

# TRIPLE-M REGISTER BULLETIN



**MAY 2008**





*Triple-M Rally at Beaulieu in mid 60s with the works restored NB and M-type in the foreground*



*Dave Lawley's beautifully restored NB Airline Coupe at Farmington, USA for the 1991 Gathering of the Faithful (this was completely rebuilt from a burnt out wreck)*

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**May 2008**

**EDITORIAL – Phil Bayne-Powell**

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I hope you didn't all get withdrawal symptoms having to wait three months for your last Bulletin! Rosemary and I had a great time in New Zealand, with wonderfully clear roads just like we used to have here about 40 years ago.

We didn't see any Triple-M cars, apart from a P-type and George Eyston's twin cam R-type, in the Southward Museum (see cover photo); however there were rallies going on in South Island for 30/98 Vauxhalls, and Vintage Bentleys, which made us very jealous.

Our main Triple-M event this year, is the Flat Cap and Whippet weekend, which takes place at the end of this month; we are looking forward to a great turnout. Our ND is being entered by Malcolm Robertson, who is coming all the way from Australia to take part. Such dedication! He came over in his SA last year for the Brooklands Centenary weekend, and obviously enjoyed himself so much that he is back for more! It is good to see our international friends partaking in these events. We are hoping that the weather will be better than last time, when we had torrential rain, so that the 40 odd entrants can enjoy the lovely countryside.

The 2007 Yearbook is on target to be ready for Silverstone, where there is going to be the biggest display of genuine K3s ever, to celebrate 75 years since this iconic car was first produced; Peter Green is hoping to get 20 of the original 33 cars all together, which should be a wonderful sight, some being specially shipped in from overseas. Also it is hoped that EX135 (K3023) car be persuaded to attend - the most successful MG record breaker ever.

**Front Cover:- The ex-Evans Twin cam R-type (RA 0253) in the Southward Museum in New Zealand**

Also celebrating the ¾ Century will be a display of L-types, being organised by George Eagle, who hopes to have the Wisdom Alpine car, the Ashton-Rigby L2, as well as a salonette, and David Stansbie's L2, currently having its restoration serialised in Safety Fast.

The month after Silverstone, Peter Green is holding his popular Summer Gathering on 6<sup>th</sup> July, with the usual mix of Concours, driving and other tests.

As you will see we now have a new Safety Fast scribe; this is Dick Morbey, who will be pleased to receive your contributions; these should be of wider interest to non-Triple-M readers, (contact details on the back page).

As agreed by the committee, we have decided to award a free Bulletin to any member who sends us a contribution of two pages or more to be included in this publication. This will be automatically generated so that we provide the additional stamped addressed envelope for you; the usual subscription reminder will be sent with this extra Bulletin. We hope this will give added incentive for people to help fill the Bulletin.

The Editorial cars have had their winter makeover, with the Allingham now fitted with the special Roger Furneaux back axle mods, as mentioned in a previous issue. This consists of a special hub retaining nut, with integral oil seal and special hubs to accommodate the thicker nuts. These are fitted with special tapered half shafts which allow for more twist to take place in the shaft.

Our co-owned N-type saloon started off the year with a First prize at the Bristol Classic Car Show in the pre-war class; this was very satisfying when it was up against a lot of well restored cars.

The C-type is now fitted with its Volumex blower and should be getting in some competition work this year. It at last is going as I always expected a C-type to perform, with 10psi showing on the boost gauge.

Our Car of the year competition is provoking a lot of interest, and I have been asked a number of times how the scoring works. The rules for the COTY used to be published every year in the back of the Yearbook, but the last time this was done was in the Yearbook for 2000. Since then Mike Linward has tweaked some of the rules and we now take this opportunity to print them out in their full updated version at the back of this Bulletin.

**Report on the Committee Meeting and**  
**AGM - 16<sup>th</sup> March 2008.**  
**by George Eagle**

The Chairman informed the Committee that the Directors had approved the proposal to expand the Club offices with an extension to the rear of the building; the proposal would be put to Council at its next meeting in April. The extension will include a new meeting room on the ground floor, improved archives and more office space on the first floor.

There is concern at the continuing fall in membership, and the Board commissioned a market survey of both members and ex-members. The Centres, Registers and Branches (CRB's) have been requested to comment on all aspects of the Club – "we are still losing members, what do we need to do to reverse this trend?" A one day seminar is planned with Board and representatives from the CRB's.

The Secretary advised that good progress is being made with arrangements for the celebration of the 75<sup>th</sup> anniversary of the L-type. Cars to be displayed include two very historic L2's, the L based Aramis trials car, a standard L1 tourer, hopefully an L1 salonette and David Stansbie's L2, the rebuild of which is currently being featured in *Safety Fast!* The anniversary is to be mentioned in the Editor's notes in the April issue of *Safety Fast!* with fuller coverage on the Silverstone feature in the May issue. There will also be a feature incorporated into the MGCC Silverstone race programme. Finally one or two of the cars will be displayed in the main marquee alongside the K3's.

The Treasurer presented accounts for the year ended 31<sup>st</sup> December 2007. These are now on spreadsheets which automatically total and balance; they also fully comply with the MGCC guidelines as set out in a recent seminar organised by the MGCC for all the treasurers.

The Registrar reported only six new registrations have been received in the last quarter these include 1 M type, 1 D type, 1 J2, 1 KN, 1 L1 and an NA. The highest Register number at 9<sup>th</sup> March was 3465 - the number of void Register numbers has increased to 452 as a result of a review of all the models which leaves 3013 cars currently registered. The main Club have drafted a procedure for authenticating

the identity of cars for the DVLA, and the Registrar has provided a response setting out concerns about adequate indemnities and insurance.

The Competition Secretary reported the final COTY scores are 1st Frank Ashley M type, 2nd Bill Bennett J2 and 3rd Peter Fenichel K1 Special. This is the first time an M type has won the trophy, and Frank Ashley has agreed to write a report on his competition year. There will again be a Triple-M race at MGCC Silverstone.

The library sales continue well, with 301 copies of the current Yearbook being sold, whilst the next best seller was "75 Years of the J2" by M Hawke. A further supply of Ed Taylor's J3 booklet has been ordered for sale at MGCC Silverstone. Stock of Malcolm Green's Volume 1 "The Four Cylinder Road Cars" is down to the last few copies at the library, and is unlikely to be re-printed in the near future. The web site Library page is regularly updated.

The new subscription scheme for the Bulletin is now in place with members sending their subscriptions to Paul White, the Subscriptions Co-ordinator.

Good progress in being made on the 2007 Yearbook and all articles have been received by the Editor. It should be printed by the end of May, in good time for sale at MGCC Silverstone 2008.

### **Events 2008.**

**K3 75<sup>th</sup> Anniversary.** The Chairman reported good progress in the arrangements, The target is to have 20 cars, and so far 15 are confirmed with possibly 3 more from Australia. It is also hoped that arrangements can be made with Gaydon for the loan of EX135.

The other events for this year are the Flat Cap and Whippet weekend 30<sup>th</sup> May to 1<sup>st</sup> June with 37 entries to-date, the Summer Gathering to be held on 6<sup>th</sup> July and the Annual Dinner booked for 11<sup>th</sup> October. It is hoped more members will attend the dinner this year.

Work is currently underway to improve the web site with changes to the Library and Bulletin pages. It is hoped that "Hot Spots" will be featured - these will enable members to access items of interest. Improvements will also be made to the Pictures pages but it is not possible to have a pictures facility on the Forums due to security/virus issues. The Committee agreed the idea of setting up an Originality Archive, as first raised by Lew Palmer, merits further investigation.

John Reid is investigating the possibilities of producing out of stock Yearbooks on CD.

### **The AGM**

This was held after the Committee meeting closed. The Chairman stated the Register had enjoyed another successful year. The 2006 Yearbook was produced to the expected high standard, whilst the printing of the Bulletin had been outsourced, resulting in much improved quality. Thanks are due to joint Yearbook Editors Roger Thomas and John Reid, and to Philip Bayne-Powell as Bulletin Editor. Roger Thomas has resigned from the Committee and Andrew Bradshaw has agreed to take on the production of the 2007 Yearbook.

