

# TRIPLE-M REGISTER BULLETIN



**October/November 2014**





*Above: You may remember a rear view of Ray Masters in the Ted Lund PB Supercharged Special on the back cover of a recent bulletin. Here is the same car with Nev Churcher at the helm during a wet Silverstone in 1971. His best lap was 1m.22s (before the rains came) - Photo from Nev Churcher*

*Below: The Potters' MG resting at VSCC Loton 2014 with its rival Riley Brooklands  
- Photo: Paul White*





# **BULLETIN No. 81**

## **October/November 2014**

*The Front Cover Picture: The J2 with R.E.A.L. body pictured in Prescott's car park by photographer Dennis Rushton.*

### **Editorial**

First a correction to the last bulletin. The caption to the lower picture inside the back cover is incorrect. The photo does not show Oliver Richardson but Dave Cooksey in his C Type, This was entirely my fault and my apologies are offered to all concerned - especially Dave and Oliver!

I have been very encouraged to receive many contributions to the Bulletin over the last few weeks, so that I have had to hold over some items until the next issue. On the other hand, I am sorry to say that none of these is really of a technical nature and to try to satisfy those readers who prefer technical articles, I have again had to reproduce one that has been published previously, albeit 25 years ago. I hope you will find the article interesting and useful, bearing in mind that it was originally written for Alvis owners and some of the information is therefore not applicable to our MGs. I apologise for the fact the text on one of the illustrations is not very clear but it is scanned from a printed magazine and it is not feasible to print it any clearer.

You may read elsewhere that the committee has decided to keep the Bulletin subscriptions in 2015 at the same rates as in 2014 and I would like to record my thanks for this. If you are an existing subscriber, please renew your subs by the end of the year so that you can be sure not to miss an issue. If you are not yet a subscriber please contact our subscription co-ordinator, Paul White, who will be happy to provide all the information you need. Paul's contact details will be found on page 44.

Please note that November 8th is the last day to submit contributions for the December issue so that it can be mailed in good time for Christmas. Technical articles will be especially welcome.

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## Future Events

25th October	VSCC Autumn Sprint, Goodwood	01608 64477
8th November	VSCC Lakeland Trial	01608 64477
22nd November	VSCC Cotswold Trial	01608 64477
6th December	VSCC Winter Driving Tests	01608 64477
19/03/2015- 22/03/2015 Franschoek Gathering, Western Cape, South Africa.		

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

Randy & Sandy Copleman

Directors of NAMMMR Communications

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## Chairman's Jottings

by Dick Morbey

Another couple of months have rolled past since the last edition of the Register Bulletin and there has been much Triple-M activity on road and track. For the mildly adventurous amongst us, which includes your Chairman, we've had the Summer Gathering (huge thanks to Peter Green and his family), the VSCC 80th anniversary celebrations in Peterborough and surrounding areas and the Goodwood Revival, as well as informal events in Central France and in Normandy, to name a few. The competitive interest has included Wiscombe and Loton.



Happily we can report that with some encouragement, the MGCC of which the Register is of course part, has earmarked a provisional race day on Sunday 5th April 2015 at Donington Park, which will include a Triple-M Race, plus invited 'suitable' pre-war cars. Fred Boothby and Mark Dolton are masterminding the Triple-M interest and Mark has plans to provide sustenance and beverages for all concerned. Watch this space!

We're pleased to report that the Bulletin has received a 'shot in the arm' in the person of Digby Gibbs, who has volunteered to assist the Editor Bob Richards in the compilation of this publication. As you'll read elsewhere, the Register Committee is firmly committed to supporting the Bulletin and to that end we have decided to freeze the subscription cost for 2015. We hope that this may encourage even greater support – but that depends on you encouraging other enthusiasts to subscribe!

The Committee has made another important step forward. You will very shortly – perhaps already as you read this – be able to purchase copies of any or all of the Register's collection of Factory Photographs. These include images of most of the models and show many detailed views of 'original' installations/layouts etc – invaluable for restorers! In the past it was possible to purchase these as 'silver printed' photographs, but in recent times this service has largely ceased. However the collection has now been digitised and digital paper prints will be available in a range of sizes at competitive prices. Just visit the Register's website at [www.triple-mregister.org](http://www.triple-mregister.org) click onto the Library, then select 'Gallery' and you can see what is available. We are also planning to introduce a limited range of clothing items which can be obtained through the same route – watch this space!

A reminder to you that various other Register publications are still available: these include the printed Register and a digital version of it. Likewise the popular 2013 Yearbook. There is more good news here – Editor Cathelijne Spoelstra has confirmed that she is now able to continue in the role for a year or two more and has already



mapped out the content for the next edition. Having seen an outline, we can be confident that it will offer the usual excellent high degree of interest!

The Committee is aware that there is a wish amongst some members for a change in the arrangements for some of the Register's sociable events, such as the AGM, the Annual Dinner and the Prizegiving. Our current thoughts are that the AGM might now be held during Saturday of the annual MGCC Silverstone race meeting, if suitable facilities can be arranged. A trophy awards ceremony for prior year competitive/speed events could take place at the MGCC (or other) race meeting at which there is a Triple-M race. (The remainder of the awards such as COTY might be presented at the Register Annual Summer Gathering. The Register's Annual Dinner, which currently takes place early in the season at Weybridge is now likely to be incorporated into the annual summer touring events, with the possible option of including members even if they are not participating in the tour itself. That would mean that the location of the dinner would be rotated around the country which many members have asked for. These are the Committee's preliminary ideas and we would be interested to have your responses!

Another reminder: The Register's Lincolnshire Wolds Summer 2015 touring event is shaping up nicely. Based at the Petwood Hotel, Woodhall Spa, Lincolnshire – the wartime 617 Squadron 'Dambusters' HQ - to record your interest in taking part, please contact Elizabeth Taylor at [e.taylor@oakend.net](mailto:e.taylor@oakend.net) or +44 (0)1628 665055.

That's all for now - may your car prove trouble free – as Autumn/Winter approaches in the UK, perhaps now's the time to give thought to crack-testing of any safety-critical components – stub axles, sector shafts, steering joints etc etc ..... ?

Dick Morbey



***J.E.S. Jones on a Brighton-Beer Trial  
- Photo from Bryan Ditchman***



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



As noted by D Morbey, in his Chairman's jottings, D Gibbs has volunteered to assist Bulletin Editor B Richards; the Committee welcomed D Gibbs when he accepted an invitation to attend the meeting. Several members have recently asked the Register to provide formal valuations for insurance purposes. Along with this some brokers are now asking that Car Clubs should add confirmation of value to an insured's proposal form. The Register is not geared up to provide formal valuations, especially when they have to be done at some distance away in the regions. Members are therefore being generally encouraged to form their own views and negotiate these direct with their insurers. A formal valuation can be done as a last resort, with a modest fee for the Register plus travelling expenses. The Chairman also expressed thanks to "Team Green" for organising another enjoyable and successful Summer Gathering.

G Eagle, Secretary, reported the usual contact with members including assisting a daughter to sell her late father's supercharged J2. A new batch of metal car badges has been ordered. The matter of issuing welcome packs to new members is to be re-visited.

B Milton, Treasurer, briefed the meeting on the latest financial position and confirmed all VAT returns are up-to-date. He also issued a detail costing for producing the Triple-M Bulletin. Following discussion on this matter it was decided there should be no increase in the Bulletin subscriptions.

G Arrondelle has now fully taken over the duties of Registrar from R Hamblett. He has already dealt with a number of routine enquiries and is also dealing with identity matters on two P types. The Committee agreed that where photos of a car show a different engine number the Register should be amended to reflect the change. Four new cars have been registered – 2 M types, a P "Q rep" and J2 to J4 spec in Germany.

M Linward, Competition Secretary, confirmed all the latest competition results are posted on the web page. At the end of July members took 6 cars to the Central Massif, France where local wine growers issue an invitation to clubs to tour the area. The event was enjoyed by all and a report will be written for the Bulletin.

Peter Hemmings, Librarian, reported another successful MG Silverstone although takings were down at £3616. Sales of the 2013 Yearbook were down on the previous



year at 131 (160 for 2012), however 103 were sent out prior to MG90 having been released early for sale on the web shop. Space in the marquee was much improved and the general emphasis on the Club, Registers and Centres struck a welcome note. A special thanks was recorded to P White, D Morbey, G Eagle, M Allison and others who helped running a busy stall at various times. Library total mail order sales for 2014 to the end of August stand at circa £9189, with total web shop transactions standing at 468 since start up.

B Richards, Bulletin Editor, has been in contact with D Gibbs who is content to take on the role of "Deputy Editor" for a period; procuring articles and content and then gradually taking over the production of the Bulletin. The Committee was pleased to note that B Richards is now willing to continue as Editor for the time being. There was a discussion about the timing of posting the Bulletin on the web site, with differing opinions, but it was noted that in this electronic era many clubs do promptly post publications on the web e.g. VSCC Newsletter and some Inter Register Clubs' Bulletins. The general view was that the Bulletin should be promptly posted on the web and that subscribers would continue as many prefer to have a hard copy.

C Spoelstra, Yearbook Editor, apologised for the error in the 2013 Yearbook where R Dunsterville's text on the Bathurst is duplicated thus taking up more space than needed. There is plenty of material, some of it unsolicited, in hand for the 2014 issue and beyond. Despite all the pressure due to other commitments including running the family business, the Committee were very pleased to note that in the absence of any volunteer to take on the editorship C Spoelstra has indicated she is prepared to produce at least the 2015 Yearbook.

N Feakes, Web Master, has revised the web site access arrangements for the admin area thus making it more secure than previously. There has been little activity from members on the Technical Photos.

Apart from Donington on 5th April 2015, as noted by our Chairman, the other 2015 events will be the Summer Gathering in either June or July - dependant on the MG Silverstone date - and the touring event in Lincolnshire on 18th to 21st August.

S Johnson is making good progress in organising a 2016 touring event based in Northern Ireland.

