicester) Rally	Full
3rd-5th May	Caledonian Three Day Rally	Part
4th May	VSCC '50th Anniversary' Curborough Speed Trials	Full
11th May	VSCC Wiscombe Park Hill Climb	Full
25th May	Sevenoaks & District MC Crystal Palace Sprint	Full
7th June	VSCC Cadwell Park Race Meeting	Full
7th/8th June	Tregrehan Speed Hillclimb	Full
8th June	BARC Yorkshire Centre Harewood Speed Hillclimb	Full



14th June	VSCC Brooklands Speed Trials	Full
14th/15th June	VSCC Brooklands Concours d'Elegance	Full
15th June	VSCC Brooklands Driving Tests	Full
21st June	MGCC Silverstone California Cup Driving Tests	Full
22nd June	MGCC Silverstone Stowe Sprint	Full
28th June	VSCC Pembrey Sprint	Full
28th/29th June	VSCC Pembrey Race Meeting	Full
28th/29th June	Monklands Sporting Car Club Forrestburn Hill Climb	Full
6th July	VSCC Shelsley Walsh Hill Climb	Full
13th July	MCC Testing Trial	Full
19th July	VSCC Donington Park Race Meeting	Full
20th July	Monklands Sporting Car Club Autotest	Full
1st August	VSCC Prescott Anniversary Hill Climb	Full
2nd/3rd August	VSCC Prescott Speed Hill Climb	Full
2nd/3rd August	Camel Vale Motor Club Castle Hillclimb, Lostwithiel	Full
3rd August	Triple-M Summer Gathering POO & Gymkhana	Full
4th August	VSCC 'Can't See the Wood for the Trees' Driving Tests	Full
6th August	VSCC Anniversary Acorn Rally	Full
6th August	VSCC 'Branch Out Into Something New' AutoSolo	Full
7th August	VSCC Santa Pod Anniversary Straight Line Sprint	Full
16th/17th August	Monklands Sporting Car Club Forrestburn Hill Climb	Full
17th August	MGCC SW Centre Mendip Trial	Full
30th August	Riley Car Club IR Rally	Full
31st August	VSCC Madresfield Driving Tests & Concours	Full
6th/7th Sept	Bowness Hill Climb	Full
13th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
13th/14th Sept	VSCC Loton Park Hill Climb	Full
21st September	Circuit des Remparts d'Angouleme Race	Full
21st September	Holsworthy Motor Club Taw & Torridge Trial	Full
22nd September	Holsworthy MC 'Roger Pole' Taw & Torridge Trial	Full
28th September	VSCC Snetterton Race Meeting	Full
28th September	MGCC Midland Centre Autumn Trial	Full
5th October	VSCC Castle Combe Race for Pre-War Sports Cars	Full
12th October	VSCC Welsh Rally	Full
12th October	Minehead MC 'Derek Merson' Exmoor Clouds Trial	Full
12th October	Truro & District MC Tregrehan Speed Hill Climb	Full
12th October	MGCC SE Centre Autumn Navisat	Full
18th October	Bristol Pegasus MC MANBAT Sprint Castle Combe	Full
25th October	VSCC Goodwood Autumn Sprint	Full
26th October	Launceston & North Cornwall Tamar Trial	Full
2nd November	Monklands Sporting Car Club Production Car Trial	Full
8th November	VSCC Lakeland Trial	Full
16th November	Woolbridge Motor Club Hardy Trial	Full
22nd November	VSCC Cotswold Trial	Full
30th November	Bristol Motor Club Allen Trial	Full



6th December	VSCC Winter Driving Tests	Full
7th December	Camel Vale Motor Club Camel Classic Trial	Full

