

TRIPLE-M REGISTER BULLETIN



JUNE 2006





Terry Wilson's F2 in the Yorkshire Dales on the Flat Cap & Whippet weekend
Photo: R. Goode



Nick Benger with his J2 on the Classic Kimber Trial
Photo: I. Davison

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June 2006

EDITORIAL – Phil Bayne-Powell
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Your editor is now getting into the swing of retirement, and finding so much to do!

Rosemary and I have just come back from the Flat Cap and Whippet weekend in Yorkshire, where we were very well looked after by Bob Walker and Terry Hartley, the organisers, even if we had serious rain on both days!

The 130 miles tour round the dales was great, especially after the rain cleared away in the morning, with some lovely Triple-M sweeping roads, and single track sections climbing up to 1800 feet between 6 foot high stone walls. They even laid on some impromptu fords, where the water was streaming off the fields and across the roads, in places up to 6 inches deep! The scenery was very dramatic, as we went from one Dale to the next, and if the sun had shown its face, would have been spectacular.

A 1948 vintage bus (built by Bristols) took us to the Friday night's restaurant via a scenic route. The Sunday tour took us through the centre of York in a convoy, which turned many heads, and on to the Elvington Air Museum, where we had a very wet photo shoot under their Dakota. The exhibition of the life of Barnes Wallis was fascinating, and really covered the genius of this engineer.

A full report by Keith Jackson appears later. It was attended by 20 cars, and we hope that next time more people will come along to support this northern event.

We had the unusual experience of two punctures; one going up and the other coming back, not a regular occurrence in this country.

Front Cover: Celebrating the C-types 75th anniversary, four of the five cars present, lined up at Dave Cooksey's gathering in April.

Our first main event, the Classic Kimber Trial went off well in good dry conditions, and Alan Grassam has kindly penned a last minute report, which occurs later in the Bulletin

The C-type saga continues! We took it to the Brooklands MG Day in April, and despite it not going very well, were persuaded to take it up the Test Hill. Pride comes before a fall they say, and we came to an ignominious halt some way short of the top, and had to be pushed by the marshals! Just not enough power!

The following Friday it was booked into Southern Carburettors for a rolling road tune up to find the missing power. When we returned to collect it, I was told that they found 5bhp – that was the total sum of the horses at the start!! They managed to get it up to 14bhp, which is way short of the 44bhp an unblown C-type is supposed to produce. Somewhere 30 horses were absent. I spoke to Roger Thomas about this, and he said it sounded like the timing was out.

Now I always take great care to get the timing correct when putting the dynamo in, so I didn't believe that this was the trouble. But yes you've guessed it, the timing was one tooth out, so as I was due the following day at Dave Cooksey's C-type get-together, I decided to take the dynamo out at once, and reset it correctly. Wow what a difference that made; the car was a new machine. So the trip down to Andover turned out to be most enjoyable.

John James

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*****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 *****

At the Cookseys, Barry Foster handed me the Powerplus blower gearbox for the new No7 unit that has been made up by Curtis Liposcak, using my old, broken, unit as a pattern. These blowers were quite big, and so needed a step down gearbox, which was done in line, with a planet gear running round inside an internally toothed drum. I now have all the bits to put together a set up that will look very original, and hopefully will go like the rest of the C-types.

Whilst the performance is now adequate, there is still oil coming out of the back of the block, where it bolts onto the bell housing; this despite the industrial silicone sealer with which Bob Hudson helped me try and seal this joint. Barry Foster has fitted a thin copper gasket on the "Rat", which seems to have solved his leaks; so maybe we shall have to do the same.

Silverstone is nearly with us, and we are getting the C-type display organised, and hope to have most of the running UK cars in attendance. There is a track demonstration run on the Sunday morning, with the D- and F-types.

The Chairman's Open Day, on the 16th July, will follow the format of previous years, with a barbeque and gymkhana. For details and the entry form, a separate sheet will be found in the centre of this Bulletin. It is a tremendous day out with time to talk; and an eclectic selection of cars always turn up.

Please remember to send e-mails to my home address, now that I am retired. Also please could I ask that large photo files are reduced in size, as I am not yet on Broadband, and these big files effectively block all incoming e-mails, and I have to ask a Broadband friend to unblock them for me.

Our N-type saloon has now gone away to be upholstered, leaving me to get on with the Jarvis F-type. This has its loose panels and petrol tank back from being painted, and these are now fitted, and it now looks more like the original car again. The new ali wings are being made, and the hood frame has been extended forward to the windscreen; this front section had been cut off in the past, but due to Stefaan Vernyns' kind loan of his hood frame, we have now got it right. The engine should be back from Barry Foster by the time you read this, and then it will need to be rewired, and looks likely to be on the road this year.

April VSCC Silverstone - Triple-M Race

From Ian Davidson

Those of us, who are old enough to remember the dark ages, will know that Triple M cars have only been accepted by the VSCC since 1976. Any car with a proven pre-war competition was accepted before then, but in those days there were very few M.G.s to be seen in their events. After the rules were changed, there was a noticeable increase in the entries, but only roughly in proportion to the many other makes of car, and the M.G.s seemed to fit in very well.

In the thirty years since then, there have been races for single makes of car, but they have been very few and far between. The major exception being Frazer Nash, who have their own race every year at Cadwell Park. Other makes to be granted the privilege were Austin 7s and E.R.As

When Paul Mullins contacted the competition secretary last year and enquired about the possibility of an M.G. race, he was told that if he could fill a grid they would like to include a dedicated six lap scratch race at the Silverstone meeting early this year. This he managed to do after a comprehensive survey of the potential entries, enabling him to specify the classes, and he and the Triple M register committee stalwarts did some heavy persuading!

And so it came to pass: there were four classes, the first was for cars with 4 cylinder unblown engines and it included Alex Peacop (M type), Hamish McNinch (PA) and Peter Green's PB Cream Cracker driven by Patrick Boghossian.

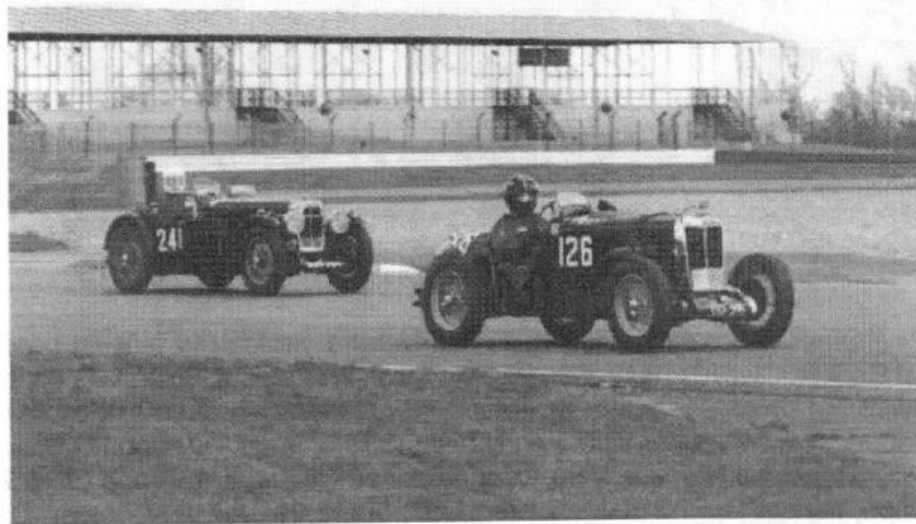
The second class was for cars with 4 cylinder blown engines, and included Mike Dowley, Peter Plaskitt and Mike Painter in P types; Fred Boothby, Stuart Evans and Gil Collins in J types, David Cooksey and Barry Foster in C types, and Mark Piercy in the R type.

The class for 6 cylinder unblown engines included Richard Last, Peter Green and James Brice in N types of various origins. The heavy brigade in the blown 6 cylinder cars were Charles Jones and Rod Stansfield in L types, Robin Butler and David Downes in N types, Paul Mullins, Peter Fenichel, John Dutton and Robert Pattinson in your ordinary K types, and K3s with Andrew Taylor, Don Butler and Edward

Cottam. The single seater open wheel high performance racing cars had been deemed unsuitable for a race of this nature.

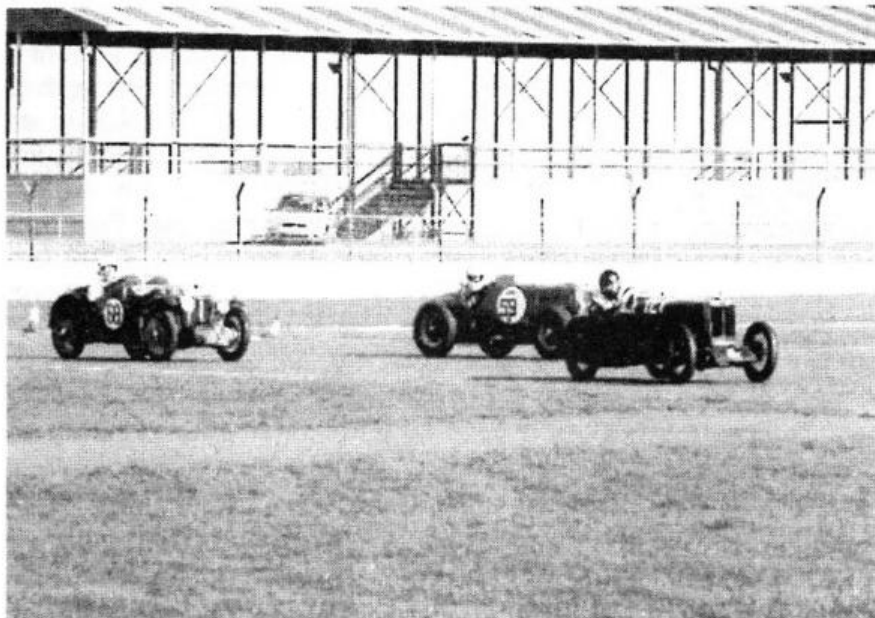
The day dawned bright and sunny, but with the traditional Silverstone wind, which was strong and icy cold. The circuit in use was what we know as the club circuit, and all the entries came with the one ironic exception of Paul Mullins, who was detained elsewhere. The R type had gearbox trouble, and had to scratch, a great disappointment, so 24 cars came to the grid.