The date of the next Committee meeting is 7th December 2014.

G Eagle  
Hon Sec  
28th September 2014.





## Competition Review

by Mark Dolton

VSCC Prescott 2014



**Ian Baxter 'putting on his usual eye catching performance' at Prescott - Photo: Dennis Rushton.**

The event covered 3 days this year, with a special Friday run as part of the Anniversary Celebrations. This extra event provided a nice twist to the traditional Prescott event, and for the first time ever the VSCC ran on the long course.

It was a light Triple-M entry on the Friday, but Class 2 was dominated by the 2 MG's of Frank Ashely (M-Type – 70.88) and Phil Coombs (J2 – 74.72), dispatching the other Singer and Salmson entrants. In class 13 Jeremy Rivers Fletcher (66.94) and John Keogan (68.01) had the offset NA running well taking 4th and 6th respectively.

The weekend was mixed in terms of weather...sunshine and showers didn't quite represent some of the Typhoon conditions sweeping through the Prescott Hills!! Excellent work by all to keep things running so smoothly.

Normal proceedings were back in order Sat and Sun on the short course. Alex Peacop was literally untouchable in class 2 in the M-Type, 2.5 secs clear of his



nearest rivals, the chasing Rileys to record a blistering 53.13. Chris Cadman took 7th with a 59.0 in the C-Type. Unfortunately Richard Jenkins didn't make it past practise in the K-Type. MGs in class 13 were going well, James and Rebecca Gunn were at their best in the Q rep taking 1st overall (45.95) and 5th Overall (2nd Handicap 47.69) respectively. John Keogan ran for a 3rd day in the NA posting a 56.31 on the short course. Ian Baxter took 4th in class 14 with a 43.28 putting on his usual eye catching performance.

So lighter entries than previous years, probably to do with the sheer volume of events we have to choose from in 2014. But as ever it's a cracking weekend both on and off the track!

### **VSCC Loton Park 2014**

It's a shame that so many popular events clashed on this weekend, Loton, MGCC Wiscombe and the Revival. Whilst it's great to have such a selection it's difficult to be in 3 places at once! Loton is probably the most relaxed and friendly VSCC event of the year with the great hog roast and local ale available on the Saturday night. Triple M entries were low, just 5 cars turning out in anger.

Duncan Potter pushed hard in Class 2 in the C-Type, Recovering from an early practise spin to take fourth Place with a very quick 79.97 run. Anything under 80secs is a pretty good going. Chris Cadman really got the other C Type going well to record an 83.88 run to take 2nd on handicap. David Rushton attacked the course with his usual vigour in the M Type breaking the 90sec mark with an 89.87 effort.

Down in class 13 it was a battle of the Painter's with Mike (Kayne) Vs Harry (PA). Mike eventually taking the honours with a 70.22 run, ahead of Harry with a 72.01. Mike's run took 3rd in class overall. I will certainly be targeting Loton next year, disappointed to not be there!

### **Kop Hill Climb 20th & 21st September 2014**

Kop is really growing into a very good event, tucked away in the Chiltern Hills it's a very friendly relaxed and fun day out.

In the 1920s it was just a dirt track with some pretty hair raising bumps along the way up the open scarp of the Chilterns. It was described as rising 304 feet in 3848 feet, 1 in 5 at its steepest, with a competitive section of 2709 feet.

Today it's a little more approachable, its smooth tarmac winding through the trees and back down through Princess Risborough town. Last year over 15,000 Spectators saw 400 historic cars and bikes, with a few modern super cars, taking the hill. It was just as popular this year as the crowds certainly built on a very pleasant sunny Sunday. A surprising collection of 4 ERAs fresh from the Goodwood Revival was a great addition to the static displays.



There was a good Triple-M turnout both days from Peter Smith's M Type to Peter Prosser's mighty fine KN Pillarless Saloon. There were plenty of cars in the classic car park and the full listing was as follows:

- M Type – Peter Smith
- M Type – Anthony Richards
- J4 Replica – Roger Chamberlain
- L Type 4 seater – Colin Henderson
- J4 Replica – Jamie Smith
- L2 – Malcolm Newman
- PA – Tim Dawson
- KN Pillarless Saloon – Peter Prosser
- N Type – Geoff Goodwin
- PB – Malcolm Newman

### **Mary Harris Trophy Donington Park 2015**

We have now had a provisional date from the MGCC for the 2015 Mary Harris Race. As per our request we have been given a race slot at the Easter Donington Park Meeting on Sunday April 5th 2015.

Max Grid is 36 so we will be looking for at least 25 Triple-M entries. We will supplement this with VSCC invited guests. (No T-Types)

The race will be 20mins, expected format to be scratch with the Mary Harris Handicap also calculated. Practice will also be on the Sunday Morning.

At this stage I am looking for provisional numbers, the earlier we can confirm that we can provide a full grid the better.

I really hope that we can encourage as many of our overseas friends to join the party. So I will be looking to make the meeting a social opportunity for us all, potentially an informal pre-race social on the Saturday evening at the Donington Park Hotel Bar for early arrivals, as well as a race day buffet lunch and post race social in the Paddock to celebrate!

So for now please let me know, at this stage, if you intend to enter!

Mark Dolton  
mdjdoton@gmail.com



## NA0303 and the Somerset connection

Text and Photos from Ed Taylor (MMM 208 and 521)

You can see by the photos that there is another MMM back on the road. This one is an early NA with the factory 2 seater English body.

Well it is not actually a “factory body”. There are less than 5% of the original timbers under that new aluminium skin and coat of blue paint. Someone in the States during the 80s had a go at recreating the original. All I can say is that it did produce some comforting heat when I threw it on the fire. Unfortunately this simply increased my anxiety as to where do I go next. I definitely wanted to restore the car much like it was when born.



Fortunately, as a result of my recent visits to the UK and participation in some MMM activity, my often used car was Philip BP's ND. I was instantly hooked and from there after hankered for a supercharged six. Hence the purchase of the “yellow peril” (see above photo). During these visits I also became friends of the Portsmores down in Somerset. One day Keith made the observation that his delightful Allingham NA (NA0305) and my bucket of bits (NA0303) were, in Keith's words, “factory friends” as they rolled down the Abingdon production line in April 1934 – just one car between them!

One of Keith's many claims to fame was that he had personally built an NA body (amongst others). We became close email buddies with a constant exchange of questions and answers and why this instead of that etc etc. I remember fondly one



balmy summer's evening at the Portsmore's in Somerset, sipping on a local pint whilst the outdoor table was covered in large sheets of cardboard and oddly shaped pieces of 80 year old English ash. We made many patterns and notes as well as taking photos. The suitcase on the plane back home was bulging with cardboard as well as the odd piece of ancient MG bodywork. Fortunately customs let them all in!



As time progressed and the frame started to become a new reality, it was great in the realisation that Keith revelled in the fact that he was helping me build my body from 12,000 miles away. A couple of photos above showing the hidden beauty behind that sloping tail are proof of our joint endeavours.



So nearly 8 years later, the car is complete, running and being enjoyed. It shall be known from now on as the Taylor-Portsmore restoration, thanks to the Somerset connection.



## Grand Prix Retro de Puy de Notre Dame 27th July

Text and Photo by Alan Grassam



Some of you may remember David Stansbie's article in a recent Yearbook about the Grand Prix Retro de Puy near his summer residence. Well this year Derek Richards (PA) along with Mike Linward and Ian McKay (J2s), Richard Jenkins (NA) and I (M) took the plunge. Derek and I drove down the Cotentin Peninsular stopping off for the night with those perfect hosts the Bevingtons. We met up the next day at the church of St. Sulpice where Linward and co had already made their confessions. There followed a scenic drive down to just south of the Loire where we stayed for a couple of nights in preparation for the Grand Prix, mainly by enjoying the fine wines of the area. We moved to Puy on the Friday and on the Saturday enjoyed a scenic drive of 136 km, mainly stopping off at various chateaux for more wine and food.

Signing in on Sunday was very relaxed with no checking of anything, not even the cars! An interesting course had been laid out by the judicious placement of straw bales and we all went for practice laps in the morning, happily accompanied by local beauties! As well as us five the Triple-M contingent was joined by David Stansbie (J2), Max Batten (F2), Roger Rioul (PA) and Emmanuel Blanchet (M). Apart from a huge crowd of Tricyclecars both Morgan and Darmont there was a rich variety of exciting French cars such as Amilcar, BNC and Bugatti. No racing was permitted, only "Demonstrations", but at racing speeds! All enormous fun in front of crowds six deep around the circuit. Will we be returning next year? You bet we will! Why not join us?



