

TRIPLE-M REGISTER BULLETIN



JUNE 2005





Colvin Gunn's PB at Prescott in 1973
Photo: D. Wharf



Peter Prosser's blown KN saloon nearing completion
Photo: P. Prosser

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June 2005

EDITORIAL – Phil Bayne-Powell

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Or philipbp@mgcottage.freemove.co.uk

The season is now hotting up, with the Brooklands MG day, Classic Kimber, and Regency Run behind us. The latter was not as well attended as previous years, and apart from runs up the test hill, there were no other activities, although there were a few trader stands.

The Classic Kimber suffered from a very wet Saturday, but 17 Triple-M cars braved the elements, and only two retired. A full report on this follows later.

The Regency Run had nearly 500 MGs entered, and a good selection of Triple-M cars took part, quite a few being new to me. The C-type failed to get there, but our other four cars had a good outing, on a surprisingly cold day. Bob Clare had the misfortune to break his crown wheel and pinion on the way to Brighton in the NB Cresta. Peter Green kindly lent his Cream Cracker, and Aramis, the Musketeer, to friends to drive for the event.

The next event is of course our Chairman's day on 26th June, and if you are planning to attend, you must let Peter Green know that you are coming, so that he can plan for enough food and drink.

Our MG Silverstone is the big one for July, on 22nd–24th. We should like to see more Triple-M cars taking part in the various competitions, some of which, like the gymkhana, are very user friendly! The California Driving Tests are also quite harmless, with very little reversing and lots of high speed manoeuvring.

For those new subscribers, and to remind those who may have forgotten, we send out a reminder with every last Bulletin to let you know that your envelopes have run out, and to send me some more.

Front Cover : Start them young – Dennis Wharf's daughter Katie enthralled with Chris Smith's blown J2 at Prescott 1984!! (photo D.Wharf)

Last issue we had certain problems with our computer, which slowed the whole process, and required a replacement hard drive to be installed. We eventually sent out 367 Bulletins, which is the most we have ever issued, which shows that although some people sell their cars and do not require the Bulletin, even more people are hearing about it and sending in their envelopes

Something I have been meaning to tell you, is that if you want any back copies of the Bulletin, contact our Librarians, who will send you a copy for £1.00 which covers p&p. These are not photocopies, but complete with the full colour covers, which we can reprint almost back to the first issue.

The C-type saga continues, with the Arnott blower suffering from a loose vane, which is floating radially by 1/16" and longitudinally by 3/16". While it is being repaired, I am converting to carburettors to get the car back on the road.

You are all no doubt awaiting the BIG event of the year in October, our Chiltern Hundred Trials reunion. Alan Grassam tells me that we have 20 cars already signed up, and to get your discount you need to send in your form and fee by 30th June.

John James MMM & 'T' Spares

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

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

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

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

Kimber Classic Trial 23rd April

results sheet

NO.	NAME	CAR	Miller's Hill	Pitcombe Hill	Honeycliffe	Batcombe	Alham Splash	Alham Splash	Bottoms Up	Eastfield	Turner's Test	Turner's Test	Honeyplis	Up Lyon	Total marks lost	Spec tests 2&3	Av
			S1	S2	S4	S5	S6	ST1	S7	S8	S9	ST2	S1	S12			
1	Peter Jones	18/80	0	0	0	0	0	14.60	0	0	0	24.50	0	0	0	39.10	1 st
2	Peter Mace	18/80	6	0	6		Ret									0.00	
3	John Hart	18/80	0	0	0	0	0	20.53	0	0	0	21.81	0	10	10	42.34	
4	Roger Stanbury	18/80	0	0	6	0	0	16.72	0	0	0	23.07	0	7	13	39.79	
5	John Haine	M	0	0	6		0	22.35	0	0	0	32.50	0	6	12	54.85	
6	Bernard Shapira	M	Non Start													0.00	
7	Ken Robinson	J2	0	0	0	0			0	0	0	24.85	0	9	9	24.85	2 nd
8	Nick Bengier	J2	0	0	0	0	0	24.97	0	0	0	28.15	0	12	12	53.12	
9	Peter Hemming	J2 Sp	0	0		0	0	26.19	0		Ret					26.19	
10	Timothy Beckh	J2	0	0	0	0	0	22.94	0	0	0	26.38	0	9	9	49.32	
11	Mike Linward	J2	0	0	0	0	0	19.59	0	0	0	29.62	0	10	10	49.21	
12	Henri De Jong	J2	0	0	0	0	6	39.04	0	0	0	24.78	0	10	16	63.82	
13	Keith Hall	J2	0	0					6	0	6	52.97	0	10	22	52.97	
14	Thijs De Groot	J2	0	0	0	0	6	39.04	0	0	0	26.97	0	9	15	66.01	
15	Patrick Gardner	KN	Non Start													0.00	
16	George Ward	PA	0	0	0	0	0	14.18	0	0	0	31.10	0	9	9	45.28	3 rd
17	Roger Thomas	P Sp	0	0	0	0	0	20.69	0	0	0	27.12	0	10	10	47.81	
18	Colin Wallace	PA	0	0		0	0	19.63	0	0	0	28.62	0	9	9	48.25	
19	John Joynes	PA	0	0	6				0	0	0	29.16	Ret			29.16	
20	Alexander Reid	PA	0	0	6	0	0	19.93	6	0	0	31.88	0	11	23	51.81	

21	Anthony Dolton	PB	Non Start																	.00	
22	Peter Down	PA	0	0						0	0	0	33.56	0	11	11				3.56	
23	Nigel Gibbons	PA	0	0	0	0	0	0	20.37	0	0	0	24.00	0	11	11				4.37	
24	Gerald Burridge	PB	0	0	0	0	0	0	11.75	0	0	0	25.60	0	0	0				7.35	1s

Note:- Hell Ladder lane (S3) and Lower Kingcombe (S10)
were cancelled due to poor conditions on the day.

Kimber Classic Driving Tests - 24/04/05

Competitor																				Total Award
A. Reid	PA	29	19	100	97	25	40	41	38	17	18	67	68	559						
M de Groot	J2	7	12	87	86	32	25	36	35	16	14	69	66	485						
H de Jong	J2	9	10	94	90	6	25	67	36	18	17	68	69	509						
K. Robinson	J2	25	17	102	97	26	9	55	74	19	21	69	82	596						
N. Benger	J2	5	6	83	83	25	8	38	43	18	16	72	70	467	2nd					
P. Gardner	KN	10	18	87	91	3	2	38	43	16	14	72	82	476	3rd					
P. Hemmings	J2	24	22	96	92	13	15	45	39	30	18	75	75	544						
G. Ward	PA	11.5	6	91	88	9	25	36	36	19	17	68	66	473						
C. Wallace	PA	18	8	95	88	25	8	34	36	20	14	71	67	484						
G. Burridge	PB	10	10	83	81	1	25	33	32	16	20	65	63	439	1st					
P. Down	PA	9		114		0		68	46	23		74								



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Chairman's Fun Day

Sunday 26th June

Don't forget that our Chairman, Peter Green, is organising an informal gathering of Triple-M cars and people at his home, (Greenacres, Purton Lane, Farnham Royal, Bucks) on Sunday 26th June.

The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will be a barbeque lunch provided, with a light hearted gymkhana, driving tests and a self judging concours/Pride of Ownership for those who want to take part. There will also be some other fun competitions to keep the non-drivers amused.

The event will be run on similar lines to the one that Peter organised last October to celebrate his 25 years of ownership of K3011, which was greatly enjoyed by all those who attended, and who have twisted Peter's arm to repeat the event.

