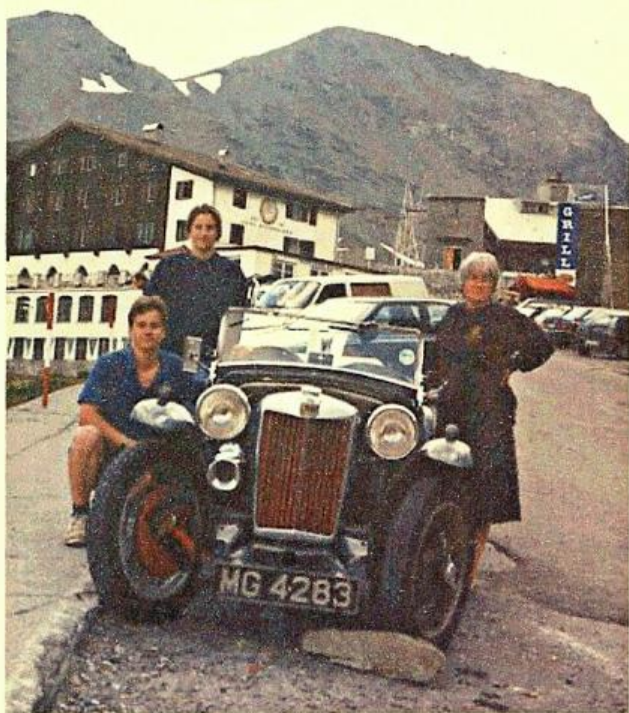
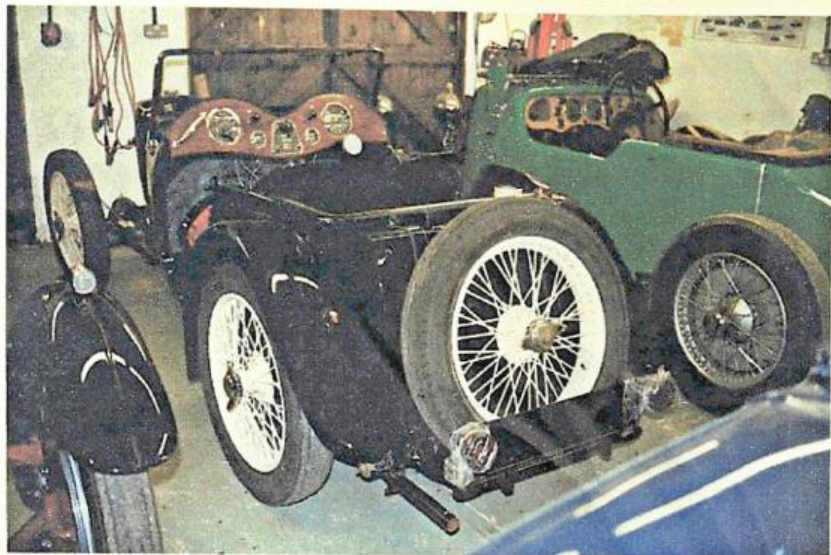


TRIPLE-M REGISTER BULLETIN



JUNE 2002





David Walker's PB engined PA nearing the end of its restoration

Photo: D. Walker



Four genuine K3s at Brooklands M.G. Day

Gunther Stamm's pointed tail K3017, Peter Green's cars K3016 and K3011 and the ex Max Zingg K3010 now owned by Colin Alderman

Photo : Robin Hamblett

TRIPLE-M REGISTER BULLETIN

JUNE 2002

EDITORIAL – Phil Bayne-Powell

e-mail: philip.bayne-powell@camerontaylor.co.uk

I hope you are all getting your entries in for the Prescott weekend celebrations; it is promising to be a great gathering of Triple-M cars. We have to pay out over £1500 for the use of the hill, and so need a good turnout to justify this expense. We hope to have a few keen European members coming too. We have included as an insert, the accommodation list provided by the Bugatti Owners Club.

The surroundings are lovely with good Triple-M type roads, and the hill itself is in a beautiful setting – if you didn't get to see it last year. We have tried to give you a weekend with enough interest for those who wish to do things, and for those who just wish to talk and meet old and new friends, there is time to do just that.

Please come and support your very own rally, which many of you have been asking for. We are trying to cater for a broad band of interest, with things for all the family to enjoy.

The format is now confirmed. The Saturday morning is set aside for the cars to gather, with a Pride of Ownership competition before lunch. The club house will be open on both Saturday and Sunday to provide meals for those who don't want to bring a picnic.

After lunch, the tour round the Cotswolds and trial hills will be offered, using a tulip diagram, as the Abingdon to Abingdon run last year, although it will be shorter than that.

In the evening, we will have the Gala dinner in the club house with a raffle prize (donations for the prizes would be appreciated – if anyone has a spare bottle or MG book, etc. to offer) and the Pride of Ownership results and awards.

Front cover:- Chris Lewis' PB at the top of the Stelvio pass, with family, in 1994. *Photo:- C.Lewis*

The Sunday is for the untimed runs up the hill, with a session in the morning, and another one after lunch. Each run will cost £1, and tickets will need to be bought on the day, for handing in on the start line.

For those who wish to do a trip out, there is Sudeley Castle and the Glos. and Warwicks steam railway. We will have a tulip diagram tour to these places for you, using some scenic routes.

The Bugatti Trust museum is being opened for us on the Sunday, and is well worth a visit.

People can return home on the Sunday afternoon, or stay overnight and return home on the Bank Holiday Monday, after going to the other venue that they didn't get to see on Sunday.

Entry forms are enclosed for those people who have not yet entered, or even lost their forms. You will see that we are offering the Sunday only event for £40 for those who cannot get away for the two days.

Our ND got out for its first event in March, and got a third in class, in the SE Centre's Naviscat. The NA camshaft is noticeably better than the NE cam that was in it, when I bought it from Len Goff. The torque band now starts at 2000rpm, and goes round to 5500 and beyond. However we have had a problem with the new water pump, the shaft seizing up in the bottom casting, stripping the drive gear; dropping bits of metal into the oil. I have had to drain off all the oil and clean out the front housing and the sump, to stop the metal getting into the bearings, or blocking the feed to the head. Fortunately I found the broken teeth, and it is all back together, with the original water pump fitted, which was being overhauled anyway, as a spare to the new one. The seized pump is going back to the supplier for rectification, and will then act as a spare.

It is often very handy to have a spare item ready on the shelf, so that when things go wrong, you can quickly replace the damaged/broken item, so as to keep the car on the road, rather than wait for the item to be repaired, which often takes a few weeks and so you miss a particular event. I have a spare dynamo for the two N-types, as well as spare hub and half shaft, and also a diff. The M-type is different and requires its own spares, such as brake bits, which I find it needs regularly; these spares will also come in handy when the C-type is eventually on the road.

The C-type still hasn't got more than 15psi oil pressure, despite taking the oil take-off pipe apart and cleaning out the muck that had congealed between the two pipes. I hadn't realised that there is a perforated outer pipe that you can see through the gauze, with lots of holes in. But inside this is a smaller, second, pipe with a slot in, which feeds the oil to the take-off pipe. When the cleaned up pipe was refitted it still didn't produce any higher pressure. I then tried an end piece on its own, kindly lent by Roger Thomas, so that there were no pipes at all in the sump. This still didn't cure the problem; so I will now need to check out the connecting pipe to the oil pump, and then take the oil pump itself apart.

All this has to be carried out when the road cars are running OK, and don't need attention; so it has still not been sorted out since last May, when the restoration was virtually completed apart from a hood and tonneau.

On a completely different tack, I find it is very rare on today's congested roads to be able to find a road where the full potential of a modern sports car can be used. So, if we have to travel everywhere at 40-60mph, why not choose a car that is involving and rewarding to drive at those speeds, and which still requires you to drive the car to achieve its full potential.

John James

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In production: *Rocker shaft rear support casting for J types - price will be keen.*

Only extra is postage (no packing charges!). Spares can be collected at Silverstone.

This is where your Triple-M car comes in; as at today's reduced road speeds, it is still great fun to drive, and roundabouts and bends can be taken nearly flat out. This gave a BMW driver a shock recently when, returning from the Brooklands meeting, I barrelled into a roundabout with the M-type without hardly slowing down. The BMW driver saw the old car and thought he could get out in front of me – but had to break very hard when he realised his mistake!

So get your Triple-M car out on the road, and if it takes a bit longer to get from A to B, well then you have more time to enjoy your car on the road!

I often take the M-type or ND out at the weekend, to go shopping at Halfords or B&Q, or my local motor factor for parts. These short journeys also allow you to sort out any little problems, as if a total failure occurs, you are still close to home, with a tow from the wife! (Your wife – not mine!)

The European rally is now past, as you read this, but 14 cars came out to Normandy for this event. We would have had more, but the weekend clashed with the Queen's Jubilee celebrations as well as the MGCC European rally in Belgium. We shall have a report next time, to tell you what you missed.

However for those who missed this foreign trip, I am organising a rally around the Dieppe Retro. The Retro takes place on the 1st of September, and we shall go out for three days, with tours and visits either side of the Retro itself – see the Dieppe Raider's News for further information. want to bring up any item for discussion, contact your area representative; or if you want to present it personally, please let George Eagle know beforehand so that time can be set aside, as well as letting him know what you wish to bring up.

David Card has responded to my comment about the use of Coolstream in the radiator, and confirms that he will not use anything else. It also keeps remarkably clean. I also noticed how little muck was in the system when I had to drain down the ND to sort out its water pump. Has anyone else used this and if it is so good, why are we all not using it?