The three main events in the year were the Brooklands weekend attended by 100 members with 50 cars, the Summer Gathering attended by 100 and the Annual Dinner where attendance was disappointing at 30. Work on updating the web site has been slower than expected but there are changes in hand. Library sales are up on last year. Our Registrar has also been busy conducting a review of all the recorded cars – this has led to quite a few numbers being voided leaving 3013 cars on the Register. The Chairman concluded by thanking the Committee members for their work during the year.

The Secretary reported that a stock of 101 new badges had been received. These should last many years at the current rate of usage. The meeting unanimously voted to accept the accounts as produced by the Treasurer.

The Chairman, Secretary and Treasurer were unanimously re-elected for a further year. Each year 3 members of the Committee have to stand down by rotation. Roger Thomas has resigned and Bob Hudson retired after 3 years as *Safety Fast!* Correspondent, Mike Linward stood down, but offered himself for re-election. The Meeting unanimously re-elected Mike Linward as Competition Secretary, Dick Morby as *Safety Fast!* Correspondent, and Andrew Bradshaw as Yearbook Editor.

The Chairman welcomed the new Committee members and thanked the retirees for their contribution.

P Green and G Eagle were re-elected to represent the Triple-M Register at Council meetings.

The date of the next Committee meeting is 8<sup>th</sup> June 2008.

## MCC Land's End Centenary Trial and Centenary Run.

31<sup>st</sup> May – 1<sup>st</sup> June

Following the information given in last month's Bulletin, anyone thinking of taking part in either or both of these events is urged to log on to the MCC website: [www.themotorcyclingclub.org.uk](http://www.themotorcyclingclub.org.uk) If you do not have access to a computer give Alan Grassam a call (01935 863673).

### FUTURE EVENTS

11 <sup>th</sup> May	25 <sup>th</sup> Regency Run	01235 555552
31 <sup>st</sup> May- 1 <sup>st</sup> June	Flat Cap and Whippet Rally	0113 2941329
31 <sup>st</sup> May- 1 <sup>st</sup> June	Lands End Centenary event	01935 863673
13-15 <sup>th</sup> May	MG Silverstone International	01235 555552
17 <sup>th</sup> May- 31 <sup>st</sup> August	"MG at Speed" Exhibition at Abingdon Town Hall	01235 523703
6th July	Chairman's Summer Gathering	01753 643468
10 <sup>th</sup> Aug	Black Horse Driving Tests	01372 452133
8 <sup>th</sup> -14 <sup>th</sup> Aug	Swiss European Rally	<a href="http://www.meeting2008@mgcc.ch">www.meeting2008@mgcc.ch</a>
29 <sup>th</sup> -31 <sup>st</sup> Aug	Dieppe Retro	33 235.82.49.29
11 <sup>th</sup> Oct	Annual Dinner and Prizegiving	01628 665055



# Car Of The Year 2008

## Scores to 22<sup>nd</sup> April

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	24
2 <sup>nd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	23
=3 <sup>rd</sup>	348	M	VU 4037	James Mumford	12
“	1804	PA	MG 3848	Alex Reid	12
5 <sup>th</sup>	2200	C/s	RX 8306	Philip Bayne-Powell	11
=6 <sup>th</sup>	1428	J2	DG 6142	Nick Bengier	10
“	3018	PB	MG 4516	Graham Holdsworth	10
“	1532	M	WD 4147	David Boyd	10
“	3272	J2/s	APG 718	Colin Bird	10
=10 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	9
“	80	J2	DE-46-64	Henri de Jong	9
=12 <sup>th</sup>	1000	PB/s	JB 7521	Ian Williamson	8
“	1049	PB/s	VH 8637	Gerald Burrige	8
“	920	PA/s	TG 8337	George Ward	8
=15 <sup>th</sup>	148	M	OY 1548	John Haine	7
“	1270	NB Cresta	MG 4750	Bob Clare	7
=17 <sup>th</sup>	1533	PA-PB	WV 5012	Dick Morbey	2
“	833	PB	VH 8903	Barry Smith	2
“	749	PA/s	MG 3394	Peter Warne	2
20 <sup>th</sup>	2362	NA	BTT 726	Richard Jenkins	1

Results from the following events are the only ones that have been submitted and make up the 2008 COTY scores to date:

5 <sup>th</sup> /6 <sup>th</sup> January	MCC Exeter Trial	Full Results
13 <sup>th</sup> January	VSCC Brooklands Driving Tests	Full
16 <sup>th</sup> February	VSCC Exmoor Fringe Trial	Full
30 <sup>th</sup> March	MGCC SE Centre Naviscat	Part
21 <sup>st</sup> /22 <sup>nd</sup>	MCC Land's End Trial	Full
March		
20 <sup>th</sup> April	MGCC SW Kimber Gymkhana	Full
20 <sup>th</sup> April	MGCC SE Centre Driving Tests	Part

The up to date COTY list for 2008 is included here, albeit without the results from the Kimber Classic trial on the 19<sup>th</sup> April, the official version of which has not arrived in time for this Bulletin publication. However, the Sunday driving test results are included, and show a win for Alexander Reid in the family PA, following some spirited driving.

Bill Bennett's good trials form continues with a Class 2 win on the MCC Land's End, held over the Easter weekend, which was both cold and inclement. A quick look through the results show there was one other Gold and a solitary Silver awarded in the whole of Class 2, so conditions must have been quite bad. Even Dudley Sterry in his Class 8 J2 special could only manage a Bronze. Other Triple-M drivers taking part were Barry Smith and Colin Bird.

The rules for the Car Of The Year are reproduced in this Bulletin at the request of several owners, who have not seen them printed recently. A copy can also be downloaded from the Triple-M web-site. Look for 'Championships' and follow the link.


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## 1975 6-Hour Relay Race

Back in 1975, the Triple-M Register entered a team for the 750 Motor Club's 6-hour relay race at Silverstone. This is open to any team of cars, right up to modern supercars, so there is a great speed differential. However as well as the overall prize, there is handicap prize for all, based on the perceived performance of the cars in the team. This event has passed in time, but apart from our record-breaking achievements was probably the racing highlight of the Register in the last 40 years or more. I have found my original report of the event, which I reproduce for your delectation:-

### **The 6-Hour Relay Race from the cockpit**

by Philip Bayne-Powell

I was up at 5.30am on the Saturday morning, so as to get to Silverstone before 8am for signing on. We took the ND (*BKL 265 chassis NA0509- now back in the BP stables – Ed.*) up on the trailer, having already taken off the windscreen and spare wheel carrier, so that we wouldn't waste time at the circuit.

The weather was trying to rain, and there was the usual cold wind. As we fitted the aero screen and took off a few more non-essential items, the rest of the Triple-M team turned up. Colin Tieche (J4) and Tony Dolton (J2) came by trailer, whilst Andy Smith and Mike Garton came by road. Team Manager John Adams was backed up by John Reid on stop watches, while Richard Beresford and Nigel Reilly were on spanners with Colin Butchers on running spikes!

As an awful lot of people had to get scrutineered, we were advised to get there early on; that went well, but the rain had by now set in as a steady drizzle. Back in the pits, Tony Dolton was having trouble finding his oil pressure, so was busy draining the oil so as to put it back in again! This ritual proving successful on previous occasions. Fortunately it proved so this

time. Tony was also busy putting his cycle wings on, so that the spray from his front wheels would be reduced.

Early on in practice I took the ND out. Fortunately not much of the heavy metal was out, but a nice ding-dong with Vic Ellis' MGA kept up the interest. He could pull away down the straight, but seemed to brake early for Woodcote, so that I caught him up and held him along the pit straight to Copse, where I could close right up on him; the streaks of oil there seemed to affect the ND less than the MGA, which managed to pull away up towards Maggotts and Becketts, where his early braking let me catch up with him again.

It was pretty continuous rain by now, and whenever another car came past one was swamped by the spray, which was the only indication of where the car was in front, which was a help in out-breaking (on cable brakes!!) into the bends.