Peter regrets that it will NOT be possible to enter on the day, as he has to know in advance how many people will be attending, so that he can provide enough food and drink for everyone, so please enter in plenty of time. The entry fee is £10 per person; this includes the Barbeque lunch and drinks throughout the day.

Entry forms can be obtained from Peter (contact details on the back page of this Bulletin, or they can be downloaded from the Triple-M website www.triple-mregister.org)

I hope you will put this event in your calendar. It has been planned to dovetail in nicely with all the other Triple-M activities in the year. I shall certainly be going, as I was unable to get there last year.

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Black Horse Driving Tests 14th August

This annual event has been going for many years now, and consists of a relaxed day in the country, starting off with everyone coming together with their picnic lunches to meet old and new acquaintances, and chat over old times.

Once the lunch has been digested, the driving tests start, with the first set of tests set out with markers or cones in the field. These are the usual type of slaloms through poles, parking in "garages", and stopping astride lines, all done against the stop watch. Occasionally a width test is added for good measure.

This is mainly a Triple-M event organised by Patrick Gardner and friends, and was named after the Gomshall Natter (which we had to vacate as the pub was to be converted into a fish restaurant)

There is a fine Black Horse trophy to be won, together with other prizes for 2nd and 3rd places. This is a good family day out, and often it is the younger generation that walks off with the prizes!

For further details contact Patrick on 01372 360078 (work) or 01372 452133, or e-mail leatherhead@patrickgardner.com

Dieppe Retro Raid 2nd-5th September

Many people have asked if we are going back to Dieppe this year for the two-day Retro, which is always good fun, as well as being great value for money. To this end I have obtained a very good package for the ferry crossing out and back from Newhaven to Dieppe, and including three nights bed and breakfast in the Residence hotel, on the front at Dieppe. The cost of this will be £275 for a car and two people. Please send me a £50 deposit to reserve your ferry and hotel. The rest of the money will need to be with me before 22nd July, which is the deadline.

We will cross on the Friday, leaving Newhaven on the 8am Transmanche ferry, which gets us in the Dieppe at midday. After clocking into the hotel, we will have lunch, and then we will

probably visit some place of interest. Evening meal will be in Dieppe.

Saturday is the first day of the Retro itself, and we sign on at the Town Hall, and then drive to Envermeu for a light breakfast. We drive to the town of EU, where we parade through the streets to the Chateau, where the cars are on show. We have lunch in the Town Hall, then later that afternoon return to Dieppe via a scenic route, to end up on display on the quayside of the yacht basin.

Cars are left overnight in a locked warehouse, but we will probably use the Hotel's own underground car park. Buses will collect us from our hotels to take us to the Gala dinner, and take us back, (drunk) afterwards!

Sunday we collect in the pedestrianised town centre for croissants and coffee, before heading off down the coast to Offranville for lunch. Later in the afternoon we return to Dieppe for the drive past with commentary, and the handing out of prizes, and to receive a gift basket each. Our group will then dine out in Dieppe in the evening.

On Monday another visit/tour will be arranged with lunch, and time enough to get back to catch the 4.30pm ferry to Newhaven, which arrives at 7pm, which will give people time to get home before it gets too dark.

You will need to fill in the Dieppe Retro form with the entry fee, which is a very reasonable 150 Euros for the car and two people, and includes continental breakfast and lunch on both days, together with a Gala dinner on the Saturday night. There will also be intermediate stops for refreshments in the morning and afternoons, which are all covered by the entry fee.

If you want entry forms, please let me know and I will send you one; you need to get your entry back to them before 30th June, so don't delay.

The cost of our own group's meals and visits is not included in the £275, and will need to be paid at the time.

I hope that we can get a good sized group together (I have 15 reservations for ferry & hotel), and we will probably have a few Vintage cars with us as well.

The Chiltern Hundred Trials Reunion

29th/30th October

This is the Register's main event this year, and is taking place over the August Bank Holiday Saturday and Sunday, celebrating 70 years since the formation of the Cream Cracker and Musketeer trials teams. It will be based on Horwood House near Aylesbury, where accommodation is available. There is to be a display of pre-war trials cars, not only the Cream Crackers and Musketeers, but also the Austin and Singer works teams, and hopefully other makes. This is to be in a dedicated Marquee at Horwood House; and hopefully there may be some of the original drivers present. We are also trying to arrange for the very first MG trials car to be present, i.e. Old Number One.

On the Saturday there will be morning and afternoon runs, based on the pre-war MG Car Company's Chiltern Trials road sections, with a fully comprehensive route map, giving details of all the hills used in the area. Lunch will be held in the historic Lambert Arms, which was used by the pre war drivers.

There will be a light-hearted photo quiz competition on the runs, which finish at Horwood House, where the Gala Dinner will be held on the Saturday evening (cost £28 per person). On Sunday there will be further events planned, but allowing those who wish to return home that day to do so in plenty of time.

The entry forms can be downloaded from the website, and the entry fees are £40 for a car and two people, (£10 for each additional passenger). This includes the commemorative route book, coffee and Saturday lunch. If you get your entry in before the 30th June the price is only £35.

The accommodation at the Horwood House is priced at £75 per double room, and £55 per single room.

For further information contact Alan Grassam on 01935 863673 or e-mail agsquarecrackers@uk.net

This promises to be a great event, and is geared to all Triple-M owners, not just those who have trials cars. There will be photo opportunities to record the cars in a line up over the weekend

Future Events

2 nd -5 th June	Triple-M Normandy Raid	01483 811428
26 th June	Chairman's Summer Party	01753 643468
22-24 th July	MG Silverstone International	01235 555552
14 th August	Black Horse Driving Tests	01372 452133
2 nd -5 th Sept	Dieppe Retro	01483 811428
29-30 th Oct	Chilterns Trials Reunion	01252 316028
14-16 th Oct	Le Kimber Trial	0033 233 508925

75th BIRTHDAY of the C TYPE

2006 is the 75th year since the C was born – it wrapped up the Brooklands Double Twelve Race in May 1931 and laid the foundation on which MG's success over the next decades was built.

Barry Foster and others are investigating a number of options for appropriate events to commemorate this anniversary. To make these successful we need at least 14 C -types at one of the events and ideally at all of them.

There are 17 of the known 29 cars in the UK, so lets be having you!!

We hope to get some of the European owners to come to the main event, and it is possible that a couple of American owners will ship their cars over.

Watch this space and the MMM Bulletin for more details as they become available.

US TRIP 2006

Update from Bob Hudson

Paul Duncombe and Bob Hudson are organising a raid to the USA in June 2006 for MMM cars and their owners. The cars will be shipped to Charleston South Carolina in late May, crews will fly to Charleston in early June and collect their cars.

The proposed stay in America will be 21 days. The event will be based on 1 or 2 locations in the mid Southern States, with 4 to 5 days at each centre, and will then go to the MG 2006 National Meet in Gatlinburg Tennessee for June 22nd to June 25th. We will then travel gently from Gatlinburg to Charleston and fly home.

A variety of tours/visits will be suggested at each location. Maximum miles in any one day will be 200, typical will be 100.

The cost is estimated at £6000 to £6500 (converted at 1.8\$/£1) for a car and two passengers; this cost includes a 10% contingency/spending allowance and will be very dependent on the £/\$ conversion rate at the time.

Numbers will be limited to about 20 cars.