We need more information on our cars to pass on to our fellow members, to help fill the Hints and Tips section. You must have done something to your car recently, which could be of interest and use to others. Also we have had very few people telling us where to get this item repaired or that item reconditioned. There are many out there

needing this sort of information. Who can make up windscreens for example?

Chris Lewis tells us about his special brew that he uses - see Letters section. I had also heard of the wonderful results when using "Water Wetter", which raises the boiling point of the water. This was used by Bryan Purves in their Austin 7, which they used on the Marrakesh rally in Africa, and were about the only car that didn't suffer from boiling. I don't know if it has a corrosion inhibitor, which is important for our cars with aluminium bits - our Allingham's water manifold virtually crumbled away due to severe corrosion, and had to be scrapped.

Another event that we have for you, is the annual Black Horse Driving Tests, run for us by Patrick Gardner. This takes place on 11th August at Pepperharrow, about 5 miles south of Guildford, just off the A3. Please contact Patrick on 01372 360078 (work) or 01372 4521339 (home) for further details and entry forms. The tests take place in the afternoon, after people have had a picnic lunch at the venue.

Ian Williamson is currently showing the rest of the VSCC trials guys the way by leading the AON Trials Trophy by 4 points. Well done Ian, keep up the good work!



BARRY WALKER

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The next Triple-M committee meeting is on 23rd June, so if you want to bring up any item for discussion, contact your area representative; or if you want to present it personally, please let George Eagle know beforehand so that time can be set aside, as well as letting him know what you wish to bring up.

The North American Triple-M Register web site has a corrected web site address of www.nammmr.com - they have an index of past Infoletters and Yearbooks, which I am helping Pat Mullen to complete, with Infoletters that I have now got down from the loft. However, I am missing Nos 45, 46, 109, 110, 133, 140 and 141 if people could let me have a copy of these, which will also go to complete the set for our Librarian.

I hear that the Le Mans PB, that Tony Miles has been trying to sell for many years, has gone to a good home with Urs Langen, who owns the lovely NE that we saw at Silverstone last year.

Other car movements are that the ex-1933 Le Mans C-type (C0291), driven by Ford and Baumer, has returned from Australia, and will be campaigned by William Ainscough.

Also Hamish McNinch has acquired a C-type, (C0260), registration JO 2288, which is the ex-Hon. Mrs Chetwynd car. This has not got its correct engine, being currently fitted with a Singer engine and gearbox. More details and photos next time.

I called in to see Bob Hudson the other day. He showed me the cracked and damaged pistons from his C-type. These had been leaping out of the top of the block at higher revs and hitting the side of the combustion chamber, causing the piston to crack. When cold the pistons didn't come out of the block, but when warmed up and revving well they had come out by nearly ¼", as could be seen by the gouges on the side of the piston.

Incidentally, did you know that originally the C-types had their Autopulse pumps mounted on the near side of the engine, underneath the exhaust manifold. Dave Cooksey's car still uses SU petrol pump in that same location. You can always tell a genuine C-type because the rear trunnion retaining nut has an external thread, so that it screws up inside the rear cross-tube, rather than screwing onto the thread on the outside of the cross-tube, as all later cars. The nut is consequently smaller than the later nuts.

Abingdon Works Centre Autotest

The AWC held its first Autotest for 2002 on April 21st, at the usual spring venue of Didcot Power Station. The tests take place in the Sports Club car park. This year there were only 22 entries, so the Triple-M cars were amalgamated with the T-Types to form a pre-1955 class. There were 5 Triple-M cars in the class. John Harris and Mike Page double entered John's PA, which was looking very smart after having its wings repaired and a total re-spray. Peter Green and Andrew Taylor double entered Peter's PB Cream Cracker, and Brian Bassett entered his M-Type as usual.

The tests, this year, were considered easier than in previous years, being more flowing without too many forward and backward changes of direction.

The site was set up with three tests, which were done before lunch, and each competitor did each test twice - the best score only counting towards the final score. During the lunch break the tests were changed, and again each competitor had two goes at each test, with only the best score counting.

At the end of the day, the Triple-M cars finished in the following order - Andrew Taylor (class winner), Peter Green, Mike Page, Brian Bassett and John Harris.

It was good to see two other Triple-M cars at the event - their owners (I will not mention their names to save embarrassment) watching proceedings. It was a pity that they did not enter the event, as it is a bit of light-hearted fun, and does not harm our cars.

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The MG Magazine dated May 1933.

Dieppe Raiders News

The Monthery meeting this year was poorly attended, partly because of the late information, and the entry forms being issued only two months beforehand. The only Triple-M car from the UK was Andrew Morland in his L-type. He reported a wet and cold event, which unfortunately was not as good as previous years. In fact there was so much rain on the Sunday that most people went home, leaving a clearer track for those who remained. Andrew said that his car was sliding all over the place, at both ends!

Our Triple-M European Rally has now passed, and hopefully 14 cars and 28 people will have had a good and incident free event. Report next time.

I still have details and entry forms for the Commemoration centenary of the Circuit des Ardennes in Belgium, which is going to be held on 12th-14th July, centred on Bastogne. The entry fee is 95 Euros for car and driver, with 25 Euros for each passenger. The final registration date is 1st July. For this money you will get your rally plaque, programme, a log book, meal tickets, a badge/person, roadside assistance, picnic and drinks for driver and passengers, reception in each place visited; the official dinner on the Saturday night will cost 45 Euros per head.

On 24th and 25th of August, the 4th Etretat Hill Climb is being run again near Le Havre; contact Michel Deldon for further details at 8 Residence Les Coquelicots, 76790, Gerville, France, or you can phone / fax 0033 235 270660.

On 1st September there is the Dieppe Retro, which is a one day event this year. We are going to make this a three day event, going out on Saturday the 31st August from Newhaven on the Sea Cat leaving at 7.30 am. A friend at work, who lives out there with his French wife, is going to organise us some visits. He did us proud four years ago, and is keen to get us some good restaurants and castles to visit, to fill in the two/three days around the Retro. We are planning to come back on the Tuesday 3rd of September from Dieppe to Newhaven.

I enclose an entry form for the Retro, for those on my Raider's list; if anyone else needs an entry form contact me; please sent this back direct to the organisers with your 80 Euros (about £50) per car, which includes the lunch at Forges-les-Eaux and the prize giving back

at Dieppe, with drinks and morning coffee/ croissants included. This year they are encouraging entrants to wear period costume, and are giving prizes to the best ones. We did this a few years back when we went to Etaples, and some good costumes were produced from the attics!!

I have arranged for 12 ferry bookings from Newhaven-Dieppe, at £155 return. So contact me, Philip, to reserve one of the bookings. The hotel accommodation is also being arranged.

The 14th Manx Classic takes place on the 18th-22nd of September in the beautiful Isle of Man. The normal roads are closed for the Willaston pursuit race, where you race against the clock on the original British Empire Trophy Race Circuit. The night time sprint on the promenade has been revised by public demand, and there is also a full-blown race on the Jurby Circuit, as well as a hill climb, giving a wide choice of events over the weekend. I took the ND a few years ago, driving all the way up to Heysham in Lancashire to catch the ferry across, and entered three of the events; but there was also time to tour the island in between, and for such a small island the scenery changes very quickly. We also saw the Laxley wheel which is the biggest pumping wheel in the British Isles, For further details contact the Manx Motor Racing Club at The Motorey, Nobles Park, Douglas, Isle of Man Tel No. 01624 670150, Fax. 01624 670149.

Next Year is the 75th Anniversary of the 1928 Ards TT. A special celebration is being organised by our man, Mike Wilson, from Wednesday 18th to Sunday 22nd June 2003. for further details write to Mike at Summerseat, 5 Marino drive, Holywood, C. Down, BT18 0AH, or ring 028 9042 1409, or e-mail mike.wilson@btinternet.com



Your editor competing at Montlhery!!

TRIPLE-M PRESCOTT WEEK-END

24TH AND 25TH AUGUST

Saturday 24th

- **Assemble during morning in Orchard Field, parking in class, with signing on, collecting numbers, POO judging forms and Chiltern Tour package.**
- **Pride of Ownership self judging before lunch.**
- **Club restaurant open all day for meals, snacks and drinks.**
- **Chiltern Tour after lunch, taking in pre-war trials venues.**
- **Gala Dinner at 7.30 for 8pm. Fixed menu with vegetarian option. Dress smart/casual. Guest speaker, raffle and POO prizes.**

Sunday 25th

- **Hill open for untimed runs at £1 a time – from 10am to 1pm, then 2 to 4pm. Tickets bought in advance at starters office, when indemnity to be signed.**
- **Club restaurant open all day for meals, snacks, and drinks.**
- **Bugatti Trust Museum open 10am to 4pm.**
- **Tour to Sudeley Castle, (where there is a mediaeval fun day) or Gloucester and Warwicks steam railway, using tulip diagrams.**

This should be a great week-end, and we expect you all to turn out in strength to support this event for Triple-M cars only, and to recreate the atmosphere of last year's birthday celebrations.

Reviews - 2001 Yearbook

This year we have a new Editor, Nick Wright, who has upheld the excellent quality and content of this eagerly awaited, annual, publication.

Graham Arrondelle has looked at the Triple-M cars that have competed at Le Mans, with some evocative photographs that I've not seen before.

Ian Rice gives us an interesting background to the introduction of the M-type Midget, and its tie in with the ohc Morris Minor, and comes up with a very new theory – you will need to buy your copy to find out!!

Sam Bennett worked at Abingdon from 1932, and gives us a great sense of the esprit de corps of the factory, with lovely anecdotes.