Among the dramas beforehand, were Alex Peacop having a bit of a spin at Becketts in practice, Barry Foster having to practise with 3 cylinders, and Mike Dowley being seriously nerfed off the track in an earlier race, fortunately no harm done. Barry sorted his plugs out, and made a spectacular start from the rear of the grid, and his car showed itself to be very much on form, even though it was running with wings and screen.



The N-types of Richard Last and David Downes battling it out

Charles Jones was the favourite, and he took an early lead that was unchallenged, but not a runaway. Andrew Taylor was never a long way behind in Peter's K3, and the field was fairly evenly spread out. After two laps the diff gave up on Stuart's C type replica, and on the next lap Hamish had to retire, as his carburettors were frothing at the mouth.



Mike Dowley (P) and Barry Foster (C) about to engulf Alex Peacop (M)

Other minor excitement included Richard visiting the outfield briefly at Becketts, while chasing Barry, who was in his sights. Six laps is as the twinkling of an eye when the blood is up, especially if you have been lapped, which happened to nearly half the field, and it was soon over

The class winners were Charles Jones who won the race at 70.28 mph, fastest lap 1:21.93; Richard Last, 6th, 1:29.37; Barry Foster, 5th, 1:28.19 and Alex Peacop, 12th, 1:33.56. The VSCC always award a handicap prize for scratch races, and it went to Fred Boothby, who was 16th with a best lap of 1:40.21, nearly as fast as his rubbish cart – (*apparently he works as a dustman- Ed*).

Throughout the day there had been a dedicated area of the paddock for MMM race entrants, and also other visiting MMM cars. It attracted much attention and was a major feature of the day. From the point of view of those involved the whole event could only be seen as a major success and must have made a good impression on the public and management alike.



Peter Fenichel's K-type in the paddock with Peter Green's NE "Aramis" beyond


MIDGET

MAGNETTE

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TRIPLE-M REGISTER

70th ANNIVERSARY KIMBER CLASSIC TRIAL

22nd & 23rd April

from Alan Grassam

Conditions were ideal for this the oldest event in the MG Car Club's calendar, with rain during the week before to make the sections interesting, but sunshine on the day, so that competitors could enjoy the benefits of open air motoring to the full. As one would expect, the majority of the entrants came from the MMM registers, whose cars created the history and the magic of the marque.

In all there were 19 OHC cars whose owners ranged from two veterans, Derek Moore and Peter Down (both have owned their PA's more than 40 years), to some of our promising youngsters Alex Reid (J2), Tim Beckh, and Dutchman Henri de Jong, in his splendid M 12/12. One must also mention those two attractive young daughters, the Misses Warner and Gibbons. Surely it's about time their fathers moved over to the bouncers' seats? We were also pleased to welcome again our Dutch contingent with three MMMs and a TC.

The route headed north from Sherborne up to its northernmost two sections above Bruton. Batcombe was climbed easily by the entire field, John Haine (M type) and Thys Degroot (J2), being very determined. The next section, Alham Splash, a short timed drive along a shallow river, presented few problems this year, as it was at its lowest level ever. Indeed only three cars stopped, Henri de Jong, Frank Van Dalen (J2), and John Reid, driving Frank Allocca's very smart blown J2. It is rumoured that John owns a fierce, heavily supercharged six-cylinder ex-works trials car. Nobody has ever seen him driving it so perhaps it is time for it to reawaken?

Honeycliffe was used in the first Kimber and then, as now, posed a few problems. It is a steep track winding up between trees, with a surface of stone, liberally laced with a greasy layer of clay. This combination proved too much for John Haine, Derek Moore, Peter Down, Nigel Gibbons, John Reid, Henri De Jong and Frank Van Dalen. The next hill, Pitcombe, brought a new name to the failure list, Colin Wallace, though it was good to see his PA running well after problems at the Chiltern Hundred. Hell Ladder Lane, normally a big "stopper", only managed to catch Peter Down this year.

Lunch as usual was enjoyed at the Sparkford Inn, breakfast stop for the Land's End trial pre-war. After lunch, Bottoms Up failed only Tim Beckh and Colin Wallace. The next section, Malc's Ridge, had to be put in when the new owners of our traditional last hill, Lyon's Gate farm, withdrew permission.

The special test in Eastfield saw some good times put up, noticeably by Keith Hall in the immaculate ex Doreen Evan's J2. Nick Benger was at a disadvantage here for, cunningly having arranged a heavyweight bouncer to aid traction on the muddy hills, was seriously down on acceleration.

The now tarmaced Whitesheet Hill, which climbs its long and steep way eastwards out of Beaminster, was included because it was used in the Exeter Trial during the 30's. Only Nick Benger failed, whose lack of acceleration prevented him from getting away from the re-start line in time.

Honeypits, our final Hill, was first used in the 1908 Exeter, and made an exciting long climb, as its sunken leaf covered clay surface wound up between high hedgerows. Surprisingly, last year's winner evergreen comps. secretary, Mike Linward, failed to figure in the results, after poor times on both special tests.

But the winner this year is an equally evergreen character, who achieved this by the simple process of lightening his PA on the previous 19 events, by allowing bits to drop off, which he hasn't replaced. You will, of course, all immediately recognise George Ward to whom deservedly went The Kimber Trophy. Martin Warner (KN), was 1st in Class, Patrick Gardner (PA), 2nd in Class and Thys Degroot 3rd in Class.

The day's events were rounded off by an excellent evening at The Sherborne Hotel, where Steve Dear entertained us with jokes that none recognised, as they had all been re-cycled!

As usual on Sunday, we motored over to Butleigh for Barry Foster's devious driving tests, which were won by, yes, you've guessed it, George Ward. The bad news here was that Master Chef, Hamish McNinch, was unable to preside over the traditional Barbecue, due to promotion to a very high rank. The good news was twofold; first that local M type boy, Mark Pilkington (Pilkie) took over, and produced an excellent Hog Roast - many thanks Pilkie to you and your team. Second:

you may all now sleep soundly in your beds and walk the streets in safety from terrorism, as Hamish is now in charge-and that's official!

RESULTS

NAME	CAR	Marks Lost	Special Test Times	Awards
Peter Jones	MG 18/80	6	31.50	
John Haine	MG M	6	45.00	
Timothy Beckh	MG J2	6	30.00	
Mike Linward	MG J2	0	45.00	
Peter Hemmings	MG J2 Special	6	45.50	
Keith Hall	MG J2	0	43.50	
Nick Bengier	MG J2	6	44.00	
Colin Wallace	MG PA	6	34.50	
Derek Moore	MG PA	6	40.00	
George Ward	MG PA	0	33.50	Kimber Trophy
Alexander Reid	MG PA	12	38.50	
Patrick Gardner	MG PA	0	38.00	2nd
Peter Down	MG PA	15	50.50	
Nigel Gibbons	MG PA	Retired		
Colin Butchers	MG L Special	Non Starter		
Michael Dorsett	Austin 7 Grasshopper	Retired		
Peter Hornby	Austin 7 Grasshopper	0	39.00	
John Bennett	Austin 7 Grasshopper	6	39.90	
John Reid	MG J2 s/c	12	54.00	
Henri De Jong	MG M 12/12	18	56.00	
Thjs Degroot	MG J2	0	39.50	3rd
Frank Van Dalen	MG J2	6	55.00	

The Sundays events at Barry Fosters attracted nine entries, who had two attempts at each test, but instead of taking the best of the two times, they added these together. Hopefully this will be changed for next year, as some people need to get off early to return home, and haven't time for the second attempt.

Kimber Classic Trial-Driving Tests 23rd April, 2006

RESULTS

Tests (2 runs)

		1	2	3	4	5	6		
John Reid	J2	21	97.5	76	44	23	85		
				80		17		DNF	
George Ward	PA	28	85	84	41	22	18	570	1st
		6	84	75	41	18	68		
Mike Linward	J2	18	83.5	78	37	21	70	594.5	2nd
		6	85	69	36	19	72		
Alex Reid	PA	37	96	82	86	18	76	DNF	
		6		75	36	16	50		
Colin Wallace	PA	48	91.5	138	50	25	76	DNF	
						16			
David Stansbie	J2	11	97	76	46	32	65	DNF	
						22			
Steve Dear	Hornet	26	87	73	40	29	66	619	
		2	87	89	36	18	66		
Thjs De Groot	J2	15	85.5	81	37	19	71	610.5	3rd
		6	87	70	37	25	77		
Henri de Jong	M12/12	18	89.5	70	133	17	77	669.5	
		12	88	71	61	17	16		
Derek Moore	PA	19	90.5	77	43	29	70	DNF	
		6				20	69		
Bart Spoelestra	TC	18	93	81	41	17	78	663	
		12	114	75	40	17	77		

Dave Cooksey's C-type Open Day 30th April

Dave Cooksey had invited C-type owners to collect at his new place, near Andover, to celebrate the 75th Anniversary of the first appearance of the C-type, which was for the 1931 Brooklands 12/12 race on 8th and 9th May. They had turned up for practice on Monday 3rd, which was the first time these cars had appeared in public. So the 30th April was as near as we could get to the actual date of their first appearance.