IF YOU ARE INTERESTED PLEASE CONTACT BOB HUDSON NOW. 228 Shinfield Rd READING RG2 7DU. E-mail: robert.hudson34@btinternet.com

MMM NEWS 2005

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Car Of The Year 2005

To 27th May

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	73
2 nd	1049	PB/s	VH 8637	Gerald Burrige	45
3 rd	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	36
4 th	1140	J2	JL 753	Mike Linward	32
5 th	1428	J2	DG 6142	Nick Benger	28
6 th	3315	L1/s	TAS 513	Rodney Stansfield Wayne Stansfield	27
7 th	920	PA/s	TG 8337	George Ward	25
8 th	676	PA/s	WP 5939	Roger Thomas Russell Thomas	24
9 th	162	ND/s	BKL 265	Philip Bayne-Powell	22
=10 th	2134	K1/s	MG 3094	Peter Fenichel	20
"	2011	K2/s	JO 7531	John Dutton	20
"	310	NA/s	BLL 492	Donald Butler Gillian Carr	20
13 th	1533	PA-PB	WV 5012	Dick Morbey	18
=14 th	1829	J2	TF 9579	Patrick Gardner	17
"	2694	J2-PB/s	Kayne Spl.	Mike Painter	17
=16 th	1000	PB/s	JB 7521	Ian Williamson	16
"	3272	J2/s	APG 718	Colin Bird	16
18 th	158	PA	BJO 800	Peter Down	15
=19 th	1187	PA	EO 5823	Colin Wallace	14
"	80	J2	DE-46-64	Henri De Jong	14
"	338	NB	ADG 886	Alan Grassam	14
=22 nd	3	J2	DG 5404	Mike Hawke	11
"	1804	PA	MG 3848	Alexander Reid	11
"	949	L1	OD 6008	Andrew Morland	11
"	656	PB/s	JC 3269	James Gunn	11
=26 th	26	PA	YS 6491	Robert Higgins	10
"	3009	J2	AGO 497	Peter Hemmings	10
"	2695	J1-J2/s ss	-	Anthony Howat	10
"	1486	K3/s	JB 3181	Howard Maguire Stuart Dean	10
30 th	600	J2/s	WJ 7070	Ken Robinson	9
=31 st	1367	PA/s	MG 3921	John Wells	8

"	1460	J2	AGY 339	Keith Hall	8
=33 rd	1595	M	PG 1045	Frank Ashley	7
"	1501	J2/s	HY 8219	Mark Piercy	7
35 th	65	PA/s	DPH 228	Nigel Gibbons	6
36 th	341	M	PJ 7970	David Rushton	5
37 th	2816	K1/s	RD 5278	Bob Pattison	4
38 th	-	PA/s	-	Alan Painter	3
=39 th	148	M	OY 1548	John Haine	2
"	789	NA	YS 7798	Keith Hall	2
"	3147	PB	-	Kevin Richmond	2
"	3225	M	PJ 795	Richard Bishop-Miller	2
"	2721	PA	BMF 540	John Saward	2
"	317	Jarvis M	GP 1856	Annette Bayne-Powell	2
"	2175	PB	JB 7524	Keith Leaver	2
"	664	PA	BLB 209	Paul Duncornbe	2
"	1917	J1/s	VSV 521	Stuart Evans	2
48 th	1966	PA	JW 4625	John Joynes	1

SLADE TROPHY 2005 To 27th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	31
2 nd	PB/s	Gerald Burrige	23
=3 rd	PB/s	Ian Williamson	12
"	J2/s	Colin Bird	12
5 th	PA/s	George Ward	9
6 th	J2	Tim Beckh	8
7 th	PA/s	Roger Thomas	7
=8 th	PA/s	John Wells	6
"	J2	Mike Linward	6
10 th	PA/s	Nigel Gibbons	5
11 th	J2	Nick Benger	4
12 th	J2	Thijs de Groot	3
13 th	J2	Henri de Jong	2
14 th	PA	Alexander Reid	1

SPEED CHAMPIONSHIP 2005 To 27th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	L1	Andrew Morland	7

TRIPLE-M SPEED CHAMPIONSHIP 2005 PROPOSED EVENTS

Races:

23rd July	Silverstone	MGCC Main Club
24th July (Provisional)	Silverstone	MGCC Main Club

Sprints:

3rd April	Curborough	MGCC Midland Centre
21st May	Cornbury Park	Benjafields Racing Club
2nd May	Colerne (Wessex)	MGCC SW Centre
24th July	Silverstone	MGCC NW Centre
7th August	Curborough	MGCC Midland Centre
2nd October	Debden	Herts County Auto Club

Hillclimbs:

1st October	Loton Park	Hagley & District MC
10th September	Wiscombe Park	MGCC SW Centre

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

Triple-M Lighting Safety Conversion

By Jim Healy

With the existing motoring laws (at least in the States) requiring two rear running lights and brake lights, as well as directional turn signals both front and rear, many owners of older pre-war vehicles have to convert to satisfy the law, and more importantly for their own safety and security.

My J2 came from the factory with one tiny rear light, and no brake light (see photo A). When the car was restored in 1982, a brake switch, twin filament bulb, and the necessary wiring were added, but it was still sub-par for safety. I do not want to get rear ended by some road jockey in a Hummer! I wanted a system that aesthetically looked good, in keeping with the age of the car, and I didn't want to alter the originality of the car in any way.

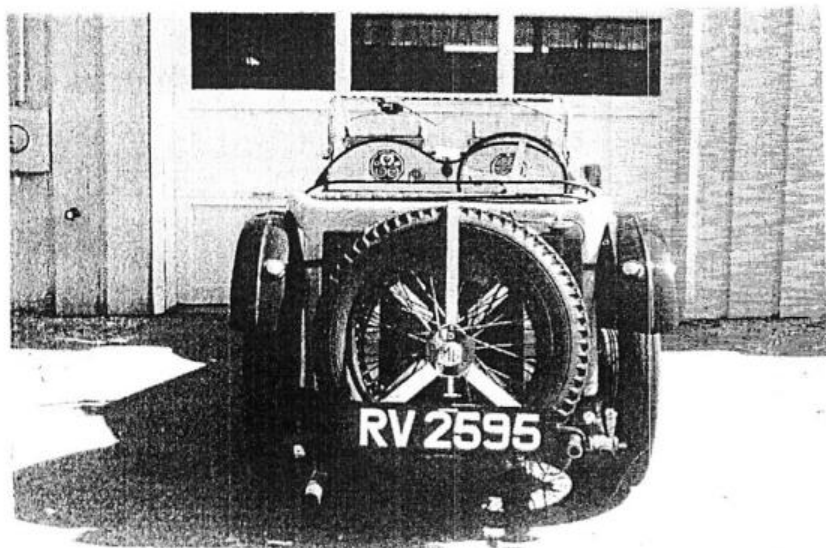
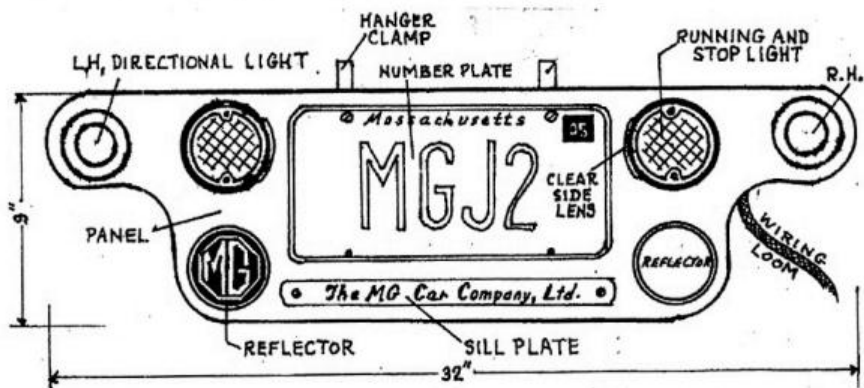


Photo A – original J2 with one tail light

My first purchase was a pair of new stainless steel twin filament tail lamps, with clear side lenses for illuminating the

number plate. (These were both left side lamps, as the right side lamps don't come with the clear side lens) These lamps are designed for early Ford cars (Model A through 1936) manufactured by Bob Drake. These have the look of the double lights on the TC. I then purchased a pair of flat red 3" diameter reflectors, and four 2" polished aluminium bodied single filament truck safety lights (the type used in multiples along the roof of the cab). I figured they would fit the bill for use as directional lights, if fitted with amber coloured bulbs.

