

TRIPLE-M REGISTER BULLETIN

April/May 2021



THE MG CAR CLUB LTD

**Celebrating 60 Years of the Triple-M Register
1961 - 2021**



Two photos taken in 2017 by Tommy Lyngborne who is the editor of the MGCC Sweden magazine (MG Bulletinen) and also subscribes to our Bulletin. Cars featured are J4 J4002, which was once owned by Swedish rally ace Ake Andersson, now owned by Teifion Salisbury and the ex Dodson "Aramis" (NA0522). A full history of this car appears in the 2004 Yearbook, written by the late Peter Green who had owned the car from 1993 during which time he restored the car back to its original "Musketeer" specification.



BULLETIN No 120 April/May 2021

Front Cover Picture:

The first "official" photo of J3 J3755, April 2021. The aerial view emphasises the classic lines of the J-type, and the quality of the restoration; the car is now almost complete and more details of the car and the remarkable story behind the restoration will feature in future issues. Photo by Nev Churcher.

Not long before his death, Ron Grant provided me with a history of his J3 (J3755) for the Bulletin and I have been waiting for an opportunity to publish. Since then, I have been following with great interest, Nev Churcher's restoration of the car which has been carried out to a remarkably high standard in spite of his rapidly deteriorating eyesight.

I am therefore delighted that Nev has provided some very recent photographs, including one taken especially to fit the format of the Bulletin front cover; I am sure you will agree that it looks splendid. More information on the restoration and the historical information from Ron Grant.

Long-term members may not thank me for highlighting that this year is the 60th anniversary of the Register but it is something we should celebrate. I would like to include some features and photos of those early days in future issues, so can you look back through your archives and see what you can find. Jeremy has started the ball rolling in his notes.

My strange sense of humour was tickled recently when reading the March issue of that excellent magazine, The Automobile. An article told of a son's unsuccessful attempt to complete a joint restoration project with his seriously ill father and ended "...he was trying to get the car ready before his father died. Ultimately, that turned out to be an impossible deadline, but Bill's wish to travel in the car has at last been granted as his ashes ride round in the glovebox." I have advised my children that I expect them to follow suit, particularly as the D-type has the benefit of a glovebox!

Digby Gibbs

Chairman's Jottings By Jeremy Hawke

Welcome to our latest Bulletin. In the last issue I reported on the Main Club AGM, but a great deal has happened since then. In fact, with many of us having full-time jobs, perhaps made more intense by Covid, and in many cases greater family responsibilities, it has literally been overwhelming. Dick says more in his report but there have been, literally hundreds, of e-mails to deal with. This has made it practically impossible to keep up, let alone make real sense of it all, for what is a serious situation that we, as a Club, now find ourselves in.

It was not always this way. Sitting close to hand I have a set of the first "TRIPLE – M – REGISTER" Bulletins, the first being May 1962 (2 years before I was born!). Smaller than A5 it is 8 pages long, including the cover.

The entire Committee consisted of only FOUR people (and not even a Chairman).

They were:

Hon Sec: Mike Alison

Spares: Mike Harris:

Technical Queries: Mel Jones:

Other Member/Bulletin Editor: Irving Bramson

Other than notes of a Sprint at Brands Hatch (*times were around 2 Min 45 Sec, so I'm not sure what the course was*) documenting the antics of the following drivers there were just a few notices: Davies-PB; Jones-J4; Dear-PBs/c; Hawke-J2; Berridge-NE; Coles-J4 and Allison-NAs/c. (*Note: our President had only just acquired his car at this point & it seems the NA promptly protested to enthusiastic use by running its bearings in practice...).*

The "body" was only this:

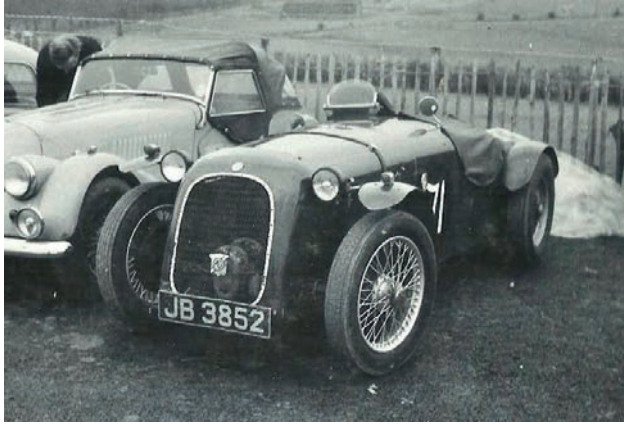
Here is the very first bulletin of the newest branch of the M.G. Car Club. The Triple M Register has now been in existence for just five months and membership has risen to rather more than 50, with 62 cars between us. This is really excellent, especially considering that "outside" advertising has been limited to "Safety Fast", the "Veteran and Vintage Magazine" and the South Eastern Centre Bulletin. We have also started to circularise members of the Club as they renew their subscriptions and send a printed form to new members.

The monthly accounts of our events will be published in these journals, as well as our new bulletin.

What do you want from the Bulletin? No1 is obviously limited in appeal, being written by the sub-committee. In Future, what about some ideas from you? Let me have ideas and especially, articles for inclusion in future editions – humorous, technical, what have you? It's your "mag" – what do you want to read?

Some of the messages (as well as the names, albeit the cars themselves are with offspring) are still familiar 60 years on. One year into this pandemic and we have all changed, perhaps without even realising it. It is of course far easier to recognise those changes in others than ourselves. Perhaps we all could do with pausing, just for a minute, before we act? There's a lot of coiled springs about. All the best and here's to better days.

Jeremy Hawke



Mike Allison's rather sick NA in the paddock after the Sprint at Brands Hatch. Photo supplied by Jeremy Hawke.

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Secretary's Update

Welcome to these reflections from your Secretary.

Q: Secretary of what, you may ask?

A: Secretary of the Triple-M Register of the MG Car Club.

The Register and the MGCC

The writer is just one of the small number of Triple-M Register committee members and other volunteers who give freely of their time and energy to support Members who own these delightful and enjoyable cars. At times it is a hard road, but worth the effort, we feel

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The Register has developed over the 60 years of its existence to become a repository of knowledge and experience which is available to Members whenever they need it.

You will notice that I use the word 'Members'. You probably already know that to be a Register Member you, the reader of this note, must first be a paid up Member of the MGCC? You are? That's good. Thank you!

But hang on a moment a moment, I hear you say – *"I am not an MGCC Member. Can't see the point. Why should I bother? What has the MGCC ever done for me? I regard myself as a Register member. After all, the Triple-M Register has my car's details in your records, I can access your website, make postings on your Forum, buy your books and publications like anyone else, use your services to get my car through the DVLA, get you to value my car for insurance purposes, sell the car through your website Oh, I see what you mean"*

Now turn the binoculars round the other way. You are now viewing the scene through a MGCC Member's eyes, and you are not a Member. Their question to you:

Q: *"Do you mean to say that you are letting non-Members have access to all this on the same basis as us Members? Something wrong about that, surely? Is that fair? I pay a sub to be an MGCC Member – sure, it only costs me £50 a year, less than £1 a week – so this is not about the money – surely there is a principle of fairness involved here".*

But The MGCC has admittedly been going through a difficult patch lately. Complaints have been made arising from a particular incident before Christmas involving a Kimber House staff member.

The complainants, marshalled by the V8 Register, have used the full force of e-communications to topple the Board of Directors and a new Board has been installed. We were already happy to nominate one of their number, Colin Withers, for election and we did so. Colin is now the board liaison with the Triple-M Register and we look forward to working alongside him.

On 11th April the Register ran a special Zoom Natter for MMM Members to discuss the implications of this Club situation. Thank you to those of you who took part in it. Aided by Member feedback, we have presented a number of suggestions to Colin and the Board and await developments with interest. We plan to hold similar sessions from time to time.

By the time you read this, the new Board may well have been elected to office at the requisitioned Members' General Meeting on 17th April. We wish them all well and hope that they will be successful in everything they set out to do. If they succeed, Club Members should see the benefit. So please don't ignore the importance of Club Membership!

Some people complain about the Club's support of Shanghai Automotive's marketing efforts with their new, MG badged cars. We have been here before through the British Leyland days. The MG story is and always has been a continuum and wow ... have you seen the new MG Cyberster?!

Our cars and events

But what of our cars, I hear you say? One of the manifestations of the Covid period is the increased number of cars emerging from restoration and requiring DVLA road registration. As already mentioned, the Register holds a great deal of information about individual Triple-M cars and we are ready and able to support Members through the process. Generally this is a simple and straightforward procedure but can be complicated if cars have an unknown or "interesting" history!

It is really good to see that the competitive season is resuming, even if many of the events may have to be run behind locked doors for a little longer. These include not only MGCC events but those of the VSCC and others, including the Inter-Register Club, so do keep a weather eye open for news of any of these as we get into the summer months. For details of the Triple-M racing diary see Duncan Potter's preview that features elsewhere in the Bulletin.

For a change of scene:

The Summer Gathering is tentatively pencilled in for Independence Day Sunday 4th July – the basis and details to be confirmed later.

Elsewhere, as C-19 uncertainties still remain, the committee has yet to decide whether we will be supporting the MG/Triumph spares day in Telford on Sunday, the 22nd of August. We have sought all manner of assurances from the event organisers about the measures that will be in place to safeguard exhibitors and attendees at the event, but obviously it is far too soon to know what the world will look like by then. Better, one hopes!