On the day we had five cars turn up, with three other owners also present, but without their cars. Brian Anderson (C0272) had come all the way from county Down to get some inspiration for getting his car on the road after 20 odd years.

The five cars which graced Dave's drive were Dave Cooksey's own ex-Goldie Gardner car (C0256), your editor's ex-Evans/works demonstrator (C0263), Mike Gooch with C0273, Barry Foster with "The Rat" (C0280), and Robin Gordon with C0290, which he had trailed down from Cheshire.

Also present was Bob Hudson but without C0284, which had deranged its blower drive a few weeks before, and David Potter was without C0287, as it is not quite completed its restoration, although he was promising to have it ready for Silverstone.

All cars were blown except your editor, who is currently running on 1^{1/8}" carburettors. Robin Gordon was sporting the brand new Curtis Liposcak Powerplus No 7 blower, on his AA- headed engine; the carburettor lying on its side, and the blower pipe feeding the nearside of the engine, as per originally. These blowers have been re-engineered by Curtis, and Robin had only done about 100 miles since its installation.

The editorial C-type was at last going well after its visit to a rolling road, which had identified a dynamo being one tooth out. It romped down the M3 cruising at 4500prm (67mph), with burst up to 5000 (75mph) to overtake slower modern cars!

The group went down to the local tavern for a pint or four, and we were joined by Alan Grassam, who had come to see what all the fuss was about! A splendid buffet lunch has been laid on by Wendy Cooksey back at their house, so that people could swap yarns and info, as well as

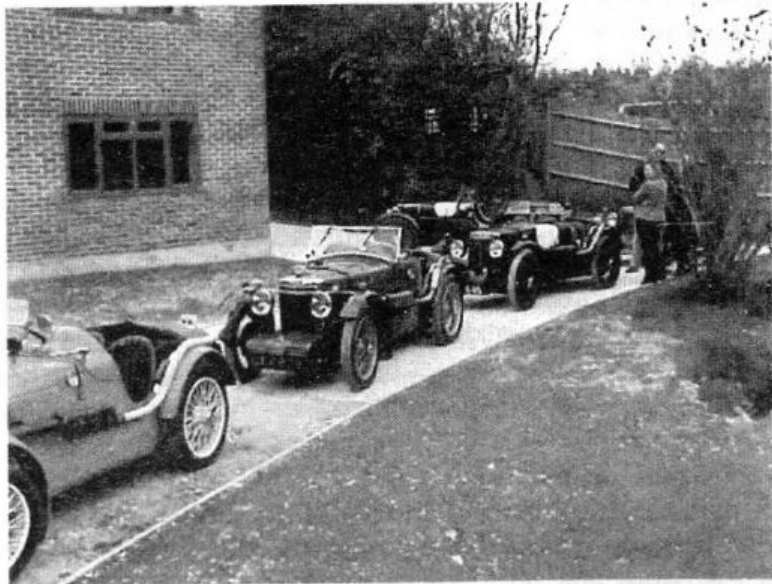
look through Dave Cooksey's album of Goldie Gardner's team assault on the 1931 Ulster TT. He had recently acquired this at auction, to go with his Goldie Gardner car, and it was a fascinating collection of photos of events, both before and after the race. We are hoping to have a selection reproduced at the C-type Silverstone display.

Those who wandered into Dave's workshop were greeted by an original C-type body that David Potter had found down in the West Country, as well as a P-type Airline Coupe that needed a lot of attention.

A C-type celebration cake was produced and we all duly scooped our share.

Your editor came back with Mike Gooch, along the A303 and M3, creating quite a lot of interest, as it is not every day you see a C-type, let alone two together.

A good day was had by all, and we now look forward to seeing most of the 12 known road-going cars at Silverstone in June.



The Editor's C0263, in front of Robin Gordon's C0290, Mike Gooch's C0273, Dave Cooksey's C0256 (hiding), and Barry Foster's C0287 behind

Flat Cap and Whippet Weekend

May 19-21 May 2006.

from Keith Jackson

"Good Morning", said Miriam O'Reilly of the met office when she read out the weather forecast for the weekend. Her report went downhill from the word "Good". "The Met Office has issued a severe weather warning. Rain has swept over Northern Ireland into Northern England and got stuck there. Heavy rain will persist in the NW and NE of England. Local Flooding will occur from Merseyside to Yorkshire. Tomorrow will be similar".

This was the week that the water authorities in the SE have imposed an emergency ban on water use. That should have been the warning (remember that the appointment of a Minister of Drought some years ago brought the deluge?). But Triple-M enthusiasts are born optimists, aren't they? Why else would they go out into remote parts with flimsy cars and cable brakes?

Miriam was not wrong. By the time we got to Burley-in-Wharfedale, the river Wharfe was like the Rhine at Koblenz, and it looked like frothy hot chocolate. The five great rivers of Yorkshire seemed to have fused into one - and we couldn't see the join! We sailed on.

Mike Hawke and Ann (normally a good navigator) appeared in my mirror as I stopped at the first main road in many miles, and the their 1932 open J2, suddenly appeared on my left hand side with wheels astride the busy Halt Sign, with modern Euro cars flashing past his front number plate. "Water in the brakes, I think," said Ann.

Just to make Philip and Rosemary Bayne-Powell feel at home, the organisers (Terry Hartley and Bob Walker) had found a few speed hump infested villages. It was the hump placed illogically within 20 yards of the speed de-restriction sign that shook my PA such that the coil to distributor lead jumped out, and left me stranded in a puddle. Terry and Margaret Andrews from Sidcup in Kent, in their well sorted 2 seater PA, were first on the scene, offered encouragement, and some Werthers Originals whilst I made a fresh connection, and we were on our way.

Many examples of MG comradeship later, we all checked in to the warmth of the Crown Hotel, Boroughbridge, and compared our experiences.

The views and driving experiences had been exceptional. The same route in sunshine would have revealed even more beauty of the far off hillsides and leafy valleys. We had travelled 140 miles through glorious countryside. Cow and Calf at 33 miles, Bolton Abbey at 39, Malham Cove at 61, Kettlewell 74, Hawes at 89, Muker at 97, All Creatures Great and Small (Reeth) at 106, Ripon 114.

We felt in tune with dry stone walls, pretty villages, open moor land, expansive views, twisty undulating roads where crests of the road disappear below the radiator cap (and you trust that you have judged the direction of the road correctly). We had stopped for coffee, fiddled with the cars, wrung out a few towels, visited some ancient abbeys, and had some retail therapy at the Wensleydale Creamery in Hawes. We looked at the rain and felt sympathy for farmers and young lambs, the many Gardens Open today, flower shows, village market stallholders, Otley Show, and yet when we returned we were content that we had had a GOOD day.

Saturday had been billed as the main day of the weekend, and was topped in the evening with a fine meal and friendly discussion. A little bit of speechmaking reminded the gathering that Yorkshire is not really very far north, and that Yorkshire hospitality is second to none. Terry bribed the southerners with gifts of Yorkshire tea (does it really grow on the south facing slopes of the Pennines outside Bradford?). John and Dorothy Greer were blamed for bringing the bad weather over from Northern Ireland. Dorothy was not amused. She had endured a terrible 8 hr crossing to Birkenhead, and John had foolishly said that he would take her on a wee 3 week trip to the Yorkshire Dales, Lincoln, Hertfordshire, Lymington, and would round it off with a tour of Wales. Things had not started out in his favour...but Dorothy had been seen out early on the Sunday morning polishing the beautiful black J2 into concourse condition again. And I guess she will be doing this every morning until they get home. How do these MG enthusiasts get their navigators so well trained?? (Answers in a sealed envelope please).

This was not a ONE day event. We had met on Friday evening and started the 'catch up news', and 'where are you from?' process by the time the bus arrived. Bus? Yes this was a special treat bus. This was a red single-decker historic vehicle. It was presented in the livery of the United Bus Company, complete with all of its period signage, and a driver in sharp creased uniform. His navigation was a bit scatty, because after an hour we were within 3 miles of base, but we had enjoyed the fine evening sunny drive around the pretty villages of North Yorkshire. A Satnav on a 40's bus was not considered ethical. The Crown at Roecliffe was our host for the rest of the evening and the conversation flowed.

Undaunted by the experience of Saturday, and the weather warnings of Miriam O'Reilly, we set off on the final day (Sunday) for a leisurely run through the Vale of York to the City of York and its fine Minster Cathedral. The many visitors taking photographs of the Minster quickly adjusted to a shot incorporating a funny old car in front of the Minster. A drive through the old arched medieval gateways (Bars) and round the City Walls then led us to WW2 bomber station at Elvington, just to the east of York. This is now a museum and home to some wonderful old aircraft. This gave us the chance for a rather classic group photo of Triple-M's in front of a Dakota. Resisting the temptation to enter the Triple M's into the nearby airfield dragster competition, we met in the NAAFI for coffee and cakes and farewells before we departed.