Mike Hawke unravels the history of K3007, and his subsequent reconstruction of the car, after finding many parts of the dismantled car in Singapore. I was able to help him with the original Horton radiator that had been fitted to my old K3003, when it was rebuilt as TM1, a Toulmin Motors production.

John Wallinger tells us how he has produced an MG voiturette, based on an N-type, with particularly interesting development details of the engine; as his job is with Westlake Research and Development, he has come up with some well engineered improvements.

Ray Masters has been around for many years, and takes us back to a car that was very well known in the 60s and 70s, a Q-engined P-type special, called the Cheetah. This was a single seater, with TWIN Marshall blowers giving a boost of 28psi!!

George Eagle sums up the 40th Birthday experience, for those who were unfortunately not able to join in, and to remind those that did partake, what a great event it was. (we are hoping to reprove that feeling this year, with our two-day Prescott weekend.)

Our new Chairman, Peter Green, gives us a few words, and Mike Linward covers the year's competition side, in such a way as to make you want to get out and join in the action.

Interspersed between the articles are some lovely photographs in colour – my only gripe is the captioning direct onto the photographs, making the words difficult to read.

The cost of the Yearbook is just £8, with £2 UK and Europe, and £4 postage elsewhere. Back issues are also available at the same price.

Order your copy from Malcolm Green, 28 Allen Road, Great Bookham, Near Leatherhead, Surrey, KT23 4SL (fax 01372 451507)

FUTURE EVENTS

| | | | |
|-------------|------------------------------------------------|-------------------------------------------|---------------------|
| June | 13-15th | MG Car Club Welsh trial | 01889 504467 |
| | 23rd | Brooklands Society Reunion | 01428 645724 |
| | 23rd | VSCC Cadwell Park Race Meeting | 01608 644777 |
| | 23rd | MG Car Club Woodcroft Rally | 01403 783218 |
| | 30th | MG Car Club Cliveden House | 01865 862573 |
| July | 6th | Shelsley Walsh Hill Climb | 01608 644777 |
| | 12-14th | Goodwood Festival of Speed | |
| | 19-21st | MG International – Silverstone | 01235 555552 |
| Aug | 11th | Black Horse Driving Tests | 01372 452133 |
| Aug | 24-25th | Triple-M Register's Prescott W/end | 01280 860428 |
| | 26th | Abingdon Works Car Show | 01235 533174 |
| | Aug 31st-Sept 3rd | Dieppe Retro Week-End | 01483 811428 |
| Sept | 29th | Totally MG Show at Kempton | 01235 555552 |

Engine Tuning, Part 1, - OIL

By Geoff Coles

Lubrication oil is a necessity in your engine, gearbox and back axle, but if it does not stay in its respective component, it not only looks messy and creates a bad impression, both with spectators and scrutineers, but can be dangerous to yourself, and other competitors as well.

I have always been very keen on a clean engine, and sometimes I am appalled at the way some owners of cars let their under bonnet get so filthy that, with a goodly collection of dust, sometimes makes it difficult to distinguish much engine at all.

When you strip your engine, just a little more time and patience can pay dividends in preventing unsightly and expensive leaks. I hope therefore that the following advice will not come amiss.

1. All machined surfaces should be clean, free from burrs – check for distortion with a straight edge, and if there is only slight misalignment, the use of a file can cure this; if too bad, have the surface re-machined flat and square. Any studs should be removed to ensure that metal has not been pulled around the stud. If it has, use a countersink or a large drill to remove the raised circle of metal. It is a good idea to do this to all studs anyway, as it gives the stressing or pulling of the studs a larger area to work on.

2. If two parts, with a gasket between, are difficult to separate, do NOT prise apart with a screwdriver or similar instrument of metallic torture. Get a block of hardwood and break the joint by judicious tapping, or even hitting hard, but with the wood between your hammer and the engine part on which you are working.

3. When you are ready to use a gasket, it is better to make your own, as even if you can get a ready made one, it is most unusual to find it is a perfect fit. Always get a good quality gasket material made for the job. The paper from magazines or newspaper is not tough enough. Tap out the gasket by putting a sheet of gasket material on the part concerned, and using a using a small ball-peen hammer, tap

around the edges. The bolt or stud holes can also be done with this hammer, but occasionally a hole is too near a raised register to allow the hammer to do the job. In this case get a ball from an old ball bearing, place the ball over the hole to be cut, and hit the ball with the hammer. Take extra care if cutting a gasket on alloy. In any event, there is only a need to lightly tap the gasket material, to cut cleanly.

4. Having got your engine ready for assembly, you must choose a good jointing compound. Assuming that you take my advice, a tip regarding application. Ensure that all surfaces are free from dirt and oil, and put a thin coat evenly on all surfaces. In other words, two items being bolted together, with a gasket between, means four surfaces to be coated. Do another small job for about 15 minutes, and when the compound is nice and tacky, bolt together.

5. When you bolt housings onto the crankcase, or oil pump on to the front housing, or in fact any items where the bolt thread goes through to an oily place, coat threads of the bolt or stud with jointing compound.

6. If shims are used between any parts, make absolutely sure that the shim is free from burrs and is a good fit. Clean shims thoroughly, finishing off with silver polish.

7. Items such as the sump and oil pump have long bolts or studs going into the crankcase or front housing. In these cases use soft alloy flat washers under the bolt head or nut in case of studs, and coat with jointing compound. This prevents any oil leaking away, which runs down the stud or bolt.

8. Lightly smear jointing compound on all pipe union tapers

9. All these remarks apply equally to gearbox and back axle. One part of the Wolseley type gearbox fitted to J and P types etc., which is very liable to leak, is the laminated steel disc between the remote control and top of the gearbox. Soak this disc thoroughly in petrol and dry off. Make a very thin paper gasket for top and bottom, and then insert a suitable gasket compound thoroughly between each

lamination of the disc. Coat all surfaces, and leave to get tacky before bolting together.

10. Renew all fibre washers at least each season, as these go hard, shrink and are liable to crack. A better idea is to use copper washers, but these must be annealed first, and redone each time the engine is stripped.

11. After your reconditioned car has run for a few miles, and got hot several times, go round every visible nut and bolt, and check for tightness. You will generally find that with a new gasket, you can take up some nuts by quite a bit. Do this chore every so often – it may save a major disaster.

The o.h.c engines are very liable to leak from the vertical drive to the camshaft, if not assembled properly. Leaking can easily be prevented, by using the standard parts, if care on assembly is taken, and the following points observed: -

a) It is essential that there is no slack in the Hyatt bearings, or sleeve through which the vertical drive gear runs, and the shaft of the gear must not be worn. The two surfaces, where the vertical drive housing bolts to the head, must be completely smooth and a good fit.

b) The felt in the plain washer at the bottom of the shaft must be removed.

c) Ensure that when assembled, the oil return thread on the vertical drive fork is running with its edge over the round knife edge on the housing. If it is not, get the knife edge machined. Sometimes the raised portion is not a knife edge and it should be so.

d) When your engine is completely stripped, remove the locating peg from the front of the crankcase. Tap hole in crankcase and screw in a flush plug.

e) When all your parts are clean, bolt the front housing to the crankcase with a gasket; there is no need to use jointing at this juncture. Bolt the dynamo to the top of the front housing with its

shim/s at the base. Insert the two locating cylinder head studs in the top of the block, (one at the front and the other on the opposite side at the back) and slip on the stripped head, without the vertical drive.

f) Make up a fork with a pointer, which you can bolt firmly to the dynamo fork, and which will rotate firmly inside the cylinder head hole through which the vertical drive normally goes. See that the pointer is registering evenly fore and aft, by rotating the dynamo shaft. If it does not, make either a thicker or thinner gasket between the crankcase and the front housing, and try again. Keep on until you get an even reading.

g) You can now assemble your engine "downstairs", but do not finally tighten up the bolts, which attach the front housing to the crankcase.

h) Having got the assembly finished, once again place the stripped cylinder head on the two locating head studs, and your pointer on the dynamo fork.

i) Again rotate the engine and see that the pointer is giving a correct reading in the vertical drive hole at each side. Having only nipped the bolts of the front housing, you can rotate the housing slightly, as the locating peg is removed, until you get a correct reading all round. Having done this you tighten the bolts. This will completely ensure that the dynamo is now running true in relation to the cylinder head and vertical drive.

j) Assemble all valve gear and camshaft, also the vertical drive unit, on to your cylinder head. Place jointing compound on the vertical drive housing, and shims, and push up from the bottom of the head, but without the fork.

k) Get some thin brass shim and cut three strips about $\frac{1}{4}$ " in width and 1" long. Place these in the oil return hole of the vertical drive housing, evenly spaced, leaving about half bent over, so that you can put the vertical drive fork in without disturbing the shims. Push the fork right home, and then bolt up the vertical drive housing

tightly. This centralises the oil return thread on the fork, so that it runs clear of the housing.

Assuming that all parts used were in good condition, and you have been able to follow my instructions, a much cleaner engine will result; and quite as important, it will be running true, with no distortion of the coupling etc., and having used your MG, don't forget to give the engine an occasional rub over – it is more important than the outside!

A J3 Tale - from Down under

From Ed Taylor

Early in the year 1950, a young couple was married in a small country town just to the west of Melbourne. Their honeymoon plans were a 1200 mile round trip to Adelaide, in the young groom's new acquisition, an MG J3.

They left Bacchus Marsh amid much cheering and the noise of all those beer cans tied to the underside of the trusty MG. It was not many miles down the road, when hitting a bump, the loosely packed jack handle flew out from behind the seat, grazed the drivers nose and hit the bride on the head. Upon stopping to collect the handle from beside the road, an ominous pool of oil was observed growing from under the car.