C.O.T.Y. 2014

Final Scores

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	2272	C/s	LJ 4444	Oliver Richardson	109
2nd	1595	M	PG 1045	Frank Ashley	107
3rd	909	J2-PA/s	FW 3909	Bill Bennett	99
4th	2591	PA	MG 3242	Colin McLachlan	89
5th	2912	C/s	GX 9693	Duncan Potter	87
6th	2694	J2-PA/s	Kayne Spl.	Mike Painter Harry Painter	83
=7th	1027	L2	AKL 840	John Rogers	81
"	2692	J2	SW 4156	Brian Galbraith	81
=9th	3534	J2/s	WF 5494	Fred Boothby	63
"	920	PA	TG 8337	George Ward	63
11th	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	62
12th	1018	J2	MG 2853	Philip Coombs	61
13th	1551	PA	CYE 387	Barny Creaser	58
14th	2200	C/s	RX 8306	Chris Cadman	57
15th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	56
=16th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	54
"	1140	J2	JL 753	Mike Linward	54
18th	1533	PA-PB	WV 5012	Dick Morbey Bill Piggott	53
19th	1164	PA	YSV 703	Anne Boursot	51
20th	1931	C/s	VD 30	Barry Foster Andrew Morland	50
=21st	2362	NA	BTT 726	Richard Jenkins	49
"	-	PA/s	-	Mike Painter Harry Painter	49
=23rd	3205	K3/s	JB 7526	Peter Green Pat Boghossian	45
"	-	M	HX 91	Philip Bayne-Powell	45
25th	627	J2	FS 5663	Ian MacKay Emma Digby	39
=26th	907	K1	ADH 360	Alex Reid	38
"	167	M	APB 298	Andy King Rachel Bolton-King Richard Winchester	38



28th	2188	M	GH 4434	Colin Reynolds	36
=29th	3525	J2	MG 2686	Chris Edmundson	35
"	1794	J1	UF 9865	Colin Lee	35
31st	2815	L1	AAE 652	Colin Henderson	34
=32nd	2175	PB	JB 7524	Elizabeth Taylor	
				Grace Henderson	33
"	1917	J1/s	VSV 521	Stuart Evans	33
"	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	
				Fiona Henderson	33
35th	3	J2	DG 5404	Jeremy Hawke	32
=36th	2170	PB/s	CLX 112	Mark Dolton	31
"	397	M 12/12	SC 9559	Alex Peacop	31
"	3018	PB/s	MG 4516	Rachael Holdsworth	
				Graham Holdsworth	31
39th	85	PA	BGH 295	Colin Butchers	30
=40th	1963	PB	YS 5081	Keith Wallace	29
"	82	M	PO 1357	Nigel Stroud	
				Jenny Pearson	29
=42nd	148	M	OY 1548	John Haine	28
"	1135	M	SV 5438	Alan Grassam	28
"	353	K3/s	AGW 37	Clint Smith	28
45th	3298	PA/s	OSL 309	Les Procter	27
=46th	436	J2	LJ 8328	Dudley Pinney	26
"	1647	NB	JB 6864	Bill Abbott	26
=48th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	25
"	250	PA	MG 3294	Andrew Bradshaw	25
"	676	PA/s	WP 5939	Roger Thomas	
				Russell Thomas	25
"	1521	C/s	RX 8591	Dave Cooksey	25
52nd	2227	KN	MG 4282	Peter Hemmings	24
=53rd	1591	J2/s	YJ 892	David Stansbie	23
"	2823	M	MG 3452	Tom Dark	23
=55th	3408	L1 Salonette	575 AKB	Rod Ptak	22
"	1887	J2	NV 2114	Neil MacKay	22
"	2430	PA/s	497 UXH	Howard Harman	22
"	2742	J2	DG 7828	Robin Hamblett	22
"	373	M	BU 6336	Hugh Barnes	22
"	158	PA	BJO 800	Peter Down	22
=61st	1065	PA/s	MG 4440	Bill Niven	21
"	2769	12/12 Rep.	AM-06-31	Henri de Jong	21
=63rd	1991	KN/s Saloon	ELF 409	Peter Prosser	20
"	162	ND/s	BKL 265	Philip Bayne-Powell	
				Martin Phillis	20
65th	1550	PA	567 CRU	Peter Scott	19