Likewise, the Inter-Club MG/Triumph Malvern weekend over the 13th to 15th August. Committee member Tim Luffingham has stepped up to offer to lead on this event, so please watch out for news on the Forum or elsewhere.

Tim is also the brains behind the Hampton Court Palace "Concours of Elegance" event on the 4th of September. Please contact him at timluffingham@gmail.com for details and a voucher code for discounted ticket purchase.

Before then we have the Register's Stilton and Pork Pie touring event, which Tony Richards and Ron Warr are organising with due care and attention for the well-being of all involved. It runs from the 11th to the 15th of July. They have had an informal trial run for a handful of cars late last year and it was pronounced a great success. Let's hope the 'real tour' can go ahead and that we can bring reports to you.

Now it's your turn

Your Secretary needs to focus more time and energy on completing the digitising and updating of the PA records. I am nearly there now! This is a necessary priority, because once the task is complete I would like to hand over this interesting responsibility to another volunteer. It is not rocket science, so if any of you, or anyone you know would be interested in getting involved, or would like to buddy-up to learn more about what is entailed, please get in touch at secretary@triple-mregister.org

The same goes for any reader who would like to support the Register with suggestions and offers of involvement. The door is open, so there is no need to knock – just come in!

Until next time, stay safe and sane!

Dick Morbey

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GUY MAATHUIS 1970-2021

Whenever Guy couldn't be found at a meeting, one only had to search for an open hood, finding him hard at the repairs. He was always at every one's beck and call. If Guy couldn't repair it, nobody could, and it was beyond repair. Whenever a light blinked on a dashboard or another problem occurred, he was the first to seek out. Thereby initiating a passion for cars and the Club among youngsters. For this reason, our Club is the largest in Luxembourg, counting some 250 members and the lowest average in terms of age in Europe.

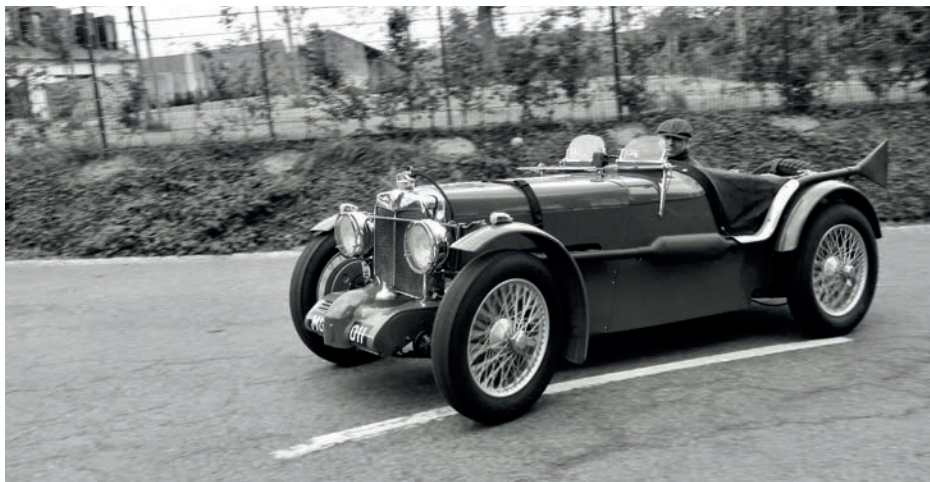
I got to know Guy better 10 years ago. Following the wish to erect the Cercle Triple-M once again, I asked for his help. His reply, 'join the MG's committee and I'll join the Triple-M Clubs.' A certain deal. From that time onwards, we organised frantically.

Working on cars was a gay spectacle. To start off, his wife would ask if I wanted some coffee and I'd join her in the kitchen. We'd have a cosy lengthy chat and I'd return to the garage. Guy, meticulously working on my car, would bark, 'Are you here to work on the car or to chat ... ' Of course, he was right ... from that moment on, Miriam would bring the coffee to the pit which was then acceptable to Guy.

Though he was a harsh task-master when it came to my repairing skills, he was overwhelmingly kind-hearted when I got married some 9 years ago. Three days before the date, he spontaneously asked me to join a Rallye. Of course, I said yes. My wife-to-be shared my delight ...

Heading Photo: Guy sliding the K-type at the Classic Days event at Eschweiler in Luxembourg in 2013 with Bob Nosbusch as passenger.

Photo by Henri Schwartz.



Guy in the "K3" replica (K0382), originally owned by his father



A "selfie" by Bob with the comment "it was raining heavily but we smiled". Guy and Bob "enjoying" a heavy rainstorm during the 2014 Circuit des Ardennes in Bastogne, Belgium.

Below: A view of Guy that many of his friends will recognise.
Photo by Jacques Josef.



When the Rallye was about to start, he told me I was sitting in the wrong spot. Instead, I should drive the rally with the 'K-type, his stag party gift to me. This souvenir was a work of genius and the moment incredible. Those are exactly the Guy-moments every one of us holds dear. Those special moments should be retained and remembered.

One of Eric Tanson's memories, is his first fish and chips provided by at P&O, which was an experience in itself. Guy led them all into the restaurant for lorry drivers on the ship. The food there was cheaper and better and, only occasionally, they were thrown out, especially if they were dressed too cleanly and weren't looking like lorry drivers. However, if they had previously repaired the MG on the quay and then showed their dirty trousers and black nails in the truck driver's restaurant, they never had a problem.

Every year, before the Stoneleigh event in February, they regularly had to share 10 places at Guy's favourite Indian restaurant with 20 people, because he invited all M.G. people he encountered that day.

The loss of Guy, is tearing a big hole in our hearts, in the classic car scene of Luxembourg and even beyond our borders into the MG Car Club scene across Europe. At Guy's funeral, thousands of people around the globe were thinking of him. The days following the tragic news delivered proof of this sentiment via the hundreds of emails and messages that have arrived.

Guy, I hope you have enough petrol, wherever you are, as this time I cannot come to your rescue. I imagine you driving rallies with your dad, similarly as you drove them with me. Thank you for your friendship, your help and everything I learnt from you. I hope that we can tackle those screws on their own whenever a light shows on the dashboard. An African saying states:

'When an (old) man dies, a library burns to the ground'. We no longer have access to this library. The task awaits us of building our own stable library, a momentous, almost impossible, task.

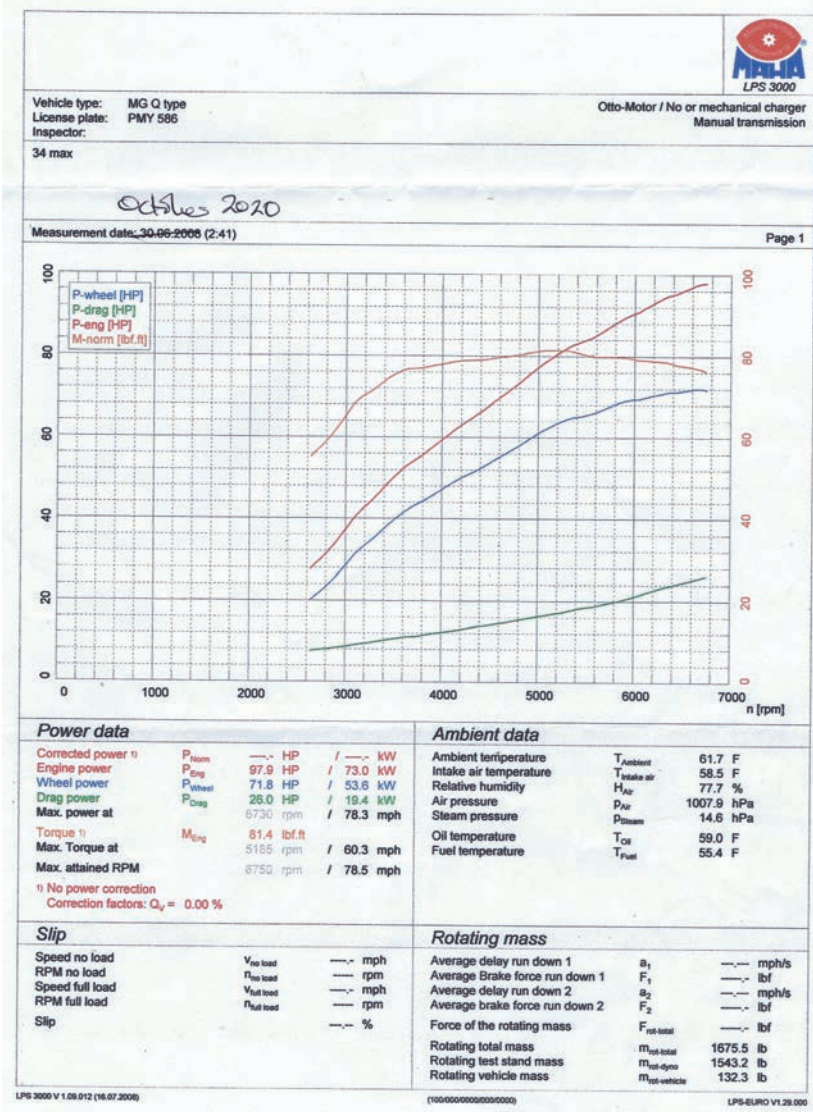
Thank you for everything you did for the MGCCCL and the CERCLE Triple-M. You can never be replaced. Farewell, my friend. May you rest in peace. Goodbye Guy!