Terry Hartley and Bob Walker had decided to put something back into the Triple-M fraternity. They had volunteered to put Yorkshire on that map, and had managed the whole process with impeccable style. Everyone was full of praise for the thoughtful arrangements (even down to the coins "open envelope now" as we approached the toll bridge over the River Ouse). 20 cars had participated (M's, J's, F's, P's, N's, V's ...including a long, graceful yet ungainly Lagonda). All of the cars were from the 1930s.

The roads were from the 1930s, and the owners were from the.....present time, and we were all enjoying a bit of nostalgia and a lot of friendship.

They called it the First Yorkshire Flat Cap and Whippet Weekend. Let's hope there are many more.

The Norfolk Weekend

25th to 28th August 2006

The Register's main event for 2006 is the Norfolk Weekend, taking place over the August Bank Holiday. A copy of the Supplementary Regs and an Entry Form included was included in the April Bulletin. If you missed that, you can download the forms from the Triple-M website at www.triple-mregister.org and follow direction to the Document Downloads section.

The Triple-M Norfolk Weekend starts on Friday 25th August with Registration, and an Evening Social Event at Caistor Hall, Caistor St Edmund, including a welcoming drink, finger buffet, and Film Show (including rare Triple-M archive footage, never previously seen by a Register audience!).

Saturday morning will be the start of a rally through the Norfolk countryside, in the form of a Touring Assembly, finishing at historic Blickling Hall, a National Trust property with extensive grounds. The Tour will be approximately 65 miles. Saturday will conclude with an evening Celebration Dinner at Caistor Hall.

Sunday will start with a short road run, finishing at the Forncett Industrial Steam Museum, where the Register has arranged an exclusive steaming day, so that the museum's collection of two-dozen full sized stationary steam engines can be demonstrated in their working state. Good quality, inexpensive, home produced, food will be available at Forncett, and the formal end of the weekend will be after lunch, but visitors will be able to relax, as the museum does not close until 6 p.m. Indeed, many may wish to stay on until Monday morning, as there are plenty of things to see and do in the area. Historic Norwich, at one time the second city of England, is a short distance away and well worth a visit.

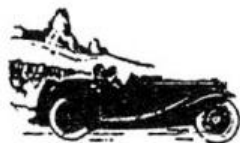
All in all, it is hoped that there will be something to interest everyone over the weekend, but primarily it is a time for relaxation and enjoyment. The event is open to all Register Members whether in the UK and overseas. Norwich is approximately 60 miles from Harwich, a main ferry terminal, so is easily accessible from the European Mainland and you don't have to go anywhere near London or the M25 Motorway!

The cost of the event is £65 per person, and this includes the Friday night finger buffet, complementary drink, and film show, Saturday Touring Assembly, mid-morning Coffee, and entry to Blickling Hall (there is a reduced Event Entry fee for National Trust members), Saturday evening Celebration Dinner and wine at Caistor Hall, and the special steaming day at the Forncett Industrial Steam Museum on Sunday. Remember that entries will close on The 31st July, or when the entry list has reached 60 cars, whichever is the sooner, so to avoid disappointment, please book now.

The Register has negotiated a concessionary overnight accommodation rate of £80 Bed & Breakfast per room per night, for Friday 25th and Saturday, 26th August at Caistor Hall, Caistor St. Edmund. Although Caistor Hall, our base for the Weekend, has only limited accommodation there is plenty of other accommodation within a short distance with variety and price to suite all tastes.

If you require any other information please contact Mike Linward (tel: 020 8529 3241 e-mail address mikelinward@yahoo.co.uk) or Keith Hall (tel: 01702 582364 e-mail address thorpebayhalls@aol.com).

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Over 40 years experience working on early MG motor cars.

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.

75 Years of the C-type

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

17th June Le Mans Pre-war support race 3-car Team

23rd-25th June MG Silverstone display & parade

25th June Silverstone Sprint C-type presence

30th July Brooklands; C-type display

Bob Hudson has written to all owners of original cars, to get as many cars as possible to the display that is being arranged at Silverstone. We have asked that these people send us their full historical details, so that these can be presented on special placards.

A parade is also planned round the track on the Sunday morning between 10.15 and 10.45 (exact time to be confirmed nearer the day), when we will re-enact the cars arriving at Brooklands 75 years ago. Replicas, as well as original cars, are invited to all events, although only the genuine cars will have received the invitation from Bob, as we do not know the full details of all the replicas.



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US TRIP 2006

Update from Bob Hudson

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

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

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

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

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

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

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

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

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

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

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

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

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

EVENTS FOR 2006

23 rd -25 th June	MG Silverstone International	01235 555552
28 th June- 2 nd July	MG Event of the Year – France	01235 555552
2 nd July	VSCC Shelsley Walsh Hill Climb	01608 644777
9 th July	Hagley's Loton Park Hill Climb	01235 555552
16 th July	Chairman's Open Day	01753 643468
23 rd July	VSCC Mallory Park Race Meeting	01608 644777
30 th July	C-type Display at Brooklands	0118 9869074
5-6 th August	VSCC Prescott Hill Climb	01608 644777
6 th August	MGCC Curborough Sprint	01235 555552
25- 8 th Aug	The Register's Norfolk Weekend	0208 529 3241
27 th August	Black Horse Driving Tests	01372 452133
1 st - 23 rd Oct	New England Raid	0118 9869074
4 th November	Triple-M Annual Dinner	01628 665055

We should like to thank Patrick Gardner for the use of his companies photocopying facilities, following the demise of this service, (after six years), from the Editor's own firm, after his retirement. If you are thinking of buying or selling a property in the Leatherhead area, please contact him on 01372 360078.

C.O.T.Y. 2006

To 21st May

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	64
2 nd	341	M	PJ 7970	David Rushton	44
3 rd	691	NA	BYU 271	Rosemary Bayne-Powell	40
		Allingham			
4 th	108	M	OU 4824	Mark Dalby	36
5 th	1140	J2	JL 753	Mike Linward	34
6 th	397	M 12/12	SC 9559	James Peacop	32
7 th	920	PA/s	TG 8337	George Ward	30
8 th	2070	J2/s	JY 1146	John Reid	24
				Fred Boothby	
9 th	3315	L1/s	TAS 513	Rod Stansfield	23
				Wayne Stansfield	
10 th	1460	J2	AGY 339	Keith Hall	22
11 th	2193	NB	DUB 679	Terry Hartley	21
12 th	2011	K2/s	JO 7531	John Dutton	20
=13 th	3017	J1	UG 3585	Jim Collier	19
		Salonette			
"	2000	K3/s	MG 3570	Peter Green	19
				Andrew Taylor	
"	317	Jarvis M	GP 1856	Philip Bayne-Powell	19
16 th	1428	J2	DG 6142	Nick Bengier	16
17 th	2134	K1/s	MG 3094	Peter Fenichel	15
18 th	3202	PB/s	HS 8860	Peter Plaskitt	14
19 th	1367	PA/s	MG 3921	John Wells	12
=20 th	348	M	VU 4037	James Mumford	11
"	1931	C/s	VD 30	Barry Foster	11
"	605	L1/s	MG 2802	Charles Jones	11
"	609	PB/s	ARY 614	Mike Dowley	11
"	1888	NA	CGJ 295	Richard Last	11
"	1428	NA/s	Bellevue Spl.	Ian Baxter	11
"	949	L1	OD 6008	Andrew Morland	11
=27 th	676	PA/s	WP 5939	Roger Thomas	10
"	212	NE	JB 4750	Peter Green	10
"	1997	NA	MG 3271	James Brice	10

"	1187	PA	EO 5823	Colin Wallace	10
"	815	KN/s	MG 4314	Martin Warner	10
=32 nd	2175	PB	JB 7524	Pat Boghossian	9
"		PA/s	-	Mike Painter	9
"	2361	NA/s ss	EP 5892	Robin Butler	9
"	1537	PA/s	LV 8989	Patrick Gardner	9
"	3	J2	DG 5404	Mike Hawke	9
"	2789	PA	VYC 529	Keith Jackson	9
"	1823	PA	WO 9320	Terry Andrews	9
"	3247	J2	OY 7444	John Greer	9
"	3235	F1	PJ 4659	Bob Walker	9
"	1971	F2	WM 8548	Terry Wilson	9
"	633	NA	LAS 368	Tony Hay	9
"	233	M	UF 8788	Con French	9
=44 th	1521	C/s	RX 8591	Dave Cooksey	8
"	1804	PA	MG 3848	Alexander Reid	8
"	705	PA	AVP 342	Derek Moore	8
=47 th	1463	NA/s	BUU 964	David Downes	6
"	538	NA	NV 4207	David Sharp	6
"	2695	J1-J2/s ss	-	Anthony Howat	6
"	2200	C/s	RX 8306	Philip Bayne-Powell	6
=51 st	2816	K1/s	RD 5278	Bob Pattison	5
"	1976	J2/s	JF 5278	Gil Collins	5
=53 rd	2715	KN/s	CG 8379	Edward Cottam	4
"	1270	NB Cresta	MG 4750	Bob Clare	4
=55 th	1917	J1/s	VSV 521	Stuart Evans	3
"	2721	PA	BMF 540	John Saward	3
=57 th	1533	PA-PB	WV 5012	Dick Morbey	2
"	1925	PA	BPG 994	Bob Clare	2
"	158	PA	BJO 800	Peter Down	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	148	M	OY 1548	John Haine	2
"	3147	PB	-	Kevin Richmond	2
=63 rd	2077	K1-KN/s ss	-	Annie Templeton	1
"	1164	PA	YSV 703	Hamish McNinch	1
"	65	PA/s	DPH 228	Nigel Gibbons	1
"	1591	J2	YJ 892	David Stansbie	1