The chequered flag came out for the end of the practice session, and the ND's fastest lap was seen to be 1 min 37secs. I had been out for 20 minutes, and had used about 2<sup>1</sup>/<sub>2</sub> gallons in that time, so that we had to see how much would be needed for our 1 hour stint; as it was, we were told the paddock fuel pumps were going to run out, so we were advised to fill up. Nigel Reilly's car was taken to the outside of the track, so that with various petrol cans he could supply us if we ran short. The ND was filled right up, which is about 12 gallons, and we hoped it wouldn't affect the handling too drastically.

Tony Dolton and the others were soon out practising, or was it powerboating, in the rain. Tony was doing about 1min 40secs and Colin Tieche with the newly rebuilt J4 was a bit slower, as he was still running in the engine and blower.

The new pit have a good amount of undercover space, but the timekeeper had to peer round an up and over door, which was none too satisfactory, especially as the wind kept catching it. Eventually we held it open by putting spare wheels on top of it.

The start was at 1pm, so we had plenty of time to check the cars over, and fitting the Velcro backing for the "sash" to be attached to. I was a bit worried about the ND, because at Brands Hatch it had rapidly overheated, as well as cutting out on right hand corners. I had cleared the water passage as best I could, and Southern Carburettors had made up a neat double bowl float chamber for the blower's 1<sup>3</sup>/<sub>8</sub>" crab, so that it was fed from either side as the car rolled in the corners. The carburettor on these side-mounted Marshall blowers faces backwards and so is subjected to fuel surge when cornering.

John Adams's race procedure was that Tony Dolton should run for the first hour, followed by the ND for the next ¾ to 1 hour, depending whether I felt I could manage the longer distance; Colin Tieche would take the J4 out for the third hour, followed by the two PBs doing 1/2 to 3/4 hour each; the last two hours being finished off by the fastest of the blown cars.

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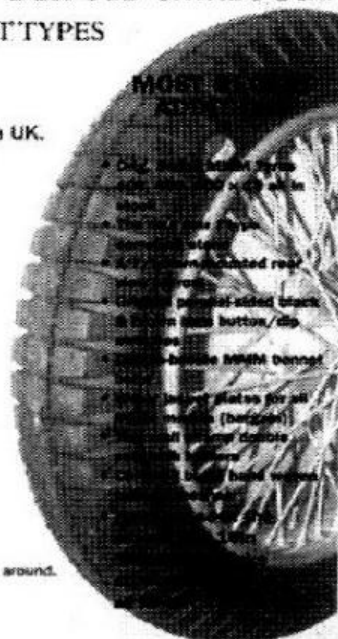
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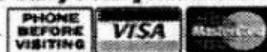
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One o'clock came, and Tony Dolton began with the rest in a large curtain of spray, whilst I took up position with the ND in front of the pits. I was just putting on my helmet and gloves when John Adams yelled, "he's coming in". So I leapt into the ND and started up just as Tony appeared. The sash was changed and I shot off down the pit road, to join the track just after Copse.

It was soon apparent that visibility was very poor with 24 cars trying to overtake each other; many had lights on which helped, but other just appeared as a ball of spray. I settled down to my routine, keeping well to the left after Copse, and taking a wide line into Becketts so that others could go inside me. However not many seemed to be able to be able to go through there much quicker than the ND which was in third gear. Pulling up the straight to the marshal's post, where I changed into top at 5500-6000rpm, keeping well to the right which meant plunging into a stream running across the track, which took a lot of speed off as we went through. Vis Ellis' MGA pulled up on the right early on.

Dashing down to Woodcote, I had time to check the oil pressure at 60psi, oil temperature at 45 degrees C and water at a thankfully constant 75 degrees; the rear view mirror was wiped dry as was the inside of the visor every so often. Pulling 4500rpm in top before Woodcote, I'd check the rear to see that I wasn't about to be overtaken by anything, and move across to the marker board, and by carefully balancing steering and power, came through without too many twitches, check rear view mirror for faster cars, splash down the straight, taking top by the Dunlop bridge, and then reading the pit signals if I wasn't surrounded by mobile spray makers.

Copse is usually a nice flat out corner, but with the streaks of oil it was very treacherous, as various cars in the bank already proved; but the ND was going through with the best of them, on one occasion taking an inside tight line past an AC Cobra, the driver of which looked across somewhat startled! I caught him

on braking into Becketts and went round outside him, but he powered it away down the straight, but at Woodcote he'd spun it and so had to repeat the exercise all over again!

I was lapping at about 1min 40secs, depending on traffic, Copse being the one where I was baulked most, as despite the oil the ND felt very positive, breaking away gently allowing me to easily correct it. The Porsche 911 team seemed to be overtaking me quite regularly – maybe I noticed them more as their exhaust was shattering; I followed one down to Becketts only to be overtaken by a GT40. Instantly loosing both in the spray, I saw the Porsche coming out of Becketts, but no GT40, which I caught a quick glimpse of continuing straight on for the Grand Prix circuit!!

The only cars I managed to overtake were a 750 special and a Ginetta, but the latter beat me down to Woodcote.

After what I thought was about 20-30 minutes, John Adams indicated the  $\frac{3}{4}$  hour. I was thoroughly enjoying myself, apart from the short rainstorms, which made the rain feel like hail on one's face, so I stayed out for the full hour, as the ND hadn't missed a beat. Having done the hour I was called in to change over to Tony Dolton. I'd covered 37 laps and our handicap position at the first hour was 2<sup>nd</sup>!

Tony had apparently been hit up the petrol tank by a Porsche, so had come in to check for damage, which wasn't serious. Tony was soon lapping about 2 seconds faster than I, and clocked up a quick uneventful hour, apart from a 40 second delay whilst finding a way past a spinning car at Becketts. He came in telling us of the many cars littering the trackside between Copse and Becketts, whilst Colin Tieche started whittling his time down to 1min 35 secs.

Our position was still second on handicap to the Alfa Sud team at the 2 hour placings. So we hoped the Colin with his faster times would be able to bring us to the top. He was very quick and neat- coming through Woodcote he overtook a Morgan, and not content with that passed the next car in front –

which was a GT 40!! The rain was a real equaliser, but had also brought so many accidents that Race Control was unable to cope; so the red flag came out after only 2<sup>1</sup>/<sub>2</sub> hours of racing.

The breakdown trucks then went and collected the cars from off the track, and it was thought that after that that the race might be restarted, so Andy Smith got ready to go out. However it was decided to award the results to the teams as at the 2<sup>1</sup>/<sub>2</sub> hour position. So the Triple-M team came **SECOND** on handicap, bringing us the Andreason Racing Trophy. This was a tremendous achievement from the oldest team in the event by about 20 years; a team of Sebring and Targa Florio Fraser Nashes being the next oldest. We had come through without any spins or accidents (apart from the Porsche attack on Tony), and all the cars were as healthy as they were at the start. A real testimony to the reliability of Triple-M cars if you ever needed one. I'd like to thank Andy Smith our effective Comps Secretary for getting the team together, when it looked a bit doubtful a few months ago. Also we should thank Mike Garton, the other PB driver, who never got his drive, for so ably backing up our efforts. Let's hope that next year we can get another team up to defend our achievement of this year.

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## **Fitting a YA Differential – Part 2**

By Bryan Ditchman

STEP 2- If the differential needs rebuilding then proceed as follows.

Bolt the aluminium block to the pinion flange, and mount the unit, Crown wheel uppermost, in the vice. Using a 5/8"BSF (9/16" Whit) socket through the block, loosen the pinion nut and remove with its washer.

Now open up the vice, pop mark and remove the pinion flange. Replace the casing in the vice, and loosen the 4 bolts holding the crown wheel bearing caps. Remove the lock plates and the caps (these are handed and numbered to the main casing). The locking nuts can now be carefully removed using a brass drift. Do not use a punch or drift in the ring of adjusting holes, as this will distort the nuts. Remove the crown wheel unit, being careful to keep the outer races with their respective bearings. Press out the pinion and thoroughly clean the casing, including the pinion oil feed gallery, and proceed in accordance with the workshop manual.

When refitting the pinion with new bearings, be prepared for 2 or 3 assemblings before getting the acceptable pre-load, which is governed by the spacer length. New spacers should be made from EN36B or EN16T.