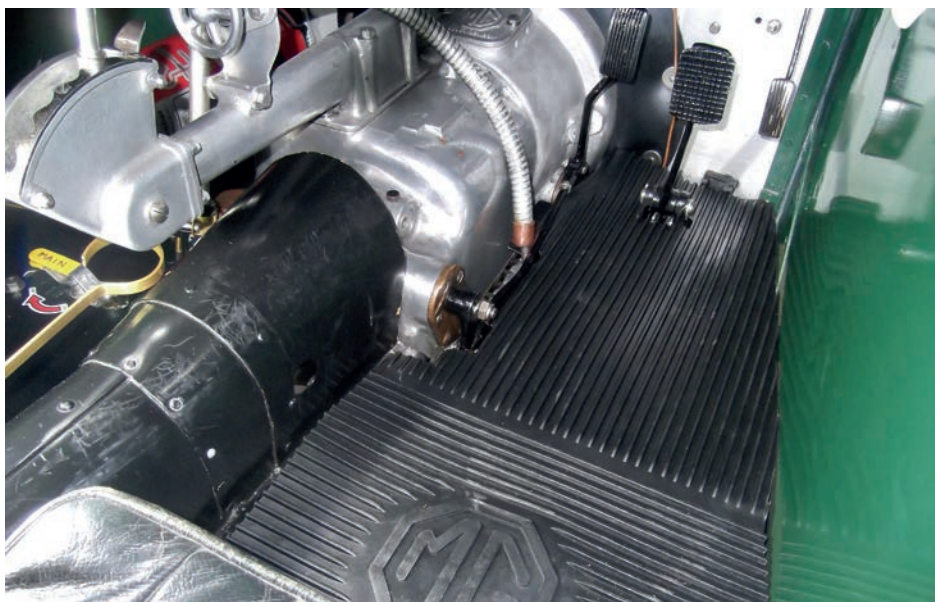
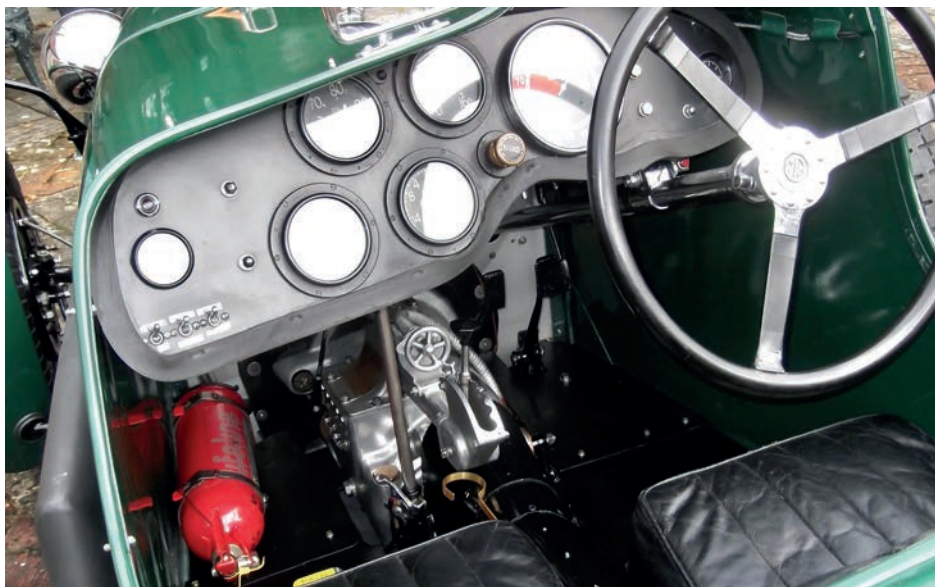
Bob Nosbusch



QA0225 On the Rolling Road Barry Foster

The read-out from the recent Rolling Road session printed below shows very pleasing results. The QA's rev. counter showed 7,000 revs but correct figure was 6,750. The readings taken in 3rd gear show a top speed of nearly 80mph which would equate to 112mph in top gear!





Two more photos from Barry Foster show the superb finish and quality of workmanship that has been achieved. Some of which is only visible on the originals, including the radial alignment of the screw heads around the dials.

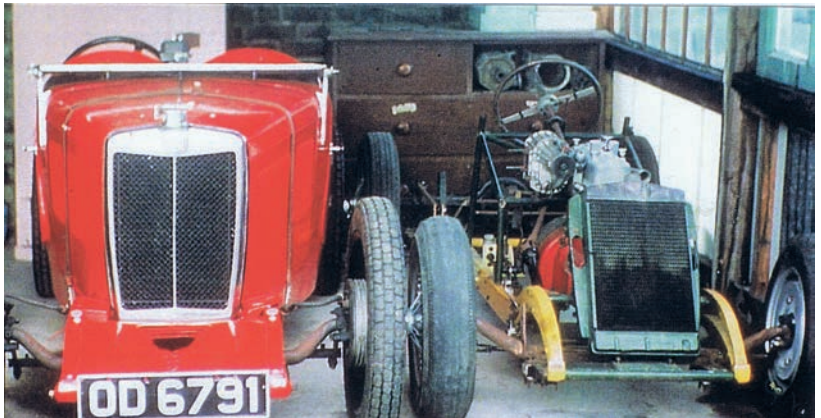
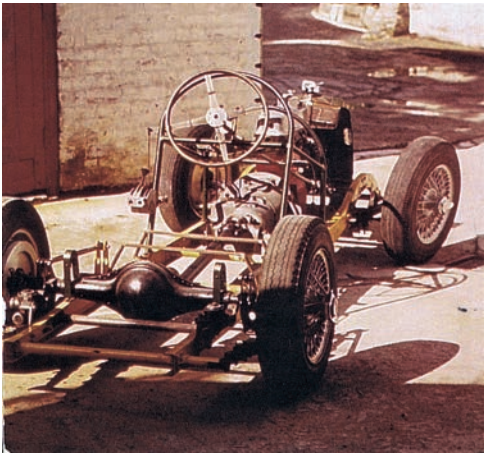
The strange brass implement between the seats is not a release for the ejector seat but is the handle of the petrol tank dip stick; according to Barry, this is the only place to put it as there is even less space in the Q-type than the C-type.

Seeking Information: PA Special

Nev Churcher would be interested to hear if any readers have any knowledge of the identity or current whereabouts of this Special that he owned in the 60s, seen here in company with the J3 he also owned at the time (J3772).

Surprisingly, but probably indicative of the way things were then, he does not have any record of the chassis number and thinks he probably never did! The car was a single-seater based on a PA chassis with tubular body framing. The chassis had a polished N-type axle and pre-select gearbox and, in one of the photos, has a supercharger fitted.

Please send any information or suggestions to the Bulletin (digbygibbs@icloud.com) so it can be shared with other readers.



Some Experiences with Triple-M Wiring Told by Bob Walker

My first attempts at vehicle wiring involved a 1934 Austin 10 which had horn and dip-switch controls on the steering wheel and the horn did not work. No surprise then that, after working on it, dipping the lights was accompanied with audible warning from the horn. A couple of years later, in 1962, I swapped the 90% rotten body on F1457 for a 50% rotten one from an L2. The rubber covering on the 1932 wiring had mostly gone back to nature and didn't have insulation in its job description. Rewiring was a good idea and took me a whole morning. A small amount of red and a lot of black cable was all I had along with wire-strippers and insulating tape. Connections were made with the odd grub screw but mainly twisted wires. The system proved to be somewhat lacking in reliability and ease of trouble-shooting but was first rate for teaching me how not to do it.

Years flashed by, punctuated with broken crown wheels, cylinder heads that were cracked between valve seats, slipping clutches, oil in the rear brakes, white metal in the wrong place and ignition warning lights that didn't go out.

Twenty years ago, I was rebuilding F1335 with the benefit of the many lessons learnt in the previous 40 years. Strong in the memory was being stopped by the police for blacked out side lights ("bulb must just have gone officer"). On a more frequent basis, dangerous moonlight was a misnomer, the real problem was when cloud obscured the moon. One such night, going to an event starting in rural Derbyshire, I was passenger/navigator with Tony Wild in his P-type and the headlights were less than glowworms. Unperturbed, Tony's logic was impeccable, "if you can see two head lights coming the other way there must be clear road between you and them, therefore drive straight at the lights until the last possible moment". I kept my elbows in! Semaphore indicators are fun too; in their day and, as now, they are not positioned to be readily visible but on saloons are useful for tapping cyclists on their shoulders. Nowadays, a single headlight coming towards you is most likely a motorbike and therefore something narrow. In former times it could also be a car with lights dipped which was achieved by the simple expedient of turning off the driver's side headlight.

Much thought went into the rebuild of F1335; requirements were reliability and safety. The popular view is that the lack of output from the dynamo is the main problem but no it is not. If the battery keeps going then so do you. Holland and back with ignition light on all the time is no problem in daylight if your battery is OK. Yes, the 3-brush dynamo goes into meltdown at not much above 9 amps and doesn't enjoy oil poured into it **but** ...it's essential purpose in life is to drive the camshaft.

It follows that all links in that chain must be spot on so, no slack gears or couplings on shafts and no sloppy keys and keyways; not to mention worn or eccentric bearing housings.

Battery technology has advanced over the years such that I found two modern 12 volt batteries could give me more capacity with less weight than the original long thin one. Both positive terminals are connected to the main feed that goes to the starter switch. The negatives are separately connected to the chassis via isolating switches. Wires from the battery sides of the isolators go to switches on the dash and then to the negative dash socket which is itself insulated. Consequently, the car can be driven with either or both batteries which can be monitored individually with a voltmeter via the dash sockets or charged when a mains charger is to hand. Obviously, I had to make a new battery carrier but to my mind the original is of a poor design so I took the opportunity to mount the thing on rubber and included the rear body mountings for some resilience there.