66th	2028	NB/s	MG 3694	Jane Metcalfe	18
=67th	135	KN Saloon	BYK 340	Peter Prosser	17
"	1495	PA	AYY 476	Keith Nelson	17
=69th	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher	
"				John Keogan	16
"	129	PA/s	JD 5335	Alan Bentley	16
"	1751	M	UV 7468	Brian Bassett	16
"	2000	K3/s	MG 3570	Peter Green	16
=73rd	81	C/s	JK 1932	Greg Smith	15
"	1270	NB Cresta	MG 4750	Bob Clare	15
"	797	K1	ALA 871	Christopher Hobbs	15
=76th	148	M	OY 1548	John Haine	14
"	468	NA	AOF 28	Bruce Porter	14
"	1	NA/s	JB 3852	Jane Metcalfe	14
"	1367	PA/s	MG 3921	John Wells	14
80th	1187	PA/s	EO 5823	Colin Wallace	13
81st	3454	PA/s	AXT 370	Thijs de Groot	12
=82nd	1246	J2	GR 591	Mike Jordan	11
"	2064	K1/s	AGT 464	Adrian Paul	11
"	225	K1	ALU 463	Martin Jacobs	11
=85th	1463	NA/s	BUU 964	David Downes	10
"	2038	PA	CAF 332	Tim Dawson	10
=87th	423	J2/s	DU-FG 86 H	Christian Höptner	9
"	932	J2	CG 5513	Martin Gratte	9
"	2823	F1	GY 5141	Robert Walker	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	633	NA	LAS 368	Tony Hay	9
"	1870	PA	AYY 38	Malcolm Kirby	9
"	417	PB/s	AVP 50	Tony Connell	9
"	2312	D	GG 6097	Michael Cowe	
"				Alastair Cowe	9
"	2957	PA 4str	JC 2222	Geoff James	9
"	105	KN/s	AM-26-63	Argen van Gelderen	9
"	1355	L1	AM-86-34	Jan van der Werf	9
"	2569	J2	AMK 282	Anthony Wordley	9
"	1469	J2	AR-15-28	Gerard van Pitten	9
"	839	K1/s	AR-53-87	Henk de Vries	9
"	1568	J2	CV 7485	Stephen Webber	9
"	1459	J2	IL 2151	Simon Johnston	9
"	2060	PA	OW 5865	Ron Warr	9
"	1163	J2	RM 9420	Hugh Back	9
"	1245	M	WG 1035	John Inglis	9
"	1971	F2	WM 8548	Terry Wilson	9
"	2141	PA/s	RC 3349	Derek Richards	9
"	2789	PA 4str	VYC 529	Keith Jackson	9



"	843	M	ST 6963	Tony Margel	9
"	1156	PA-PB	AAD 264	Nick Dean	9
"	919	PA/s	DPB 140	Graham Arrondelle	9
"	845	M	PG 5027	Mike Cleary	9
"	411	L2	JB 1649	Geoffrey Jarvis	9
"	2326	J1	UG 5221	John Emmett	9
115th	2852	M	RH 5831	Philip Coombs	8
=116th	705	PA	AVP 342	Derek Moore	7
"	2960	J2	AM-30-25	Thijs de Groot	7
"	329	PA/s	CZ 4895	John Adams	7
119th	1976	J2/s	JF 5278	Gil Collins	6
120th	2615	PB	BOF 564	Tim Beckh	5
=121st	467	J3/s	HH 6711	Terry Holden	4
"	-	F1	MG 1588	Charlie Cartwright	4
"	3063	F1	IA 9830	John & Lou Shorten	4
"	1305	M	UW 3227	Kathy Emmer	4
"	3487	J2/s	JN 3398	Robin Smith	4
"	1773	ND	MG 3281	Gerry Wadman	4
"	393	D	PJ 7527	Chris Blood	4
"	1676	D	NG 2461	Mike Jakeman	4
"	2594	J2	MG 1949	Mark Smith	4
130th	3427	J2	XAS 214	Charlie Cartwright	3
=131st	1883	J2	PO 8865	Patrick Gardner	2
"	2715	KN/s	CG 8379	Tanya Lewis	2
"	1171	NA All'ham	MG 3538	Keith Portsmore	2
"	156	K1/s	APC 950	George Ward	2
"	1146	K3/s	JB 3182	Gunther Stamm	2
"	126	L2	ANB 431	David Naylor	2
"	1600	D	PO 5751	Ted Hack	2
"	2787	NB	BDD 356	William Opie	2
"	968	PA	BU 8079	Roger Davies	2
"	625	F1	OV 9757	Ewan Harris	2
"	2821	F1	MG 1375	Norman Williams	2
"	598	PB	WN 8994	Roger Marlow	2
"	401	K1	LJ 9000	David Naylor	2
"	2616	NA	-	Tim Dury	2
"	512	PA	OS 3678	David Shattock	2
"	738	J2	UP 8871	Colin Henderson	2
=147th	3226	C/s	JO 2288	Hamish McNinch	1
"	18	QA/s	PMY 586	Barry Foster	1
"	1879	NB/s	MG 4325	Chris Smith	1
"	678	J2	AE-52-94	Hans van de Bosch	1
"	3246	J2-Ford	AL-37-86	Albert Koolma	1
"	1746	NB	AR-14-14	Frank Holtrigter	1
"	65	PA/s	DPH 228	Nigel Gibbons	1