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

7 th January	MCC Exeter Trial	Full Results
15 th January	VSCC Brooklands New Year	Full
22 nd January	Driving Tests	Partial Results
5 th February	MAC Clee Hills Trial	Partial
18 th February	Stroud & District MC	Partial
18 th February	Cotswold Clouds Trial	Partial
18 th February	Fell Side Auto Club Northern Classic Trial	Full
4 th March	VSCC Exmoor Fringe Trial	Full
25 th March	VSCC John Harris Trial	Full
26 th March	VSCC Herefordshire Trial	Full
8 th April	MGCC SE Centre Spring Naviscat	Partial
8 th April	VSCC Silverstone Race Meeting	Full
9 th April	MGCC SE Centre Nescot Autotests	Full
15 th April	MG Day at Brooklands	Partial
15 th April	MCC Land's End Trial	Full
22 nd April	750MC Easter Egg Naviscat	Partial
23 rd April	MGCC SW Kimber Classic Trial	Full
29 th April	MGCC SW Kimber Classic Driving Tests	Full
30 th April	VSCC Northern Rally	Full
30 th April	MGCC Caledonian Concours	Partial
1 st May	VSCC Curborough Sprint	Full
7 th May	MGCC Caledonian 3-Day Rally	Full
14 th May	MGCC SW Wessex Sprint	Partial
21 st May	MGCC Atlantic Coast Run	Partial
	MG Regency Run	Partial
	Triple-M Flat Cap & Whippet Weekend	Full

The number of competitive events starts to increase from Easter, and so, the COTY list has expanded considerably since it was last published in April. The Speed Championship for 2006 has also begun, and this year includes a VSCC race for the first time. The event was a Scratch Race for Pre-War MG Triple-M Cars, and was one of the races in the April Silverstone meeting. The VSCC have never before organised a race exclusively for Triple-M cars, and it was considered a great success, and may even be repeated.

Unfortunately Mark Piercy's newly acquired R type failed during practice, with gearbox problems, and did not make the race start, but twenty-three other Triple-M cars did, with all but two finishing - Hamish McNinch's PA and Stuart Evans' J. Charles Jones' L type was a convincing winner, finishing more than 10 seconds ahead of Andrew Taylor in the K3, and Robin Butler in the NA.

From the point of view of the Speed Championship, the results have proved to be a problem. As a rule, all Speed Championship events are handicapped and this race was no exception, although it was run as a scratch event. The VSCC do not include the first three places on scratch, as part of the handicap results, so for this one event, the first three places on scratch carry the same number of Championship points as the first three places on handicap.

The second Championship event was the Wessex Sprint on 1st May, but once again, Andrew Morland was the only Triple-M car present. The Kimber Classic Trial, organised by the SW Centre, had twenty Triple-M cars entered, although not all started. This year the event saw Stephen Dear's Wolseley Hornet, and three Austin Grasshoppers, encouraged to enter, following last year's Chiltern Hundred event.

The Kimber Trophy was won by George Ward, with Martin Warner second, and Thijs Degroot from Holland third - one of a growing number of Dutch owners who come over for this event. The Best Non-MG award went to Stephen Dear, and the Team award went to 'Le Kimberists' (or should that have been 'Les Kimberists'?), George Ward, Keith Hall and Mike Linward.

Bill Bennett remains on course for further success in the MCC Classic Trials having already collected Gold in the Exeter and Land's End.

SLADE TROPHY 2006

To 21st May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	21
2 nd	M	David Rushton	11
3 rd	PA/s	George Ward	10
4 th	KN/s	Martin Warner	9
5 th	PA/s	Patrick Gardner	8
6 th	PA/s	John Wells	7
7 th	J2	Keith Hall	6
8 th	J2	Mike Linward	5
9 th	J2	Tin Beckh	4
=10 th	PA	Colin Wallace	3
"	J2/s	Colin Bird	3
12 th	PA	Derek Moore	2
13 th	J2	Nick Benger	1

SPEED CHAMPIONSHIP 2006

To 21st May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
=1 st	L1/s	Charles Jones	14
"	J2/s	Fred Boothby	14
=3 rd	K3/s	Andrew Taylor	13
"	M	Alex Peacop	13
=5 th	NA/s	Robin Butler	12
"	K2/s	John Dutton	12
7 th	NA	James Brice	11
8 th	K1/s	Peter Fenichel	10
9 th	L1/s	Rod Stansfield	9
10 th	PB/s	Mike Dowley	8
=11 th	L1	Andrew Morland	7
"	PB/s	Peter Plaskitt	7

13 th	C/s	Dave Cooksey	6
=14 th	PA/s	Mike Painter	5
"	C/s	Barry Foster	5
"	PB	Pat Boghossian	5
"	NE	Peter Green	5
"	NA/s	David Downes	5
"	NA	Richard Last	5
"	KN/s	Edward Cottam	5
"	J2/s	Gil Colins	5
"	K1/s	Robert Pattison	5

TRIPLE-M SPEED CHAMPIONSHIP 2006 PROPOSED EVENTS

Races:			
Saturday	24th June	Silverstone	MGCC Main Club
Sprints:			
Sunday	25th June	Silverstone	MGCC NW Centre
Sunday	6th August	Curborough	MGCC Midland Centre (Dave Ormerod david.ormerod1@virgin.net)
Sunday	1 st October Unconfirmed	Debden	Herts County Auto & Aero Club
Hillclimbs:			
Sunday	9 th July	Loton Park	Hagley & District MC (Tony Fletcher, 5 Barrie Avenue, Offmore Farm, Kidderminster DY10 3QN)
Saturday	9th September	Wiscombe Park	MGCC SW Centre (Bruce Weston Tel: 01963 440941)

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

A Carburettor De-icing System

By Paul Duncombe

Last September, I had planned a first visit to the Goodwood Revival meeting. Maidenhead on Saturday the 17th dawned bright and clear, but was a little chilly at 7.00am. My blown P type fired up with no problems, and the day stretched ahead of us – breakfast (hopefully large and full English) was booked at the Frensham Pond Hotel just south of Farnham. We were to meet our friends Keith and Susan Leaver, with their PB, at Midhurst for the remainder of the run to Goodwood. There, we would savour the atmosphere of the popular meeting we had heard so much about. We had what we hoped would be an acceptable kit for the day; this included a Panama hat and cravat for myself, and a fox fur stole and veiled hat for Valerie.

A momentary misfire after about seven miles, just before Bracknell, rang alarm bells. Ice was forming in the carburettor. Carburettors, located anywhere than under the bonnet can get very cold, and mine was way out front between the dumb irons. This was not the first time I had experienced this problem, but before, it had been a relatively minor inconvenience. This time it got worse. We slowed briefly and then the motor picked up, then it lost power again.

We eventually left Bracknell behind us, but staggered down to Camberley. We must have been averaging around ten miles per hour, if that! South of Camberley we came to a complete stop, and had to wait, tucked into the nearside verge of the dual carriageway, until the ice melted.

The accelerator pedal had ceased to have any control over the engine. I noted that the sun's rays were slowly becoming stronger and warmer. I realised I was entirely dependent on a globe of swirling gas and flame, 100 million miles away, warming the air, and filling the carburettor intake, so that I could get breakfast as planned, eight miles down the road. After

eventually restarting, at Farnham it misfired briefly once again and thereafter, with a much needed rise in ambient air temperature, we had no more problems. I resolved to avoid such a dreadful drive again. In temperatures below about 10 degrees C it was clear the carburettor needed a supply of warm air. I had a small winter project!

I toyed with the idea of using a small shrouded fan to blow piped air from around the exhaust downpipe to the carburettor intake. The temperature limitation of the electric fan made me wonder whether it would survive the hot air coming off the exhaust.

I junked the idea of using a fan. I decided that I would need an air box fitted to the carburettor intake into which I could pipe hot air from around the exhaust or cold air from the outside, or a mixture of both. I had little room at the carburettor intake to fit an air box due to the close proximity of the nearside dumb iron and supercharger cowl.

I therefore started by producing a solid wood mock-up (with a fairly complex shape), before making a final version in sheet steel.

The air box would have at its rear, which terminates in front of the front axle, a butterfly valve to control the hot air from a shroud around the exhaust. The cold air intake would also have a butterfly valve, linked to the hot air butterfly, so that a range of hot/cold air mixtures, from fully hot to fully cold, could be selected via a cable control on the steering column.

The butterfly valves were easily made by machining the barrels in aluminium, and purchasing the discs, spindles and levers from Burlen Fuel Systems. The hot air butterfly valve was a nominal 1" and the main air butterfly an 1⁵/₈" to match the carburettor size. A length of 1" diameter aircraft quality heat resistant flexible ducting was used to join the "hot" butterfly to the exhaust shroud. The flexible, but self-supporting, ducting passed through the gap between the front axle and the chassis

cross member. The axle rebound rubber would prevent the duct being squashed, but if it did not, the ducting would be damaged, but not the axle or cross member.



The complete “hot air” system, with the cold air intake seen feeding the air box, with the hot air collecting box and connecting pipe, feeding into the back of the box.

Stainless steel rod and clevis joints were used to link the two valves. Sheet steel flanges were made, drilled and welded to pipe stubs on the air box, onto which the butterflies would be bolted.