Timken bearing numbers:-

Large pinion bearing– taper roller No. 2473/2420

Small pinion bearing – taper roller No. 15250/15100S

Pinion oil seal 250.137.50. R23.

When buying the bearings for the pinion, show the originals to the supplier to ensure they get the bearings to the original specification. (I have recently had a problem with NTN bearings requiring an oversized spacer tube and face grinding to ensure the pinion head meshes correctly with the crown wheel. So use Timken or SKF bearings.

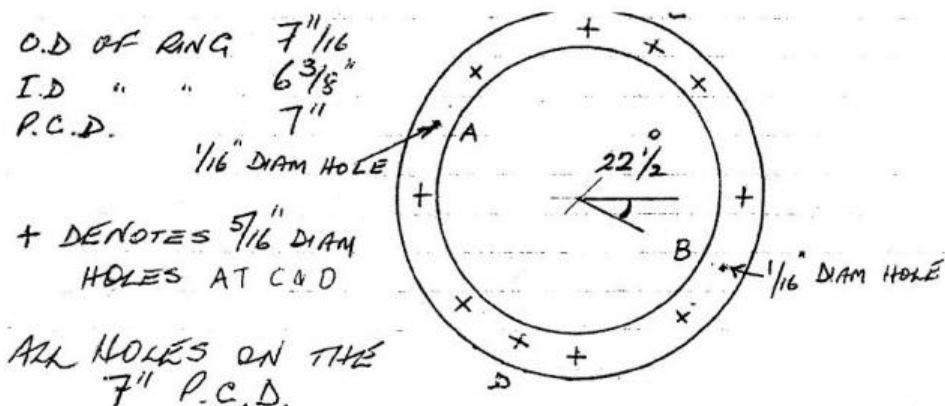
(Note- the oil seal bearing surface on the flange should be polished, but do not fit the oil; seal until the correct pre-load has been obtained).

At this stage I propose to continue with the axle casing, but firstly replace the differential bearing caps (without the crown wheel unit at this point, so as to save weight when fitting/testing the diff casing in the banjo).

### STEP 3 – The Axle Casing

To help accurate marking out and redrilling of the bolt holes on the correct P.C.D, I recommend that a guide ring is made from  $\frac{1}{4}$ " plate steel (find someone with a laser profile cutter), and then get a Machine shop to drill eight  $\frac{5}{16}$ " diameter holes as the diagram, with further holes at points A and B of  $\frac{1}{16}$ ", and  $\frac{5}{16}$ " diameter holes at points C and D on the P.C.D.

For assembling with compression tubes between the front and rear banjo flanges, six  $4\frac{3}{4}$ " long high tension bolts will be required. Four holes are now on the centre line of the half shafts, and this means that four nuts must be welded to the inside of the banjo flange to take four shorter bolts, 1  $\frac{1}{4}$ " in length.



When the check has been made on the diff casing, fix the guide ring to one face of the banjo casing with two  $\frac{5}{16}$ " short bolts and drill a pilot hole through each  $\frac{1}{16}$ " guide hole (A&B),

and continuing round the P.C.D. The eight pilot holes can then be opened out in stages; finish the two holes at 3 and 9 o'clock first, thereafter the final 5/16" drilling must be done using the guide ring fixed by bolts at points C and D. Repeat the exercise on the other face of the banjo, and then do a dummy assembly, using the long bolts in the diff casing. Do not cut the bolts to length at this stage, but make up the six compression tubes which fit between the inside faces of the banjo flanges; these should be a good tight fit between the flanges. Tack weld the tubes to the casing at one end only on the differential side of the banjo.

Now with the diff casing in the vice (bearing caps uppermost), lower the banjo casing over it. The locking nut locators must be in place on the bearing caps, and it will be found that the tin hat cover will not seat on the axle casing. The steel guide ring is now used as a spacer. (N.B. This ring is also used for making up 6 gaskets, 3 for spare). One can now cut the long bolts to length and thread them to suit.

Lastly the old tapped holes in the banjo can be drilled out to 5/16" to enable a Triple-M diff to be fitted in the future, using the long bolts and spacer tubes.



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## YOUR LETTERS

### From Martin Latimer

Dear Phil,

Firstly very well done on your exemplary work in regard to the MMM Bulletin; it is always an excellent read with evocative photos!

I have just received a set of five new tyres for my NA from Blockley and am delighted with them. As you may know they are only just available following testing by the firm last year. Perhaps you could put in a note to advise all N type owners who have been waiting for this new production for some time.

450/500 x 18" Tyres now available from BLOCKLEY TYRE CO, UNIT 91, NORTHWICK BUSINESS PARK, BLOCKLEY, MORETON IN MARSH, GLOUCESTESHIRE, GL56 9RF. TEL 01386 701717

Contacts are Derek or Julian. Prices are £115 plus VAT per tyre, and £14.81 per tube, which are recommended.

Kind regards.

### From John Reid

Dear Philip,

It was fun to see the photograph in the Bulletin of Alexander riding out the thunderstorm in our P-type at last year's Summer Gathering, but what is not immediately apparent is that also lurking under the brolly are wife Sarah and 6 week old Thomas – as you say on the back cover, start them young!

My piece on the Loch Ness Monster Airline drew comment from Lew Palmer, who points out correctly that it is a PB, not a PA – my mistake for not studying the photograph closely. He goes on to say *"14 PB Airlines were built and I know of six which survive – none with that registration number, so our search is down to 8 possible chassis numbers. That should*

*make it quite a bit easier. Too bad the factory files don't record the registration number. Maybe some day I'll launch an effort to build a cross reference of the known missing numbers."*

Also, Roger Chamberlain – now reunited with his J2/J4 having bought it back from Frank Allocca – wrote to say that the Wolseley Hornet Special in the photo is known to their club, and lives in Florence, having had an extensive restoration in the 90's. They were pleased to learn the name of the then owner, as the Hornet club records do not start until the 50's.

Thanks for another excellent Bulletin.

Best wishes

## **From Tim Miller**

Dear Phil,

I dislike using car trailers to move cars, especially partially assembled projects which come with boxes of bits. There is always the danger of arriving home with fewer items than you bought! You can shut everything inside a dry, secure, long wheelbase Transit type hire van, and cruise at 70 mph in comfort. M J and P-types are easily pushed up a pair of stout planks and everything else is tucked in around, safe and sound. Double check with a tape measure for clearance between wheel arches when hiring.

Many thanks

## **From Terry Holden**

Hi Phil

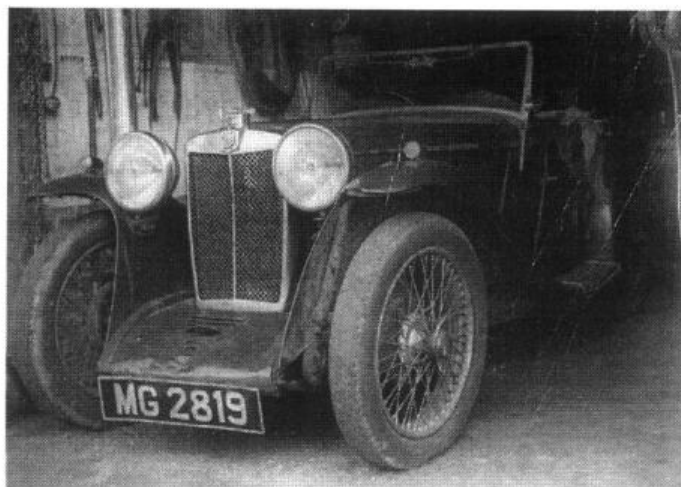
I hope you and Rosemary are well. Received the Bulletin today - thank you. Saw letter from Ed Bloomfield re J2 reg number MG 2819. I purchased this car when I was 17 in 1963. I attach a picture of it taken the day I purchased it. I think it came

from someone in Lewes, but my memory is not clear on that. The second picture shows the car about a year later. It also shows a rather silly young man (me) with his then girl friend, who rather ironically was also called Gillian!!

By this time the engine rebuild to which Ed refers had expired and the crankshaft had broken. I purchased another J2 in order to get hold of its Ford engine conversion, which was an E93A engine with a special head etc. This car had been owned by the chief mechanic at Elva cars and was very quick.