I then bought a piece of 3/8" outdoor vinyl coated sign board, the same width as my luggage rack (approx. 36") and about 12" deep. With all the components assembled (including the number plate), I then laid them out on the board, and came up with an attractive shape that accommodated all of the parts. I cut the shape of the board out with a scroll saw, and put a finished edge all around with a cove router bit (see drawing B).



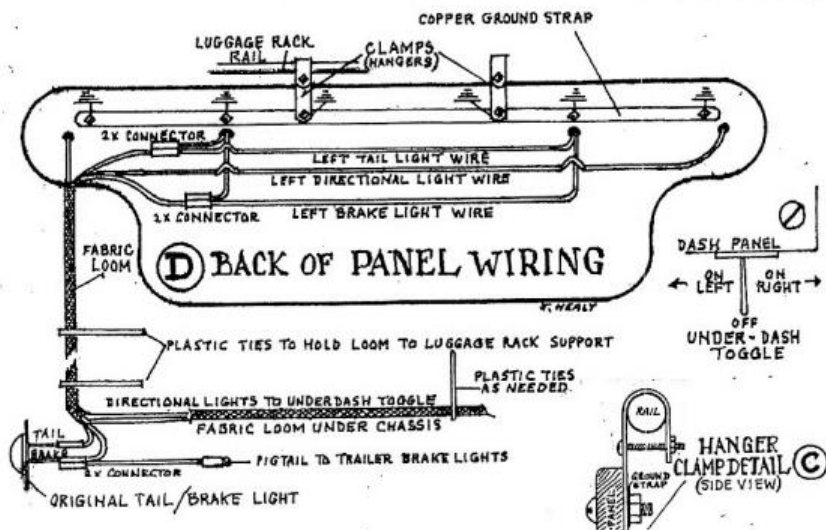
Drawing B – Face of panel

I drilled holes, where necessary, for through bolting the lights, holes for the wires, and holes for the hanging brackets (see detail C). I mounted the tail lamps with the clear lenses facing each other, to illuminate the number plate. Only one of the three mounting holes for the directional lights had to be

through bolted for grounding purposes; the other mounting holes could be secured to the panel with stainless steel wood screws. The reflectors were also mounted onto the panel with stainless steel wood screws. I masked and painted out the reflectors with flat black paint, so that only an outline octagon, and MG reflected. Between the reflectors, and below the number plate, I attached a modified cill plate, which reads "The MG Car Company Ltd" (available from Moss Motors).

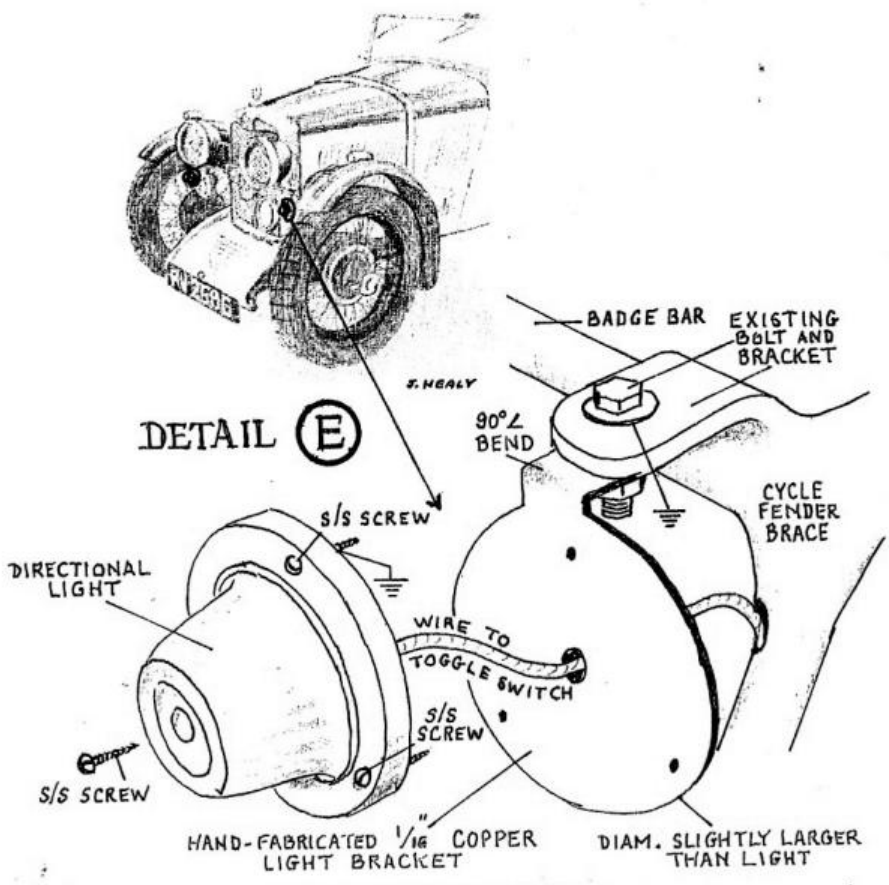
I sprayed the panel a semi-gloss (almost flat) black, and then attached everything. I hung the assembly on the luggage rack, stood back and liked what I saw! Now came the fun part – wiring – NOT my most favourite pastime.

Rather than going into a detailed description (with all the curse words), I drew up a wiring diagram (see drawing D). Note that when I trailer the car, I added a pigtail to the wiring, so that I have brake lights high up on the car, in addition to the brake lights on the trailer.



Drawing D – Back of panel

On the front directional lights (see drawing E), the mounting bracket is attached to the existing bolt on the badge bar, outboard of the headlamp mounting bracket. The wire is fed down through the hollow wing stay (much cursing) to beneath the car, up through the engine compartment, then through the firewall, and onwards to the under-dash toggle switch. Power source to the toggle can be taken off the live side of the ignition switch. Be sure to add an in-line fuse to the power wire.