The above sentence 'negatives are separately connected to the chassis' is a good example of how assumptions are the usual cause of cockups. The chassis is made of metal so where is the problem? Bolting a copper connector to the steel chassis when all is bright clean and dry produces good electrical contact. However, in this country clean steel surfaces don't stay that way for ever and corrosion happens sooner or later depending on how much the car is used. Outlying accessories such as side and headlights also rely on the hope of good metal to metal contact to the chassis. When things start going wrong it is a real pain. A good example of this problem was a P-type with offside headlight that did Morse-code on a bumpy road and rear lights of the "now you sees it now you might not" variety.

When rebuilding a car, the most convenient time to sort out the earthing is when you have a bare chassis to deal with. My solution involves making brass terminals and silver soldering them to the chassis at strategic points - near the battery, near the engine and at all four corners. Dedicated earth wires then go to where they are needed. This will not provide an everlasting cure but when there is a problem you will know exactly where to look.

For traffic regulations, and safety reasons, additions to the 1930's wiring diagram are necessary. At the front, double-dip headlights and, at the rear, double side and brake lights. In my opinion flashing indicators are also a necessity. With 36w/36w headlamp bulbs, front sidelights at 5w and tail and brakes at 5w/21w, the lighting load is 92 watts which is just under 8A. Add in ignition and panel lights and the 3-brush dynamo maximum of 9A looks too close for comfort, particularly if it is raining and the wiper is electric.

There are three ways round this problem, 1) Change to a 2-brush dynamo with appropriate regulator; 2) Increase battery capacity; 3) Use bulbs with less current drain.

My original dynamo was working well and I had already installed modern batteries. LED lighting hinted at a promised land and so I considered grouping the little LEDs that were then available for side, brake lights and indicators. Investigating how I would do this practically it became obvious that waiting for technology to catch up would be the better option. The original switches and fusebox were also a cause for concern. By using relays with in-built fuses it was easy to reduce the load on the switches and kill two birds with one stone. The obvious place to put the relays was in the undertray, so the plan was made.

True to tradition, rebuilding of the rest of the car turned out to be much more protracted than ever I imagined. So much so that for the first Flatcap & Whippet Touring event in 2006 I was lent cars by valued friends. At 7 o'clock in the morning on the day we were to drive through the Dales, the BBC weather forecaster announced "Here is a severe weather warning for the North of England". The forecast was correct; hills developed impromptu waterfalls, the River Wharfe looked like boiling mud and one section of our route became a canal. Fortunately, hardy cyclists coming the other way gave clues as to where the road was and the one foot plus depth of water. At that point, it occurred to me that the undertray would not be the best place for relays! The original plan was changed with the relays relocated to the back of the dashboard mounted on a 'shelf' of aluminium angle. An unexpected benefit was that wiring could now be done in comfort on the kitchen table with connections to the rest of the car via modern plug-in connectors.

The work with LEDs was not altogether wasted because I used them in dashboard repeaters for the indicators. I didn't like the idea of plastic holders so made my own in stainless steel. When the car was running in 2007 an immediate electrical failure occurred with the repeaters. It dawned on me that the LEDs wouldn't like the spikes generated by the LT side of the ignition system so diodes were applied to get rid of the nuisance. They have proved effective ever since.

Inevitably over the years, additions have been made. Electronic ignition (as detailed in Bulletin 84), electric water pump, radiator fan and twin fuel pumps. The latter came about for two reasons. The fuel tap on the F1 is situated on the chassis near the driver's feet. Theoretically it is accessible via a trapdoor in the floorboard which no doubt works for a double-jointed orangutan and consequently, I had to reach it from a kneeling position on the road.

The car has a wry sense of humour and always ran out of fuel such that I was kneeling in a muddy puddle. A switch on the dashboard is much more agreeable to use and the expense of two pumps was well worth it bearing in mind that the first pump had let me down. By this time the nice neat umbilical cord from dash to bulkhead was festooned with additions and the effect had become 'a dog's breakfast'.

Night time travel was OK when alone but modern headlights, by comparison to our 90 year-old equipment, produce much more light. Indeed, my nice new blue LED main beam indicator destroyed my night vision and had to be shrouded in Blue Tac. We booked on the Tyne-Tees Autumn Leaves Run in 2018, and so LED headlight bulbs were deemed necessary for driving back down the A1 from Alnwick and they transformed visibility. Technology has certainly caught up and that applies to side, tail and indicators too.

With time suspended in the Covid crisis, a blown fuse precipitated a re-design of the electrics. The same fuse had blown on the 2019 Welsh Hills Tour. It was my fault because, when quickly fitting the fan in a heatwave, I tapped the wire to the rad support rod and it had fretted on the bend. The auxiliary fusebox, positioned in an awkward place behind the dash, made me realise that I am not as agile as once I was.

The 'dog's breakfast' offended my sensibilities and integrating the additions made over the years was a nice idea. At this point I remembered the tourist in the Dales who asked a farmer "How do I get to _____" and was told "if I wanted to go to _____ I wouldn't start from here". Sodd's Law stated that there would always be an existing wire in the wrong place and of the wrong length for the new system. Consequently, I accepted that more connections would be needed than if I ripped everything out and started again. Changing to all LED lights made relays in those circuits unnecessary with the consequence that more fusebox capacity was required.

Fuses are there to shut down circuits that develop a fault causing too much current to flow. The most likely cause is a failure of the cable insulation leading to a short circuit and the car being on fire. A problem with fuses though is that when they have blown that is it, no second chance. This is why there is not a fuse in the ignition circuit to make sure you don't get a sudden cessation of power; not ideal in some circumstances and better to be able to at least limp to somewhere safer.

OK so you are going to rebuild from scratch what options are there? First of all, if you were lucky enough to be taught Physics by someone who actually understood the subject you are immediately at an advantage.

Maybe you consider it essential that everything is as 'original'; in that case follow the original circuit diagram and purchase a wiring loom. Another option is to modify and include the extra things you want and get someone to make up the loom. Advantage here is that the cables are likely to be the length you actually need and where you want them. At first sight the length needed might seem to be from A to B with no slack; that is not always for the best and can lead to profanity in future years. For instance, the front side-light connections to the bulb holder are much easier to deal with when the holder is not actually in the lamp.

The quick way then is to start at the holder end and thread the wires down through lamp, wing, support tube (if you have time) through chassis etc. and, of course, make a tidy job by not having any slack. Brilliant! Unless you are the poor devil who has to get it apart in the future. Third option, design what you want from scratch which permits the use of modern developments. I took the latter course whilst trying to keep the appearance 'in period'.



Unreliable switches and grotty instruments were the bane of my life and being expense averse where possible I sorted them out myself. Eagle-eyed people looking at Photo 1 will notice that things look a little different to normal. For sentimental reasons the speedometer came from my late father's 1937 motorbike which has internal lighting.

Photo 1

I did not pine for the original pattern 'diver's helmet' dash lights which can get knocked off and jump under the wheels of passing lorries. I therefore used instruments with internal lighting installed. When using relays, the disposition of fuses and switches changes as the feed from the battery always goes first to the ammeter.

Originally, the route for the current was from ammeter to switches and thence to the fuses (if there were any) and finally to whatever device was connected. This only did its thing because it had a connection to the chassis earth thus completing the circuit back to the battery. The exception was the horn, where the horn-push/switch is in the last part of the connection to earth.

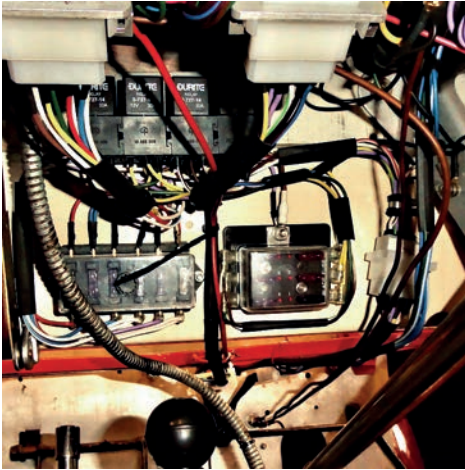


Photo 2: Bulkhead Arrangements

You can see from 'Bulkhead Arrangements' that relays with individual fuses would be uncomfortable to reach and I liked the look of the right-hand side fuse-box which has LED indicators when a fuse blows. Said box has a feed direct from the ammeter and the fuses then feed relay output and command circuits. The commands have to come back to dashboard switches which complete the circuit by connecting to earth like the original horn system.

Initial planning for positioning of fuseboxes, relays, buzzers and flasher unit showed that there wasn't enough space on the bulkhead because of the presence behind the dash of Beth's 'cubby hole'. It would have been unwise to remove it so extra area was created with alloy sheet. 'Work Station' shows how it enabled a bench mock up of the bulk head arrangements thus facilitating a comfortable and tidy soldering job. Fabricating a 'Cross Your Heart' support also allowed for an under-bonnet shelf. This idea was extended further when doing connections between bulkhead and dash which are quite close and at an awkward angle. A piece of scrap kitchen worktop provided material for 'Aids for the Elderly' seen in the photo.