Great care was taken when welding the air box, to ensure that no welding debris was left inside the box, to be drawn into the engine later on. I decided to coat the inside of the box with petrol tank sealant to prevent any corrosion, and seal in any tiny loose bits of debris, which might have been present.

The cable control was made from a Midget choke control (how appropriate!). This can be pulled, and then twisted to keep it in position. The cable on the standard control is not long enough, so I had to dispense with the cable and fitted another

using silver solder. It had to reach from the steering column to the front of the supercharger. The cable return spring was fitted to the rear hot butterfly spindle to ensure that the hot butterfly would remain properly closed when not in use. The cable is connected to the cold air butterfly, which in turn operates the hot one via the control rod.

The cable was taken through the firewall by removing the top bolt of a number, which clamp the plate and rubber seal around the steering column. This saved making an additional hole through the firewall, and it can be reverted to normal by removing the cable and reinserting the bolt. It was a simple matter to make a bracket for the knob/cable assembly to be bolted to the steering column adjusting clamp, and a further bracket to hold the end of the outer cable at the air box.

The connection to the carburettor posed a problem, in that the intake is circular and not flanged. I therefore provided a same-sized intake connection on the air box, and manufactured two half round clips with captive nuts and screws, to clamp the two in alignment. This left me with the problem that the air box and carburettor might still pull apart, if something worked loose. This was solved by using two SU carburettor lever springs attached diametrically opposite to either side of the carburettor/air box joint, on the air box itself, and anchored to the bronze body of the carburettor, where there are two reinforcing flanges adjacent to the spindle ends. The air box was additionally clamped to the front chassis cross tube.

The shroud for the exhaust downpipe was made using a curved piece of sheet steel (6 inches x 5 inches), into which was welded an exhaust pipe clamp U bolt at the top end. The shroud was drilled with a number of five sixteenth inch holes, to allow cooling air to pass through onto the exhaust pipe itself, when no air was drawn off to the carburettor.



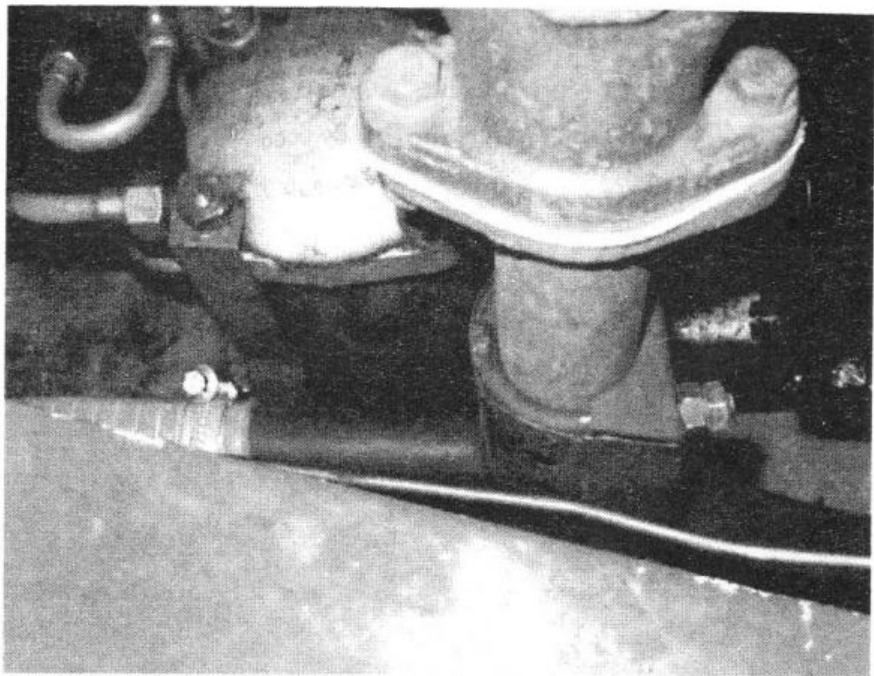
The exhaust heat collector box, with connector pipe to the air box

A 4" length of 1" pipe was welded into the shroud for the hot air off-take, and a bracket was added to provide additional support between the off-take pipe and one of the oil filter body studs. This would also prevent the shroud from sliding down the downpipe, if the clamp nuts slackened for any reason.

The shroud was finished using a spray can of heat resistant matt black paint. Being situated well down the exhaust downpipe, the shroud is not very noticeable when looking at the nearside engine bay.

With everything fitted up, it now remained to fire up the motor and test the system. I knew that if the system was working as planned, turning on the hot air at around 2000rpm should provide a rev drop of around 150 to 200 rpm. And so it proved. The MG day at Brooklands a few days later, provided a morning ambient air temperature of around 5 degrees C – for my carburettor, icing weather! I had made a new needle for the

carburettor, since the one I had made, when installing the supercharger a while ago, was a little too rich.



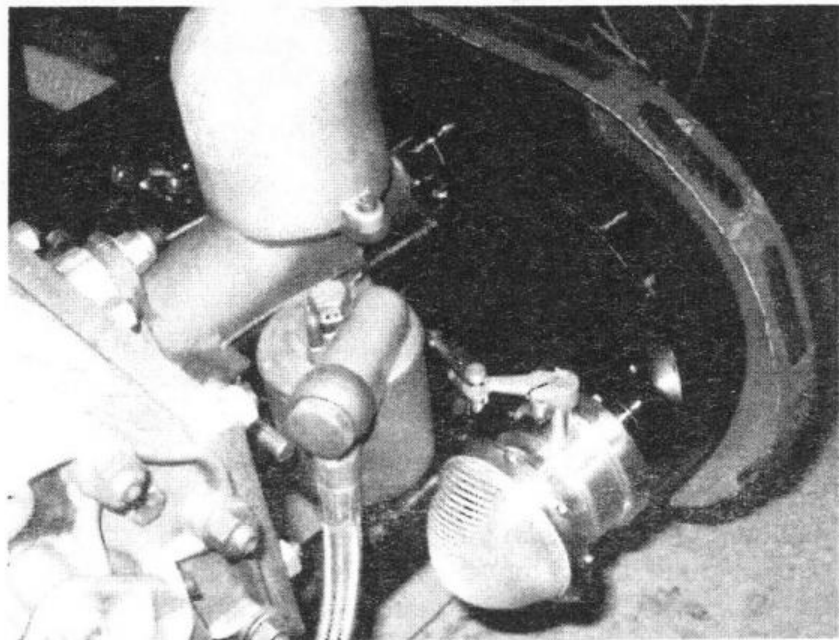
The installed "hot air" box, clamped round the exhaust downpipe, with the flexible pipe leading forward to the air intake box on the carburettor.

The degree of icing one can encounter is related, among other things, to the adiabatic expansion of air, and the amount of fuel being vaporised, in the carburettor. The first can give up to 2.5 degrees temperature drop, and the second up to 15 degrees. Putting in a weaker needle could therefore reduce the tendency for ice formation. I wondered whether it would eliminate it, and negate all my work! I needn't have worried. Having set off from Maidenhead, all went well until we were close to Thorpe Park near Chertsey, a distance of around 10

miles, when the engine began to misfire. At the time we were on a level road, so I kept my foot steady on the throttle, and applied the carb heat. After a few seconds, the misfire stopped, and the car accelerated. This was a sure sign that the ice had been dispersed. I had to use the system again, and kept it locked slightly open, before we finally arrived at Brooklands.

Later in the day, the journey home was very cold, with rain (with resultant high humidity), but we kept motoring with the help of more hot air. We definitely would not have had trouble free journeys that day without the de-icing system.

Was it worth the effort to build the system? Since it will avoid being stationary at the roadside in cold, and possibly wet weather, I think so!!



The neat finished installation

Keeping J2330 on the road

by Christian Hoptner

For 2¹/₂ years now my J2 has been on the road after its restoration, and used on a regular basis as often as time and weather permit. I try to enjoy it at least once a month during the summer as a general rule.

In my view it is important to have a regularly used and well-serviced car, if you intend to take part in events of any kind. I am always amazed to see people at events trying to sort out their cars there. Do they get enjoyment from paying their entry fee, transporting their car to the location, and starting there to get the thing going? This question is sometimes more noticeable in the paddock at race meetings. If you use your car on short local trips, it is much easier to put things right before they get worse. For short trips you should allow your car to warm up sufficiently. See Chris Lewis' article on overcooling in the October Bulletin.

During the last two seasons I have learnt many things about proper motor cars and J2s in particular. There are some excellent books and plenty of information on restoring Triple-M cars available, but when it comes to final adjustments on carburation, ignition and plugs, information becomes a bit scarce.

The following information is intended to give a rough guide to enthusiasts who might be in a similar position. I would point out that I am not a professional engineer, nor claim to have found the best possible settings. I have completed two successful seasons (and hopefully many more to come), and have had progress the more I tried to improve things. I am also interested to learn if there are better ways.

Carburation – My J2 has the standard configuration fitted, which I found works nicely within its limitations. At the beginning the carburation was entertaining, to say the least. The standard J2 needle was fitted, but it was too rich at low revs. It was

especially a problem in slow traffic conditions, or waiting at traffic lights. This has been solved by changing the position of the needles. As well as this I had the car on a rolling road to get the mixture right; with a CO2 testing facility, you can determine the correct setting. Out of a dial range of 0-10, we have set it at 4, so that it is not too weak. It is better to be a bit on the rich side. A correctly adjusted car pulls much stronger on hills; you can test this by using your local hill to compare the difference.