## Andre Hartford Shock Absorbers

By Major Micky Radford

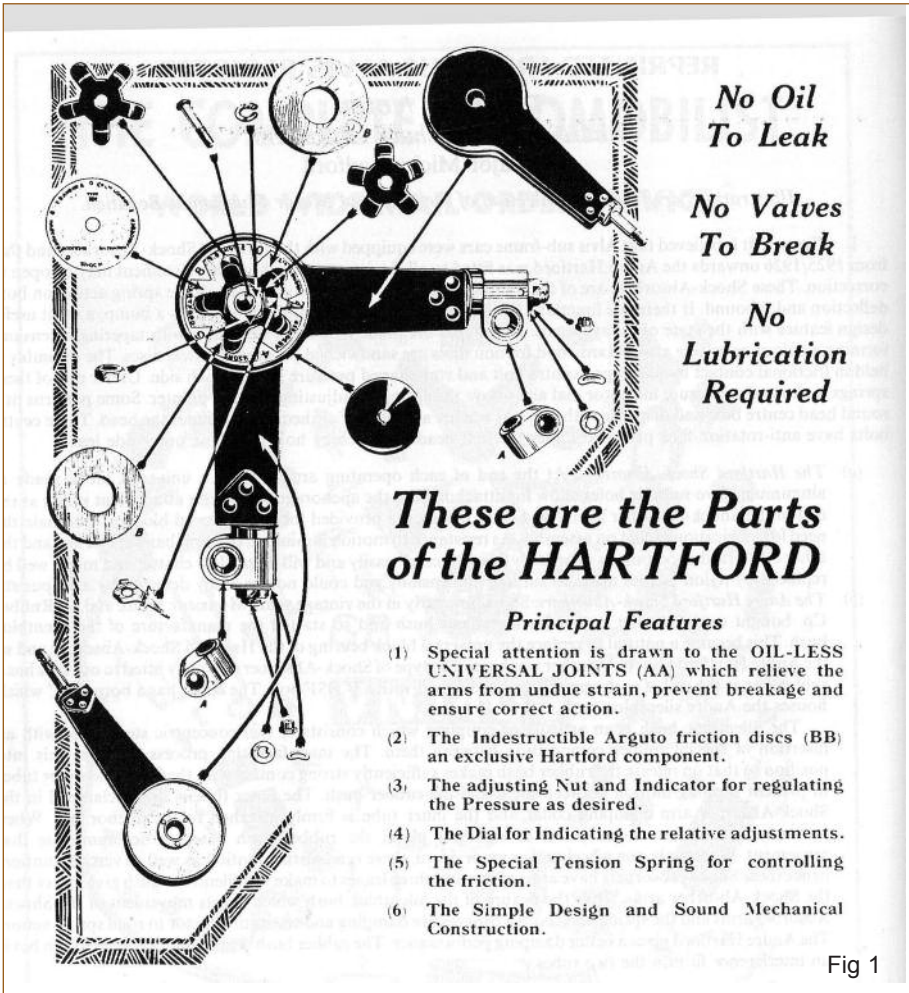
***Editor's Note: The following article is reproduced from the Vintage Alvis Manual by kind permission of the Alvis Register. Please be aware that the article was written in 1989 specifically for Alvis cars and that some of the information will be out of date or not correct for MG applications. The article has been previewed by Mike and Jamie Dowley of Andre Hartford Ltd who no longer produce the very early types described but can supply the M.G variants (including the transverse mounted rear units fitted to J/D/L and F types), both early round edged units and flat bladed units being available to order and often in stock. Please e-mail your enquiries to [sales@andrehartfordltd.co.uk](mailto:sales@andrehartfordltd.co.uk)***

Illustrations are from the collection of the National Motor Museum at Beaulieu.

1. Types: It is believed that Alvis sub-frame cars were equipped with the Hartford Shock-Absorbers and that from 1925/1926 onwards the Andre Hartford was fitted to all Alvis Register type cars but this statement may be open to correction. These Shock-Absorbers are of the double-acting friction type which controls the spring action on both deflection and rebound. It therefore functions when a wheel drops into a pothole or strikes a bump, a most useful design feature with the state of today's roads. Both types are made of a set of steel discs with tapering extensions forming a pair of operating arms. Hardwood friction discs are sandwiched between the steel discs. The assembly is held in frictional contact by a hexagon centre bolt and star-shaped pressure springs each side. Under one of these springs is situated a pressure indicator dial and above the spring an adjusting nut and pointer. Some patterns fit a round head centre bolt and dispense with one star washer and fit a 2.5" dished washer under the head. These centre bolts have anti-rotation flats provided under the bolt head. A matching hole is on one outer side leaf.

(a) The Hartford Shock-Absorbers: (See Fig 1) At the end of each operating arm is fitted a universal block made of aluminium. Two suitable holes allow for attachment to the anchorage pin and an attachment shank at the end of the Shock-Absorber arm. Hardwood bushes are provided for the universal block to eliminate the need for lubrication except on assembly. As resistance to motion is minimal one arm has but one leaf and the other two. Hardwood bushes wear fairly quickly, crack easily and will then allow chatter and might well be replaced by nylon bushes made to suitable dimensions and could not be easily detected by avid purists.

(b) The Andre Hartford Shock-Absorbers: (See Fig 2) Some time early in the vintage years Monsieur Andre and his Rubber Co. bought out an earlier patent for a resilient bush and so started the manufacture of the silentbloc bush. This became a natural to replace the universal block bearing of the Hartford Shock-Absorber and so the Andre Hartford Shock-Absorber was born. The type of Shock-Absorber normally fitted to our



cars has a split collar at the end of each operating arm clamped with a  $\frac{1}{4}$ " BSF bolt. The collar has a bore of  $1\frac{1}{4}$ " which houses the Andre silentbloc bush.

The Silentbloc bush is an articulated coupling which consists of two concentric steel tubes with an insertion of special rubber composition between them. The manufacturing process stretches this into position so that on release the rubber bush makes sufficiently strong contact with the inner and outer tubes to prevent slipping motion between them and the rubber bush. The outer tube is firmly clamped in the Shock-Absorber arm clamping collar and the inner tube is firmly attached to the anchor pin. When movement of the arm takes place, in whatever plane, the rubber





Fig 2

bush flexes to accommodate that movement. When only one wheel moves up or down, there is a twisting motion as well as vertical motion, hence these Shock-Absorbers have arms of two and three leaves to make the silentbloc bush give rather than the Shock-Absorber arms. Thus the flexure of the Silentbloc bush which resists movement of the Shock-Absorber arms and the spring adds both a progressive damping and restitution factor to road spring action. The Andre Hartford gives a better damping performance. The rubber bush is not bonded into position but is an interference fit into the two tubes.

2. These types of Shock-Absorbers are extremely durable, simple in construction and are reasonably effective in operation, but common to all Shock-

Absorbers give a disappointing performance when badly worn or set up. In the author's opinion, exchanging them for any other form of damper is completely unwarranted on any pretext whatever. Maurice Harvey's cars were fitted with them. Home overhaul is simple and a rebuilt Shock-Absorber can look very spruce indeed with a splash of red on new indicator dials.

3. New units can be obtained but the originals with their patina of age and service and sympathetically rebuilt will give just as good service and are surely more desirable, It is hoped the rest of this article will give adequate advice and encouragement to that end.

### **Dissertation on the suspension system**

4. General remarks: Pneumatic tyres are fitted to absorb minor surface faults in the going surface. The springs should absorb major faults and the bump stop comes into use in the wildest situations. Any spring when tweaked will oscillate at its natural frequency for some seconds. Shock-Absorbers are fitted to damp these oscillations, hence their more suitable name 'Dampers'. The title of Shock Absorber is verily a misnomer. The ride, road holding and steering qualities of a motor car are much affected by defects in, or neglect of, the suspension system, to wit, tyres, springs and dampers. To enjoy the optimum ride at all times one must have the complete system properly set up and not just one or two parts of the system. All three must be in tune to give perfect harmony. Setting up the tyres and springs must be touched upon now to give sense to the discourse.

5. Tyres: Tyres on the same axle must match for weight, wear and tread pattern. They must be fitted concentric to the wheel and inflated to the correct pressures. Wheels must be balanced (and incidentally, so must the brakes).



6. Springs: It should be realised that the inherent self-damping action of the leaf spring (caused by the rubbing action of the leaves one over another and the friction thereof) must be minimal or the suspension becomes harsh and noisy. A neglected spring which has been allowed to become rusty will not only settle down and lose its 'life' at an early date, but rusty, unlubricated springs are much more liable to wear and breakage besides being unresponsive to road shocks. Today's practice is to lubricate between the leaves with penetrating oil. This should follow a cleaning of the spring with a wire brush and/or engine degreaser and a thorough drying off with absorbent rags, vehicle weight on the spring. Next, jack up the frame to take the weight off the springs when the leaves will open slightly to lubricate between them; pick of the pops in 1989 is an ozone-friendly aerosol silicone lubricant. This works for quite some time and keeps springs working correctly and quietly. However, the Alvis answer to the problem was to assemble spring packs lubricated and fitted gaiters packed with grease on assembly. My last set of new gaiters from Wilcot Patent Co. cost £6.10.0. in 1958. In 1988 they quoted me some £200 for a set of eight. Hard springing can also be caused by partial seizure of shackles due to lack of lubrication of the shackle pins.

7. Shock Absorbers: Lastly, only if the tyres and springs are tuned to the correct pitch and the car 'feels' all the shocks of uneven surfaces and rides 'hard' can one be certain the Shock-Absorbers are overadjusted. Conversely, a car which rides without any feeling at all, but rolls, pitches and bounces, has slack Shock-Absorbers. At speed, maladjusted Shock-Absorbers can be highly dangerous. An unbalanced loading on the Shock-Absorbers also can affect the road holding and steering qualities of a car, not to mention an unbalancing effect to the torque reaction on braking. Lastly, if your car prances like a bronco every time you take up the drive to reverse, the Shock-Absorbers are definitely underadjusted.

### **Adjustment**

8. The Shock-Absorbers are set to a definite initial tension before fitting to the car and revision of this adjustment should not be made until the car has covered at least 100 miles on all classes of road. If, at the end of this distance, careful observation indicates the springs are insufficiently controlled, the resistance can be increased by turning the central adjusting nut one graduation on the indicating dial clockwise when facing the dial.

9. Move only one graduation at a time: It is inadvisable to alter the adjustment by more than one graduation at a time, as this produces an ample increase in the effectiveness of the damping. If this appears to have made the springing somewhat harsh, then slacken back half a graduation. Careful adjustment in this manner of one notch at a time should enable the ideal setting to be attained in which the springs retain the necessary degree of flexibility while their violent vibrations are effectively damped.

10. Indications for necessity of adjustment: Subsequent adjustment should only be necessary after several thousand miles. Excessive bouncing of the car on poor road surfaces is the tell-tale. An increase of half a graduation on the dial should restore the



damping to the correct value. It must be noted that the testing of these Shock Absorbers should be carried out at the owner's normal cruising speed, and not at slow speeds where spring motions are small and the effect of this type of Shock-Absorber not sufficiently noticeable.