“	807	KN/s	MG 4119	Richard Jenkins	1
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Slade Trophy 2014

Final Scores

Position	Car/s	Driver/s	Points
1st	PA	George Ward	29
2nd	J2-PA/s	Bill Bennett	25
3rd	J2	Jeremy Hawke	18
4th	PA/s	John Wells	11
5th	NA	Richard Jenkins	10
6th	J2	Mike Linward	9
7th	M	Alan Grassam	7
=8th	J2	Thijs de Groot	6
“	J2	Emma Digby	6
=10th	J2	Neil MacKay	5
“	M	Tom Dark	5
“	M	David Rushton	5
=13th	PB	Tim Beckh	4
“	J2	Henri de Jong	4
=15th	M	John Haine	3
“	J2	Brian Galbraith	3
=17th	J2	Charlie Cartwright	2
“	M	Philip Coombs	2
=19th	J2	Patrick Gardner	1
“	J2	Mark Smith	1

Speed Chamionship

Final Scores

Position	Car/s	Driver	Points
1st	C/s	Duncan Potter	43
2nd	NA/s ss	Ian Baxter	40
3rd	M	Frank Ashley	39
4th	J2	Philip Coombs	37
5th	PB/s	James Gunn	28
=6th	J2-PA/s,		
	PA/s	Mike Painter	27
“	C/s	Chris Cadman	27
8th	PA	Colin McLachlan	25
9th	PA/s	Harry Painter	23
10th	M	Philip Bayne-Powell	21
=11th	PB/s	Rebecca Gunn	20
“	J2	Brian Galbraith	20



13th	PA/s	Les Procter	19
14th	PB/s	Rachael Holdsworth	18
15th	NA	John Keogan	16
16th	PA/s	Howard Harman	15
17th	J1/s	Stuart Evans	14
=18th	M	Alex Peacop	11
"	K1/s	Adrian Paul	11
"	C/s	Barry Foster	11
21st	PA	Anne Boursot	9
=22nd	J2/s	Fred Boothby	7
"	C/s	Dave Cooksey	7
24th	NA/s ss	Jeremy Rivers-Fletcher	6
25th	M	David Rushton	5
26th	KN/s	Richard Jenkins	1

**Racing Challenge Trophy 2014
The Betty Haig Cup
Final Scores**

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	J2/s	Fred Boothby		0.318
2nd	C/s	Duncan Potter		0.469
3rd	C/s	Oliver Richardson		0.481
4th	PB/s	Mark Dolton		0.635
5th	PA	Anne Boursot		0.763
6th	C/s	Chris Cadman		0.851
	J2-PA/s	Mike Painter	4	0.325
	J2-PA/s	Harry Painter	3	0.245
	C/s	Barry Foster	3	0.360
	C/s	Dave Cooksey	3	0.494
	M	Alex Peacop	2	0.811
	PA/s	Thijs de Groot	1	0.143
	NA/s	David Downes	1	0.250
	NB/s	Jane Metcalfe	1	0.286
	C/s	Andrew Morland	1	0.429
	M 12/12 Rep.	Henri de Jong	1	0.786



Correspondence

From Mike Dalby

ABY 253 and Watkinson

In February 2010 I had published in Safety Fast a piece on William Edward Chateris (Ted) Watkinson, but very little was known at the time of "ABY 253".