The newly wed pair then cautiously returned home, where the leak was subsequently fixed. The journey then began again, following the coast, stopping at Geelong, Warrnambool, Mt Gambier, Murray Bridge then finally, and successfully without incident, on to Adelaide, and eventually back home again.

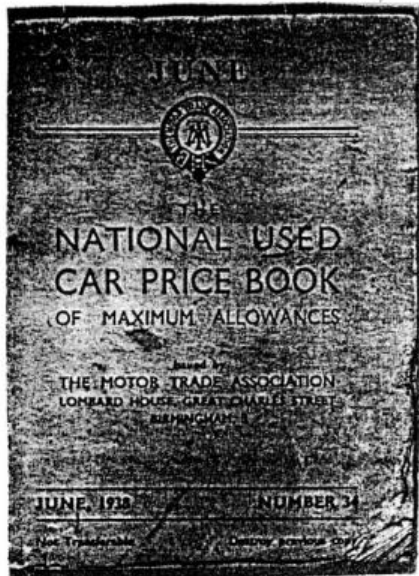
PS The above story is as told to us by the bride herself at a recent reunion. J3762 is still very much alive and going, and was again in Adelaide this Easter at the MGCC National Meeting.

PPS For your information, I have pictures of the car as it was just before that trip. If you would like them I could scan and send.

When the Allingham was in the paint shop, someone brought in a copy of the Used Car Price book for 1938, which is reproduced here for the section covering our cars. It is of interest to note that in the three years since it was new the car had depreciated to 20% of its list price!

I bought it in 1967 for £70, so it had then held its price for nearly 30 years!

Note that the PA was valued at more than an N-type.



| Code No. | Type | List Price | Model |
|-----------------------|-----------------|------------|-----------------------|
| 1938 M.G. - Continued | | | |
| MG 17/2 | Midget "M" | 245 | Coupe |
| MG 16/2 | | 185 | 2-Seater |
| MG 18/2 | Midget "D" | 215 | Coupe |
| MG 19/2 | | 210 | 4-Seater |
| MG 20/2 | Magna "F" | 295 | Fourseater Saloonette |
| MG 21/2 | | 260 | 4-Seater |
| MG 22/2 | Magnette "K" | 445 | Saloon |
| MG 33/2 | | 392 | 2-4 Seater |
| MG 31/2 | Magnette "K.3" | 390 | 2-Seater |
| 1934 M.G. | | | |
| MG 23/4 | Midget "J.2" | 225 | Saloonette |
| MG 24/4 | Midget "J.3" | 199 | 2-Seater |
| MG 30/4 | Magna "L" | 329 | 4-Seater |
| MG 29/4 | | 285 | 2-Seater |
| MG 31/4 | Magna "L" | 345 | Saloonette |
| MG 32/4 | | 350 | Continental Coupé |
| MG 34/4 | Magnette "K.1" | 445 | Saloon |
| MG 33/4 | | 399 | 4-Seater |
| MG 35/4 | Magnette "K.3" | 390 | 2-Seater |
| MG 37/4 | Magnette "N" | 335 | 4-Seater |
| MG 36/4 | | 305 | 2-Seater |
| MG 38/4 | Magnette "K.N." | 399 | Saloon |
| MG 39/4 | Magnette "N" | 385 | Coupe |
| MG 40/4 | Magnette "N" | 360 | 2-4-Seater |

| Code No. | Type | List Price | Model |
|-----------|-----------------|------------|-------------------|
| 1934 M.G. | | | |
| MG 22/4 | Midget "J.2" | 199 | 2-Seater |
| MG 24/4 | Midget "PA" | 240 | 4-Seater |
| MG 23/4 | | 220 | 2-Seater |
| MG 25/4 | Midget "PA" | 290 | Coupe |
| MG 30/4 | Magna "L" | 299 | 4-Seater |
| MG 29/4 | | 285 | 2-Seater |
| MG 31/4 | Magna "L" | 345 | Saloonette |
| MG 32/4 | | 350 | Continental Coupé |
| MG 34/4 | Magnette "K.1" | 445 | Saloon |
| MG 33/4 | | 399 | 4-Seater |
| MG 35/4 | Magnette "K.3" | 390 | 2-Seater |
| MG 37/4 | Magnette "N" | 335 | 4-Seater |
| MG 36/4 | | 305 | 2-Seater |
| MG 38/4 | Magnette "K.N." | 399 | Saloon |
| MG 39/4 | Magnette "N" | 385 | Coupe |
| MG 40/4 | Magnette "N" | 360 | 2-4-Seater |

To 29th May

| <u>Register Number</u> | <u>Car</u> | <u>Registration Mark</u> | <u>Driver/s</u> | <u>Points</u> |
|------------------------|------------|--------------------------|---------------------------------------|---------------|
| 2733 | J2 | MG 251 | Tom Lock | 58 |
| 168 | F1 | MGF 32 | Pat O'Connel | 58 |
| 2126 | J2 | MG 2970 | Ken Hand | 56 |
| 1045 | J2/s | MMMMG | Elizabeth Thorpe | 53 |
| 1000 | PB/s | JB 7521 | Ian Williamson Jonathan Williamson | 44 |
| 2949 | L1 | MG 2442 | Arthur Ainsworth | 27 |
| 3 | J2 | DG 5404 | Mike Hawke | 27 |
| 605 | L1/s | MG 2802 | Bob Jones Charles Jones | 21 |
| 1428 | J2 | DG 6142 | Nick Benger | 18 |
| 2769 | 12/12 Rep | GG 3340 | Colin Lambert | 17 |
| 2175 | PB | JB 7524 | Peter Green Elizabeth Taylor | 17 |
| 1164 | PA | YSV 703 | Hamish McNinch | 17 |
| 909 | J2-PA/s | FW 3909 | Bill Bennett | 15 |
| 808 | NA/s | MGNBSC | Geoff Owen | 14 |
| 1784 | NA/s | FS 4849 | Ted Loversidge | 14 |
| 1140 | J2 | JL 753 | Mike Linward | 14 |
| 749 | PA/s | MG 3394 | Peter Warne | 14 |
| 1699 | J2/s | MG 2783 | Colin Biles | 13 |
| 1894 | M | GC 7705 | John Bevington Mark Bevington | 12 |
| 920 | PA/s | TG 8337 | George Ward | 11 |
| 1516 | K3/s ss | - | Jeremy Hawke | 11 |
| 1591 | J2 | YJ 892 | David Stansbie | 10 |
| 656 | PB/s | JC 3269 | James Gunn | 10 |
| 1537 | PA/s | LV 8989 | Patrick Gardner | 9 |
| 1081 | J2 | AMB 787 | Graham Ash | 9 |
| 1997 | NA | MG 3855 | John Dutton | 9 |
| 1521 | C/s | RX 8591 | Dave Cooksey | 9 |
| 397 | M | SC 9559 | James Peacop Alex Peacop | 9 |
| 1049 | PB/s | VH 8637 | Gerald Burridge | 8 |
| | J2/s | | Colin Bird | 8 |
| 2761 | K1/s | MG 2794 | Paul Mullins | 8 |
| 1595 | M | PG 1045 | Frank Ashley | 8 |
| 538 | NA | NV 4207 | David Sharp | 8 |

| | | | | |
|------|----------|---------|---------------------|---|
| 1235 | L1/s | VD 3010 | Bryan Ditchman | 7 |
| 2913 | PA/s | MG 3855 | Oliver Richardson | 7 |
| | K/s | | Peter Fenichel | 7 |
| 348 | M | VU 4037 | James Mumford | 6 |
| 1367 | PA/s | MG 3921 | John Wells | 6 |
| 919 | PA/s | DPB 140 | Graham Arrondelle | 5 |
| 3070 | K3/s tc | MG 2525 | Richard Last | 5 |
| 1917 | J1 | VSV 521 | Stuart Evans | 5 |
| 2430 | PA | | Geoffrey O'Connell | 5 |
| 3009 | J2 | AGO 497 | Peter Hemmings | 4 |
| | PB/s | | Jeanne Temple | 4 |
| 2721 | PA | BMF 540 | John Saward | 3 |
| 1291 | J2 | J2MG | Chris Rood | 2 |
| 3057 | PB | YS 5489 | Geoff Smith | 2 |
| 317 | Jarvis M | GP 1856 | Philip Bayne-Powell | 2 |
| 1460 | J2 | AGY 339 | Keith Hall | 2 |
| 27 | J2-PA/s | DVR 740 | Carol Cooper | 2 |
| 1 | NA/s | JB 3852 | Mike Allison | 2 |
| 941 | M | UU 3634 | Duncan Lang | 2 |
| 2312 | D | GG 6097 | Michael Cowe | 2 |
| | F1 | PJ 4659 | Tony Wild | 2 |
| 1065 | PA/s | MG 4440 | Peter Thelander | 2 |
| 2123 | PA | MG 3441 | Ron Spinks | 2 |
| 2591 | PA | MG 3242 | Colin McLachlan | 2 |
| 1870 | PA | AYY 38 | Malcolm Kirby | 2 |
| 2789 | PA | VYC 529 | Keith Jackson | 2 |
| 2229 | PA | JK 4823 | David Stewart | 2 |
| 1277 | J2/s | MG 2772 | Ian Davison | 2 |
| 341 | M | PJ 7970 | Mike Rushton | 1 |
| 1200 | PA/s | JB 3854 | Alan Grassam | 1 |