### **Maintenance**

11. The construction of these Shock-Absorbers is so simple and straightforward that they are unlikely to give trouble, and if they are maintained in correct adjustment as given they should give continually good service. After a lengthy mileage a squeak may develop. This is usually traceable to glazing of the hardwood discs. The remedy for this is to dismantle the shock-Absorber and remove the glaze from the discs with a fine rasp and flattening down on glasspaper. However, most owners from time to time will decide that a refurbishment of the shock absorbers is due.

### **Overhaul**

12. Removing the Shock-Absorbers from the car: It is recommended that the Shock-Absorbers are removed complete with the anchor pins that pass through the Silentbloc bushes by undoing the appropriate nut. This is the quickest and easiest procedure. Moreover, these pins can then receive a reasonable inspection on the bench and restoration of threads, cone outs and split pin holes, etc. It is a wise precaution to put a mark on each Shock-Absorber so that all can be replaced at their original stations. Pre-1930 cars usually have the lower arms of the rear Shock-Absorbers filed half round just below the brake operating rod to avoid a foul, so following this tip may save some hand fitting on replacing Shock-Absorbers. Note that the two-blade arm is anchored to the chassis and the three-blade arm to the axle bracket. This conforms to Alvis handbook and period photographs. The Shock-Absorber will function 'upside down' equally well, but fitted the correct way is aesthetically more pleasing visually and does not appear to look top heavy, which it does with the 3-leaf arm uppermost.

13. Dismantling: Completely unscrew the adjusting nut and remove in order from under it—the dial pointer, a wide faced spring washer, star spring and dial. Tap out the bolt releasing the second star spring (or dished washer) on the other side. Lever open the arms sufficiently wide to permit easy removal of the maplewood discs. Pieces of dowelling rod placed between the arms to hold them open is a help. The centre bolt bores in the two-blade arm are sleeved with wooden bushes. Tap them out. Remove the  $\frac{1}{4}$ " clamp bolt securing the Silentbloc bushes which should also be removed. Do not remove the arm rivets; this is unwise.

14. Cleaning: Some arm assemblies on later models are made of rustless steel so are easily cleaned, but original Shock-Absorbers may well require the full treatment followed by a standard gloss black paint system. However, the author likes to take short cuts where feasible and has painted Shock-Absorbers with Finnegan's Smoothrite with a small brush to get between the leaves. This is put on like syrup and flows smooth over a pitted surface. Finnegan's brush cleaner and thinners are also



needed. Do not be upset by the expense. The cleaner is in fact CTC (carbon tetrachloride) which is ace at getting oil and grease stains out of white shirt cuffs, floor carpets etc. There is nothing better! Obey the instructions on Finnegan's tins as CTC is TOXIC and suspected of being carcinogenic.

#### 15. Inspection/Replacements

(a) Indicator Dial Plates  $3\frac{1}{2}$ " diameter: If these are of steel and rusty, replace them. Home made ones of brass can be made and are superior.

(b) Dial Transfers: Sold in pairs, these add a touch of class to restoration.

(c) Friction Discs: If these are whole and without cracks and virtually  $\frac{3}{16}$ " thick, they can be scraped clean and smoothed on glass or garnet paper. Otherwise new replacements should be bought or made. Today's substitute for maple is beech. Dimensions are  $\frac{3}{16}$ " thick,  $3\frac{1}{2}$ " OD,  $1\frac{1}{2}$ " ID. It is a nice little exercise making these oneself.

(d) Centre Bolt: The shank of the bolt may well be very manky, and a new one maybe required. Some Shock- Absorbers have a plain  $\frac{1}{2}$ " hex. BSF bolt and can be bought out. Others, as mentioned in paragraph 1 above, have special round headed bolts and a 14 x 1.5mm ISO thread but the Complete Automobilst does not sell these. Using the original as a pattern, these can be made fairly simply from a  $\frac{3}{4}$ " (or 18 mm) hex. bolt on a lathe as follows:

(i) Grip the head in a 3-jaw chuck and supporting the thread end with a tail stock centre, reduce the shank centre to  $\frac{9}{16}$ " to match the pattern bolt, and the thread section to 14mm.

(ii) Clamp the bead in a bench vice and cut the 14 x 1.5mm thread as per pattern. Check the Shock- Absorber adjusting nut will screw on before next operation.

(iii) Re-check in lathe by the shank and reshape the hex, head to match pattern.

(iv) File two flats to match the two flats on the pattern on the  $\frac{3}{4}$ " section under the head.

(e) Centre Bolt Bushes: It is recommended these are made of nylon rather than wood. Nominal sizes for these are  $1\frac{3}{16}$ " OD,  $\frac{1}{2}$ " or  $\frac{9}{16}$ " ID to match the centre bolt diameter by  $\frac{7}{16}$ " long. These must be turned to fit tightly in their bore housings in the arms and the centre bolt must be a working fit to them.

(f) Silentbloc Bushes: These should be a good solid entity, and if they are, retain them as replacement has become problematic. If however, the rubber has perished or swollen due to oil absorption, they will need replacement. The dimensions of 'our' bushes are: Outer tube OD  $1\frac{1}{4}$ ", length  $1\frac{3}{8}$ ", Inner tube ID  $\frac{9}{16}$ ", length  $1\frac{5}{8}$ ". The Complete Automobilst stocks bushes of identical measurements except for the OD which is  $\frac{1}{8}$ " undersize at  $1\frac{1}{8}$ ". The gap can most easily be filled with a home made split bush of annealed copper and a piece of 16 gauge copper cut  $1\frac{3}{8}$ " wide and  $3\frac{1}{2}$ " long will suffice. Unfortunately, Silentbloc at Crawley is in the process of closing down (6 February 1989) and within days the operation will be at BTR in Birmingham. Drawings of all Silentbloc bushes ever made will be kept, the writer was told, so that



a batch production of several thousand could be made to special order if required. 1,000 of our bushes was quoted at £7000 + VAT. Some ingenious person might be able to devise a way of making these for ourselves. The man at Silentbloc told me the method was to push the oversized rubber bush into the outer tube and that that was fairly simple (!!!). Then a tapered metal spike was slammed through the bore of the rubber bush followed by the inner tube but it had to be done quickly in order to beat the rubber's natural reaction by an element of surprise: a sort of Speedy Gonzales technique so to speak.

*Note:* The inner tube of the Silentbloc bushes which mounts on to a pin fitted with a  $1/2$ " BSF cone nut has a 45 degree taper cut on the tube end faces which matches the cone nut and pin root radius. On [Alvis] TJ/K/L chassis four of the eight Silentbloc bushes which fit to the pins must have the tube taper, the remaining four, two into the front axle forks, N9577, and two into the top rear brackets (N9412 NS and N9413 OS) must be faced flat.

### **Reassembly**

16. Wood Disc Friction: These were designed to work on the dry friction principle where a complete absence of lubricant is assumed. The frictional resistance is proportional to the load, i.e. the tension applied by means of the adjusting nut and distributed by the star spring washer. The coefficient of friction is high and fairly constant, infrequent and relatively slow motion does not result in the discs overheating. Discs assembled into the Shock-Absorber in the dry state therefore give a pretty near constant performance, theoretically speaking that is. However, there is no dirtier or wetter place in the rain than under a speeding motor car and dry wood does not remain so for long. Therefore it has become normal practice to give the discs a very fine smearing of grease so that a state of boundary friction appertains where some lubricant is present but not sufficient to completely separate the surfaces. The lubricant is used purely as a barrier 'Cream'. It has been said that Marfak grease is recommended by the manufacturers. The author has tried leaving new discs submerged overnight in diesel oil to fill the wood grain against damp ingress and then given the faces the lightest touch of water pump grease and a more generous application to the disc edges, but on no account overdose the disc faces. Too little rather than too much applies.

17. Procedure: First fit the two new bushes in their housings, they must be tight. Check the centre bolt is a running fit in them (the arms must not be splayed out) and some easing may be necessary. Check the friction discs fit over their locating bosses and some easing of the ID with glasspaper may be required. Engage the two arms and replace centre bolt and its related parts. Tighten the adjusting nut to check the discs are thick enough to prevent the lips of the steel discs touching metal to metal. This may happen if the wooden discs are less than  $3/16$ " thick. Finally fit and clamp up the Silentbloc bushes.

18. Initial Tensioning: First flex the arms back and forth a number of times with



moderate tension on the nut to ensure an even distribution of whatever lubricant there is on the discs. It is essential they are now adjusted to the correct initial tension before fitting to the car. Clamp one end in the vice with the other arm set to an opening of about 30 degrees and with two mounting holes in line vertically. Hook a balance on the free arm hole and measure how much force is needed to start to move the arm. Having no spring balance, the author uses bathroom scales with the bottom arm resting on the platform for feet, the other vertically above it to allow pushing down by hand. If the figure differs from the appropriate value quoted in the table below, turn the adjusting nut accordingly to adjust the tension.



**A typical Andre Hartford Shock Absorber as fitted to a P-Type MG (Photo: Digby Gibbs)**

19. Zeroing the Indicator Dial: Having set the initial tension to the poundage recommended in the table it is unlikely that the indicating pointer will register at the '1' mark on the indicating dial, which it should. It is necessary to slip the dial in the appropriate direction so that it does. Make, say a chalk mark, corresponding to the lie of the pointer just outside the dial. Now undo the adjusting nut until the dial disc is free to turn. Employ complete turns to slacken off and count them. Now shift the indicator dial until its '1' mark (termed the zero) lines up with the chalk mark. Being a perfectionist who likes things to look balanced, shift the position of the star spring until its feet are equidistant between the five tension numbers. The numbers can also be read which is quite handy. Do up the adjusting nut an identical number of turns. This should bring the pointer to register '1' and the tension will now be correct with the pointer at 'Zero' (i.e. fig. 1). Test the poundage for ease of mind and it should be spot on. Now take the pointer up to '2' and a poundage test will shown an increase of 3-4 lbs. Slacken back to '1' and it will return to the initial figure. This little exercise gives one a lot of confidence in the accuracy of the mechanism and may even discourage one from putting whole turns of adjustment on at a time, then wondering why the car



hops around corners. The voice of experience speaks!