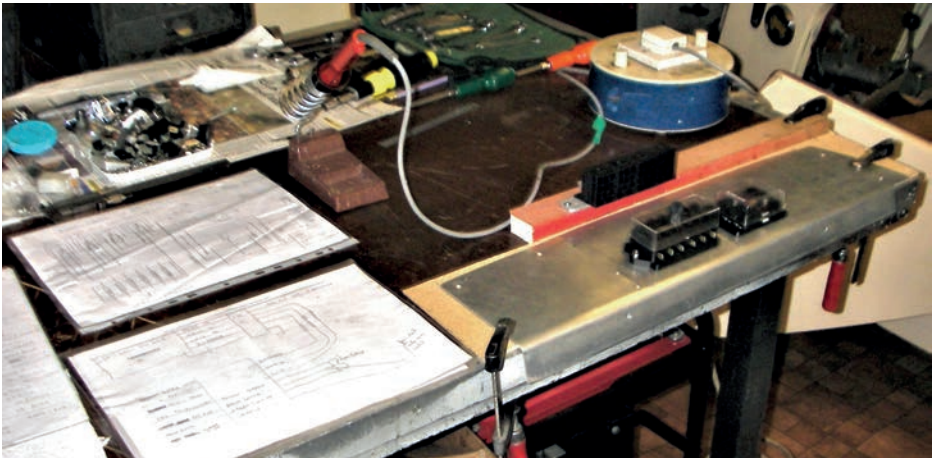


Photo 3: Work Station

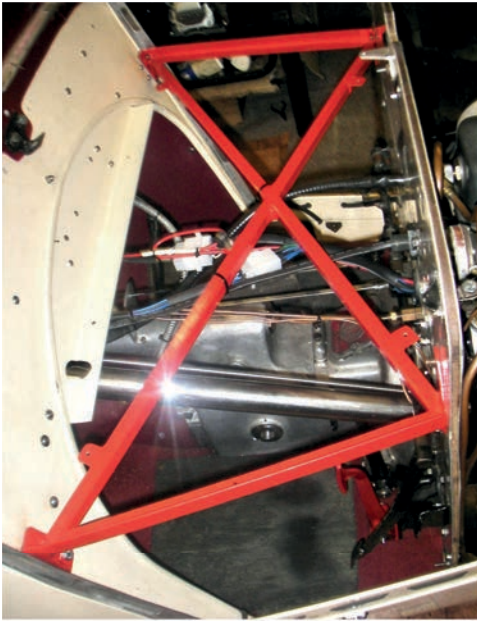


Photo 4: "Cross Your Heart"



Photo 5: Under Bonnet Shelf.

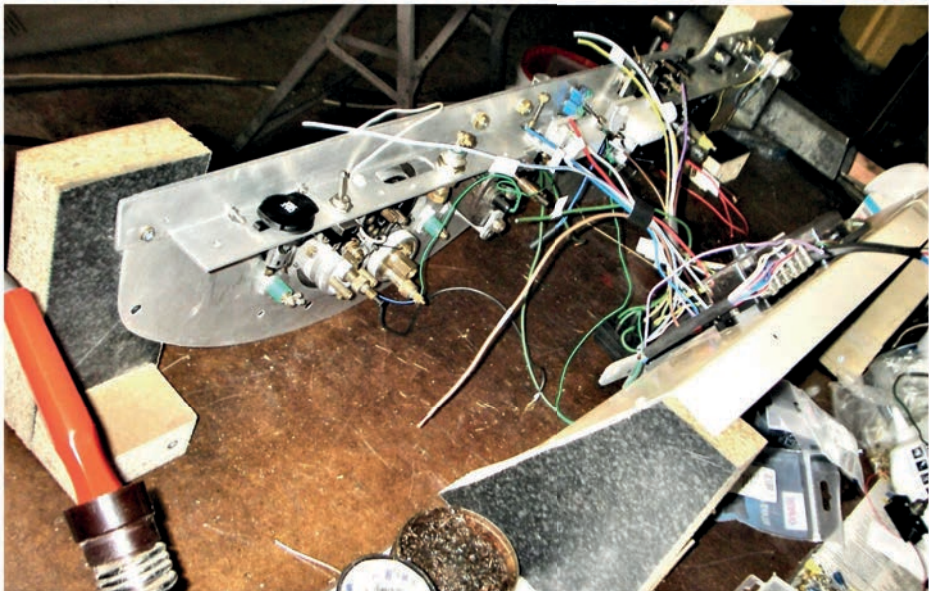


Photo 6: "Aids for the Elderly"

The person who hasn't made mistakes hasn't made anything, so it is sensible to test circuits as you go along rather than at the end. Testing of the headlights produced only gloom; the culprit turned out to be a Recalcitrant Dip-switch. It wanted to be an insulator and was reluctant to be dismantled hence the slight remodelling of the terminals, a detail also visible in the photo of the Dash Connectors.



Photo 7: Recalcitrant Dip-switch

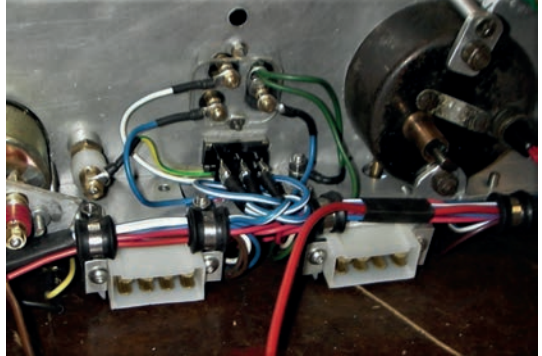


Photo 8: Dash connectors



Photo 9: Brake light switch

At the last fence, the brake light switch, bored with working faultlessly for years, chose to jam. I decided a straight pull would suit it and indulged myself with a new adjustment method.

Paper work is not very appealing but collecting together circuit diagrams, wiring colours and details of items used, is a worthwhile chore and essential for the mental health of future generations. Personally, I don't clutter my memory with detail, so it saves me time too if there should be a problem.

Most of the materials I use came from Vehicle Wiring Products of Ilkeston, Derbyshire; I have no connection other than as a satisfied customer as they have always given excellent service. On the topic of cables, things have changed over the years, particularly in respect of the insulation used. Originally, our cables were black rubber insulated with end sleeves colour coded; obviously not available anymore because pvc is much better. A car intended for museum display only should, perhaps, mimic that and modern cable with coloured braiding on top is available.

The downsides of it are twofold; firstly, the sheer bulk of the number of cables causes a problem of space and there was scarcely enough room originally in some places, never mind if extras are needed. Secondly, in actual use, oil and muck causes the nice braid to assume the identity of a used drain rod; PVC however easily wipes clean. There are some places of course where cables can get mucked up much more than others, not to mention abraded by grit thrown up from the road or singed in hot areas.

One of the joys of working on these cars is the connection with the folk who built them. A threaded hole here, or a little change there, speaks of thinking to make things better. I hope that such a tradition continues.



With completion of the various “Lockdown” works that were needed to get Egremont back on the road, he became the perfect open-air Covid compliant shopping car; even with snow on the ground. Seen here, socially distanced outside the local shop in Martin-cum-Grafton, complete with mask!





Worthy winner of the Car of the Year Award for 2020 was Frank Ashley's venerable, but always immaculate, M-type 2M0333. The M-type just pipped the PA/PB of Ian and Charles Goddard by 1 point and is seen here at the VSCC Long Course event at Prescott in September.

Photo: Colin Murrell

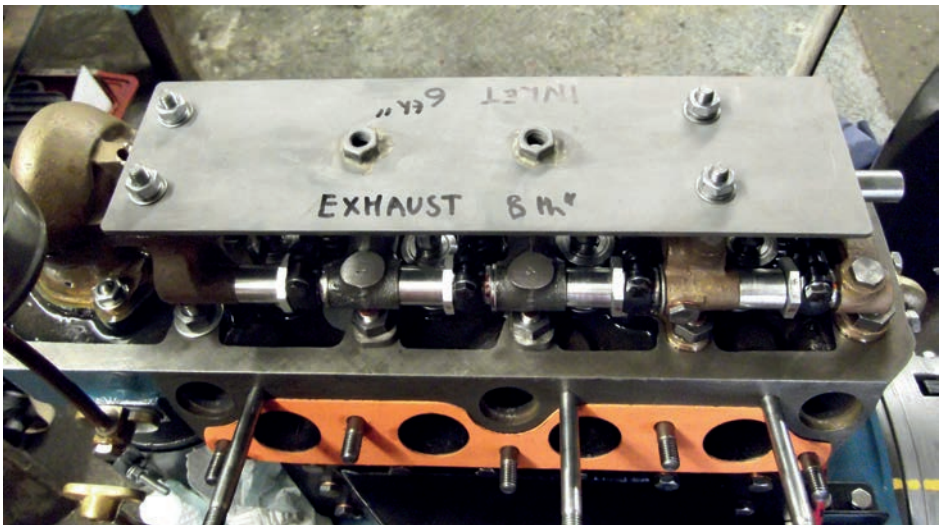
Technical: Camshaft Top Plates on Triple-M Cars Notes and Photographs by Barry Foster

The Technical Information section of the Forum is an amazing repository of information and advice on all things technical and the "search" function is well worth exploring if you need help. Occasionally, it generates incidental gems of information such as this from Foz.

Following on from recent discussions on the Forum about the camshaft top plate in the small cam cars (aka the "Foz Plate") here is the history of it:

Some 40 years ago or so I was having cylinder head troubles with The Rat. The original head had given up through internal corrosion, so several other heads were investigated including the new ones available at the time. All were rejected and, in partnership with Bob Jones, new patterns were made.

Several light alloy test castings were made and sliced up to check... all was good so one was machined up and fitted to the C-type engine. At the time I was running on methanol and 18/20 psi boost; it was almost impossible to torque the head properly as four of the head studs had the two pieces of thin tin to tighten down onto. Getting rid of the A-strut and making a top plate to fit the cam cover to, was a lot better. I also did the same for my F-type; putting in a proper rear support for the rocker shafts at the same time.