SPEED CHAMPIONSHIP 2002 to 29th May

| <u>Pos.</u> | <u>Car/s</u> | <u>Driver</u> | <u>Points</u> |
|-----------------|--------------|------------------|---------------|
| 1 st | J2 | Mike Hawke | 15 |
| 2 nd | K3/s ss | Jeremy Hawke | 13 |
| 3 rd | PA | Hamish McNinch | 11 |
| 4th | PB | Peter Green | 9 |
| 5th | PB | Elizabeth Taylor | 7 |
| 6th | PA | Jenny Clarke | 5 |

**SLADE TROPHY 2002
to 29th May**

| <u>Position</u> | <u>Car/s</u> | <u>Registration Number</u> | <u>Driver</u> | <u>Points</u> |
|--------------------|--------------|--------------------------------|-------------------|---------------|
| 1 st | PB/s | JB 7251 | Ian Williamson | 18 |
| 2 nd | J2/s | MG 2783 | Colin Biles | 12 |
| 3 rd | PA/s | MG 3394 | Peter Warne | 10 |
| 4 th = | PA/s | TG 8337 | George Ward | 9 |
| 4 th = | J2-PA/s | FW 3909 | Bill Bennett | 9 |
| 6 th = | PA/s | LV 8989 | Patrick Gardner | 8 |
| 7 th | J2 | DG 6142 | Nick Bengier | 7 |
| 8 th = | L1/s | VD 3010 | Bryan Ditchman | 6 |
| 8 th = | PB/s | VH 8637 | Gerald Burr ridge | 6 |
| 8 th = | J2/s | | Colin Bird | 6 |
| 11 th = | J2 | JL 753 | Mike Linward | 5 |
| 11 th = | PA/s | MG 3921 | John Wells | 5 |
| 13 th | PA/s | DPB 140 | Graham Arrondelle | 4 |
| 14 th | J2 | AGO 491 | Peter Hemmings | 3 |



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YOUR LETTERS

From Ed Taylor

Dear Phil,

The April 2002 edition of the MMM Register Bulletin arrived the other day and as usual, was a great read, you are to be congratulated on the quality of this publication.

Your frequent requests for articles has finally pricked my conscience, so attached is a short piece to help supplement Mike Hawke's J2 tales, but this time it's a J3 tale! (*you have probably read this already a few pages back – Ed.*) Hopefully, based on the J2 to J3 production ratio, I can enjoy a few more of Mike's tales before contributing again!

I note the Register's desire to share articles with the North American MMM Bulletin, which is an excellent idea. I would also encourage a similar arrangement with the Australian Pre War Register and their Newsletter. Our current Editors, Malcolm Robertson and Brian Oxley are doing a fantastic job from their Canberra base. After many years with the Victorians providing the majority of the input, we now truly have an Australian wide Newsletter. In addition, the Registrar, Tony Sloan continues to keep excellent track of all Pre War MG's across the country.

Keep up the good work.

Yours Octagonally

From Robin Mace

Hello Phil, and thanks for the e-mail of 17th April. As previously offered, I can send you a copy of Service Information Sheet 7J. I have not only got the sheets, but various MG Car Co letters as well. I could perhaps copy a few at a time (*Yes please – Ed.*)

Yes, I found your Autolog most interesting. It certainly brought back memories. It all started when you were passing my parent's

house in Leigh Road, Hildenborough in your Morgan, and saw my M-type, JO 96, standing in the drive, and called in to enquire about the beast. The car was bought from a guy in Godstone for £17.10s.0d, and driven home.

Regards

From Bill Fearnley

Dear Phil

Your April 2002 Bulletin editorial sought comments on the use of Carcoon and /or dehumidifiers. I have both devices.

I bought my Carcoon four years ago. It does all the manufacturers say it will - which is to retain the car damp and dust free at minimal addition to the electricity bill. Its downside is that the car is inaccessible without removing the plastic cover, which is tedious, even if the process only lasts for five minutes (and there is, of course five minutes at the other end to put it up again).

Storage for the Carcoon over the summer period takes up about 1ft x 3ft x 3ft of space so is not really a problem. If, however, you have an unforgiving garage floor you need to lay down 10ft x 6ft of plywood to protect the Carcoon's plastic compound base when in use, which adds a little bit of storage inconvenience. All in all I'd say the car certainly benefits from having a Carcoon around.

By its nature it is not designed to affect the surrounding atmosphere. So if you have a damp garage as I do - concrete with a metal roof - condensation outside the Carcoon is a problem and tools, spare bits and metalwork will continue to be rust prone.

Last autumn I purchased a dehumidifier and used it rather than the Carcoon over the winter period. And lo, the garage and the cars remained dry. How pleasant to have the rain/snow outside but none of the previous flood of condensation inside. So I've recently bought a second dehumidifier.

I cannot comment on comparative running costs. Because a dehumidifier runs on similar principles to a freezer, the running costs of my pair will, I assume, turn out to be higher than the odd few pennies-per-week of the Carcoon. The crucial cost difference is in

the purchase prices. Carcoon and its rivals cost £400 or more. Each of my dehumidifiers was priced at about £90 and cost me less by taking advantage of the Homebase and Focus 10% reduction offers.

I have three 1930s cars in two separate garages and next winter I intend to use only the dehumidifiers.

Congratulations on the new-look Bulletin.

Yours sincerely

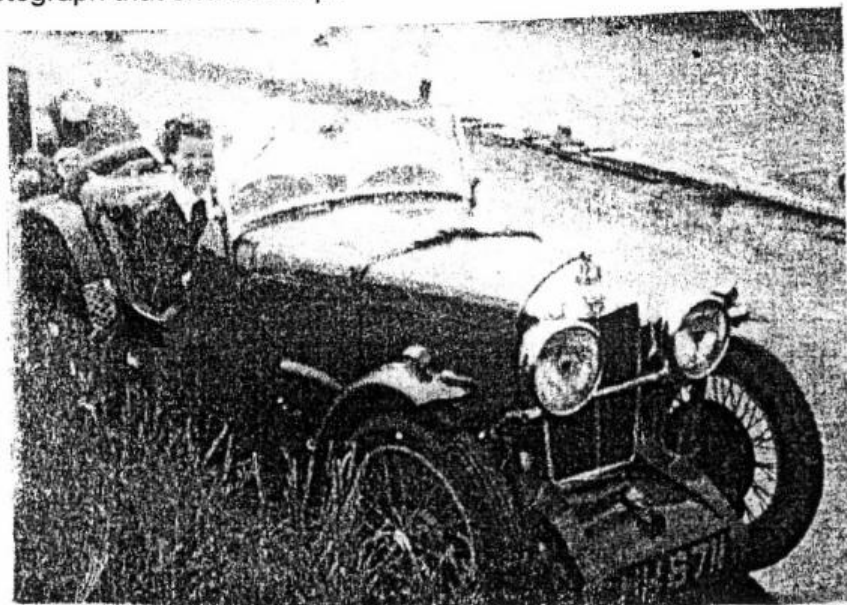
Many thanks Bill – this is just the sort of feed back we wish to see in the Bulletin – Ed.

From Peter Ball

Dear Phil,

I had known that the mother of a friend of many years had once had an MG, but only recently did I ask her a little more about the car.

The lady in question, Maggie Sams, and her late husband had owned the car from about 1945-49. She provided me with the registration number (HH 6711), and the enclosed copy of a photograph that she had kept.



On checking my last copy of the Triple-M Register I noted with interest that the car was one of the few J3s produced. Even more pleasing was to see that the car featured in the "40 years of the Triple-M Register Commemorative Publication". I would have seen the car at Silverstone last year without knowing. I am sure that this will be of interest to the current owner, who I think is Terry Holden, and another Bulletin reader. (*Yes quite true – Ed.*)

Finally the lady in question is now 92 years old and still driving – an MG 1100! (*I feel a reunion of the two should be arranged – Ed.*)

Best regards,

From Graham Arrondelle

Dear Phil

I have enclosed a few pictures from the early 70s, if they are of any use. I only had an Instamatic in those days, so they are a bit small! I will eventually dig out some better stuff I hope.

I note that you are looking for contributions (*YES please – Ed.*)- it seems to be an ongoing problem. I will try and do something soon, but don't hold your breath, as I am on holiday for the next couple of weeks (*just the ideal time to produce something to while away the moments I would say! – Ed.*) Anyway the Bulletin is certainly the better for a fresh approach, and just having seen the new Yearbook, I think Nick has done a good job on that too.

Hope to see you during the year.

Many thanks

From Mike Hewson

Dear Phil,

First of all I really must congratulate you on the new Bulletin, it gets better with every issue, and it is just what we need as Safety Fast becomes more related to the new MGs; I suppose that's what

we said years ago when they were making the Bs and Midgets; but at least you could look after those at home, without all these modern electronics – guess we're just getting older!

I was very interested in the race programme for the 1948 British Grand Prix, and in particular, the 500cc Race, for No. 30 is Jeff Sparrowe in an SMS; this is interesting for me, as last year I acquired his old Lester MG Coupe, which we have re-commissioned and put on the road. The chassis number is SMS1, which I found out stands for Sparrowe Motor Services, but as the Lester is 1954, I guess there were lots of No 1s.

We are still thinking about Prescott weekend, as twice in one month is probably too much, as they seem to want me at the Vintage week-end. *(We also want to see your new Lester at Prescott – Ed.)*

All the best for now.