#### TABLE OF SETTINGS

Type of Shock-Absorber	Approx. weight of car	Initial tension
Hartford type without Silentbloc bushes	up to 20 cwt. 20 to 25 cwt.	19 lbs 23 lbs
Andre Hartford Multiplex type fitted with Silentbloc bushes (which result in the need for reduced tension settings)	up to 20 cwt. 20 to 25 cwt. 25 to 30 cwt	16 lbs 19 lbs 23 lbs

20. Fitting to the car: The shock absorbers may now be fitted to the car and it is wise to replace them at their original stations to avoid bother. Fit the anchor pins through the Silentbloc bushes with cone nuts slack and the assemblies can be juggled into position and the securing shanks guided into their lug holes. Replace the spring washers and tighten the 4" nuts. On the [Alvis] TJ/K/Ls replace the  $\frac{9}{16}$ " pinch bolts. Provided the car is resting normally on its springs and is on level ground, the cone nuts (and clamp bolts on the TJ/K/L) can be taken up tight to grip the inner tube of the Silentbloc bush, so that no movement of the tube can take place. It is stressed that unless the unladen car is resting normally on its springs, the Silentbloc bushes should be left free to rotate and assume their normal position of rest on the anchor pins, and not until then should the cone nuts be taken up tight. If this is not done the elastic bush will be given an initial tension in one direction or the other and subsequent movements of the Shock-Absorbers arm will flex the bush excessively in one direction, causing it to break down prematurely.

#### Adjustment

21. The adjustment process as described in paragraphs 8 to 10 above is now applicable and is most reliable in application. Nevertheless there may be times when the ride performance may seem to have deteriorated. This is the time to check the suspension system as an entity - tyres, springs and Shock-Absorbers. In the last resort the Shock- Absorbers can always be removed from the car and the Initial Tensioning (paragraph 18) can be checked without an undue cost in time.



## **The 2014 Register Summer Gathering – An Insider’s Account by Gill Morbey**

09.30 – ready to head off in the PA, (scarf firmly in place)

10.00 – arrive at Peter Green’s home (scarf round neck and hair a complete mess)

The site is all ready, with a precision parking grid already laid out by unseen hands (Dick and Daniel) for each and every car.

What tasks? Tables? Chairs? Cutlery? Kettle plugged in?

Elizabeth consults the timetable and we begin moving things from the Big Shed fridge to the kitchen and from kitchen to the Big Shed fridge, rather like a complicated game.

“All systems go” – ovens are switched on, with precision timing, chicken and sausages are ‘prepped’ and popped in ovens.

Next – hulling strawberries. Samantha, Diane and Gill discuss schools, houses, children (small and adult) – just about to solve most of the world’s problems when we reach the 40th and final box – phew!

Elizabeth is found in the kitchen basting and testing the chicken, turning sausages over. It’s hot outside but even hotter going from oven to oven ...

Watches are checked – 20 minutes to socialise – wow all those people have arrived!

After being greeted by Peter Green and handed their welcome packs with instructions for the day, entrants have been directed towards the precision parking grid. Ladies study their picture quizzes, goggles and flying helmets are exchanged for sun glasses and sun hats, the chaps are puzzling over what’s in the 12 mystery bags, whilst others are ogling the cars or finding a cool drink.

Two cars fail to arrive – the Gibbs (best wishes to daughter Jo and the newly-arrived babe) and the Creasers (best wishes to their broken clutch).

Gosh – nearly 1.00 pm and time to get the food out, so no more chat –will catch up with friends later! We whizz past Thelma back and forth with dishes of salad, bread and coleslaw – she takes it all in her stride as usual, never complaining about this invasion of her kitchen.

Andrew assisted by Pat waits patiently at the barbecue – looking relieved as we start to cover the serving area with the prepared food – he has somehow miraculously switched from being auto test and games supervisor to chef/waiter, attending to our





every wish – a more singed sausage please – no sauce thank you – and he is still smiling!

Children dart happily around – all that space to play in and so much to do. By now they like to help as well, fetching and carrying, checking the food dishes are topped up, organizing the games and tests, enjoying our miserable failure to knock the wooden blocks over with a tennis ball...

But where are Elizabeth and Peter? We find them at the dining room table sorting out the results of the quizzes and competitions of course! Winners gain points and points mean prizes – entry boxes with our outrageous guesses are emptied out and put in order. Oh dear it must be grams – pounds and ounces just won't do!

Diane's washing up as well as sorting the dishwasher. Pat is on hand too – should he really be doing anything after his hip operation? Please don't have the other one done next year!

And now a bonus for everyone – choc ices are offered all round and gratefully seized upon – rather surprised that anyone has space left for these!

And now it's time to draw things to a close. Peter, the chairman of the judging panel re-appears and supervised by Elizabeth and Katherine, announces the results of the quizzes, driving tests and other challenges. Gift tokens and wines are gathered by the winners – some succeed more than once!

The big question: will there be another one next year? Yes, says Peter, and we cheer that! Stay as long as you like, he urges. Some do and endear themselves by helping with the clearing up.

What a great day it was! And now the statistics:

101 people and 43 Triple-M cars entered for the event.

### **Pride of Ownership Results**

#### **6 Cylinder Class**

1	JB 7526	K3	Peter Green
2	AGW 37	K3	Clint Smith
3	AAE 652	L1	Colin Henderson

#### **4 Cylinder Class**

1	BGH 295	PA	Colin Butchers
2	MG 2686	J2	Chris Edmondson
3	YS 5081	PB	Keith Wallace



## Gymkhana Results

### Test 1

Distance along concrete roadway

- 1 Alex Reid
- 2 Andy King
- 3 Colin Henderson

### Test 2

Timed in field

- 1 Dudley Pinney
- 2 Colin Henderson
- 3 Robin Hamblett

### Test 3

Skittles

- 1 Dudley Pinney
- 2= Clint Smith  
Grace Henderson (J2)

What is it?

- |   |                   |    |
|---|-------------------|----|
| 1 | Andrew Bradshaw   | 11 |
| 2 | Oliver Richardson | 10 |
| 3 | Dick Morbey       | 8  |

Guess the weight

- |   |                       |     |
|---|-----------------------|-----|
| 1 | Clint Smith           | 22  |
| 2 | Jo Ward               | 172 |
| 3 | Rosemary Bayne-Powell | 178 |

The correct answer was 4178 grams, the score is the difference between the answer given and 4178.

Number of items in bottle

- |   |                 |    |
|---|-----------------|----|
| 1 | Caroline Jacobs | 11 |
| 2 | Jo Ward         | 17 |
| 3 | Nick Dean       | 26 |

The correct answer was 306, the score is the difference between the answer given and 306.

Ladies' Picture Quiz

- |    |                 |   |
|----|-----------------|---|
| 1= | Claire Slingo   | 9 |
|    | Judy Slingo     | 9 |
| 3= | Angela Hornidge | 8 |
|    | Allison Emmett  | 8 |

Brands Picture Quiz

- |    |                 |   |
|----|-----------------|---|
| 1= | Greg Smith      | 9 |
|    | Grace Henderson | 9 |
|    | Alex Reid       | 9 |
|    | Judy Slingo     | 9 |



**The Young Ones are coming!  
Olivia Henderson and Mum Sue at the  
Summer Gathering  
Photo: Colin Henderson**



## **Report on the European Event of the Year in Denmark 21st—24th August Text and photos by Philip Bayne-Powell**

This year the European Event of the Year took place in Nyborg on the island of Funen, which is between the mainland of Jutland and the island of Zealand, where Copenhagen is to be found.

Rosemary and I decided to enter the Allingham NA for this event, and to add a few days on for some sightseeing in a country that we had not been to before. We were also told not to worry about trying to learn the language, as nearly everyone in Denmark spoke English – some better than others, as we found out!

I prepared the Allingham for a long journey, checking all the usual items, as well as changing the nearside hub carrier, which had badly worn studs, due to the nuts coming loose and wearing away the studs. Having done this, I then decided to adjust the brakes, but couldn't get any adjustment on the rear nearside brake – due to a broken brake cable! I haven't had one of these break for many decades. It was now Saturday, and we were due to cross to Denmark from Harwick on the Tuesday. As luck would have it, I had a new N-type rear brake cable hanging up, ready for such an emergency. This was duly fitted the next day and tested satisfactorily.

We loaded up with spares such as coil, petrol pump, head gasket, condenser, rotor arm, contact breaker points, inner tube, vertical drive coupling and a spare half shaft already pressed into a hub (a spinner is used with drilled ears so the combo can be fitted either side and wire-locked).

We got to the Harwich ferry terminal in plenty of time for the DFDS ferry to Esberg, and met up with other MGs taking the same route, but had to sit out a thunderstorm while waiting to board.

After an 18 hour roughish crossing in Force 6 winds, we arrived in Denmark; those North Sea sleeping policemen kept us awake most of the night!

After a decent night's sleep in a stable bed, we decided to take a long route to the rally hotel in Nyborg, which was only a 50-mile direct run along their dual carriageway. Instead we headed south down the east side of Jutland, on some lovely quiet scenic roads to Sonderborg, and onto Fynshav to catch the 50-minute ferry to Bodjen on the south end of the isle of Funen. Here we met up with many other MGs coming up from Germany, including a whole contingent of Scottish members, who had used the Hull to Hook of Holland ferry.

Soon we arrived at the Nyborg Strand hotel, which is a huge great hotel, just on the outskirts of the town, and overlooking the Storebaelt Straights and its 14 kilometre



**Our NA Allingham waiting for the ferry to Funen with the Scottish lads beyond**

long bridge between Funen and Zeeland. It was a huge great engineering feat, with the railway also using the bridge, but that goes into a tunnel under the navigable section.

MG cars from everywhere were filling up the car park. Once signed in and having collected our very comprehensive rally documents, we were soon ready for our meal. The rally documents were written in Danish and English, as were the daily route instructions.