Detail E – front lights

PARTS LIST with approximate costs

1 x 3/8" vinyl coated outside plywood board, 12"x36"	\$10.00
2x stainless steel tail lights @ \$25.00 each	\$50.00
4x Polished aluminium directional lights, @ \$2.00 ea	\$8.00
4x Amber colour single filament bulbs @ \$1.00 each	\$4.00
2x 3"flat red reflectors @ \$2.50 each	\$5.00
1x two-way (on-off-on) toggle switch	\$1.75
1x Flasher unit for directional lights	\$2.25
50 foot of insulated electrical wiring	\$15.00
15 foot of black creosote-treated fabric loom	\$10.00
24 assorted male and female bullet connectors	\$20.00
1x "MG Car Company Ltd" cill plate	\$10.00
Miscellaneous stainless steel bolts and screws	\$15.00
12x plastic ties for securing wire loom to rack and chassis, ground straps, clamps, and brackets hand fabricated from scrap 12/16" copper.	\$2.50

Total \$153.50

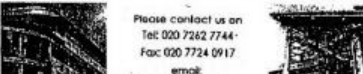
Benefits of this project have been many. I feel SAFE driving on heavily travelled roads. No holes were drilled in the car for installation, and it can be reversed completely to return to the original. The design is very adaptable, as the entire panel assembly can be swung up for removal of the spare wheel. I get many compliments on the design, and felt that I would like to share it with other MG owners. Good Luck! If you have any questions, or have information about my car RV 2595, please contact me at jffh206@earthlink.net

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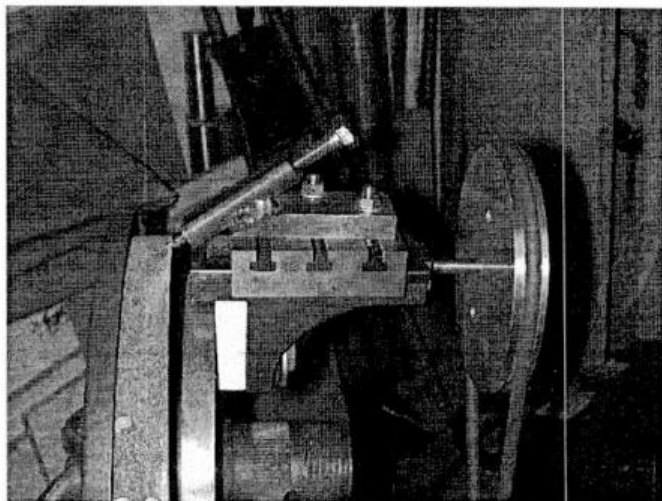


BRAKE SKIMMING DEVICE

by Stefaan Vernyns

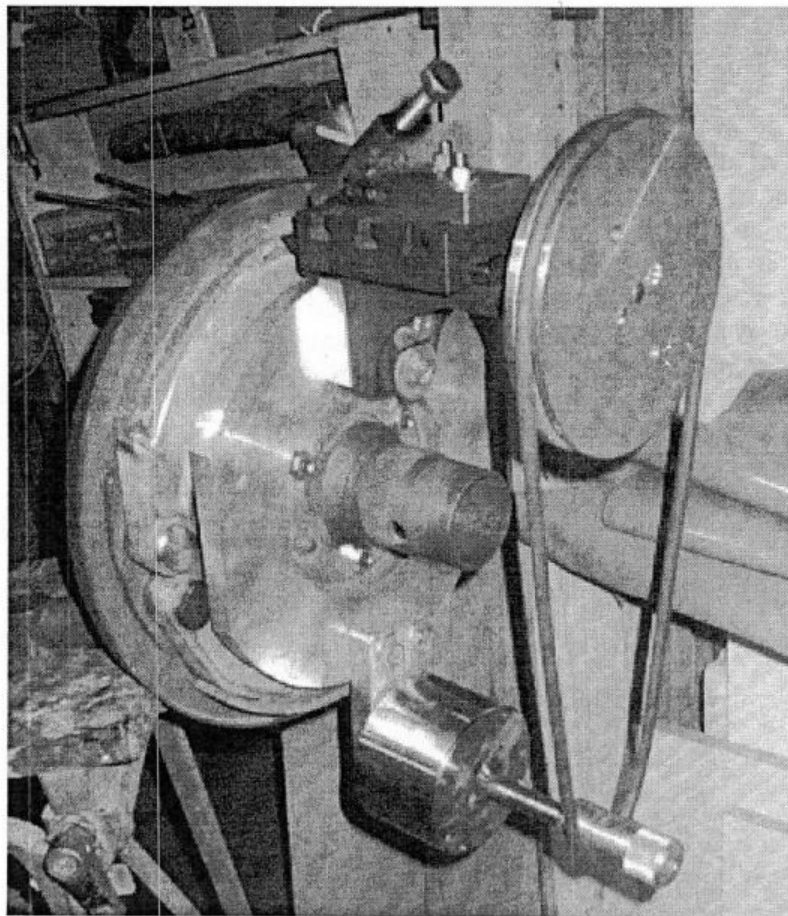
One of the many problems on an MMM car is the braking system. This is what I do now to get it working as it should. It is obvious that every part in the braking system has to be in good condition, but there is always the problem of worn brake drums. When the inside of the brake drum has got bigger through wear or machining, the brake shoes and linings will not match up perfectly. Over the last few years I have tried different methods to skim the non-asbestos brake linings to a perfect fit with the drums. You have to use a slightly thicker brake lining than original to compensate for the worn drums. So I made a dummy backplate with shoes and linings to put in the lathe, and turned everything down to a perfect fit with the brake drum. One has to be very careful, and take precautions that nothing comes loose when turning this contraption in the lathe. This worked quite well, but I noticed some differences in the backplates. I tried the usual method of putting a backplate with shoes and linings in a big lathe, and turning everything down that way. The results were a lot better, but the work involved tripled. So now I use a skimming device based on talks with other fellow MMM enthusiasts.

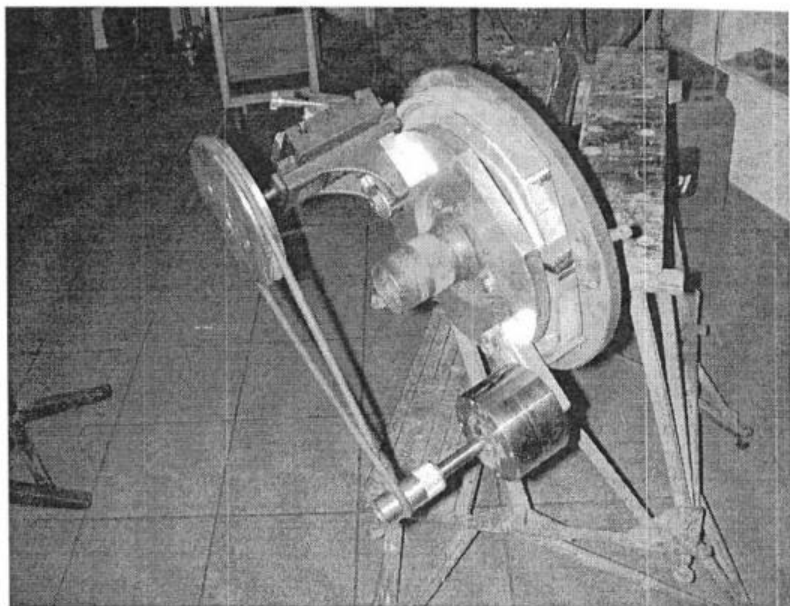
As the picture explains you need a small slide from an old lathe, or milling machine, with a good cutting tool.



The top bolt is used to move the cutter downwards and cut the exact diameter you want. When holding the bottom pulley and turning the device on the hub the slide will move forward and the cutter will slowly progress. If you want the cutter to come back then turn the belt. There is no point in giving exact dimensions, as they need to be adapted to the slide.

It is a good idea to put two pieces of cardboard (0.5 mm thick) under the brake shoes before you start cutting. The brake lever will then have a minimal movement before it pushes the whole brake lining against the drum.





The big steel cylinder at the bottom is just a balancing weight. It now takes about half an hour to do the brakes on one car. You will see that now the drums will move easily over the shoe and that there is no more cursing involved.

Happy Braking,

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Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

Sporting Motorists Bargains

Bryan Ditchman has again been culling the Sports Car magazine, and found the following cars on the Triple-M Register under the above title for sale in 1937/8. Usually stated was the price, date of first registration, colour, mileage, and if you were lucky, some technical details.

For a copy of the advert, send a stamped addressed envelope to Bryan at 74 Hazeley Heath, Hook, Hants, RG27 8NA.