From Robin Gordon

Dear Phil,

Referring to Dave Davies' letter in the February Bulletin, if he is referring to worn splines on a gearbox input shaft, I had one repaired – many years ago – by hard chrome plating. If memory serves me correctly, it was done by a firm called "Fescol" in Leeds, who "Fescolised" it, which consists of grinding the very worn splines true, hard chrome plating, and regrinding to size and profile. This is now in my C-type, and seems OK, although so far I have not done many miles with it. I don't know whether Fescol Ltd still exist, but many firms do hard chroming for the press tool and moulding industries. The grinding may have to be done separately.

Ian Goddard was asking in April Bulletin about Geoff Cole's article on keeping engines oil tight. I think this is the one in the Infoletter dated May/June 1965 *(I have found this and it has been reproduced in this Bulletin; Many thanks – Ed)*; this was followed by one on the cylinder head and valve gear (September/October 1965), and then by the bottom half of the engine and clutch (December/January 1965/6). *(We will reproduce these in forthcoming Bulletins – Ed.)*

Yours sincerely

From Chris Lewis

Dear Phil

Enclosed are SAEs for the Bulletin, which seems to get better with every issue, and well justifies the extra postage (*thank you kind sir! – Ed.*)

On coolants, in my PB, TD and Austin 7, I use 50% water:50% of a good ethylene glycol antifreeze all year round, and top up with only the same mixture/make (e.g. Bluecol to BS 6580). I change it every two years (or when I remember/ after the next engine rebuild), to maintain effectiveness of the corrosion inhibitor, and never see any signs of any corrosion.

The mixture gives a useful increase in boiling point (By about 9 degrees C, or 16 degrees F over plain water), and there is rarely any need to top up the radiator. Boiling on long steep hills (or Alpine passes-see photos enclosed) in summer is much reduced.



I have no experience of the particular coolant you mentioned in the April bulletin. Not having to add tap water would remove one source of limescale deposits, which can impair heat transfer in the cylinder head.

Another important factor, is the heat transfer performance of the coolant in regions of high heat flux, where local boiling is likely (around the exhaust valve seats at high power operation). The better the heat transfer from cylinder head to coolant, the more uniform will be the metal surface temperatures, and the less likely the head to crack (again- did I hear a P-type owner say!). Increasing the water velocity with a pump will help, but using high proportions of ethylene glycol may not – although other additives can.

It would be interesting to hear more about the composition and properties of this and other coolants from the chemists/heat transfer experts.

Best wishes

From David Walker

Dear Philip,

As indicated over the phone, I have owned my PA since 1964, but as it had a Morris 10 engine and gearbox, I have been a sleeping member of the Triple-M register. I acquired a PB engine and gearbox in the mid 80s, and finally decided to have the car restored in the mid 90s. it is now very close to completion, and I look forward to driving it again after a 30 year absence (it was stored from the end of 1971, when we moved to London)

I enclose a photo of the car as in 1964, and another taken a month or so ago in its final stages of restoration. (*see below for 1964 photo, and the cover for the colour photo of its April state – Ed.*)

It is now fully assembled and trimmed, and being recommissioned (i.e. MOT, new V5, insurance, licence, etc.) It is PA 1085, so a bog standard, middle of the run car.

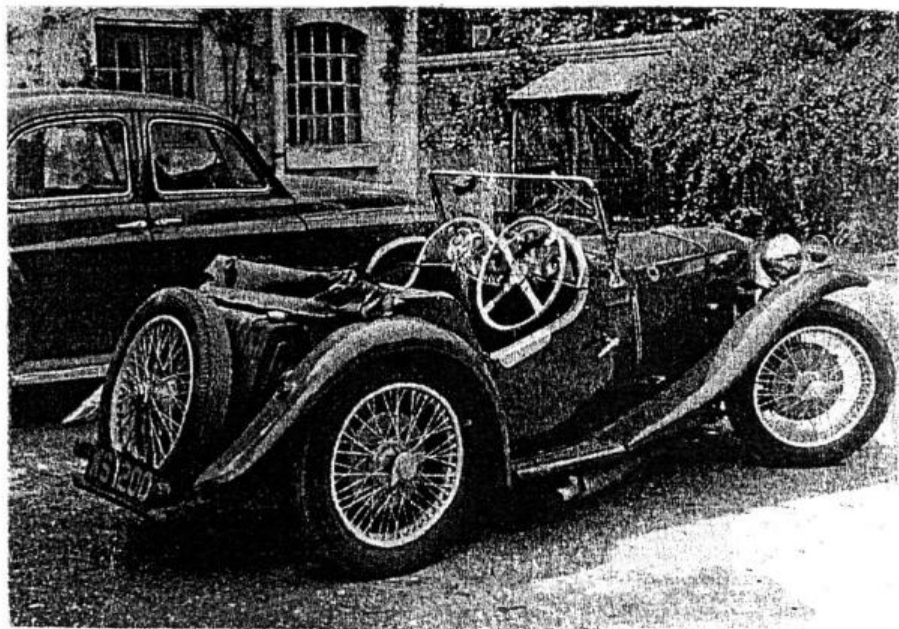
I now have to run it with the Triple-M engine (I was a dab hand at the simple OHV Morris unit), so look forward to the info notes giving useful guidance. If there are spare back copies, perhaps these could be sent with the April issue, as I am sure they will contain useful information, which I will need at some time. (*back copies of the Bulletin and most Infoletters are available from the Librarian – address on back page – Ed.*)

I look forward greatly to being able to join the ranks of Triple-M ownership, as a full member, rather than as a chassis only (the less

interesting bit) owner. The car certainly went well with its M10 engine; it will be interesting to see how it performs with the PB unit.

Thank you for your assistance, and look forward to meeting you at some MG event.

With my best regards.



From Clive Cuss

Dear Phil,

Thank you for sending the April issue of the Bulletin, which served as an excellent reminder to send you those envelopes.

In the Bulletin you mentioned the Carcoon; I have one of the outdoor all-weather types, which are excellent for storing a vehicle, and mine has the facility to connect up the battery of the car in store, so that it's kept in top shape for when the car is brought into use. My Carcoon has two 12 volt fans, driven by a transformer connected to the mains electricity.

The down side is that if you use your car regularly, the switching off, allowing the envelope to deflate, and unzipping all the way around the base, gets to be a bit of a chore; then after a night out at the local natter, say. You get back at 11pm or so, and you have to put the tent part over the car, and zip up all around the base, switch on the fans, and just hold the material up while some air gets in, to avoid the risk of the fan blades taking in said material.

As I said earlier, the Carcoon is fine for a stored vehicle, in virtually any weather, but not so good for frequent use, in my opinion.

I don't know if there is a charge for advertising in the Bulletin, but if so I would be glad to forward it to you. *(No Clive, all adverts are free of charge, but we would appreciate a snippet or two at the time to go into the Tips and Hints section. - Ed.)*

That's all for now, yours sincerely



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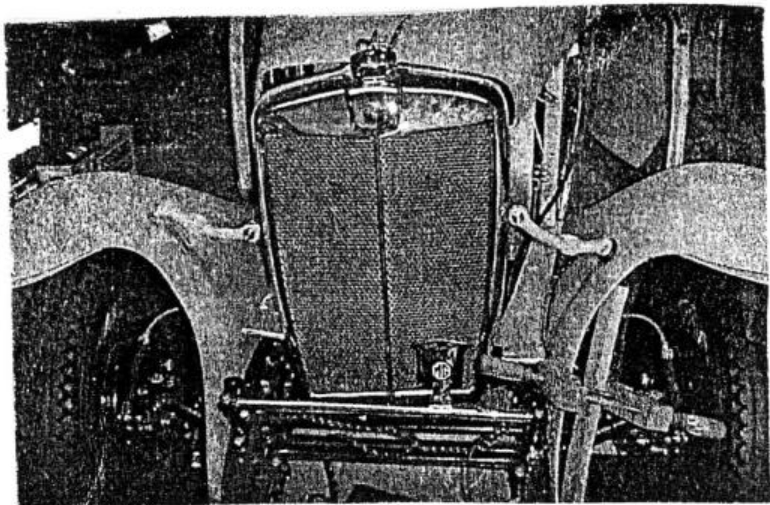
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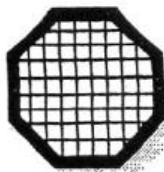


This is what happens when you try to fit T-type headlamp brackets to an N-type!! (Photo:- T. Saunders)

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TIPS AND HINTS

I had to take off the ND's water pump recently, due to a seized shaft – on a new, repro pump, which I'd bought on a second mortgage! This is always a nasty job, as the pump does not come straight out. In the end I took off the front exhaust manifold, disconnecting it from the down pipe, but leaving the pipe attached to the back manifold, since they join into one lower down.

You can then get at the rear bolt of the water pump, albeit only undoing it one flat at a time. The water pump can be drawn out a certain way before it fouls the flange of the down pipe. However there is enough flex in the pipe to be able to pull it sideways just enough to get the pump out, with a bit of rotation of the pump to present the narrowest side.

When putting the pump back, the hose to the bottom of the radiator is a problem, as you cannot put it on after the pump is in place, so the trick is to attach the hose to the pump first, and as you feed the pump into the engine slip the hose onto the radiator pipe using the crank in the hose to do so. At this point the pump pipe is above the rad pipe and you need to end up with it below the rad pipe. As you push the pump down, rotate the pump so that when the pipes are level the hose is cranked sideways, and then as you push the pump further down into contact with the front housing, you can rotate the pump back so that the hose crank finishes up in the vertical plane again.

The hose on the pump delivery side just needs to be slid along the engine pipe to clear the outlet pipe whilst it is being installed, and then slid back over the pump pipe when its is in position.