Float Chambers – I have had one particular problem with these, which was due to a loose tickler pin, which allowed far more petrol into the float chamber than was needed. For the time being the tickler has been removed, and the hole closed off, and now it is working properly. Other problems with float chambers can be perforated floats.

Plugs – Currently I am using NGK B6HS, with a .060mm gap. I have also used Champion RL82CC or Bosch W5BC, but in my view the NGKs are the best of them.

MMM NEWS 2006

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Distributor - A common fault of the distributor is a worn spindle, making a mess of the ignition timing. This might be the case if you find your car changes its timing abruptly. Another fault might be sticking weights of the automatic retard/advance mechanism, if you have a later distributor fitted.

The remedy is either to get the original distributor rebuilt, or fit a Bosch distributor. These items look reasonably period, and fit the J2 after fitting the MG dog drive to the spindle. However before you rush out and buy a new distributor, you should check the condenser, as this might be the cause of an occasional misfire.

Ignition - You should check your coil from time to time as well as the plug leads. After some years the insulation of the leads gets tatty. If you suspect the coil, replace it. Also check the connections at the top of the coil for tightness.

Engine Oil - I am currently using Castrol Classic XXL40 all year round. The car has good oil pressure at 100psi when cold, and 85psi at normal driving speed; even after a long run it holds 65psi at idling speed.

Cooling Liquid - I use Comma Coldstream, mixed 50/50. It is highly recommended, as I have never suffered overheating or boiling, and with no fan or water pump fitted.

Steering Grease - I use Miller's semi-fluid grease, a ready mixture of grease and SAE 140, which stays inside the box.

Other items - Check all bolts and studs for tightness on a regular basis, say twice a season, especially those bolts holding the engine and its ancillaries together. I am always amazed at the amount of looseness to take up after half a season. But do not overtighten; as next stage after tight is very tight, and then loose and very expensive. Recently I tightened the sump stud, after which the J2 drops very little oil. Once you have got everything nicely adjusted, don't interfere with it! Use the car and service it regularly.

What makes troubleshooting so difficult, is often a combination of the above faults. You have to be very patient and eliminate one fault at a time, going onto the next item if the trouble persists.

I have found it very useful to carry spare plugs with me, as well as a little plug spanner, and a little brush for plug cleaning, if necessary. Some strong working gloves and a plug-adjusting gauge is also useful.

With the above-mentioned settings, I have experienced J2330 works nicely within its limitations. If you have any thoughts or better solutions I will be pleased to try them out.

Calling all D and F-types – 2006 marks the 75th anniversary of these models, as well as the C-type. We hope to have our own parking area within the Triple-M compound at Silverstone, with parade laps round the track on Sunday morning. A souvenir “birthday card” will be given to all those attending

Please let Ted Hack know if you are coming, on 01242 603266, or e-mail him on ted@enhack.co.uk

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YOUR LETTERS

From Robin Gordon

Dear Phil

During this 75th anniversary year of the C-Types I thought it might be an idea for owners, and other interested people, to recount tales or experiences they have of C-Types and happenings thereof.

To start this off I would like to quote my favourite piece concerning a C-Type: This is from the September 1945 issue of "Motor Sport", and was from one of the series "Cars I have owned" and written by A.G.Sanderson. After describing various cars and motorcycles he had owned in the 1930's, in about 1938 he bought C-0265, the ex-Samuelson Le Mans car. He describes it thus: "On the road the "Montlhery" was a delight, the whine of the straight-cut axle unit merging with the drone of the Powerplus No.7 supercharger between the dumb-irons. The exhaust note was of the type that makes strong men blanch, and women hide their young, and one had only to change down to clear anything from a flock of sheep to a cycling club, mobs of hikers opening up like the Sea of Galilee."

Note: This passage has to be read in the context of a 1945 description of events in 1938.

Yours

From Don Bonar Prairie Village, Kansas

Dear Philip,

For the last 5 years I've been restoring (with outstanding help from Peter Down and many other MMM friend in the UK and US), PA 1823- AON 652. Numbers on dumb iron, block, transmission, bonnet and rear end all match the factory build sheet. The original wings, front apron, and body tub were beyond salvage. Most frame, running gear, shiny bits and scuttle were repairable.

The limited records I have indicate the car was purchased March 1, 1935 by a Mr. H. Halliwell of Coventry. Others have confirmed the number plate to be consistent with that location and general time frame.

The last record in the MG files show the car to be requiring a tach/speedo glass faceplate in 1946.

I have info on last two owners in California in the mid-70s, but the car had already been disassembled and was badly deteriorated. The official logbook was long gone. I have no knowledge of how/when the car came to the US and virtually none on early UK activity.

Might any of the MMM membership have knowledge of the car? According to an individual who once saw the book, the colour (listed in error) as "Dull" red, rather than the factory records of Duotone Red!

Thank you

From Ian Coxen

Hello Phil,

Joining the happy retired should give you time for the cars, but my experience is rather far removed from that. Perhaps organisation of time is the problem. Anyway all the best in that event.

Reason for writing is to request help.

My M has had an almost permanent gear box problem since being built. Sometimes the gears literally dropped loose on the shaft, sometimes the box jammed, and other times I had a box of neutrals.

After several annoying removals of engine & box, rebuild of the box, and gear lever head, I have ended up putting spacers on each selection rod, which stops both the gears over-movement, or the gear lever popping the selector arm out of it's

guide on the gear selection shafts. I now have three forward and a reverse gear.

However the help I need is now on the clutch end - what happens is that as the gearbox is bolted up we end up with all neutrals. The clutch fingers have no adjustment, even to the extent that removal of the thrust pins gives no play at all and the end of the fingers bear hard against the release bearing.

Finally having tried everything I unbolted the gearbox from the engine and pulled the box backwards, after 1/16 inch there was a little movement but at 1/8inch there is adequate. Whilst I don't like it one could put spacers between box and engine, but I would rather like some advice.

I know from some past experience that bearings could be different thicknesses, and the clutch bearing cover plates seem to be of differing designs. I suspect that as I have a selection of "old bits" this may be the answer. Blower doesn't give the answer.

Can you help with advice or do you know a man who could?
Thanks

From Jan Borgfelt,

(The ex-editor of the Swedish M.G. Magazine)

Regarding the Airline at the Boneyard in the last Bulletin. I first saw this in March 1969 at Richardsons. Most bits and pieces were there, except engine.

In September 1970, there much more rust, with left door gone. Always the same answer when you asked; "Not for sale".

In spring 1971 at Bones in Greenwich as the photo, with windscreen frame gone, bodyframe rotten and twisted. How the Bones managed to buy the car I do not know. The car was then sold to an American for a considerable sum of money.

So where is it today?

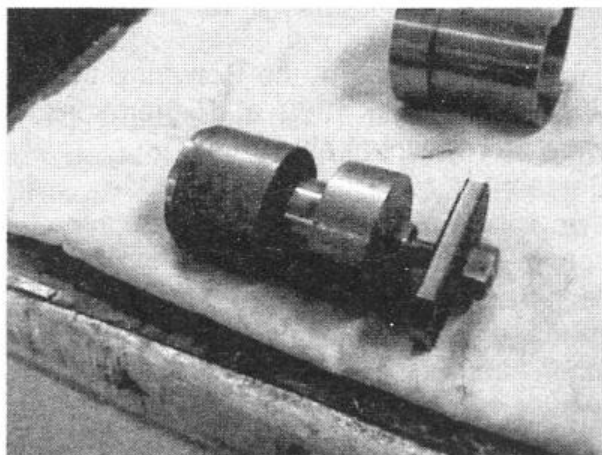
(Mike Allison tells us that this was one of the earliest cars on the Register. It was a PB Airline (PB 0334), registration CGO 754. It had the roof removed, presumably as it has broken the door pillars at the front. Lew Palmer picks up the story in America, when it was owned by the Washburns in Michigan. There is a photo of this car with Bira and Chula in Ceril Birabongese's recent book, dated September 1935, which was the same month it was sold by University Motors. - Ed.)

TIPS & HINTS.

Terry Andrews (5 The Lawns, Sidcup, Kent, DA14 4ET. Tel 0208 309 1234) has now produced over 70 sets of bushes for the P/N/L gearbox cross shaft. If anyone has ordered a set and is still waiting please contact Terry.

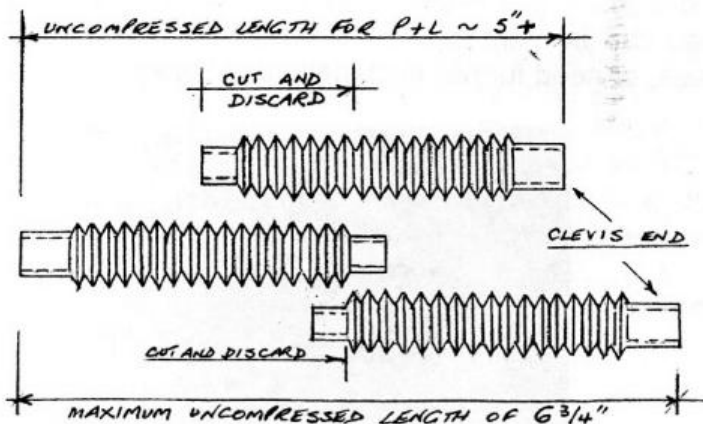
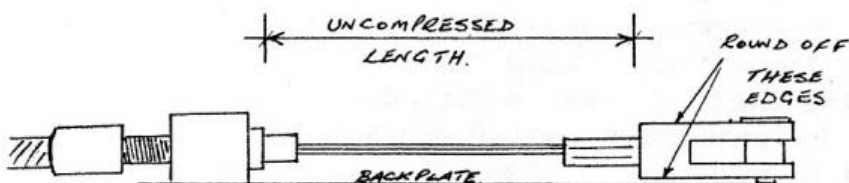
The original bushes are set into a recess in the gearbox casting, and it sometimes difficult to extract the old bushes. Terry has made up a special extractor for removing the old bushes, and if anyone wants to borrow this tool, Terry will be pleased to lend it out.