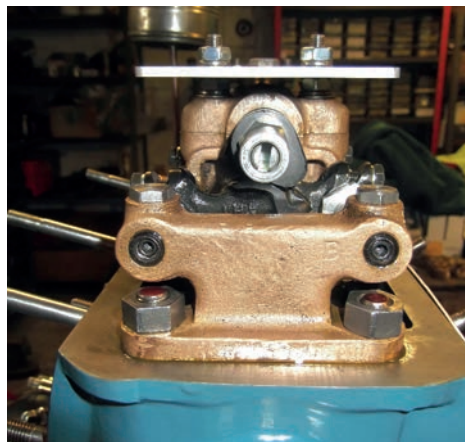
During the development stages (ie mucking about with variations), I saw that it was putting the oil back on the valve gear where it was needed rather than out of the two breathers on the top of the cam cover.

Being able to remove the camshaft without undoing the nicely torqued head nuts was a bonus. The final touch was when John Bannell designed the big cam castings for the record attempts, which included a cast intermediate rocker support. This meant that all ten head nuts were tightened onto, approximately, the same thickness of bronze.

So, heads could be tightened down evenly, the rocker shafts were supported at every follower and the cam could be taken out easily.

What could go wrong? During the 24 hours of the first record attempt a couple of cam followers broke....and the only way to get them out was to remove the head.... taken off, adjusted and refitted in a lot less than an hour. Some people have two holes in the bulkhead to get them out but on the C-type there is an oil tank in the way. Solution is to bore, tap and plug the front of the front cam-stand so they can be pulled out forwards.

Since those early days, several varieties of top plate and rocker support casting have emerged, so they must have been a good idea.....



Collectors cards.....

Ted Hack.

This article by ace MG collector, Ted Hack, was composed during Lockdown and was inspired by correspondence on the Forum last year. Time to blow the dust off those old collections of cards and see what you have hidden away.

I have often been accused of collecting anything with MG on, particularly by the family! Well, one of those collections is for cigarette, trade and general cards issued by all sorts of firms. This article was sparked by the interest on the Forum pages for the red M-type YG 2910 that someone had, I think, discovered on Ebay. See Set 1 opposite.

During these housebound times, I thought that sight of those of mine relating to Triple-M cars might be of interest. The Internet, particularly as it is so international, has meant collecting has become relatively easy; what was once considered rare in the UK may now be available with a choice of any particular one.

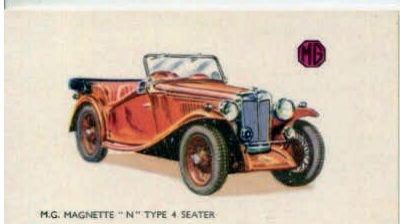
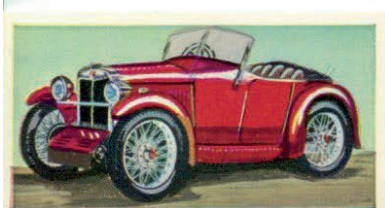
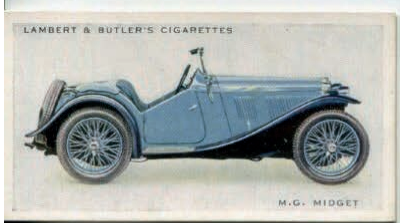
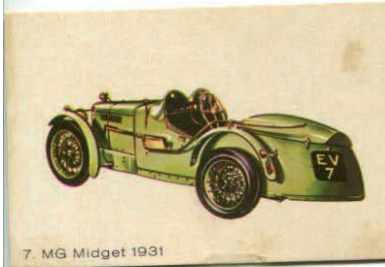
Obviously, pre-war and immediate post-war cigarette cards are by far the most numerous. The Grandee Cigar cards of the eighties, by the artist James Dugdale, issued by John Player & Sons to commemorate the Golden Jubilee of the MG Car Club are very available. I have purposely not included any of these as they are so widespread that I assume everyone has a set? A mint collection of the 28 cards can be found on Ebay for just a couple of pounds.

I don't propose to go through all the cards as they are self-explanatory but on sheet opposite below the M-Type and the Magic Midget, are two small cards issued by the Hotspur Comic, presumably in cut-out form from a card sheet. The 3 Ogden cards at the bottom are reprints from the 1931/2 originals showing the C-type in various races. Many cigarette cards are being reprinted these days, presumably because copyright has run out as most of them are well over 50 years old.

The two sets of cards on page 30 (Sets 2 and 3) show that the N-type was particularly popular. The third card down on Set 2 shows a C-type but the image is, I believe, very rare as I have never seen another (issued by "Soccer Gum").

Set 3 shows more N-types and another illustration of the Goldie Gardner Magnette but in a different colour.

And so, what does the card collector do when all the car cards have been found? Well, you start on the drivers.....



Further selections from Ted's collection of cards will feature in a subsequent issue.

Scrapbook Pictures: NA0512 in 1962.



Another gem from Nev Churcher's scrapbook is this photo of ND NA0512 taken in 1962. This is ABY 253, first owned by WEC Watkinson, fitted by the works with a NE racing specification engine and raced at Brooklands. The car was subsequently acquired from the Red Dragon Trials Team by Allan Scott. Nev Churcher's notes on the back of the photo confirm "*Alan Scott in 1962 in the ND he sold me for £7.10.0p as the pinion had stripped in the rear axle*".

There is a full description of the history of the car in Bulletin 82 with details taken from the sale particulars prepared by Bonhams when the car, now with NE racing body, was sold in 2014 for £82,140 (including premium). The photo below shows NA0512, looking quite different, at the time of the auction; photo courtesy of Mark Golden at Bonhams.



TRIPLE-M RACING 2021

Preview by Duncan Potter, Racing Co-ordinator

The good news is that the Racing Department is open for business in 2021. We have a full season in prospect and confirmation from the VSCC, MGCC and Angouleme race committees that their events are going ahead. We are grateful to our main sponsor, Baynton-Jones Historic Motorsport and our Race Partners for their support this year. The first two events will, unfortunately, be without spectators but we hope that the summer events will see the crowds back cheering us on!

The planned events are as follows but please keep an eye on the Triple-M Forum in case circumstances change:

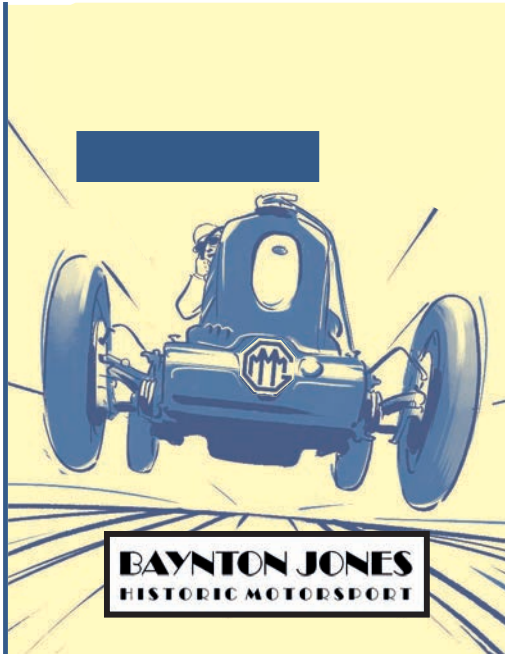
17 April	Silverstone.	VSCC "Spring Start" Meeting.
24 & 25 April	Brands Hatch	MGCC Mary Harris Trophy Meeting
19 June	Cadwell Park	VSCC Meeting. Includes MMM race.
10 July	Oulton Park	VSCC Meeting.
17&18 July	Donington Park	MGCC Meeting. See notes below
22 August	Mallory Park	VSCC Meeting.
17-19 Sept.	Angouleme	Circuit des Ramparts.

Note: the Donington Park Meeting will feature the Triple-M BBQ and there will also be a display of MMM cars with Donington history and a C-type Anniversary feature. The Angouleme meeting will include competition for the "Prince Bira Trophy for Triple-M cars".

Entries are looking good for the opening events with our usual 'dozen or so' racers entered, so far, for Silverstone. The Mary Harris Trophy at Brands should see over 25 cars on the grid, excellent news indeed.

Encouraging news too on the restoration front. Amongst the ongoing projects there are three P-types, a Q-type and an ex Earl of March C-type that should all be out on the tarmac in 2021.

We look forward to seeing spectators and our overseas racers (and overseas spectators) later in the year; until then please contact me for any further information on all things racing (*contact details on Page 46*).



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WANTED: To Help Complete J3755

Nev Churcher is looking for the following three items to enhance his J3 that is now nearing completion (see front cover):

- Southport Motor Racing Club winged badge as seen on the well-known photo of J3755 when competing in the Monte Carlo Rally.



- Dashboard dealer's plaque for the original supplier of the car, Smiths Autos (Croydon). Unusually, this plaque includes the MG logo.
- Original J-type Parts List.

Please contact Nev if you can help on any of these: 023 92527202.