Now both these two cars were in very poor condition, and were taken apart and amalgamated, but I do not remember what went with what - it is possible that the identities got a little muddled in the process, but as hard as I have tried, I am afraid I just cannot remember exactly what I did. I do remember I hand painted the car in red, and the brakes were changed to hydraulics, which I got from the scrap yard - Wolseley I seem to recall.

I tried to trace this car about 20 years ago, and the last owner told me it was all up and together, but had been sold through a dealer and had gone abroad - Europe somewhere he thought. I believe it still survives somewhere, and may one day re-emerge.





These two photos are all I have and I scanned them and sent them to Bob Clare a while back together with the above information so all this is already on his file. Unfortunately I cannot for the present find the originals, but I believe there is more info on the back of one of them. When I find this I will let you know what it says, so you can pass it on to Ed Bloomfield.

So there you go - something to tell Mr Bloomfield even though it does not tell him where the car is today.

Best regards

## **From Keith Herkes**

Dear Philip,

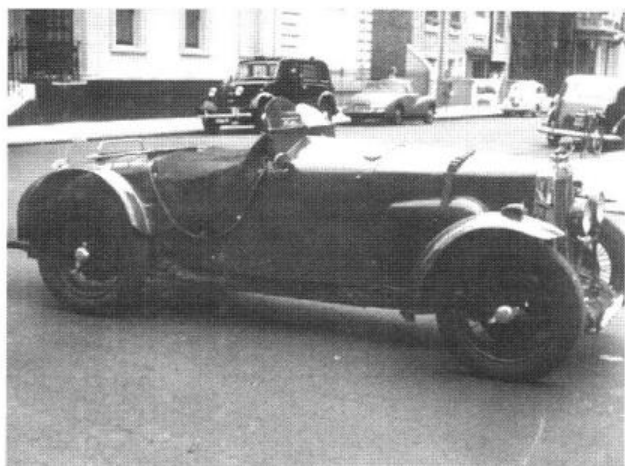
Good to hear that the 14/40 is now back together and ready for the road.

As promised I enclose a copy of a picture that I recently acquired of an MG M Type. The registration number is OV 1659. Bob Clare advises me that this car is unknown to the Register, but perhaps someone out there may remember it if you are able to publish the picture.

Similarly, I also have a picture of a road going MG NE, one of the 7 NEs built. Sadly it is impossible to make out the number plate apart from "JB", so unless someone can spot something unique to this particular car, its identity will remain a mystery.

I understand that these photographs were taken in the late 1950s or early 1960s, and this would tie in with the other cars in the background.

Regards.





## From Peter Frost

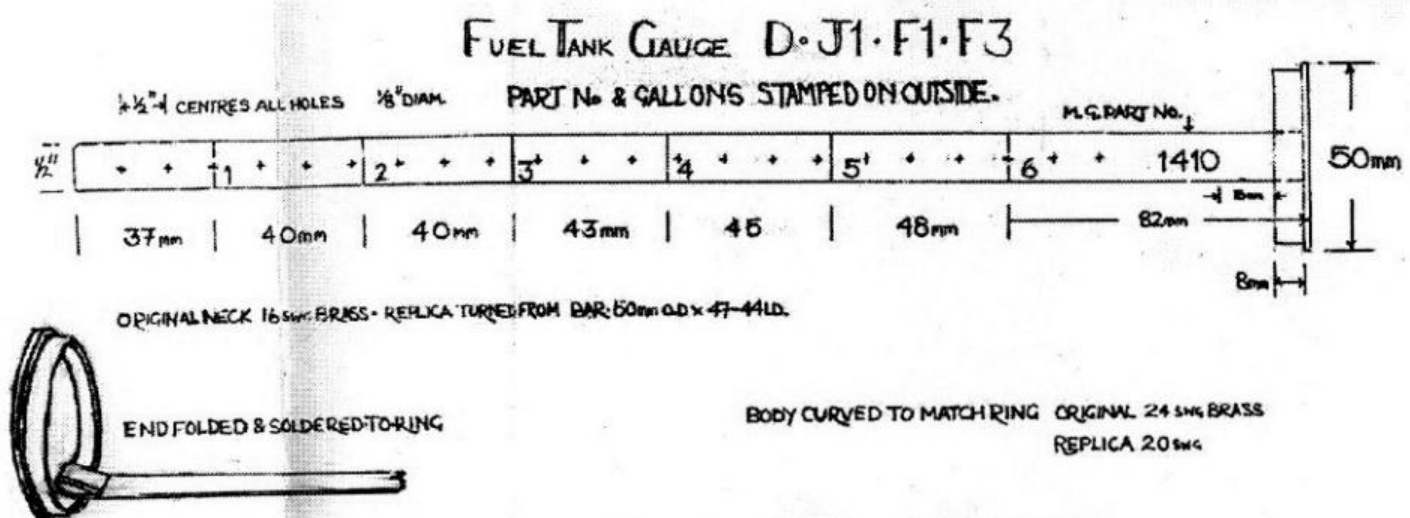
Dear Phil

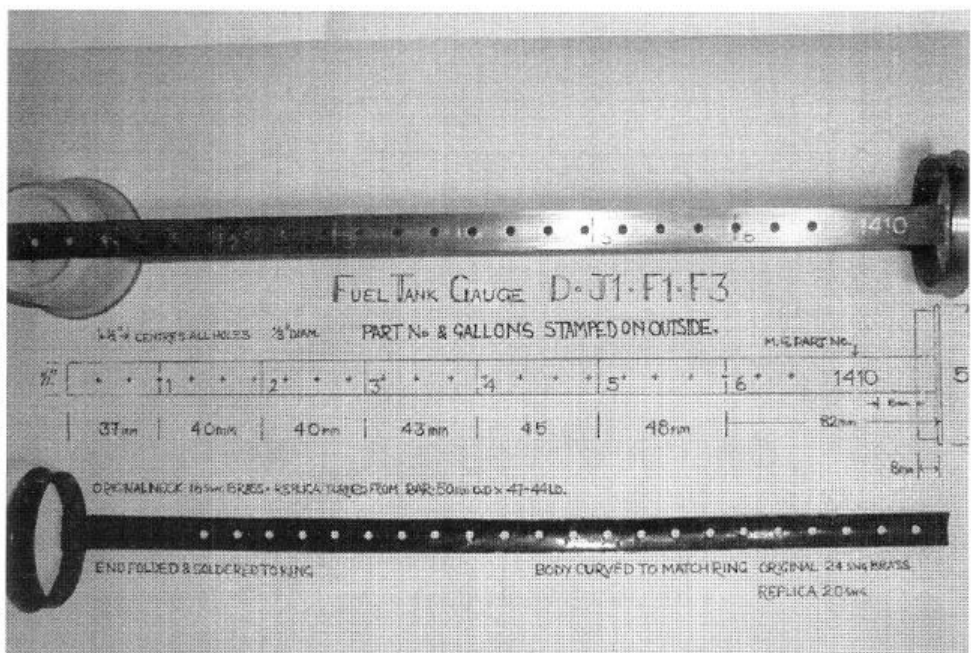
In the 30 years of ownership of my J1, I have never seen anything to indicate what exactly the Parts List "Number 1410-Dipstick for Petrol Tank" looked like; I imagined a wooden rod with saw cuts. However, in conversation with Barry Robinson (who owns a pile of related parts to produce a car again one day) he said he had one in his tank, and would I like to copy it. Is the Pope Catholic! So now I have copied it and enclose a photograph and drawing to show what it should look like, and hope it will place a few more into tanks, as I cannot be the only D, J1, F1/3 owner in need of what is a very easy part to make.

The dipstick sits permanently in the rim of the tank filler, fitting under the filler cap, so that it is not in the way, or lost in the car. The holes in the rod do not indicate  $\frac{1}{4}$ ,  $\frac{1}{2}$  or  $\frac{3}{4}$  full, but are spaced at about  $\frac{1}{2}$ " centres, but work well as the holes hold the fuel very well.

Thank you.