It is now known that he bought "ABY" on the 1st December 1934 and had entered the Exeter trial for the 28/29th December 1934. However he is recorded as a non-starter. It is recorded elsewhere that he took his family to Switzerland in January 1935, and so this may be the reason for his non-starting.

He was home again for the 23rd February when he took part in the S. U. N. B. A. C. Colmore Trial, in "ABY" number 134, and gained a Premier award.

There were eight starting points for the 1935 R. A. C. Rally from the 26th to the 30th March and Ted Watkinson entered both his Speed Twenty Alvis and "ABY" to start at Buxton.

However he drove the Alvis "WP 608" and went on to win his class in the coachwork competition. The MG was driven by Bowman and Woollens and won a second class award. It is thought that Bowman owned the garage Bowman & Adcock in Malvern Link, not far from where Ted Watkinson had recently bought the farm at Hanley Swan, Worcestershire.

On the 6th April he entered "ABY" in the S. O. D. C. Spring trial. It is not recorded as to the name of the club or the results of his event.

On the 1st June, it is recorded that he entered both the Alvis "WP608" and "ABY" for the speed trial and races, again with the S. O. D. C., but again it is not recorded which he drove or the awards.

All the above are taken from family records, but there are none of Ted competing at Brooklands, unless the "speed trial and races" were held there. Unusually there are no photographs of the car, as there are numerous pictures of his other MGs.

The car was sold on the 1 December 1935 to K. G. Cotton of Earl Shilton, Leicester.

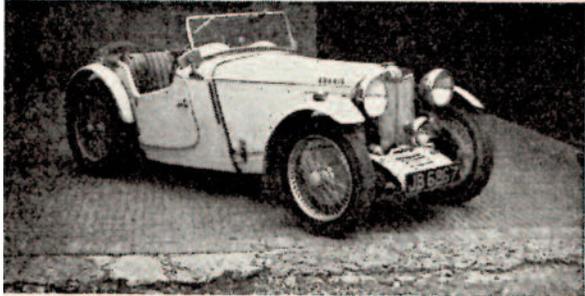


From Graham Arondelle

Re Porthos

Bob, re the note by Alan Grassam in December's Bulletin, I came across this ad in the December 1957 edition of Motor Sport. It references both Aramis and Porthos, but significantly describes Porthos as having a space frame. The old chassis may therefore have been scrapped before this, but may conceivably exist, although I believe Chris Lawrence was adamant that it had been destroyed. He has written a book, which I haven't seen, which may reveal more - he has recently passed on.

Chiltern Cars



M.G. Magnette, "Aramis," one of the famous Works Team of "Three Musketeers," Regd. No. JB 6867, in original and very sound condition. The supercharger is not fitted, but is available with the car, together with a spare engine and a quantity of other parts. Now running with two S.U. carburetors, the performance is very good, while roadholding and braking are excellent. **£220.**

M.G. Magnette—originally "Porthos" of the "Three Musketeers" Works Team, Regd. No. JB 6866, but now endowed with a well-designed space-frame clad with a very pretty Mistral fibreglass body. The engine has been reduced to 1,100 c.c. and fitted with six Amal carburetors. The car has performed consistently well in the past two seasons in the hands of C. J. Lawrence, excellent lap times having been recorded at Goodwood, Crystal Palace and Brands Hatch. **£295.**

Advert from Motor Sport, December 1957

Readers' Adverts

Readers' private (i.e. non-trade) adverts are published free of charge although advertisers are requested if possible to contribute to the Hints and Tips section.

Wanted: MG K1 petrol tank - original and in good condition if possible but all considered.