Make sure that the pump goes in the right way up, with the hole in the bottom casting on the top, as this collects oil thrown up by the gears to lubricate the pump's shaft. There is also a chamfer on the bottom casting, which goes on the top to clear the front housing/dynamo bottom plate.

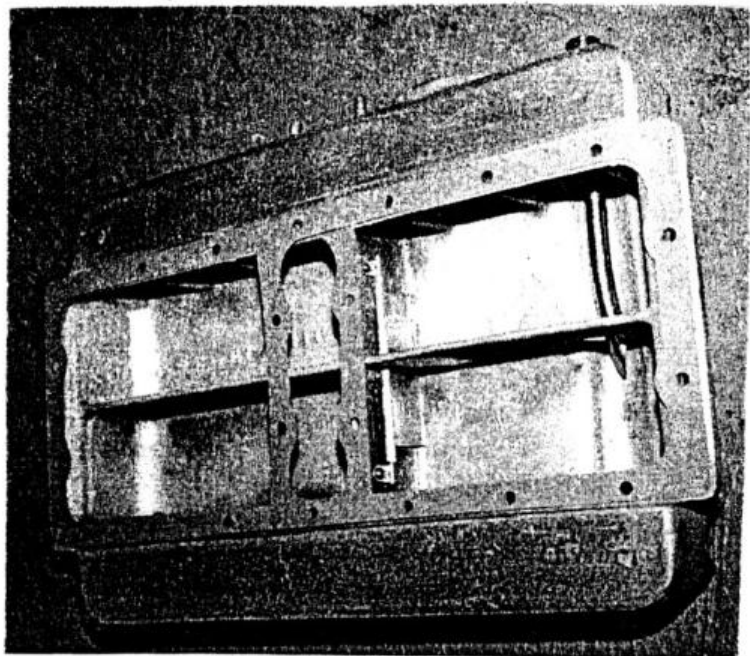
When putting the down-pipe back onto the manifold's bottom flange, as well as using the correct gasket with the flange piece sticking up, I use Holts' Firegum to take up any differences in the flanges. This is a thick compound that sets when the exhaust heats it up, and fills largish gaps. It is also useful if the gasket is not in its best condition, as it fills any damaged or missing sections.

On the M-type recently, we had problems starting it when the starter button didn't seem to make contact at times. I even went to the expense to get a new one, but decided to check the old one. Having taken it out, I connected it to the battery charger, with a bulb in line, and when the button was pressed, the bulb lit up each time, showing that the starter button was OK.

I then put the button back, and took off the starter lead at the starter itself; When the button was pressed, by my assistant, the lead could be shorted out to the chassis, indicating that it was live. So the starter motor was the obvious culprit; it turned out that its insulation had partially broken down, so that only certain sections on the commutator were working – hence its intermittent action.

I took the starter to my tame retired electrical man, and he put it right for £25! He also repaired the non-charging dynamo for £40 and apologised for it being a bit expensive!! What will happen when all these old knowledgeable engineers go, I hate to think, as there are no young people learning how to rebuild such items – all they do to cars now is to replace the whole unit.

Barry Foster advises that you can use two M/D/C/J gaskets to form an F-type sump to save you having to make one from scratch, as shown in the photo below:-



Grahame Fleming has written a book on **R.R.Jackson**, the well-known engine tuner at Brooklands (This is Robin, not Reg Jackson who worked wonders at Abingdon). Robin worked on MGs, amongst many other makes. This book is available from the Brooklands Museum shop (Brooklands Road, Weybridge, Surrey.KT13 0QN) for £20.

C.A.R.S (4-4a Chapel Terrace Mews, Kemp Town, Brighton, BN2 1HU. Tel/Fax 01273 601960) produces reproduction BARC badges for £55 each + £1 post and packing; also the BARC 120 and 130 mph badges. Also available are badges of the Brooklands Flying Club, and Brooklands School of Flying.

CAMERON TAYLOR BEDFORD

consulting engineers

Cameron Taylor Bedford are pleased to support the Triple-M Register by supplying the publishing costs for this bulletin.

Cameron Taylor Bedford provides structural and civil engineering consultancy services for a wide range of projects including new building design and the conservation and refurbishment of old buildings



Please contact us on

Tel: 020 7262 7744

Fax: 020 7724 0917

email:

paul.bowkett@camerontaylor.co.uk



FOR SALE

Clive Cuss (Tel No. 01666 503362) has a 1934 PA for sale in excellent condition mechanically and bodily, having covered 2500 miles since a total rebuild. Finished in Saratoga Red, with red leather interior, and currently fitted with cycle wings. He has a full set of swept wings as well, but they need restoration. Reason for sale is a new project.

He also has a good working dynamo for sale, together with a good two-star diff and parts of another diff and cases; also he has a nearside gearbox mounting, and a camshaft that needs reprofiling. Phone for details.

Andrew Bradshaw (43, Hertford Street, Cambridge. CB4 3AF. Tel No.01223 564872 evenings/weekends or 01223 322552 office.

Fax No. 01223 322522, Mobile No. 07971 214476

E-mail sfast@bradshaw.freecom.uk.com has for sale the following: -

Complete Assembled J2 Engine, has M-type oil pump requiring deep gear conversion, otherwise complete with all the correct ancillaries. Original crank crack- tested, re-metalled rear main and big ends, new front main, new pistons and rebored +.030". Lightened flywheel. Cylinder head, looks to have been nicely put together, block appears undamaged. Clutch fitted, starter, dynamo, correct distributor and rebuilt correct carbs with float chambers, inlet manifold, exhaust and water manifold, rocker cover, etc. £2,950 firm.

1933 J2 bare chassis frame, (J4254) no V5, excellent condition, apparently straight and virtually no rust pitting. Painted black enamel. Complete with steering/front engine mtg. x-tube and front trunion boxes. If you've been looking for a *really* good J2 chassis, this is the one you've been waiting for! £1,250.

Marles Weller J2 steering box, c/w drop arm and mtg. plate, plated column. Appears to work well with minimal free-play. £250.

Complete set overhauled 8" cable brake, (ex-J2) comprising 4 drums, 4 backplates with relined shoes with anti-squeak weights, re-bushed operating cams, correct levers and cable mtg. bkts. 3 new cables (2R + 1F). Clean, painted + ready to fit. £425.

Excellent original J2 bonnet, (ex J3630) good louvres + hinge. Nice and straight. £195.

Valences, (fit under bonnet sides), quite good, except bit that goes under rad. which looks repairable. £40.

Pr. Headlamps Lucas L140, (P-type, etc), 1 quite good with U-flute glass + solenoid dipping reflector, the other poorly repaired where base is riveted on (could be improved), no glass or reflector. Bowls sound with no nasty dents or splits. Both have good rims. £75.

Radiator nosepiece/badge plinth, excellent (ex-J2, but presumably fits others?). £40.

100 mph. Speedometer (J2?) Good unrestored working condition. £100.

Octagonal dash panel (P-type, etc) good, original (bare panel for ammeter, oil gauge, etc). £30.

Ammeter, correct CZ13 type 20-0-20 with black face in good unrestored working condition. £40.

Original J2 firewall, fume seal and metal plate, to fit around bell housing. £40.

Pr. J2 Lower front aerofoil wingstays, alloy, new. £40.

J2 Battery carrier, original, good, painted. £20.

Bell housing for J2 gearbox, discreet repair to 1 lug, which is invisible when fitted. £100.

Pr J2 bonnet catches, good. £40.

Pair duplex Andre shock absorbers, rather pitted but serviceable – ex-the front of my P/Q rep'. £40.

Radiator stoneguard mesh, ex J2, original. Very slight imperfection in one corner. £25.

Pr. original central lubrication data plates, v. good, £18.

Front engine mtg. / radiator bkt., P-type. I will sell or p/ex this with somebody only if they can provide me with a damaged one which the bit I need is serviceable i.e. I *don't* need the bit the radiator sits on, but I *do* need the bit that clamps in the chassis x-tube and bolts up to the bracket on the front of the engine. It seems a shame to cut up a perfectly good one. (It's for a special, which has a lowered radiator position).

(Happy to consider swaps or part-exchanges for any of the above – see below under wanted items) Any of these items can be brought to MG Car Club Silverstone on the Sunday.

Mike Hewson (The Cherry Trees, Bucknall, Woodhall Spa, Lincs, LN10 5DT Tel. No. 01526 388680) has for sale the following items: -

M-type 3-speed gearbox; P type bracket between wing and radiator with lamp/ horn mounting; PB pistons in +40 thou and +60 thou oversize; J/D/F undertray (25" x 13" with two holes); 2 pairs of 7" Lucas chrome headlamp shells; L1 petrol tank; J/P set of body irons; four 16" wire wheels in primer (ex. Aston DB2); sundry 19" tubes, 5.00, 5.50, 27 x 4.0 & 27 x 4.20/4.40 Dunlop racing sizes.

Terry Andrews (5 The Lawns, Sidcup, Kent, DA14 4ET; Tel No.0208 309 1234. or e-mail – mg.terryandrews@btinternet.com) has the following items available:-

wing nuts for handbrake and footbrake adjustment; £4 each.

P/N type reverse gear lever catches; £6.50 each.

J-type windscreen castings, all parts including the B-nuts etc. £65 each.