*(Coincidentally, I received the Spring D-type Group Dispatch, where Ted Hack is offering these dipsticks for the very reasonable sum of £15 each +£2.20 postage and tube packing in the UK. Please make out cheques to Ted Hack – Ed)*





## From Gabriel Ohman

Hello Phil,

Thank you for your kindness to send me a copy of me and my L1 (Ella). How many L-owners name their car Ellen, Elinor or Ella do you think?

As usual it is grand evening when the Bulletin arrives, it is great that you still have the strength and stamina to do all this.

Well I am also writing to you about a letter from a Barry Robinson (it must be nearly two years ago or something in the Bulletin) who was copying special aluminium back plates from Mike Hawke's J2. But nothing happened. So a friend Stig Anderson started to do his own after the picture in the Bulletin.



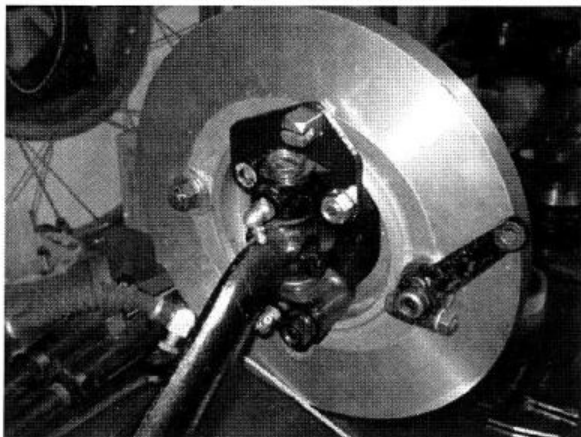
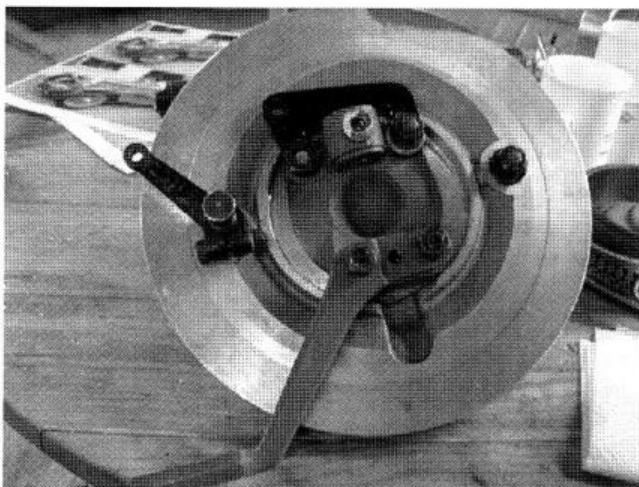
I have some here now, they look very sturdy against the original flimsy ones, and they have a beautiful sound in the hardened aluminium when you hit them lightly. I am very keen to try them on the M or the J-project. Particularly on the M, which would look silly with 12 inch drums. Has anyone tried that by the way?

I have for years used rubberised brakebands which astounds other M-type owners, but on back plates which does not twist under load must be even better.

Björn Eric Lindh sends his regards; I have been helping him a bit with his NB. Probably he at last will have a real M.G. for summer.

Otherwise the great news here in Sweden is that Hans Teimert is starting an MG-museum, and has bought a lot of interesting cars... J4, Q, such cars you can envy.

Best Wishes,



## **From Roger Davies**

Dear Phil

I noticed that you have been having problems with a leaking fuel tank, and thought you and others may wish to know that I have used a company in Cheltenham for such work. They are Cheltenham Radiators, telephone number 01242 235190 ask for Steve Lee.

The first job was to locate the leak in my radiator (remove and replace the drain tap), clean inside and out and repaint all for £35 including 5 litres of antifreeze.

The second job was to locate the leaks in my petrol tank by pressure testing. 5 cracks found, cut out and repaired, then retested, all for £40.

I asked if I should coat the inside with sealant, but he said "No! I repair things properly" The expensive bit was repainting the petrol tank at £120!.

Both jobs were very neatly done and have not been a problem since.

Best regards

## **From Mike Hewson**

Dear Phil

Please mention to our readers our Lincolnshire Summer Concours, which takes place at Petworth Hotel, Woodhall Spa on Sunday 17<sup>th</sup> August. For more details see our website [www.mgcclincolnshire.co.uk](http://www.mgcclincolnshire.co.uk) or phone me on 01526 388680. The Petworth was the officer's mess for 617 Squadron at the time on the Dam Buster Raids.

My son is currently attempting to construct a J-type out of my spares, but would like something different. We came across a photo of the Hillwood MG, based on a J2 in Mike Hawke's book. This car is now owned by John Dent, to whom I have spoken,

but he has constructed a J4 style body and sold the Hillwood one, but does not remember who bought it. Could any member help us trace it if only to take photographs and measurements.

By the way, we still run Auto tests in Lincolnshire (18<sup>th</sup> May & 28<sup>th</sup> September), and would love to see some proper, Triple-M, MGs competing. Contact me for details.

Yours sincerely

## **From Martin White**

Dear Phil

Thanks for publishing my last Wanted list. It was very successful, plus I got some history on CG 5230 from Mike Hawke. I will need to write up an article for the Yearbook on that car, as I know of all its chequered history from 1956, and a bit from the 30s, as well as a few good old photos.

Yours

## **From Tony Margel**

Philip

A couple of snippets from your last splendid effort.

I wish that I had been aware of the preservative properties and skills of mice with peanuts with regard to MMM engine blocks. If so then mine might have been preserved a little longer!

You also mentioned problems with the wheel nuts on the Jarvis. Exactly the same happened to me, many years ago. I had been out marshalling on a VSCC rally with my son. On the way from the morning to the afternoon stages, we had just descended the well known 1 in 4 Sutton Bank in Yorkshire, when my son exclaimed that something silver had just shot past his head. I being the sort that if I did not witness, or see anything, then it did not exist - so proceed on my way. Just as you yourself found the steering was not too good, especially

going round the next corner. Thus discretion dictated that a stop and inspection was called for. I found that all my nearside rear wheel nuts missing, along with 2 of the studs. The wheel hub was just, luckily, sitting on the halfshaft end - I am sure that in another few yards the wheel would have departed company with the car. The studs hadn't sheared off, like yours - but just undone themselves.

It was great fun getting the car onto the tow truck with the wheel tied on with rope. Ever since then it has been Judiths mantra before setting off anywhere "have you checked the wheel nuts?"

It is odd that it is the same wheel as yours. The most upsetting part of the episode, to a Yorkshireman, was that the cars Winter treat was a new set of chrome nuts from S&V. I did look for them, whilst waiting for the tow truck - but never found them - enough to make one cry into his beer

Regards

## TIPS AND HINTS

**Vintage MG Parts** is a newish firm set up by Richard Hardy, who has been making bits for our cars for some time on a part time basis. He now has a website giving the full extent of the parts he produces ([www.vintageMGparts.com](http://www.vintageMGparts.com)). Amongst the vast range of parts are such things as P-type sumps, octagonal sidelight bodies, dog bone filler caps, J2/F2 spare wheel carriers, spare spark plug carriers, J/P/F/L-type differential oil dipsticks, Rudge Whitworth hub caps, front axle torque reaction brackets, original style Andre Hartford shock absorbers, as well as several chassis castings. Well worth a browse on his website.

**Bob Hudson** has recently fitted a breather pipe to the rear cover of the differential on his C-type. He fills the diff so that the oil is just visible in the bottom of the filler and since fitting the

pipe he get no oil leaking into the rear hubs and brake drums, despite having NO seals in the ends of the axles.

**Bob Walker** tells us that Tracy Tools who were mentioned in his article on setting up Triple-M tracking, have moved to 1 Parkfield Industrial Estate, Barton Hill Way, Torquay, Devon, TQ2 8JQ. Tel. 01803 328603

If using the original rev counter drive on the back of the camshaft with the open sided slot to take the spade end of the rev counter drive, it is worth while slipping a tight fitting brass tube over the drive. This stops the spade end of the rev counter drive from slipping out sideways. Also it helps if the spade end is chamfered in both planes to make it easier to feed into the slotted drive. I believe Mike Dowley's new drive units have the sleeve already incorporated.