David Winstanley Tel 01302 770281

Ref PB0295 4 Seater - JB 6869

Can anybody help me to acquire the **female chrome escutcheons** for the P-type/N-type spring push type indicator switches where the bakelite contact sockets screw into the escutcheons; (not on to a male thread as per dash/spare switches).

Please contact Bryan Ditchman 01189 326346

Wanted: 'L' Type Instruction book in good condition. Please phone Nev Churcher on 02392 527202



For Sale: MG J2 1933, Swept Wings. Recently renovated after 50 years in limbo. Original engine, period Morris hydraulic brakes which I'm sure would have been fitted originally if Kimber hadn't vetoed them. Black, as original, except side panels green in typical 1930s style. Green wheels and interior, Smart. £30000 o.n.o. More photos on Carandclassic.com. Martin White, tel 01344 424258.



Bits for Sale

J2/F2/L2

- Petrol Tank, new, I could modify to fit P-Type £400
- Four Bonnet Catches £50

P-Type

- Set New Inlet/Exhaust Valves £75
- Spigot Bearing and Housing £15
- Engine Oil Pipes (fit N?) £30 each
- Front Apron - original, repaired £60
- Running Board - original, repaired £60
- Front Wings - Pair, nice and straight, excellent contours at front, no rusty holes £800

M- Type

- Oil Pipe - sump to pump, new £40

All Models, J onwards

- Steering Wheel - 3 spoke, aluminium boss, needs re-covering or wrapping with cord, as they did £50

Martin White, tel 01344 424258.



For Sale

Double spare wheel securing fitting with chromed hub and spacer
Scintilla Vertex 4-cylinder magneto, clockwise rotation, working

£75
£120

Contact Philip Bayne-Powell on 01483 811428 or e-mail
philipbp@mgcottage.freemove.co.uk

Miscellaneous

Dinan, Brittany – holiday home close to mediaeval town centre, sleeps 4, private parking and garden, recently fully renovated. Great location, beaches 30 minute drive. From £275 p/w. Contact Gerry Richards on 07904 082178 or www.dinanhouse.co.uk



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Cartoon Competition

Congratulations to Johnnie Walker who is the winner of the December cartoon (shown on the right).

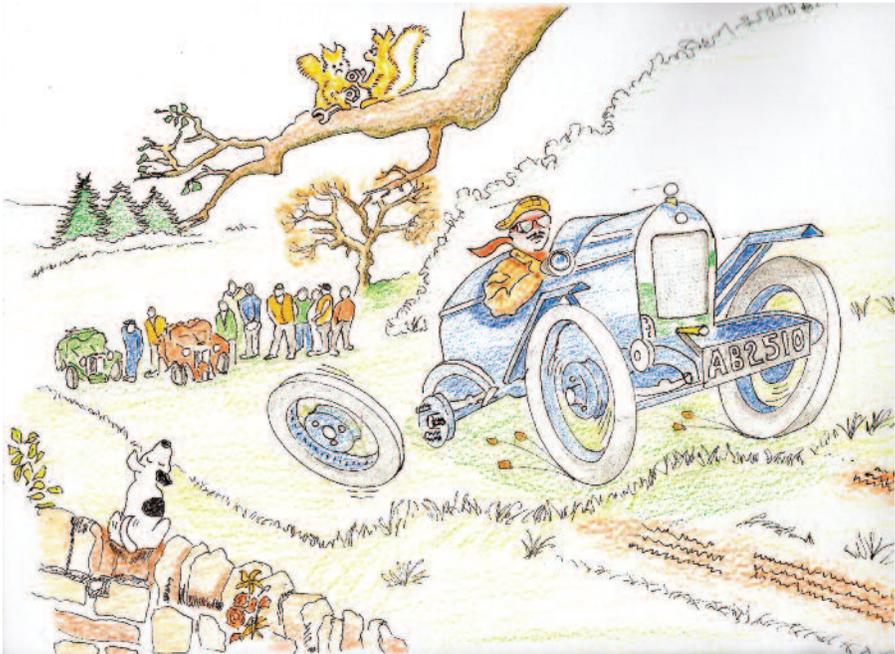
Johnnie's caption is:
"Stupid dog, I said you need a flat cap, not a flat cat".