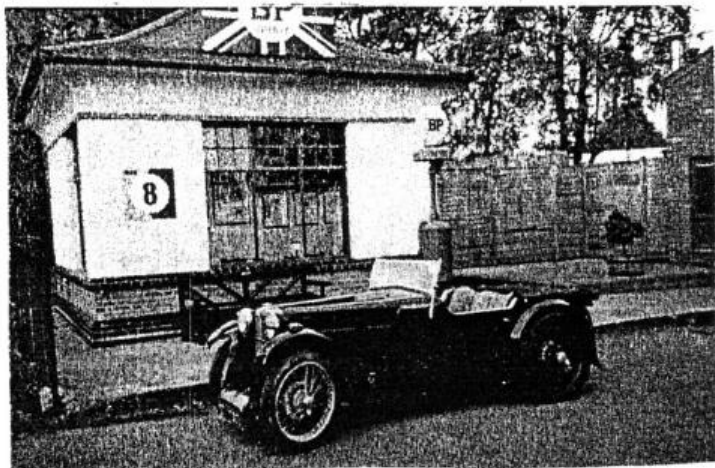
Also he is in the process of making some J/P/N accelerator pedal assemblies, please contact him if you want one of this batch.

1934 MG PA, Cherished by two owners (one family) since 1934. She led a quiet uneventful life and the mileage, on the original engine, is just over 65,000. Essential restoration only was carried out in 1994: resprayed from bare metal to original two-tone red, rechromed (at Rosyth Naval Dockyard), new wiring loom, tyres, mohair hood and side screens. The restorer supplied a photographic record of the work at all stages and a comprehensive list of parts used. The red leather seats are original, as is the toolkit and owner's manual. Every effort was made to preserve the originality of the car during restoration. MOT'd and a delight to drive.

This is a rare opportunity for an enthusiast to acquire a much admired car, which is virtually as it was in 1934, and whose whole history is known to the present owner. Offers over £17 000 to **Ann Miles**. Tel. 01330 822727 (N.B. on holiday 15th- 30th June).

Peter Fleming (01606 551934) has a rev counter from a K type (probably K1) - offers, please.

Patrick Gardner (32 Eastwick Drive, Great Bookham, Surrey, KT23 3PR Tel No 01372 452133 home, or office 01372 360079. E-mail leatherhead@patrickgardner.com has a D-type for sale; this is in chassis number 0354; excellent and original body and chassis etc. Currently fitted with a Morris engine, gearbox and axle. A very useable 'fun' car for family outings or hill climbs. New MOT. Drives well. Price £3500.



WANTED

Andrew Bradshaw (43, Hertford Street, Cambridge. CB4 3AF. Tel No 01223 564872 evenings/weekends or 01223 322552 office.

Fax No. 01223 322522, Mobile No. 07971 214476

E-mail sfast@bradshaw.freecom.uk.com requires the following:-

Oil pump, Sump strainer/pick-up; Set of camstands; Set of oil pipes; Crankshaft oil pump skew gear; Crankshaft bevel gear; Dynamo bevel gear; Flywheel; Clutch; Gear lever; Rear axle mounting blocks/clamps, or just caps

Pr. body mounting bkts. (pressed steel) for n/s. 1 short, one long or 2 long would do.

Gearbox cross-tube chassis fixing clamp N/S (the one without brake pedal lugs)

Pr. Front lower wingstay/shock absorber mtg. plates (Bolt to side of chassis)

2 of the 'special' screws which fix steering wheel spokes to rim. (They look like fat self-tappers with a bit of a shank and a raised head).

Also Wanted - an unrepairable (worn-out/damaged) P-type cylinder head (for pattern/fitting purposes only). Assuming nil value (OK, a pint of bitter then). May consider a useable one subject to condition and price. (Will probably go for a new one unless anything exceptional is offered).

Terry Andrews (5 The Lawns, Sidcup, Kent, DA14 4ET; Tel No. 0208 309 1234, e-mail - mg.terryandrews@btinternet.com) wants the following items :-

A useable P-type scuttle top; a useable N-type head; P/N head drain housing or anything for the head; P/N clutch assembly, or any parts to help make a complete unit; P/N centre main cheeses; N-type sump; two J/P type trunnion boxes for RHS side, also two for the LHS side. Any original parts for a P/N water pump (e.g. corroded body or top).

Robin Mace (Shutta, Stoke Climsland, Callington, Cornwall, PL17 8PT) needs a L140 headlamp shell and reflector for a D/J type - painted version rather than the later chrome type.

The tool on page 25 of the last Bulletin was for setting the plug gaps on racing cars engines

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AREA REPS: -

Anglia: Mike Linward, address above.

South East: Roger Thomas, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey. GU3 2 HU.

South West: Alan Grassam, The Old Post Office, 7 Broadside Villas, Hardington, Yeovil, Somerset, BA22 9PJ.

North West: John Goodacre, 19 Albany Avenue, Eccleston Park Prescott, Merseyside, L34 2QN.

Abingdon Works: John Harris, 45 Witan Way, Wantage, Oxon, OX12 9HB

Tyne Tees: John Duncan, 5 Jesmond Dene Road, Jesmond, Newcastle-on-Tyne, Tyne and Wear, NE2 3QJ.

Ulster: Mike Wilson, Summerseat, Marino Station Road, Holywood, County Down, BT18 0AH



The Editor's old Cresta N-type, as restored and owned by Bob Clare

Photo: Robin Hamblett



John and Katie Reid in 'Aramis' on Crackington in the 1977 Lands End Trial

Photo: Graham Arondelle



Mike Werill's PA 0997

Photo: M. J. Werill



John Adams and P-type at Brands Hatch, early 1970s

Photo: Graham Arondelle

Triple-M Register's Prescott Weekend **24th-25th August 2002**

A weekend of pure Triple-M events, centred at this famous hill climb, near Cheltenham.

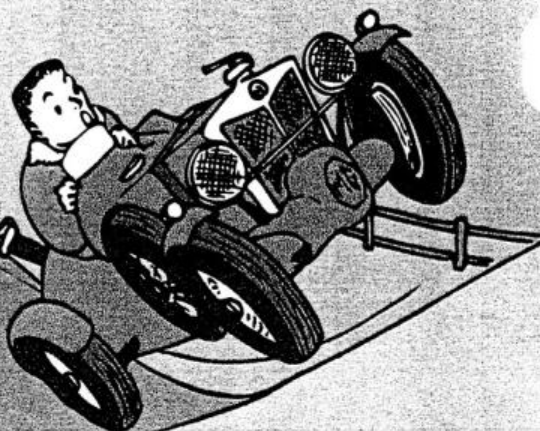
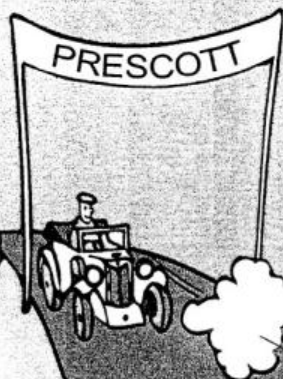
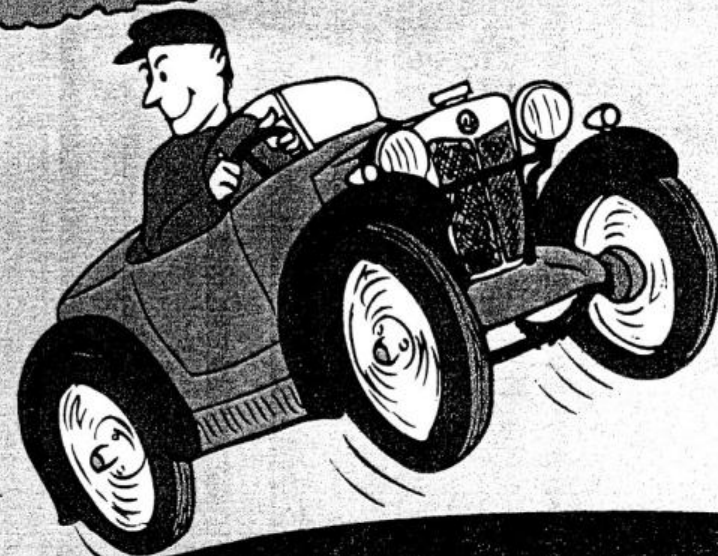
**Saturday 24th - Tour through the Cotswolds
visiting the pre-war trial venues**

Pride of Ownership

Sunday 25th - Hill open for untimed runs.

Bugatti Trust Museum, Sudeley Castle

Glos. & Warwicks Steam Railway



Entry form for the Triple-M Prescott weekend - 24th/25th August 2002.

Name.....

Address.....
.....
.....

Tel.No..... Fax.....

E-Mail.....

Model of Triple-M Car..... Reg No.....

I wish to attend the Prescott weekend:-

Please tick

--- **Self judging concours - am 24th +**]

--- **Cotswold road run - pm on 24th +**] £45

(includes car & occupants)]

--- **Prescott Event & museum 25th***]

(includes car & occupants)

sub-total £45

number

**Evening Dinner – 24th at Prescott
Lodge, Prescott Hill.**

..... **Dinner tickets @ £15 per person** £.....

Total £.....

--- **Alternatively – Entry for Sunday only** £40

(includes car & occupants)

+ Note Events of 24th are based at the Orchard Car Park Prescott.

* Note there will also be a charge of £1 for each run to be paid on the day.

--- **Cheque enclosed** (payable to MG Car Club Triple-M Register)

Mastercard/Visa Card number.....expiry date.....

Please send me an accomodation list yes/no

In addition to the foregoing entrants can visit Sudeley Castle, Winchcombe, also the Gloucestershire Warwickshire Steam Railway, Toddington.

Send entry form to:-

G.R.Eagle, Foxcote Chase, Leckhampstead Road, Akeley, Bucks, MK18 5HG

Alternatively e-mail:- george@eagle1798.freeserve.co.uk