After breakfast and a driver's briefing, the next day started off with the scenic runs. The cars were split into red and green groups, which covered the south and north routes respectively. Our southern route took us down some very narrow lanes, and through little villages with many thatched roofs, then the lovely harbour town of Svenborg, and from there we turned north up to Egeskov Castle. A dedicated car park had been arranged with a huge great marquee, where our buffet lunch was served. The castle itself is straight out of the fairy tales books. As well as the castle to explore, there was an interesting Fire Engine museum, with all sorts of early exhibits. If that wasn't enough, there was a very full motor museum, and a motor bike museum, both of which had a huge great reserve collection on the upper floor in the roof. Unfortunately we only heard about this afterwards.

There was an MGB and MGA in the museum, as well as an L1 with a racing two-



seater body, which had supposedly been used at Brooklands, if the placard was to be believed, but it also dated it at 1935! We managed to persuade the curator to open the bonnet to check the chassis plate, but it was missing. We tried to see the number on the exposed dumb iron, but there didn't seem to be any number there. The Curator contacted the owner, Leif Nowicki, a blacksmith living on one of the remote Danish islands, who confirmed that there was no chassis number, because it was purely a track car. However, as far as I know, all MGs were given a chassis number, regardless of whether they are being used on road or track. In 1933, riding mechanics were still needed for many races, which could explain why it has double humps.

There was another exhibition called "Man and Mechanics 1860-1910" in a converted cow shed, which still smelt of its original occupants! Here there was a wide variety of early bicycles, farm implements and other exhibits. Two bicycles caught my interest – one with a shaft drive to the back wheel, and another with ratchet drive. There was also a farthing penny bicycle (as opposed to a penny farthing), which looked extremely dangerous.

That evening we had a very entertaining show after the evening meal. This was based on the Hans Christian Andersen fairy tales and introduced by Hans Christian Andersen himself!

The second day we did the north tour, again through some lovely countryside, as well as the ancient fishing port of Kerteminde, to arrive at our lunch stop, the Carlslund restaurant. Here we partook of the local delicacy, "æggekage", which is a sort of omelette topped with crispy bacon and chives, and very moreish.

There were tables and chairs set up outside amongst the trees, and a jazz band played to us while we ate. However this idyllic setting was upset by some very heavy rain, which sent everyone scuttling for cover, or back to the cars to continue the return journey, with hoods erected.

That evening we were entertained by music from "Step & Stone", after the usual plethora of speeches and handing over of momentos from the reps of several participating countries.

We also heard of one intrepid Scottish couple, Bill and Karen Niven, who had loaded up their PA Midget on its trailer, but when they unloaded it at Harwich to go onto the ferry, some nasty noises were heard. So nothing daunted, they loaded the PA back onto the trailer and drove back home the 500 miles, where they loaded up their MGB and drove back down to Harwich to take the next ferry, arriving just a day late at Nyborg.

The final day, Sunday, we all drove to Odense, the biggest town in Funen. Here we visited the Hans Christian Andersen Museum, which was very extensive, with many letters and such of the Danish king of fairy tales. He wasn't recognised by his own



people until late in life, after the rest of Europe had hailed his children's stories, but now of course he is a lauded hero by the Danish. Interestingly he ran away from his poor home in Odense aged 13 to make his way in Copenhagen and worked in its famous theatre.

The lunchtime final meal of the rally was a huge great buffet in the restaurant of the town's Opera House. People then left to get back home, although we stayed that night back in the rally hotel. The next morning we wrapped up the Magnette in the hotel car park, while we took the train into Copenhagen for a few days of sightseeing. It was just as well as Tony Simmonds drove there and was charged £20 a night for the car park! The train journey of 1 hour 50 minutes cost just £28 each, which confirmed what we were told about the cheap public transport. The Danish are very ecologically minded, and being a flat country have many cyclists.

Denmark is a small country with only 6 Million people, so it doesn't get very crowded. The country is still very agricultural, with cows and sheep in nearly every field, but we didn't see any pigs to produce the Danish bacon, but think they were all in dedicated barns out of sight. The other Danish food was their Danish pastries of which we saw many varieties at breakfast time.

We found the Danish people a very happy race, and very glad to help out when we had problems, not just MG related. Our MG Car Club Chairman, Bill Silcock, had a



**Dieter Haupt's ND**



half shaft go on his TD. He was taken to the MG garage, which had just supplied a pair of shafts to a Dane, who was duly contacted to see if he had used both shafts. He had only used one and was prepared to let Bill have the spare, which he left on his doorstep for collection, as he had to be elsewhere. The old hub was pressed out and the new one fitted, and Bill was back in action for the next day.

On the Triple-M front, we had eleven cars entered, ranging from the oldest, a Danish M-type to Bo Lindgren's replica K3. It was also nice to see TWO NDs, those of Wolf Propsting and Dieter Haupt. Ted and Janet Hack were also there in their 1931 D-type, who with Dave Naylor ( L2) were the other UK entrants.

We returned from the Copenhagen trip to pick up our Allingham, and then a leisurely drive back to the ferry port of Esberg to catch the very last ferry on this Harwich to Denmark crossing, as DFDS were stopping it in September which was the next day. This is put down to the rising price of diesel we were told by a Danish lady who we met on the train; there has been quite an outcry in Denmark about the closure. In future, one will have to go to Denmark the long way round by land, which is a journey of about 800 miles, and not very pleasant miles at that according to Derek Edwards and Dave Naylor, who decided to return that way.

Our round trip had covered 745 miles, and the Allingham had had no troubles, although the 20 year old engine is getting a bit tired, with a smokey exhaust, indicating that the piston rings need replacing. This was the second time the car has been to Europe, as in July we had taken it to the Classic Le Mans event.



**The Castle at Egeskov**



## Triple-M Visit to Hambye, Normandy 2014

by George Ward

This year's return visit to our Hambye playground was particularly apposite in the 70th anniversary year of the D-Day landings. Our group included a C, M, J2, F2 and 3 PAs plus 3 MMM owners in an MGB GT and 2 MGAs, viz:

George & Marguerite Morgan – C type, David & Angela Haine – M type, David & Angela Stansbie – J2, Max & Jane Batten – F2, George & Jo Ward – PA, Roger & Sue Davies – PA, Ron & Barbara Warr – PA, Bryan Ditchman- MGB GT, Patrick Gardner – MGA, John & Vinny Bevington (our hosts) –MGA

The first visit was to an excellent museum of mostly US military vehicles and memorabilia at the site of the German A10 airfield outside Carentan. There were some fascinating exhibits and this place is well worth a visit.



**Cars outside Domville Manoir - Photo: George Ward**

The second visit was to an even more compelling battlefield site at nearby Domville Manoir. The 'Battle of the Bloody Gulch' was a very important one to both sides and so was fought very fiercely. This was the area where the two American beach-heads were aiming to combine but the Germans desperately tried to prevent this by using their elite SS troops. The Americans succeeded but at great cost in 200 lives lost. The owner of the Manoir (Franck Feuardent ) has partially restored his battle-damaged family home and opened it as a living museum of the 2nd World War period. His tour of the Manoir house, farm barns, chapel graveyard and bocage battlefield relics was





one of the highlights of the visit.

The day finished off with a delicious dinner at the Auberge De L'Abbaye.



**Chateau de Gratot - Photo: George Ward**

The second day's visit was to the extensive remains of the Chateau de Gratot near Coutance. A local tourist guide conducted a tour, with clear descriptions of what we saw in perfect English. The more energetic members of the group climbed the various corkscrew staircases up the medieval towers to get a great view of the surrounding countryside.

After another brief visit to the associated Hermitage chapel and lunch in Coutance we all tried to solve John Bevington's devilishly difficult walking treasure hunt around the town.

Vinny's splendid Gala dinner on the final night climaxed with the presentation of Awards for the treasure hunt. Roger & Sue were clear winners with 19 out of 21 questions right. Second equal were David & Angela and George & Jo with 16, closely followed by Bryan & Patrick with 15. A vote of thanks was given to our hosts John & Vinny for another very successful visit to their beautiful home area in Normandy with great company, good weather and oodles of triple-M friendly roads.



## Triple-M Register Championships

- Mike Linward, Competition Secretary

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

3rd/4th January	MCC Exeter Trial	Full Results
2nd February	VSCC New Year Driving Tests	Full
15th February	VSCC Exmoor Fringe Trial	Full
16th March	MGCC SE Centre Spring Navisat	Full
29th March	MGCC Silverstone Race Meeting	Full
6th April	MGCC Midland Centre Curborough Sprint	Full
12th April	MGCC SW Centre Kimber Classic Trial	Full
12th/13th April	VSCC Silverstone Spring Start Race Meeting	Full
18th/19th April	MCC Lands End Trial	Full
19th April	Alvis Inter-Register Rally	Full
26th April	VSCC Spring (Bicester) Rally	Full
4th May	VSCC '50th Anniversary' Curborough Speed Trials	Full
11th May	VSCC Wiscombe Park Hill Climb	Full
25th May	Sevenoaks & District MC Crystal Palace Sprint	Full
7th June	VSCC Cadwell Park Race Meeting	Full
7th/8th June	Tregrehan Speed Hillclimb	Full
8th June	BARC Yorkshire Centre Harewood Speed Hillclimb	Full
14th June	VSCC Brooklands Speed Trials	Full
14th/15th June	VSCC Brooklands Concours d'Elegance	Full
15th June	VSCC Brooklands Driving Tests	Full
21st June	MGCC Silverstone California Cup Driving Tests	Full
22nd June	MGCC Silverstone Stowe Sprint	Full
28th June	VSCC Pembrey Sprint	Full
28th/29th June	VSCC Pembrey Race Meeting	Full
6th July	VSCC Shelsley Walsh Hill Climb	Full
13th July	MCC Testing Trial	Full
19th July	VSCC Donington Park Race Meeting	Full
20th July	Monklands Sporting Car Club Autotest	Full
1st August	VSCC Prescott Anniversary Hill Climb	Full
2nd/3rd August	VSCC Prescott Speed Hill Climb	Full
2nd/3rd August	Camel Vale Motor Club Castle Hillclimb, Lostwithiel	Full
3rd August	Triple-M Summer Gathering POO & Gymkhana	Full
4th August	VSCC 'Can't See the Wood for the Trees' Driving Tests	Full
6th August	VSCC Anniversary Acorn Rally	Full
6th August	VSCC 'Branch Out Into Something New' AutoSolo	Full