November 1937:-

PA 1407	BLX 220	MMM 1697 ('35 Abingdon Trial)
PA 0648	MG 3195	MMM 424
J 0268	JO 7230	MMM 2048
N 0756	-	MMM 1426 (ex-Bellevue)

December 1937:-

L 0476	MG 2812	MMM 1355
PA 1388	AOJ 882	MMM 473
PB 0277	-	((ex 4-seater)
PB 0643	-	MMM 3328 (USA)
NA 0673	BNB 852	MMM 606 (NL)
PA 2100	NV 7397	MMM 2558 (USA)

January 1938:-

J2 2469	OY 4080	MMM 1250
PA 0974	ADG 497	MMM 2111
PA 0336	JB 3639	(McDermid's Cracker)
PA 0929	71-10-GK	MMM 2976 (NL)
PA1388	AOJ 882	MMM 473
PA 0787	AWL 734	MMM 769
PB 0534	BCE 477	MMM 827
PB 0627	JR 4370	MMM 224
NA 0957	CYK 91	MMM406
NA 0453	CG 8379	MMM 903 (D)

February 1938:-

J2 4218	ALL 996	MMM 2997
PA 0336	JB 3639	(McDermid's Cracker)
PA 0682	JB 3854	MMM 1200 (Bascock's Cracker)
PA 0957	AEL 808	MMM 1213

PB 0281	92-827Y	MMM 1362 (AUS)
NB 0763	BYF 826	MMM 2511 (NL AH-81-29)
NA 0756	-	(ex-Bellvue/Wilkinson)

March 1938:-

PB 0300	RD8284	MMM 1056
RA 0258		MMM1426 (EX-Bellevue)
NA 0756		MMM1426 (Ex-Bellevue)

April 1938:-

QA 0252	JB 4231	MMM206
J2 2441	XJ 4210	
PA 2072	CMV 615	MMM 2032
NA 0756	-	MMM 1426
L 0389	MG 162	MMM 2472 (AUS)

YOUR LETTERS

From Brian Rhead

Dear Phil

A query concerning ball races, after hearing that you had The Vintage Bearing Company rebuild the double ball race for the rear hub. Old single row races I have chucked out due to wear and damage to the balls themselves, e.g. part of the surface having flaked away, due presumably to shock load impact. Perhaps I should talk to V.B.C in order to ascertain the cost effectiveness, as I have tended to hang onto the double row races, however "gritty" their operation. (*The V.B.C. can fit oversize balls to replace worn and pitted balls and track – if the track is too bad they re-machine the track, and fit larger balls – Ed.*)

It would appear to me that single row races would allow a degree of "flex" of associated rotating parts, more so than a double row race, but what is acceptable. (*The double row races are much stronger and limit movement, and I prefer*

these so as to give the half shaft better support. Also when flexing the inner ring relative to the outer ring, many replacement bearing have as much slack in them as worn originals – Ed)

However, concerning double row ball races brings me to a front of crank ball race I have, which is a self-aligning type. It was made by Hoffman, and bears the number UM 12¹/₂.

I have never been able to pluck up enough courage to fit this either to J or F models. Could someone enlighten the ignorant and advise accordingly.

From Pat Boghossian

Philip,

I note in the Bulletin that the new water pump on your 'C' type seized. I too bought a new 'K/ L' type water pump from Moss a few years ago (at, what seemed to be at the time, a very good price, from one of the MG shows at Stoneleigh) which ended up seizing after installation on a newly rebuilt engine a couple of years later!

As I was using a new block with all new internals, I initially thought the pistons and/or rings had seized in the bores, as the bores may not have been machined to the correct size. So I stripped down my engine meticulously measuring / inspecting everything that was removed, but unfortunately, at this stage I was only concentrating on the engine internals rather than the bolt-on components. Subsequent to a full strip down when no fault was found, I then concentrated on the bolt-on components.....that's when I found the water pump saga. You wouldn't have thought that a seized water pump could stop the rotation of an engine - admittedly only at tickover!

Anyway, to cut a long story short, Moss sent the pump back to Donald Day (the "manufacturer"), who said that it had seized because it was not sufficiently lubricated prior to installation (so an installer problem and not a manufacturing defect.....not my fault guv!) but as a conciliation prize, they sent me a new shaft and brass gear.

My shaft had seized in the steel sleeve, which slides in the front housing, as the tolerance was (I believe) incorrect. Where did yours seize?

Kind regards,

(The Editor replied:-

Dear Pat

I also had a new N/P type pump seize on the ND two year's ago. I had paid Peter Gregory £250 for it, at Stoneleigh too. He may well have got them made up for Moss as well. The shaft seized in the casting, and sheared the driving gear off the end, so although it did not stop the engine, the engine overheated very quickly, and my son Jeremy had to retire from the Brooklands Driving tests as a result. I sent it back to Peter, and he returned it repaired, but in the meantime I got the original one repaired and refitted, so the Gregory one is spare, sitting on the shelf waiting to be fitted if one of the N-types have pump failure. I am a bit dubious about using it though.

The C-type has a steel shaft running in a steel casting, and seized early on in the running in period. Oliver Richardson has now fitted it with a bronze bush for the shaft to run in, and so far it has been satisfactory. The pump was a new repro unit, which came from Barry Foster with the car, so I don't know who made it.

Hope this is of interest/help.

Yours

Has anyone else had problems with these new water pumps; please let us know of your experiences – Ed.)

From Peter Prosser

Dear Philip,

I enclose some new photographs of my KN Pillarless saloon (KN 0322), registration number ELF 409.

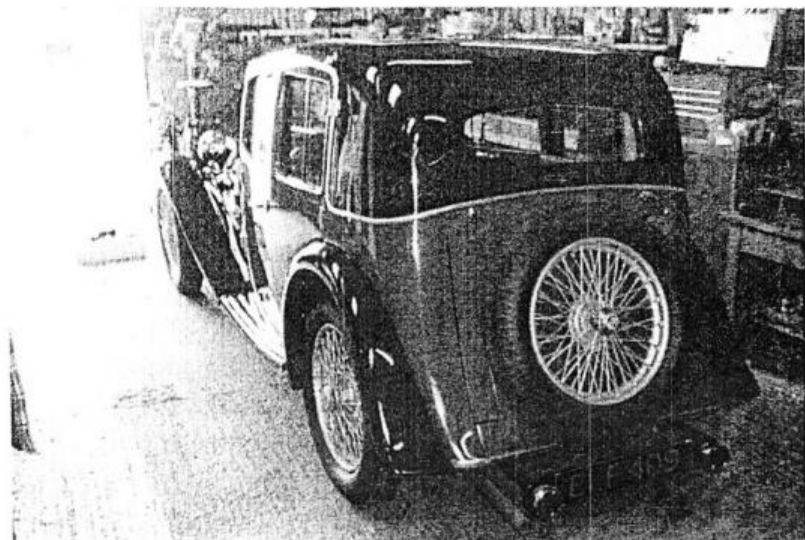
The final fitting of leather, electrics and carpeting will be completed by the 10th May. Adrian Preistly at Chisbon will then send the car to Peter Green's workshop where we (I will watch and nod knowingly, as he does the work!) will make the final adjustments to the preselector gearbox. Finally the MOT at the local garage.