**Bryan Ditchman** tells us to be careful to use the correct speedo pinion in the gearbox. When rebuilding a PB box recently he borrowed a 10 tooth pinion to check that all was correct in the odometer department. Unfortunately the brass pinion holder locked up. So the prop shaft flange was taken off to check the worm gear, which was the correct 4-tooth unit and the correct way round on the shaft. A week later he acquired some more Wolseley gearbox spares, and on dismantling the rear housing, he found a 14 tooth pinion mating with a 4 tooth worm. Bryan was surprised as he thought that Wolseleys only had the 11.3 ratio. So beware of the rogue 4 tooth worm. The difference is in the O.D dimension of the teeth; MG ones measure 1.465", whilst the Wolseley ones are only 1.415"

**Martin White** has been looking at steering castor angles and found one of his J2s had 0-1 degrees and the other 6-7 degrees, compared to 6 degrees in Blower. The first one was impossibly skittish while the other was impossibly heavy. He got



some 2<sup>1</sup>/<sub>2</sub> degree wedges, and on one car put them in one way, and on the other, the other way round, giving 3-4 degrees. It would appear that an average of 3-4 degrees is much better than the 6 degrees in Blower. Have others had a similar experience?

**Ewan Harris** tells us that when replacing the cut-out with a rectifying diode, it is a good idea to fit an in line fuse (15 amp) holder with it. It is also important that the dynamo field fuse is the correct 4 amp. In fact wherever there is a possibility of an electrical failure causing a short to earth, a fuse is best fitted, e.g. pointless SU fuel pumps.

On the F-type engine, pistons in cylinders 2 & 5 will only drop past the crankshaft on the off side. It is also possible on the F-type engine to change the pistons on cylinders 3&4 without removing the head if two ring compressors are used. Great care needs to be taken after honing the bores that they are really clean; cover the journals by tying cloth round them.

## **SPARES WANTED**

**Peter Frost (Tel 0116 2609795 or e-mail [frostdm@aol.com](mailto:frostdm@aol.com))** is looking for Infoletters 73 and 78, as well as any Infoletter up to number 30; also Yearbook for 1971, either originals or copies to help complete his collection.

**Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook, Hants, RG27 8NA, Tel 0118 932 6346)** is in need of the following parts to help in restoring the ex-works PB 4-seater demonstrator:-

- Pair of Luvax rear shock absorbers
- Cross brace ties between firewall and body scuttle
- Rear axle casing to spring support cast brackets
- Gearbox cross shaft to chassis brackets
- Brake cross shaft and handbrake for restoration

Steering column to bulkhead support bracket  
4-seater rear footwell as pattern (to borrow)  
Set of 4 backplates  
Radiator for restoration  
Two rear body mounting plates (the longer ones below the rear door pillar)

**Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU. Tel. 01344 424258 or 425364 in the evening)** is looking for the following parts for his J2:-

Front shocker  
Hood frame  
2x 1foot long brass channelling to repair the windscreen  
Petrol tap  
Pair of door handles  
P-type drivers door lock

## SPARES FOR SALE

**Bob Hudson (228 Shinfield Road, Reading, RG2 7DU. Tel. 0118 986 9074 or e-mail [bobhudson@ntlworld.com](mailto:bobhudson@ntlworld.com))** has the following for sale:-

P/N type back axle dipstick clips at £18.50 each plus P&P. This is a second batch of 25, as the first batch went so quickly.

Lucas Altette horn in chrome case in excellent condition, £100 ono

Pair of J2 body mounted windscreen brackets castings, machined but not drilled or chromed; £40 ono.

4 No. Avon HD 3.50x19 sidecar tyres, slightly worn, with tubes; £25 each ono or £80 the four.

Good NA Service Parts List; £10.

2No Dunlop Airstop 4.50/4.75x19 inner tubes as new; £20

0-10psi supercharger gauge, possible original C-type fitting; offers around £25.

2No. Hobson Telegauge internals only with container of fluid; needs reconditioning. £200 the pair ono.

**Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU. Tel. 01344 424258 or 425364 in the evening)** has for sale a pair of F/D/J1 top windscreen stanchions; also 2 lengths of 9" windscreen channelling.

**Mike Hewson (The Cherry Trees, Bucknall, Woodhall Spa, Lincs, LN10 5 DT. Tel. 01526 388680)** has a P-type 4-seater petrol tank for sale, also some +40 and +60 oversize PB pistons, as well as a set of J2 body irons.

**Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DC. Tel. 01363 775672)** has 4 No. M-type half shafts for sale at £12.50 each, also 2 new Alfin style 8" brake drums at £150 each; prices include postage.

## **CARS FOR SALE**

**Tim Miller (Saddlery House, Kingsbury Episcopi, Somerset, TA12 6AT. Tel. 07902 00444 day or 01935 822978 evenings)** has a 1934 PA 4-seat for restoration. Rolling chassis with rebuilt engine and gearbox (PB ratios). Complete original body for rebuild, including rear floor and fuel tank peculiar to 4-seater. 4 wings in primer. Car believed last used in 1967. V5C and some history. Shame to make it into another 2-seat or special. Has no seats or running boards, front apron. £8850. Possible part exchange for M-type, OHC Minor, Harley, or pre-war motorcycle.

**Paul Ashton (TEL 0044 (0) 1909 512173, mob 0044 (0) 7836 224471 e-mail: [pashton@vangenechten.com](mailto:pashton@vangenechten.com) West Sussex) has for sale his MG J2 1932. recently re-united with its original Registration number RH 6397. Not concours, but a strong, tidy, usable car. New tyres rad.core +hoses. MOT. Offers around £20,000.**



In sympathy with the loss of the L-based Musketeer Magnettes Porthos and Athos, **Bryan Ditchman** has started to build another such trials car, which he proposes to call P'Athos, to go with John Reid's Aramis and his own D'Artagnan, so that we can field a team of three again. In the next 6 months Bryan aims to have a rolling chassis with body tub and gearbox, as well as some of the parts for the N-type engine (e.g. block to take 60mm pistons). At this point he will be looking for someone to take over the project and complete the car. He will be pleased to discuss this with any Triple-Mer who may be interested. He reckons the rolling chassis as above will have set him back around 15K, with a further 20K needed to complete.

Ring him on 01189 326346 if you are interested.

**Please note that we do not charge members anything to put an advert in the wanted sections, but would expect to receive a tip or recommendation of a firm that has provided good service.**

## Rules for the Triple-M 'Car Of The Year' Award

The award will go each calendar year to the car, which performs most creditably, in the widest selection of events. All Triple-M cars, acceptable to the Register, are eligible, either standard production cars, or specials, providing they are made from a standard Triple-M chassis, and all major mechanical parts are to a standard Triple-M pattern.

The result is declared on a points system, which is detailed below. We hope all Triple-M Register members will compete for the fine trophy, which is the Register's highest award. The points score will be kept by the Triple-M Competition Secretary, to whom all claims should be sent. Where possible, points will be given automatically based on complete results received by the Competition Secretary, but it is the car owner's responsibility to ensure all events they wish to be included are recorded.

An updated table will be published in the Triple-M 'Bulletin' and on the Triple-M web site regularly during the year. Please claim your points as soon as possible. Any claims not filed within three months of the meeting may not be considered, and no claims will be considered after the second week of January of the following year.

### **Points Scoring System**

#### **a) General**

The ten best scoring results for each car will count. A car can be driven by more than one driver in an event, and each entry will count, provided it remains within the 'ten best scoring results' rule. The points tally is against the car not the driver.

**For EACH event entered, started and finished      2 points**

**If classed as a non-finisher      1 point**

In an event where cars younger than Triple-M age are competing:

**A place in the first four OVERALL      1 point**

#### **b) MGCC Concours, Driving Tests, Rallies, Autocross, Sprints and Hillclimbs**

Any of these events organised by an MGCC Centre can be considered for inclusion. Points will be awarded against published

Class and/or Overall results. If the event organiser does not intend to send printed results to competitors after the event, it is important for you to note the result at the time if a claim is to be made later.