FOR SALE:

Martin White has the following parts for sale:

ITEM	MODEL	PRICE
Door hinges (set)	J2/F/L/P	£30
Bonnet catches, peg, saddles,etc. (set)	J2/F2/L2	£40
Sidescreen sockets for doors (set).	-	£20
Octagonal instrument panel, original re-chromed.	J2/P/etc	£40
3" Octagonal instrument bezels (2no)	-	£10
4no Inlet valves, appear to be new.	P-type	£30
Radiator cross-member with end brackets which support headlamp brackets.	P (possibly J)	£25
2no Brass blanking plugs for engine (cam box or starter hole?)	-	£5 each
Rear axle "spider" for Universal Joint.	M-type	£20
Lucas 8" flat glass "Biflex" Headlamps (pair)	J/F/L	£250
Lucas 7" Headlamps, not original type and need some work (pair).	M-type	£90
Lucas Altette Horn. Working with aluminium bezel and centre.	-	£50
Various Gauges: Lucas and Motometer Ammeters, "Eureka" oil gauges (ex Morris). Not original but they fill the hole!	-	£10-£20

Contact Martin on 01344 424258 or write to 71 Deepfield Road, Bracknell, Berks. RG12 9DA.



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Correspondence: Re-united across the Atlantic From George Eagle

I recently received an email from Pete Thelander, who is the lucky long term owner of NE0518. This is the car that was painted red for Nuvolari to race in the 1934 TT Race – in the end he did not drive the car due to problems over sponsorship. Pete has also compiled “The MG NE Archives” which is very interesting and thoroughly researched.

Pete noted that PA1353 appears on the Register where there are two old b&w photos at VSCC Prescott Hillclimb 2017 and with the car noted as being for sale in August 2018. Pete was surprised to note the car “was still up and about” as he had always assumed the car had been dismantled in the USA. He went on to say that he still had the original Guarantee plate which was in a crate of bits and pieces acquired somewhere in the dim and distant past and that he would be happy to pass it on to the current owner.

I then contacted current owner, Chris Reeson, who was naturally thrilled to hear that the plate for his car had survived. This is the second time in the last 12 months that I have re-united an owner with the original guarantee plate for his car.

Best regards and thank for all the work you do as Bulletin Editor



The original guarantee plate re-united with PA1353 thanks to the generosity of Pete Thelander. Photo by Chris Reeson.

This email from George is a fine example of the MMM “community” at work and the photographs supplied by Chris Reeson show the happy conclusion of George’s involvement. I also asked Chris for some notes on the car and these are printed on the opposite.

PA1353: Ready for Action on the Hills

Notes by Chris Reeson

Originally a 4-seater, the car was rebuilt as a 2-seater 'Trials Bodied' car by Jonathan Elliott, between 2007 and 2014. Work included a new engine to PB specification, gearbox fitted with PB gearing and the fitting of a Y-type differential. In this form it was, I believe, trialled occasionally until 2017. The car then spent a further year with another owner who intended using it as the basis of a single seat race car. This didn't happen and he eventually put it up for sale.

I had promised myself a 'P' type for 35 years – my interest being ignited by 2 years trialling in the passenger seat of Alan Grassam's blown PB, before competing in my own right with an Austin A30 and then a self-built Troll. Last year I decided that it was 'now or never' for P-type ownership and I was delighted to find this, apparently, trials-ready car on the market.

I have subsequently had to do quite a bit to it – new brake drums and linings, half shafts, gearbox and a replacement diff. There is still work to do – it sits a little too low at the moment and I am also looking at fitting a blower.

I owe thanks to Alan Grassam, for continued advice, encouragement and the loan of a part or two! I can also thank Oliver Richardson for finding me the



I was delighted when the original guarantee plate turned up in America and was returned by Pete Thelander. It now sits happily on the firewall, even though the engine number is now wrong.

I was shocked to read on it that my car was no longer under guarantee as the plate had been removed from the car!

Chris Reeson (plus Holly) with PA1353 and the original guarantee plate.

TECHNICAL: J2 Wiper Spindle Replacement.

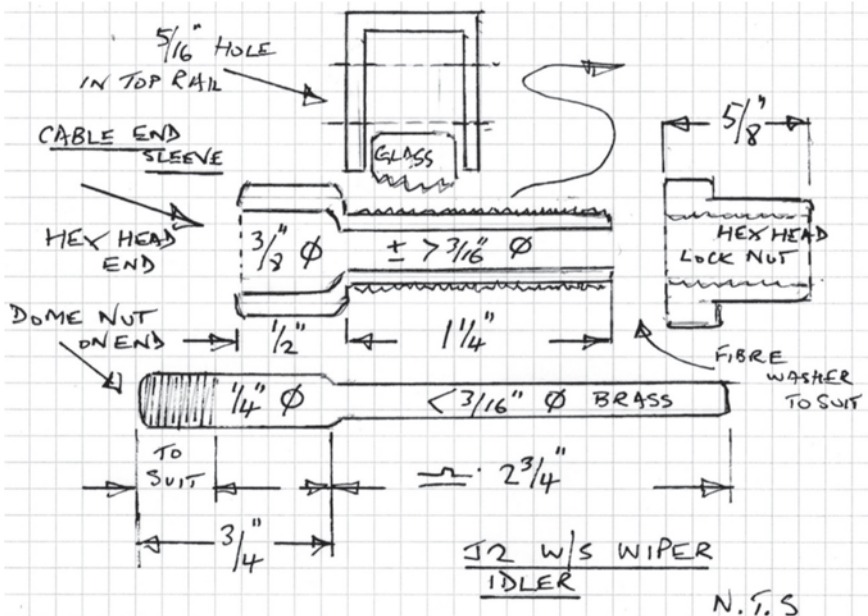
Notes and illustrations by Simon Cauthery.

It may be that there are some J2 and P-type owners (and other Triple-M types) with similar windscreens who still have to tackle the windscreen wiper set-up and these notes might be of interest.

One of the finish-off jobs during the rebuild of my J2 was, indeed, to reinstate the wipers. As found, the driver's side wiper arm and spindle were missing and the link to the other wiper arm dangled forlornly. With my limited budget I rather enjoy looking for alternative solutions and I realised that the adjusting end of an old discarded brake cable, which had a useful looking threaded tube fitting, looked as if it could be used.

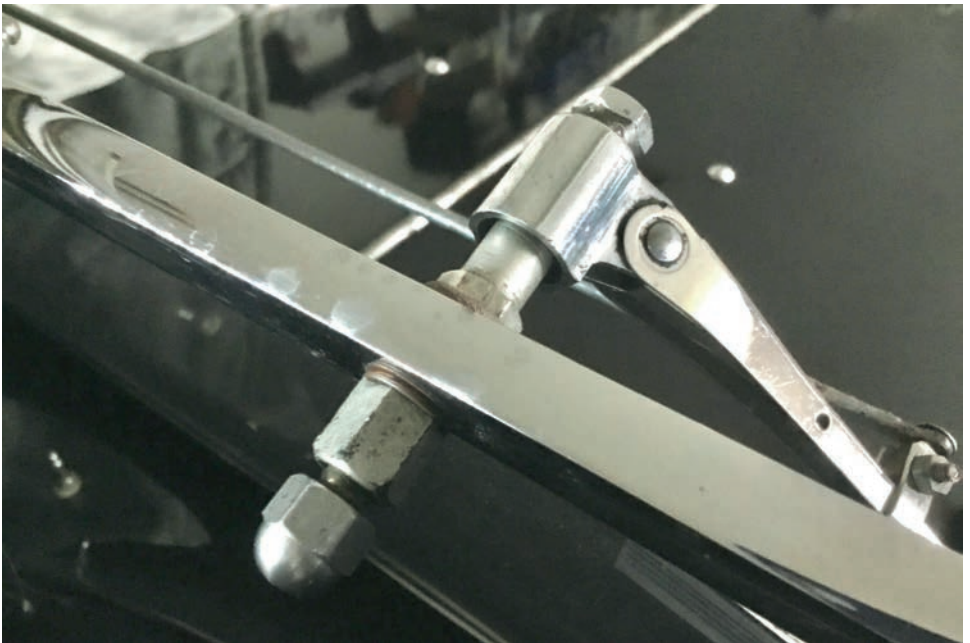
In fact, the fitting was of the correct outside diameter to go through the hole (about 5/16" dia.) in the top rail of the windscreen frame and had a threaded extended lock nut to secure it.

The sketch with the photo should give a general idea of the components and how I modified the cable end for its new purpose. Other components used were the short length of 1/4" brass rod which I turned down to suit the sleeve I/D and the 1/4" BSF dome nut at the end which is only serving to make it look a bit smarter. The photo also shows (lower right) the wiper link arm attachment.



The threaded sleeve from the cable was cut to be flush with the locknut once fitted to the screen. Fibre washers, or similar, might be advisable against the chrome frame.

Carrying on with the “recycling” theme, the next job was to link the two wiper arms; all I had was the actual link which was (is) 5/32” dia.; rather skimpy perhaps but it doesn't have much of a load. The length was 18” and each end had been flattened to enable a hole to be drilled for attachment to the wiper arm. Again, the whole seemed hardly adequate but as it was there, why not reuse? For the arms I utilised two brass pins with contact blades taken from old 13amp plugs. I cut off the blade bit, thus leaving a small brass block that was the right size to fit on the top of each wiper arm; the block is secured in place by a “U” shaped strap in aluminium bolted right through. The link was attached to the brass blocks using the screws originally intended to secure the electric cable. Works perfectly, even after 15 years!



Correspondence: Bulletins 118 and 119. From Philip Bayne-Powell.

Thanks for the latest Triple-M Bulletin – a ray of sunshine in these difficult times.

Further to the piece on page 22 and the photo of Ashton-Rigby in NA 0509; I hadn't twigged that the car is our ND Magnette, BKL 265. My Brother-in-Law, Sandy MacKay, is the passenger. Please note that, although Nigel Musselwhite often drove the ND, he didn't have a joint ownership, as it was solely my car. This ND also features on the start line in the centre-spread photo, being the cream car in front of the dark pointed tail car on the right – you can just see the start of the number plate showing the B and part of the K.