7th August	VSCC Santa Pod Anniversary Straight Line Sprint	Full
16th/17th Aug	Monklands Sporting Car Club Forrestburn Hill Climb	Full
17th August	MGCC SW Centre Mendip Trial	Full
31st August	VSCC Madresfield Driving Tests & Concours	Full

**C.O.T.Y. 2014**  
**Scores to 3rd September**

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	1595	M	PG 1045	Frank Ashley	97
2nd	1027	L2	AKL 840	John Rogers	81
3rd	2272	C/s	LJ 4444	Oliver Richardson	76
=4th	2912	C/s	GX 9693	Duncan Potter	66
"	2692	J2	SW 4156	Brian Galbraith	66
6th	2591	PA	MG 3242	Colin McLachlan	58
7th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	56
=8th	1140	J2	JL 753	Mike Linward	54
"	1426	NA/s ss	Bellevue Spl.	Ian Baxter	54
=10th	2362	NA	BTT 726	Richard Jenkins	49
"	1018	J2	MG 2853	Philip Coombs	49
12th	2694	J2-PA/s	Kayne Spl.	Mike Painter Harry Painter	48
13th	1533	PA-PB	WV 5012	Dick Morbey	47
14th	3534	J2/s	WF 5494	Fred Boothby	46
=15th	3205	K3/s	JB 7526	Peter Green Pat Boghossian	45
"	-	M	HX 91	Philip Bayne-Powell	45
"	920	PA	TG 8337	George Ward	45
18th	1551	PA	CYE 387	Barny Creaser	41
19th	627	J2	FS 5663	Ian MacKay Emma Digby	39
20th	907	K1	ADH 360	Alex Reid	38
21st	-	PA/s	-	Mike Painter Harry Painter	37
=22nd	2188	M	GH 4434	Colin Reynolds	36
"	2200	C/s	RX 8306	Chris Cadman	36
=24th	3525	J2	MG 2686	Chris Edmundson	35
"	1794	J1	UF 9865	Colin Lee	35
26th	2175	PB	JB 7524	Elizabeth Taylor Grace Henderson	33
=27th	2815	L1	AAE 652	Colin Henderson	32
"	3	J2	DG 5404	Jeremy Hawke	32
=29th	2170	PB/s	CLX 112	Mark Dolton	31
"	397	M 12/12	SC 9559	Alex Peacop	31



"	2284	J2	OB 5374	Colin Henderson Grace Henderson	31
"	167	M	APB 298	Andy King Rachel Bolton-King Richard Winchester	31
=33rd	85	PA	BGH 295	Colin Butchers	30
"	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	30
35th	1963	PB	YS 5081	Keith Wallace	29
=36th	148	M	OY 1548	John Haine	28
"	1135	M	SV 5438	Alan Grassam	28
"	353	K3/s	AGW 37	Clint Smith	28
=39th	3298	PA/s	OSL 309	Les Procter	27
"	1164	PA	YSV 703	Anne Boursot	27
"	3018	PB/s	MG 4516	Rachael Holdsworth Graham Holdsworth	27
=42nd	436	J2	LJ 8328	Dudley Pinney	26
"	1647	NB	JB 6864	Bill Abbott	26
=44th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	25
"	250	PA	MG 3294	Andrew Bradshaw	25
"	676	PA/s	WP 5939	Roger Thomas Russell Thomas	25
"	82	M	PO 1357	Nigel Stroud Jenny Pearson	25
=48th	1521	C/s	RX 8591	Dave Cooksey	24
"	2227	KN	MG 4282	Peter Hemmings	24
50th	1591	J2/s	YJ 892	David Stansbie	23
=51st	3408	L1 Salonette	575 AKB	Rod Ptak	22
"	1887	J2	NV 2114	Neil MacKay	22
"	2430	PA/s	497 UXH	Howard Harman	22
"	2742	J2	DG 7828	Robin Hamblett	22
"	373	M	BU 6336	Hugh Barnes	22
56th	1065	PA/s	MG 4440	Bill Niven	21
57th	1991	KN/s Saloon	ELF 409	Peter Prosser	20
58th	2028	NB/s	MG 3694	Jane Metcalfe	18
=59th	135	KN Saloon	BYK 340	Peter Prosser	17
"	1917	J1/s	VSV 521	Stuart Evans	17
"	1550	PA	567 CRU	Peter Scott	17
=62nd	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher John Keogan	16
"	129	PA/s	JD 5335	Alan Bentley	16
"	1751	M	UV 7468	Brian Bassett	16
"	2000	K3/s	MG 3570	Peter Green	16
=66th	81	C/s	JK 1932	Greg Smith	15
"	1270	NB Cresta	MG 4750	Bob Clare	15



=68th	148	M	OY 1548	John Haine	14
"	2769	12/12 Rep.	AM-06-31	Henri de Jong	14
"	468	NA	AOF 28	Bruce Porter	14
"	1	NA/s	JB 3852	Jane Metcalfe	14
=72nd	797	K1	ALA 871	Christopher Hobbs	13
"	1187	PA/s	EO 5823	Colin Wallace	13
=74th	1367	PA/s	MG 3921	John Wells	12
"	158	PA	BJO 800	Peter Down	12
=76th	3454	PA/s	AXT 370	Thijs de Groot	11
"	1931	C/s	VD 30	Andrew Morland	11
"	1246	J2	GR 591	Mike Jordan	11
"	2064	K1/s	AGT 464	Adrian Paul	11
"	225	K1	ALU 463	Martin Jacobs	11
=81st	1463	NA/s	BUU 964	David Downes	10
"	2038	PA	CAF 332	Tim Dawson	10
=83rd	909	J2-PA/s	FW 3909	Bill Bennett	9
"	423	J2/s	DU-FG 86 H	Christian Höptner	9
"	932	J2	CG 5513	Martin Gratte	9
"	2823	F1	GY 5141	Robert Walker	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	633	NA	LAS 368	Tony Hay	9
"	1870	PA	AYY 38	Malcolm Kirby	9
"	417	PB/s	AVP 50	Tony Connell	9
"	2312	D	GG 6097	Michael Cowe	9
"				Alastair Cowe	9
"	2957	PA 4str	JC 2222	Geoff James	9
"	105	KN/s	AM-26-63	Argen van Gelderen	9
"	1355	L1	AM-86-34	Jan van der Werf	9
"	2569	J2	AMK 282	Anthony Wordley	9
"	1469	J2	AR-15-28	Gerard van Pitten	9
"	839	K1/s	AR-53-87	Henk de Vries	9
"	1568	J2	CV 7485	Stephen Webber	9
"	1459	J2	IL 2151	Simon Johnston	9
"	2060	PA	OW 5865	Ron Warr	9
"	1163	J2	RM 9420	Hugh Back	9
"	1245	M	WG 1035	John Inglis	9
"	1971	F2	WM 8548	Terry Wilson	9
"	2141	PA/s	RC 3349	Derek Richards	9
"	2789	PA 4str	VYC 529	Keith Jackson	9
"	843	M	ST 6963	Tony Margel	9
"	1156	PA-PB	AAD 264	Nick Dean	9
"	919	PA/s	DPB 140	Graham Arrondelle	9
"	845	M	PG 5027	Mike Cleary	9
"	411	L2	JB 1649	Geoffrey Jarvis	9
"	2326	J1	UG 5221	John Emmett	9



"	1495	PA	AYY 476	Keith Nelson	9
113th	2852	M	RH 5831	Philip Coombs	8
=114th	705	PA	AVP 342	Derek Moore	7
"	2960	J2	AM-30-25	Thijs de Groot	7
116th	162	ND/s	BKL 265	Martin Phillis	6
117th	2615	PB	BOF 564	Tim Beckh	5
=118th	467	J3/s	HH 6711	Terry Holden	4
"	-	F1	MG 1588	Charlie Cartwright	4
"	3063	F1	IA 9830	John & Lou Shorten	4
"	1305	M	UW 3227	Kathy Emmer	4
"	3487	J2/s	JN 3398	Robin Smith	4
"	1773	ND	MG 3281	Gerry Wadman	4
"	393	D	PJ 7527	Chris Blood	4
"	1676	D	NG 2461	Mike Jakeman	4
126th	3427	J2	XAS 214	Charlie Cartwright	3
=127th	1883	J2	PO 8865	Patrick Gardner	2
"	2715	KN/s	CG 8379	Tanya Lewis	2
"	1171	NA All'ham	MG 3538	Keith Portsmore	2
"	156	K1/s	APC 950	George Ward	2
"	1146	K3/s	JB 3182	Gunther Stamm	2
"	126	L2	ANB 431	David Naylor	2
"	1600	D	PO 5751	Ted Hack	2
"	2787	NB	BDD 356	William Opie	2
"	968	PA	BU 8079	Roger Davies	2
"	625	F1	OV 9757	Ewan Harris	2
"	2821	F1	MG 1375	Norman Williams	2
"	598	PB	WN 8994	Roger Marlow	2
"	401	K1	LJ 9000	David Naylor	2
"	2616	NA	-	Tim Dury	2
"	512	PA	OS 3678	David Shattock	2
=142nd	3226	C/s	JO 2288	Hamish McNinch	1
"	18	QA/s	PMY 586	Barry Foster	1
"	1879	NB/s	MG 4325	Chris Smith	1
"	678	J2	AE-52-94	Hans van de Bosch	1
"	3246	J2-Ford	AL-37-86	Albert Koolma	1
"	1746	NB	AR-14-14	Frank Holtrigter	1
"	65	PA/s	DPH 228	Nigel Gibbons	1
"	807	KN/s	MG 4119	Richard Jenkins	1