<b>1<sup>st</sup> Triple-M car</b>	<b>9 points</b>
<b>2<sup>nd</sup> Triple-M car</b>	<b>8 points</b>
<b>3<sup>rd</sup> Triple-M car</b>	<b>7 points</b>
<b>etc down to 9<sup>th</sup> Triple-M car</b>	<b>1 point</b>

Therefore maximum points in these events are 2 (entering) + 9 (first Triple-M) + 1 (cars younger than Triple-M competing in the same class) = 12

In some events, such as trials, results are given as 1<sup>st</sup> Class Award, 2<sup>nd</sup> Class Award and 3<sup>rd</sup> Class Award, and here points will be awarded as follows:

<b>Class winner</b>	<b>9 points</b>
<b>1<sup>st</sup> Class award</b>	<b>8 points</b>
<b>2<sup>nd</sup> Class award</b>	<b>6 points</b>
<b>3<sup>rd</sup> Class award</b>	<b>4 points</b>

Where official results are issued giving both a Class Award, and a position in Class, you can claim the points corresponding to the better result.

Therefore maximum points for each type of event where Class Awards are given are:

2 (entering) + 9 (Class Winner) + 1 (competing with cars of a younger age) = 12

The term 'Rally' covers a number of different types of event from Navigation Rallies, that include route plotting and strict time keeping, to the more popular Scenic Tours.

In order to encourage participation, points can be awarded for all types of Rally, but those not involving competition will be awarded Entry points only. So:

<b>Entry in non-competitive Rally</b>	<b>2 points</b>
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b) MGCC Races

At any one race meeting any number of Races or High Speed Trials may be included, although each will count towards the 'ten best scoring results'. The points score will be:

1 <sup>st</sup> Triple-M car	9 points
2 <sup>nd</sup> Triple-M car	8 points
3 <sup>rd</sup> Triple-M car	7 points
etc down to 9 <sup>th</sup> Triple-M car	1 point

For High Speed Trials:

**Award winners** 6 points

Therefore maximum points for each race are:

2 (entering) + 9 (first Triple-M car) + 1 (competing with cars of younger age) = 12

and maximum points for each High Speed Trial are:

2 (entering) + 6 (Award Winner) = 8

In cases where a race has both a Handicap and a Scratch classification, and official results are issued for both, then you can claim the points corresponding to the better result. Claims for a single race to be counted as two separate events, Handicap and Scratch, will not be accepted.



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d) Non MGCC Events.

The Triple-M Committee have tried to allow for those cars which have gained success in 'outside' events, especially where the stature of Triple-M cars has gained as a result. Any event run under an MSA Permit or 'Waiver' of Permit may be considered. The car's OVERALL position in the results will count (i.e. no points for being 1<sup>st</sup> Triple-M but 22 in the Class). Points score will be:

<b>1<sup>st</sup> in Class</b>	<b>9 points</b>
<b>2<sup>nd</sup> in Class</b>	<b>8 points</b>
<b>etc down to 9<sup>th</sup> in Class</b>	<b>1 point</b>

As before, where results are given only as 1<sup>st</sup> Class Award, 2<sup>nd</sup> Class Award and 3<sup>rd</sup> Class Award, points will be given thus:

<b>Class winner</b>	<b>9 points</b>
<b>1<sup>st</sup> Class award</b>	<b>8 points</b>
<b>2<sup>nd</sup> Class award</b>	<b>6 points</b>
<b>3<sup>rd</sup> Class award</b>	<b>4 points</b>

Again, where official results are issued giving both a Class Award and a position in Class, a claim can be made against the better result. Therefore maximum points per event are:

2 (entering) + 9 (Class Winner) + 1 (competing with cars of younger age) = 12

e) Marshalling

Drivers who are involved with an event in an 'official' capacity either as a marshal or as part of the event organising team, and who use a Triple-M car as their transport on those occasions, can claim COTY points for the car. Each occasion will count towards the 'ten best scoring results'. The points score will be:

<b>Event Organiser or Marshall</b>	<b>5 points</b>
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So the points per event will be: 2 (entering) + 5 ('marshalling') = 7

f) Bonus Points

In addition to all the above, an extra point will be given if your car achieves an Overall Event win i.e. not just a Class win. This will apply to both MGCC and non-MGCC events, but there must be more



than one Class in the competition. Bonus points will be awarded for the variety of events in which points are scored. For the purpose of calculating these bonus points, marshalling will be regarded as an 'event'.

One type of event	0 point
Two types of events	5 points
Three types of events	10 points
Etc down to nine types of events	40 points

The separate Types of event are:

**Concours (including Pride of Ownership)**

**Racing (including High Speed Trials)**

**Driving Tests (including Gymkhanas)**

**Trials (Classic or Production Car Trials)**

**Rallies (including Naviscats)**

**Auto-cross**

**Sprints**

**Hillclimbs**

**Marshalling**

*g) Extra Points*

A special meritorious performance by a Triple-M car may be deemed to be worthy of extra points, especially if they would not normally be awarded under the above terms. e.g. the breaking of a National or International record, winning a 'Triple' in MCC Trials, or travelling overland to India etc. The normal award will be ten extra points, and will be considered by the Triple-M Committee who act as 'auditors' for the point scoring system.

**We are sad to report that Christine Goff died unexpectedly recently. She was always a great supporter of all things Triple-M and the various enterprises that Len undertook. She will be sadly missed and our thoughts and condolences go out to Len, and the children.**

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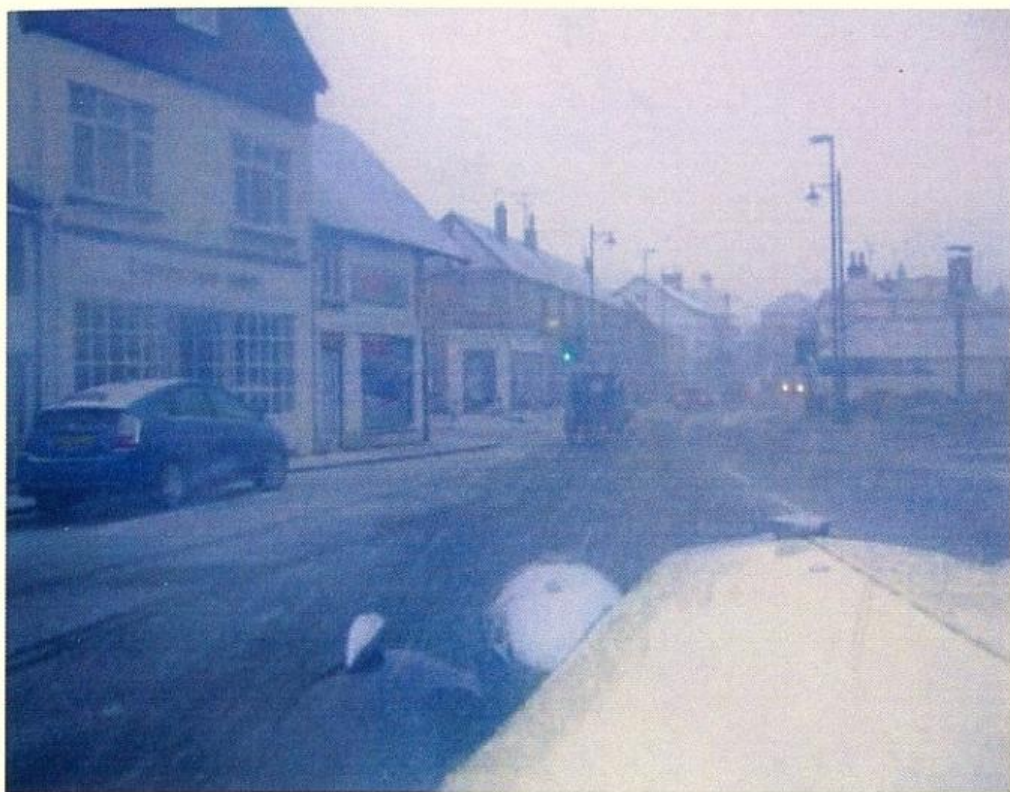
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*Bob Clare's Cresta NA battling through blizzard conditions in April*

Photo: B. Clare



*Christian Hoepfner rounding Pardon bend at Prescott in 2004*

Photo: I. Coxen



*Idyllic Triple-M scene at Prescott for the 40th anniversary of the Register*