It looks like this:-



Brian Ditchman adds further information to Alan Old's article in the February Bulletin about replacement gaiters for brake cables. "I can fully vouch for Alan's article, and emphasise using plenty of medium grease.

However where can one get suitable gaiters? One excellent source is your VW dealer, where you should order bellows under part number 311713269B (at £4 +VAT). You need two bellows per wheel. Not so cheap, but good quality rubber, which will prevent them from perishing.



For P and L-types (check lengths for other cars), you will need to add two bellows together, end to end. These are too long, so one must be cropped. You need to check the static (uncompressed) length required, by measuring between the shoulder on the rear lock nut, and the abutment face of the cable forked clevis end. For P and L-types this length is just over 5". One new bellows is $3\frac{3}{4}$ " long, uncompressed, So by trimming the second bellows to suit, they can be mated together to give the required length.

When reducing the length of the second bellows, ensure that the small diameter end is discarded. I recommend that no more than 7 flutes are cut off, as another 1 or 2 can be removed (if necessary) after it is pushed onto the cable. The larger diameter end butts against the clevis, with the little end of the full bellows fitting inside the cropped end of the second bellows.

It is beneficial to round off the edges of the clevis with a fine file, to ensure that no sharp edges exist which could cut the rubber. First the full-length gaiter should be well greased and pressed onto the larger diameter end over the nozzle, which is fitted over the clevis end as suggested by Alan Old.

Finally I must add that I installed the gaiters on my cables off the car, when the clevis end could be held in a vice. With the cables on the car it might well be a two-man job."

Brian can be contacted on 01189 326 346 if you get into difficulties, or need further explanation/elaboration.



CARS FOR SALE

Alan Grassam (The Old Post Office Cottage, 7 High Street, Hardington Manderville, Yeovil, Somerset, BA22 9PJ. Tel. 01935 863673, or agsquarecrackers@ukf.net)

His PA Cream Cracker JB 3854, ex-Jack Bastock is still for sale. But you will have to be quick as it has been timed by Somerset speed cameras at 89 mph!!

Information Wanted

Ed Taylor (MMM 208) requires help with J-type clutches.

He has the J3 engine running better than ever, thanks to some work in the cam shaft area. But the poor old original clutch, which has been doing a great job for the last 15 years or so, has said finally "enough is enough". It works fine most of the time under normal driving conditions, but he has experienced bad clutch slip once it becomes hot under very hard work (racing, sprints etc). The only cure is to let it cool down.

When he put the engine back in last time, he increased the clutch spring pressure slightly with some spacers under the springs, but obviously this has proved to be not enough.

He is keen to hear from others that are using standard J type clutches, and what, if anything, they may have done to manage slightly increased engine power. What spring specification is used? (and what was standard?). Any suggestions on preferred lining material? Is there a problem with the withdrawal fingers breaking if spring pressures are increased? How best to keep it cool? etc etc.

Anyone with any ideas? He would love to hear from you. Please e-mail to etaylor@tjh.com.au.

SPARES WANTED

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

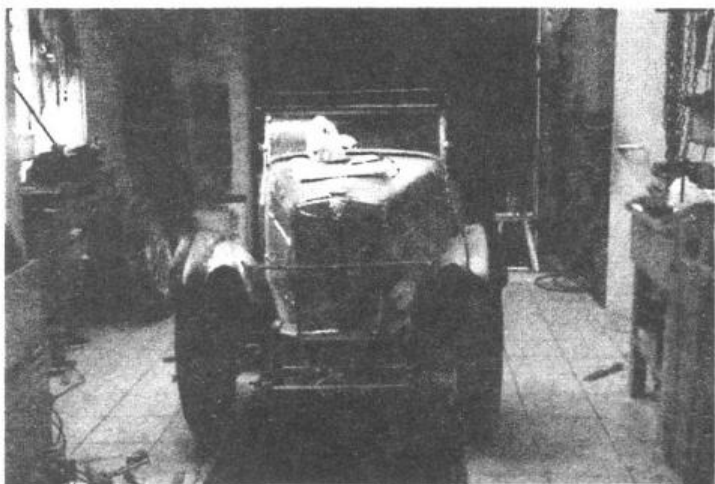
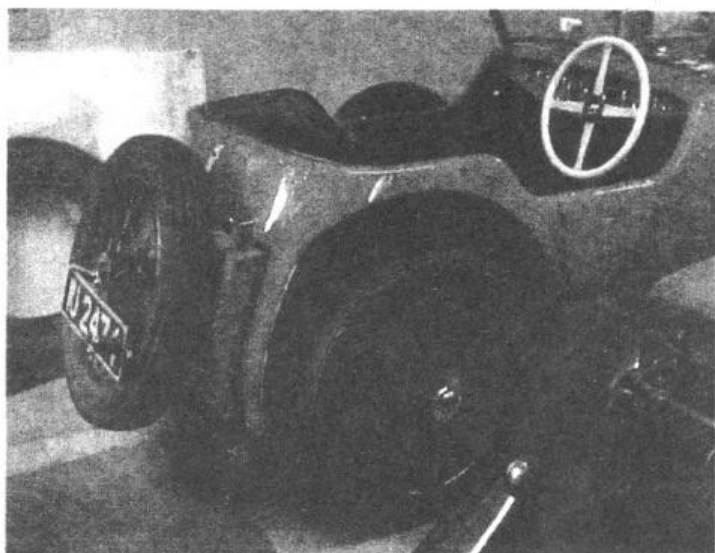
Rick Buckley (1Park Crescent, Chadderton, Oldham, Lancs, OL9 0QG. Tel. 07970 167673 or e-mail rick.buckley@btopenworld.com) is looking for a pair of Rotax Headlamps for his J2. He has a pair of bowls, so if anyone can supply him with rims glasses and reflectors, he can make up a complete pair.

Charles Landells (Hundred Lodge, Portmore, Lymington, Hants, SO41 5RG Tel. 01590 675598) is wanting a rear engine/flywheel housing for his P-type, preferably in alloy and in sound condition. Also wanted a short nosepiece for a pre-war Marshall blower, and a set of original style competition rods.

SPARES FOR SALE

The Editor has a 4.75/5.00 x17" Dunlop tyre on a centre laced £35; a Dunlop Racing 5.00x19" tyre, £40; a Spartan 5.25/5.50 x 17" tyre, £15; a Regent 5.75/6.00 x 16" tyre, £20; also two Gates 560x15" tyres, £30 the pair; and two E78 x 15" tyres, £30 the pair; all with good treads. ALSO N-type, and P-type nearside doors, with good timber and metal, £20 each. Still for sale are a pair of good N-type rear wings, £35 the pair.

Allan McNab (The Stables, Dene Lane, Aston, Herts,SG2 7EP Tel. 01438 880556, e-mail ja.mcnaab@virgin.net) has for sale a J-type engine (No. 2912), with all accessories, in good condition, offers please: Marshall J75 Supercharger, £500; P-type firewall plate with Guarantee for PA 2035, £100; M-type block, standard bore, £200; list available.



A pair of Jarvis F-types under restoration
Top, the Editor's car; Below, Sefaan Vernyns' car

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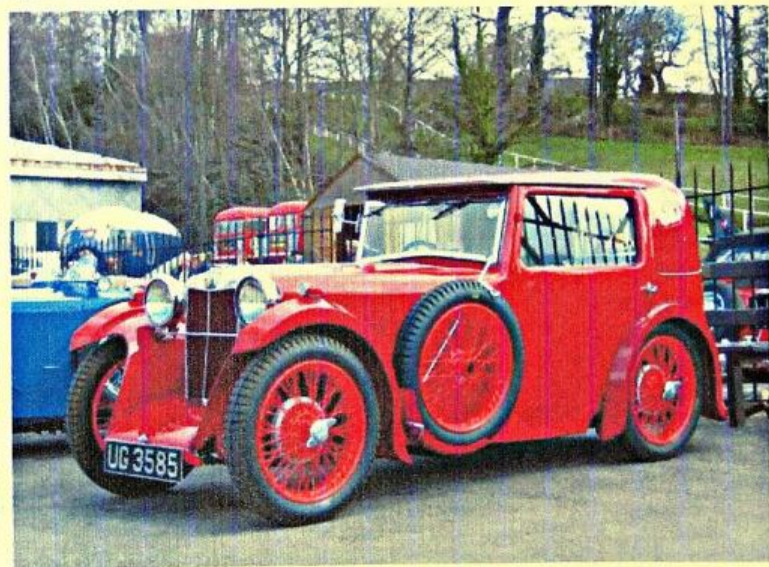
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Triple-M Race VSCC Silverstone - Charlie Jones' winning L-type scything through backmarkers

Photo: Ian Davison



Jim Collier's beautifully restored J1 Saloonette at Brooklands M.G. Day

Photo: Dick Morbey



Flat Cap & Whippet weekend - cars trying to shelter under the Elvington Air Museum's Dakota

Photo: J. Hartley