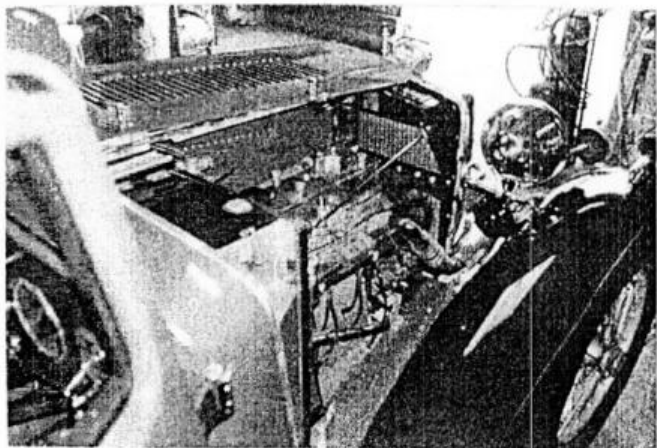
I consider myself very fortunate living only three miles from Peter, whose undying enthusiasm for Triple-M and willingness to enlighten mere mortals is very much appreciated.

All being well, ELF 409 will be at Silverstone this year.

Best wishes

(I am sure we will all look forward to seeing this superb restoration at Silverstone – Ed.)





From Hiro Nishio

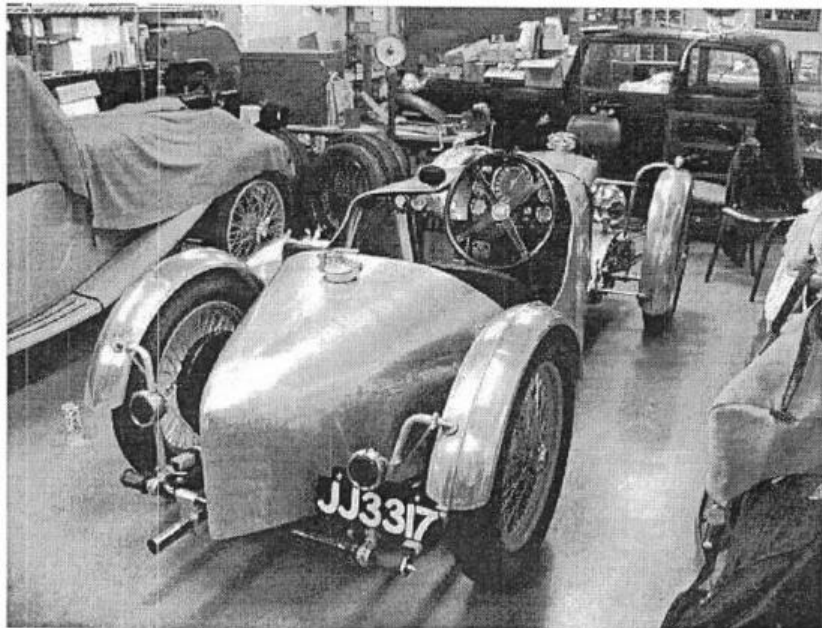
Dear Philip,

I would like to report you that J2771 has just completed. See attached photos.

It took 65 months and 910 hours restoration by myself, including body fabrication. Detail diary available, but in Japanese only! May translate into English for next yearbook?

Cheers,





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TIPS & HINTS.

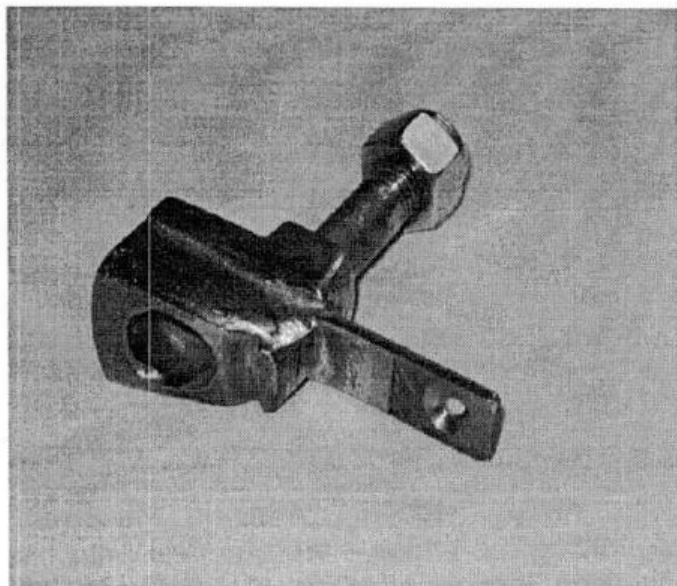
Colin Wallace has just had his exhaust manifold top flange welded up by a company called Cast Iron Welding Co. Ltd. Their address is Samson Road, Hermitage Industrial Estate, Coalville, Leics. LE67 3FP. Tel. 01530 811308. Web Site castironwelding.co.uk

The web site is well worth a visit, as they seem to be able to do any cast iron welding; they even make their own welding rods to match the type of cast iron used.

They did an excellent job, and he is going to have to have the bottom flange welded now, as he has just cracked that.

Paul Duncombe has modified his door catches, and thought that perhaps others might be interested. The old screws holding the striker plate brackets onto the frame kept on working loose and were oversize with Posidrive heads!! He filled the old holes by injecting them with resin wood filler, via a 5ml plastic syringe, and carefully redrilled them to take original size screws. This made a good job, but he was keen to avoid perhaps having to go through the whole process again in a year's time, and pondered on how to make a really robust job. The answer is shown in the photo. By making a saw cut(s) about 4mm deep in the striker plate he was able to insert a 2mm thick by 10mm strip of steel, with about 25mm protruding from the plate. This assembly was silver soldered; a 4mm countersunk hole was drilled at the end, and a screw fitted into the frame (the hole was placed to go through the body metal, where it had been folded round the frame). The whole striker plate assembly could, of course, be chrome plated if desired. He painted the additional bracket body colour. The mod is hardly noticeable.

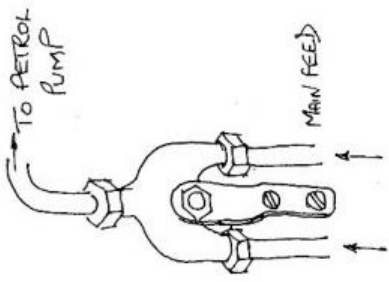
Heating the chrome when silver soldering does not do much for the finish but the striker plate fixing will now see him out!!



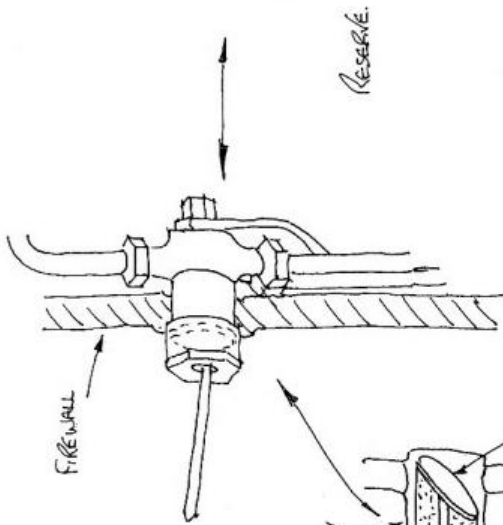
It is difficult to get the rev counter drive into the drive at the back of the camshaft, which is basically a rod with a slot in to take the spade end of the rev counter cable. The other problem is that if you do not get it central in the drive it soon flies out sideways, and can mangle the end of the cable. The solution is to fit a tube tight over the full length of the camshaft drive, which means that once in position, the spade cannot fly out. To enable the spade end to slide easily into the drive, you will need to chamfer the ends and sides of the spade, thus providing a lead into the slot. Another tip is that the fitting on the rocker cover may not be directly in line with the camshaft end, so loosen off the rocker cover to give more chance of engaging the slot.