Johnnie will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



Please put on your thinking caps and produce a caption for the cartoon below. Send your caption by e-mail to: triple.m.caption.competition@gmail.com.

For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: www.triple-mregister.org.





More Hints and Tips From Ed Taylor

Handbrake Woes

Why do so many people put up with in-operable or rattling handbrakes? The main culprit is a worn bush in the lever where it rotates on the cross shaft. It is quite simple to replace.

Remove the cross shaft assembly, accurately measure the overall length of the shaft, scribe a line longitudinally along the shaft, then hacksaw the shaft in half. Machine the bearing surface if necessary and make and fit a new bush in the lever. Then, turn up a length of tube (at least 6 to 8" long) that is a firm sliding fit in the cross shaft. Slide the two cross shaft ends together, align the scribed line and ensure the overall length is correct. Also, make sure that the inner tube does not block the oiling holes for other rotating parts on the shaft. Fully weld around the saw cut slot, clean up and replace everything. The end result is a delightful, working handbrake that does not rattle.

Restored Hartford shockers

Following a clean-up of the rear shockers on the J type a number of years ago, one of the tasks I did was to replace the original timber pivot bushes (they were in 3 or more bits by that stage). In went some nylon bushes. The "restored" shockers never seemed as good as the old worn units, but I put up with them.

One day my son said that he didn't think they were working properly, so I decided to pull them apart. Nothing obvious, everything was cleaned and the timber discs oiled and I re-assembled them. They were about to go back in the car when I had a sudden thought. Pulled them apart again, measured the length of the bush and compared that with the combined thickness of the timber discs, brass plates and the centre steel member. You guessed it, the bush was longer which prohibited an even clamping force across the discs when tightened up. Machined a bit off the bushes, back together and we now have proper functioning rear shockers.



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CONTACTS:

PRESIDENT - Mike Allison, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel: 01635 40724. E-mail:mgmikeallison@gmail.com)

CHAIRMAN - Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel: 01494 883112. E-mail: richard.morbey@gmail.com)

SECRETARY - George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel: 01280 860428 E-mail: geaglemg12@dsl.pipex.com)

TREASURER - Bob Milton, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF.(Tel: 01359 221397 E-mail treborbardbarn@fsmail.net)

REGISTRAR - Graham Arrondelle, 33 Lechlade Road, Highworth, Wilts, SN6 7HQ. (Tel: 01793763364 E-mail: grahamarrondelle@yahoo.com)

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

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

YEARBOOK EDITOR - Cathelijne Spoelstra, Havenstraat 44a, 2681 LC Monster, Netherlands. (mobile tel: 0031-6-41216600 E-mail: info@mgworkshop.nl)

YEARBOOK ADVERTS - Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel: 01628 665055 E-mail: e.taylor@oakend.net)

LIBRARIAN - Peter Hemmings, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel: 01635 269260 e-mail: peter.hemmings@tiscali.co.uk)

BULLETIN EDITOR - Bob Richards, 5 Conway Grove, Cheadle, Staffs, ST10 1QG. (Tel: 01538 753010 E-mail: bobr41@talktalk.net)

BULLETIN ASSISTANT EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 E-mail: dg-digbygibbs@btconnect.com)

BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652 E-mail: mmmbulletin.sub@btinternet.com)

EVENTS REPORTER - Mark Dolton, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel: 01442 891358 E-mail: mdjdolton@googlemail.com)

SAFETY FAST SCRIBE - Jeremy Hawke, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel: 01225 863934 E-mail:mgk3007 [mgk3007@supanet.com])



More of the Cotswold Trial

Above Tom Dark's M-type (Photo: Graham Arondelle)

Below: Andy King's TA (Photo courtesy of Paul Woloschuk
(www.stantonphotography.co.uk))





Malcolm Worby sent in this photo of his PB with Caroline Grace's Spitfire when she flew in to Sandown airport on the Isle of Wight a few years ago.