**Slade Trophy 2014  
Scores to 26th August**

Position	Car/s	Driver/s	Points
1st	PA	George Ward	19
2nd	J2	Jeremy Hawke	18
=3rd	NA	Richard Jenkins	10
"	PA/s	John Wells	10
5th	J2	Mike Linward	9
6th	M	Alan Grassam	7
=7th	J2	Thijs de Groot	6
"	J2	Emma Digby	6
9th	J2	Neil MacKay	5
=10th	PB	Tim Beckh	4
"	J2	Henri de Jong	4
12th	J2	Brian Galbraith	3
=13th	J2	Charlie Cartwright	2
"	M	Philip Coombs	2
15th	J2	Patrick Gardner	1

**Racing Challenge Trophy 2014  
The Betty Haig Cup  
Scores to 3rd September**

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Oliver Richardson		0.506
2nd	C/s	Duncan Potter		0.552
3rd	PB/s	Mark Dolton		0.635
4th	PA	Anne Boursot		0.763
	J2/s	Fred Boothby	4	0.331
	J2-PA/s	Mike Painter	3	0.367
	C/s	Dave Cooksey	3	0.494
	C/s	Chris Cadman	3	0.790
	J2-PA/s	Harry Painter	2	0.329
	M	Alex Peacop	2	0.811
	C/s	Barry Foster	1	0.074
	PA/s	Thijs de Groot	1	0.143
	NA/s	David Downes	1	0.250
	NB/s	Jane Metcalfe	1	0.286
	C/s	Andrew Morland	1	0.429



### Speed Chamionship Scores to 3rd September

Position	Car/s	Driver	Points
1st	M	Frank Ashley	32
2nd	NA/s ss	Ian Baxter	30
3rd	C/s	Duncan Potter	24
4th	M	Philip Bayne-Powell	21
5th	J2	Philip Coombs	19
=6th	J2-PA/s,	PA/s Mike Painter	18
"	PA/s	Les Procter	18
"	PA/s	Harry Painter	16
9th	PA/s	Howard Harman	15
10th	K1/s	Adrian Paul	11
=11th	PB/s	Rachael Holdsworth	10
"	PA	Colin McLachlan	10
13th	PB/s	James Gunn	9
14th	C/s	Chris Cadman	8
=15th	NA	John Keogan	5
"	PB/s	Rebecca Gunn	5
"	J2	Brian Galbraith	5

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## Readers' Adverts

### Wanted

A J2 print by Peter Alan Davies, published around 1968.

An original L2-type fuel gauge or bits, especially the chrome flange/rim.

An original L-type instruction book in good complete condition.

Ditto J instruction book (must have cycle wing illustration on title page).

Please phone Nev Churcher on 02392 527202

-continued





## For Sale

**Pistons:-** Hepolite split skirt 57mm + 30 thou o/s. Gudgeon pins with aluminium end caps. Had to rebore because of a damaged piston/bore after only a few hundred miles, leaving 5 almost new pistons. 4 ready for use, and one needing rings. £130 or sensible offer.

**L Type inlet manifold**, in very good order apart from welding required on the 2 bottom lugs. £ 50 ono.

Mike Edmondson, tel. 01189 332 547 around 6pm

## Motoring Books for Sale

Book description	Price
MG related	
MG Collectibles – Mike Ellman-Brown	£40
Tuning & Maintenance of MG Cars – Philip Smith (H/back)	£25
The MG File – an Eric Dymock Motoring Book	£10
The Story behind the Octagon – Brian Moylan (signed)	£8
An MG Experience – Dick Jacobs	£15
MG from A-Z – Jonathan Wood	£8
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MG by McComb	£15
MGs on Patrol – Andrea Green	£18
Great Marques Poster Book – MG – Chris Harvey	£10
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The MG Story – Anders Clausager	£20
Small Car Racing & Record Breaking – Mike Hawke	£35
MG Cars 1952-54 – Brooklands Books	£5
MG Sports – 4-cylinder Thoroughbreds from Abingdon - Autocar	£8
British Leyland brochure for the MGBGT V8, 1974?	£5
Haynes Modern Sports Cars – the MGF – David Knowles (h/back)	£10
Mr MG – Peter Thornley (signed) 248pp	£10
T Register Yearbook 1997	£3
T register Bulletin 35 (1973)	£3
Vintage Register Newsletter – Summer 2000 & Autumn 2000	£3 each
Triple-M Yearbooks	
1973, 1975, 1993, 1995, 1997, 1999, 2001, 2003 2007	£5 each

-continued



### Competition Related

The Paddy Hopkirk Story – Bill Price & Paddy Hopkirk (h/back 214pp)	£60
Famous Racing Cars - David Hodges (1962) 89pp	£12
World Sports Car Championship – Cyril Posthumus (1961) 195pp	£7
The Art & Technique of Driving	
– Pat Moss & Erik Carlsson (1965) 191pp	£45
The Racing car – Development & Design	
– Cecil Clutton, D. Jenkinson & Cyril Posthumus (1956) 288pp	£15
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Rallies & Trials –S.C.H. Davis (1951) A5 H/back 184pp	£10

### General motoring

How to Trace the History of your Car – Philip Riden 96pp	£12
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Complete Encyclopedia of Vintage Cars 1886-1940	
– Bob De Rive Box 252pp	£10
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- The Vintage Motor Car – Clutton & Stanford	£4
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Profile Publications - Morris 8	£3
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- Lagonda 4.5 litre	£4
- Mercedes 300 SLR	£4
- Cromwell MK4 tank	£4
- Sherman M4 tank	£2
- Saladin Armoured car	£2

### Handbooks & Manuals

Understand your car – H.Hazell (1941) 150pp	£5
Automobile Steering, Braking & Suspension overhaul	
–Staton Abbey (1961)	£5
BMC's Austin A55 & A60 Drivers Handbook	£3
MG TD Workshop manual (1950 amended 1953) (soiled)	£4
British Leyland's MGC Workshop Manual (soiled)	£6
BMC's Sprite Mk 2 & 3 & Midget Mk 1 & 2 Workshop Manual (soiled)	£8
BMC's Service Parts List for Mk1 Midget	£8
British Leyland's Wolseley Six Drivers Manual	£3
Pitman's Ford V8 Handbook – Staton Abbey 164pp	£3
Ford Cars' Consul, Zephyr, Zodiac and V8 Handbook 224pp	£3

**Contact Philip Bayne-Powell on 01483 811428 or e-mail  
philippb@mgcottage.freereserve.co.uk**



## A Mystery Photo

Can you identify the cars in the photo below which is reproduced from an old VSCC Bulletin by courtesy of the VSCC Library? The cars are shown entering the scrutineering bay prior to a race at Brooklands in 1935 but what are they? Could that be a K3 or a Q-type in the foreground?

There are no prizes but the editor can provide the answer which he found in a later VSCC bulletin.





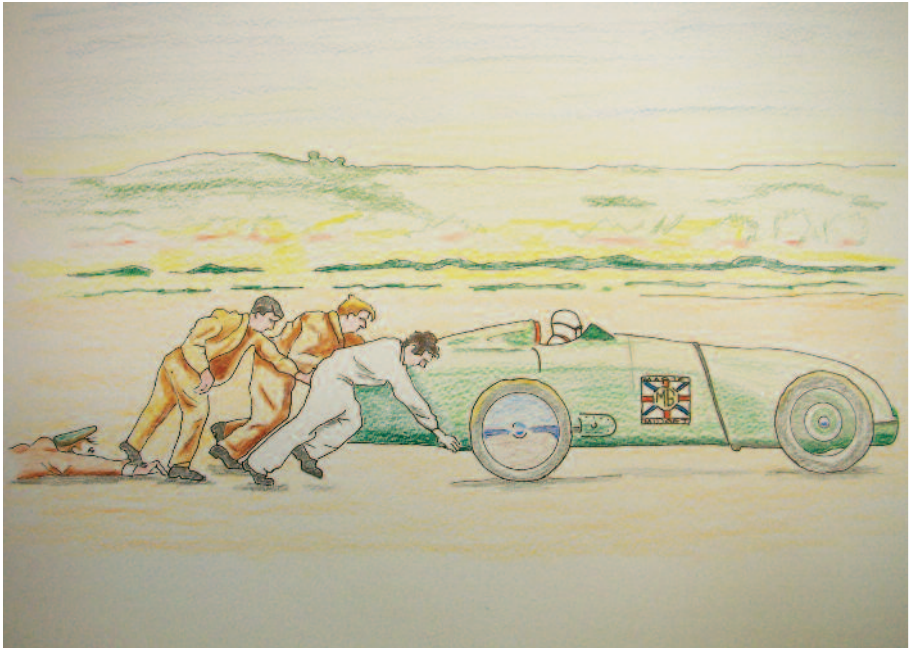
## Cartoon Competition

Congratulations to David Downes who is the winner of the August cartoon (shown on the right).

David's caption is "He wouldn't believe me when I said the nearside front wheel wasn't made for a P." David will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.

Please put on your thinking caps for the cartoon below. Send your caption by e-mail to: [triple.m.caption.competition@gmail.com](mailto:triple.m.caption.competition@gmail.com).

For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: [www.triple-mregister.org](http://www.triple-mregister.org).





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***Contrasting weather at VSCC Prescott 2014***  
***Above: Richard Jenkins enjoys the sun in his K-Type***  
***Photo: Digby Gibbs***  
***Below: Chris Cadman (C-Type) takes care in the wet***  
***Photo: Dennis Rushton***





*Above: Alan Grassam 'demonstrating' at the Grand Prix Retro de Puy de Notre Dame. - Photo: Martin White*

*Below: I know it's not a Triple M car but I thought you'd appreciate a shot of another vintage MG working hard: Andrew Radford in the MK3 Tigresse at VSCC Prescott. - Photo: Dennis Rushton*