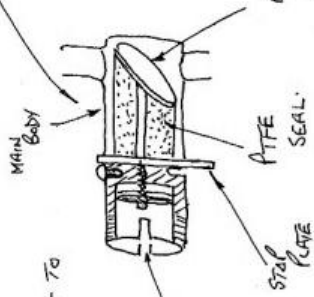
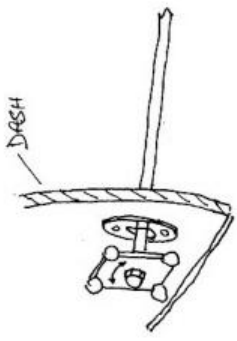
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ALL THIS PART (INCLUDING STOP PLATE ROTATES.)

CARS FOR SALE

Pat Boghossian (Tel: 01628 665713 (H) or 07795 575325. Email address pat.1.boghossian@britishairways.com) has for sale a MG 'PB' Restoration Project. Complete car, which has been meticulously disassembled, taped and labelled accordingly. Currently complete rolling chassis with engine, gearbox, bulkhead and radiator installed. All matching numbers ie: Chassis, Chassis Plate and Bonnet. Ring or email for further details. £6,400

Paul Marvell (5 Grafton Road, St. Peters, Broadstairs, Kent, CT10 3DH. Tel. 01843 600715 e-mail address:- pmarvell@tiscali.co.uk). Has for restoration a part completed cycle-winged J2. The rolling chassis was restored by his father-in-law, a retired Squadron Leader responsible for engineering.

The chassis is original and has been de-rusted and re-painted. The engine and gearbox, also original, has been rebuilt, as has the rear axle and suspension. The wheels are on, although without tyres, as they could do with shot-blasting, because they are not the original colour. There is a set of tyres. The body has been dismantled, and partially rebuilt with some new ply-wood and ash frame.

The floor has been renewed with treated ply-wood. Metal body-work is original, and has been de-rusted and primed, but needs finishing. The instruments, dash board and tool tray have been refurbished. Some re-chroming work has been done, together with a reconditioned radiator. There is a new wiring loom. The double-duck hood needs replacing - but I have the original. The exhaust has been replaced. The only parts missing to my knowledge, are the battery and water manifold. Offers around £7000.

SPARES WANTED

Tim Miller (Tel. 01935 822978.) Desperately needs to complete PA, a pair of Front 12" brake back plates and shoes. Has lots of spares for possible swop, e.g. dynamo, diff., steering column complete, plus loads of others; ask!

Brian Rhead (25 Leylands Park, Burgess Hill, West Sussex, RH15 8AQ Tel. 01444 247089, or on mobile 077908 15839) wants an F-type front cross tube/front engine support.

He also would like to replace his Marles Weller steering box for a .Bishop Cam set up, for his late model P-type. He has a T-type one, he believes, which is too short at 38³/₄" length of column. So could anyone with a Bishop Cam arrangement please contact him.

SPARES FOR SALE

The Editor (Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. Tel 01483 811428) has a pair of good N-type rear wings for sale, already in grey primer.

Bryan Ditchman (74 Hazeley Heath, Hook, Hampshire, RG27 8NA. Tel. 01189 326346) has for sale:-

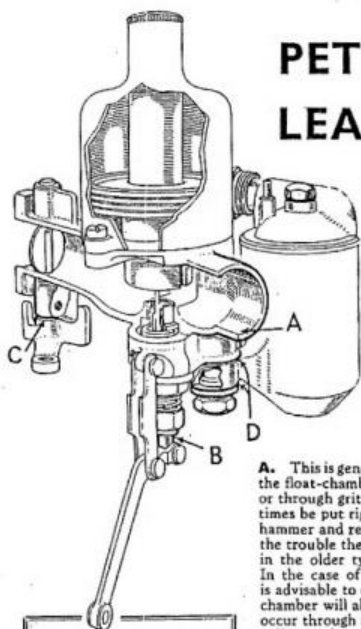
4No. Dunlop 4.50x19" tyres with 3mm+ tread; £10 each, buyer to collect

Good M-type block, bores at 58.5mm; block number MG2053A; £300.

Adamant steering column, some damage and modification; £45.

Colin Smith (Killemor Cottage, Aros, Isle of Mull, PA72 6JZ, Tel. 01680 300398) has an original J4 exhaust manifold (it came with a Geoff Coles J4 special about 40 years ago); three tiny holes need welding; £180 post free. Also coming from Geoff Coles, a J exhaust manifold with four individual stubs inclined down and back to clear the bonnet line; rust proofed as new condition; £60 post free.

PETROL LEAKAGE *in your* CARBURETTOR



PETROL is a liquid which takes every opportunity of showing itself, and it is somewhat difficult to ensure absolutely petrol-tight joints. If not properly adjusted the S.U. Carburettor can leak at the following places:—


- A. From the air intake.
- B. From the base of the jet.
- C. From the throttle spindle.
- D. From the float-chamber fixing.

A. This is generally through petrol leaking past the needle seat in the float-chamber owing to a worn or damaged needle or seating, or through grit or dirt. In cases of wear or damage this can sometimes be put right by lightly tapping the float needle with a light hammer and revolving it at the same time. If this does not rectify the trouble the only other course is to get the needle seat re-cut in the older types, and, in the later types, obtain a new seating. In the case of the float needle, should this become damaged it is advisable to obtain a new needle. Too high a level in the float-chamber will also cause this trouble, but this is rare and can only occur through someone tampering with the level and moving the collar on the needle higher or lower as the case may be. Incidentally, this is never necessary, as the S.U. is not sensitive to petrol level within wide limits.

B. It will be readily understood that to obtain a perfectly petrol-tight joint in a moving part is, to say the least of it, difficult. In the case of the S.U. the jet runs through cork gland washers and these in time may deteriorate. The only cure is to fit new cork washers; but when doing this care must be taken to adhere strictly to the instructions given in our pamphlet. A slight dampness of petrol round the jet head will not affect the running or consumption and may be disregarded.

C. Caused through the idling mixture being too strong, which allows petrol to accumulate in the body of the carburettor and run down the throttle spindle.

D. Can easily be cured by tightening up the float-chamber holding-up bolt, and fitting new fibre washers, if required.

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CHILTERN HUNDRED

Trials Reunion 29th/30th October 2005

To celebrate the 70th Anniversary of the Formation of the M.G. Car Company's Cream Cracker and Three Musketeer Trials Teams

Organised by the Triple-M Register of the M.G. Car Club

The weekend will include:

- Saturday morning & afternoon runs with lunch at the Lambert Arms
- Route based on pre-war Chiltern Trials road sections
- Light hearted 'photo quiz' competition
- Saturday route approx. 100 miles – Touring Assembly
- Saturday finish at Horwood House, near Winslow, Buckinghamshire with Celebration Dinner
- Sunday relaxing Social Event including Photo Opportunities of historic 1930's Trials Cars
- Luxury Accommodation with Concessionary Rates at Horwood House
- Marquee display of Trial Cars at Horwood House – MGs, Singers, Austins and other period trials cars

For further information or to confirm a reservation, contact:

Alan Grassam tel: 01935 863673

or e-mail: agsquarecrackers@uk.net

Entry form can be downloaded from the Triple-M website

www.triplemregister.org



Rosemary Bayne-Powell at the January VSCC Brooklands Driving Tests

Photo: M. Crouch



Kenneth Evans' C-type (0263) at Chalfont St Peter Hill Climb, May 1932

Photo: Brooklands Society Archives



Jim Healy's J2 at the display at Boston City Hall Plaza as one of the 100 Best Cars in New England

Photo: J. Healy



Mike Dowley and PB at Mallory Park in 1990

Photo: D. Wharf