The passenger in K3003 is, of course, George Eytson with me sitting in the driver's seat – we changed over for the demonstration run. Not sure if it is possible to see but George Eytson had his special goggles on; these were specially made for him to go record breaking and actually fitted over his normal glasses. *(Refer to page 33 in Bulletin 115 to see these special goggles)*

I also remember being driven by Malcolm Newman in his Ashton-Rigby L2 (pages 7-9) when we used to have an MG Car Club meeting at the Sports Car Club in London. He took me out that night in the car and hammered it down Park Lane at well over 80mph!! An experience I will not forget!

Also, in Bulletin 119, there is the article on the late Bob Clare's "Cresta". The photograph on page 39 was, indeed, Jim Elwes's car; the photo was sent to me when I was corresponding with him when I owned the "Cresta". This car was slightly different to NA 0934, as the spare wheel was mounted on a fixed rear, whereas mine/Bob's car has a lifting panel to give some boot space.

I heard about this car back in the late 1960s and, being interested in unusual cars, went up to the Midlands to see the car, then owned by Mike Entwistle (of Twin Cam renown). He also had an Allingham NA for sale, but I already had one of my own (NA 0734). However, he insisted that I buy both cars or neither, which were rather expensive at £78 10s! The Allingham wasn't all there, and needed a full restoration, so I passed it on to Keith Portsmore, who restored it using our own car as a reference. The "Cresta" only needed a replacement for the broken diff, which we soon had installed, and I then did a cosmetic job with my wife, Rosemary, tackling the upholstery. We hand-painted the car with blue Valspar, and took it on a camping holiday to Holland, complete with a framed tent and cooking utensils to go with the 2-burner Calor gas stove. The boot was filled up with sleeping bags and the frames for the tent lived down the side of the passenger's seat!

It was sold to Roger Bishop (of Bishop Depositories) who repainted it red. It subsequently turned up in Sevenoaks with John Wallinger, who was going to restore it, but got side-tracked into producing a single seater Triple-M voiturette. He was a design engineer with Ricardo, so was using all his skills to produce a fast car. He did complete the car but it was so noisy it couldn't be used for racing – not sure where it ended up. *(Do any readers have any information on the subsequent history of this special?).*

When John mentioned that he was thinking of selling the “Cresta,” I told Bob Clare about it, and he was up there in a flash, and bought it. He did a lovely job restoring the car, and even got the special aero-screens made up, which were secured with knurled knobs to the bottom of the windscreen when it was folded; these could then be used as wind deflectors at each end of the erected windscreen (an Aston Martin feature) as can be seen in the pictures.

The “Cresta” has a new owner, Philip Standish, who is the son of Maurice Standish who had one of the NDs back in the 60s. Spurred on by these articles I have done more research on the “Cresta” model and found a letter from Adrian West in Vermont about his “Cresta” N-type. I think this is the same car that Patrick Dimier in Switzerland now owns (BBP 8) although Adrian quotes the registration as BBL 44, but this was without checking, so may be in error. *(See note below).*

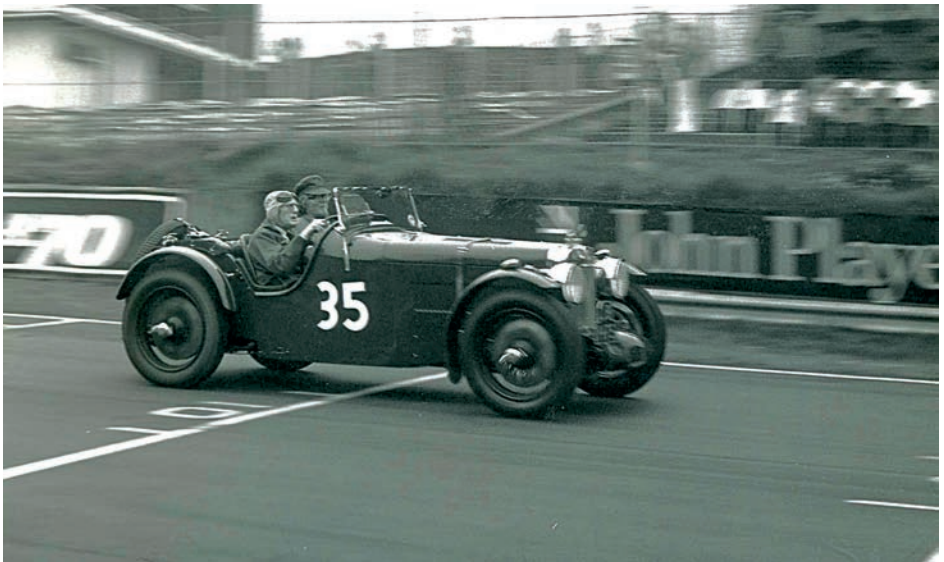
I saw BBP 8 (NA0788) in Sevenoaks many years ago when it was with previous owner Paul Jarrold. It was in lovely original and unspoilt condition in black with apple-green upholstery. Unfortunately, he was persuaded by Patrick Dimier to fit a supercharger before he would but it which, in my opinion, spoils its originality. Meanwhile, I will get on with taking the Allingham's engine down to check where the persistent “ticking” noise is coming from – broken rings are suspected.

Note: If this is an error, Adrian can perhaps be excused as Philip has provided a copy of Adrian's 1979 letter to Stephen Dear telling about his NA with Bertelli body (“complete with Cresta badge on fascia”). He apologises for not being able to check the number as he “would have to go up to the warehouse to examine the car and since winter is nearly upon us, it is not terribly convenient to go up to the warehouse and get at a car.....they are now covered and hibernating until Spring”.

As further evidence of the difficulties of classic car ownership in Canada he also says that “one of these winters I am going to remove the engine and go through it. It would appear to have little to know wear, but the rings have apparently taken a set since its oil consumption is somewhat more than I think it should be. Also, at some time in its life it has had an improper generator cobbled on and I believe the vertical one should work properly”.

These notes from Philip are fascinating as they add to the history of the cars and the personalities involved. Correspondence such as this is very welcome, even random “snippets” are of interest.

Philip has also provided two further photos of George Eyston in K3003 which are reproduced here.



A project to source a supply of new gears: J1;J2;J3;L1/2;PB;NE models plus conversion of PA gearboxes to PB gears.

A suggestion by Peter Parry

Hands up all those who think they could be interested in buying a set of new gears for one of the above models! If you are, then read on. If not, turn to the next article in the Bulletin.

Background:

One of the good things about owning Triple-M MGs is that the parts needed to keep the cars on the road are, in general, fairly readily available. However, there are a few exceptions. One notable one is the non-availability of gear-sets for the Wolseley four-speed crash box used on many Triple M models. I discovered this when I realised that the gearbox on my Magna L was in need of a major overhaul in late 2018. I made enquiries about getting new internals but was told by reliable sources in the Register that, while some gearbox components were available, new gears were not.

My only alternative was to source another gearbox. That was not particularly easy. As with any second-hand item like a gearbox, and one that is going to be over eighty years old, there was the concern that the replacement might not have much life left in it. In the end, Andy King came to my rescue with a gearbox that had been rebuilt using the original gears but with new bearings and seals. I put this in the car and got it back on the road. However, I still wanted to get the original gearbox repaired.

The availability problem:

Finding a decent replacement gearbox if you need one is becoming increasingly difficult. Twenty years ago, there were probably cars around that were considered to have more value as a source of spares than as a restoration project. This is much less likely now.

Twenty-five years ago, it would also have been possible to buy new gears 'off the shelf'. That is no longer the case. The problem is compounded by, or perhaps partly 'caused' by, the fact that since the 1930s, gearbox design and technology has changed dramatically. The herring-bone gears found in the MG / Wolseley gearbox have not been used for decades and, sadly, the machinery for manufacturing them has all but disappeared. The straight-cut gears in the gearbox can be fairly easily sourced but for a full gearbox rebuild new herring-bone gears are needed as well.

Commonality and interchangeability of gears:

With regard to the standard gears (i.e. excluding close-ratio sets) there is significant commonality across many models. Barry Foster, in an article in the 1997 Yearbook¹ shows a table of ratios as follows:

	First	Second	Third	Fourth	Reverse
J1;J2;J3;PB;NE	3.58	2.14	1.36	1.00	3.58
KN;PA;NA;NB	4.18	2.32	1.36	1.00	4.18

A recent email exchange with Barry seemed to confirm that interchangeability (or lack of it) was not a problem:

'Wolseley gearboxes.... non-synchro types as fitted to Triple M. As a general rule complete sets of gears are interchangeable. Mixing sets not advised ... may be possible in some cases. Some have the reverse other way round so gate is different.'

Given the significant commonality of ratios it seems likely there could be a number of people out there currently considering a gearbox rebuild who might be interested in buying a standard set of new gears for the J1, 2 & 3; L1/2; PB & NE models. The exact implications of fitting these in a PA gearbox needs further checking. It would be interesting to hear from anyone with experience of doing this. For those with a PA who are interested, we do know there will be a need to source new gear selectors to match the new gear sizes as existing ones will not be compatible.

The 'supply-and-demand' equation:

Research has revealed that there is a supplier, Neve Engineering, who can manufacture all the gears – straight-cut and herring-bone. Although I have not yet visited them, enquiries suggest that they are one of just a very few companies with the 'original' machinery used for cutting herring-bone gears and that they are also reputable.

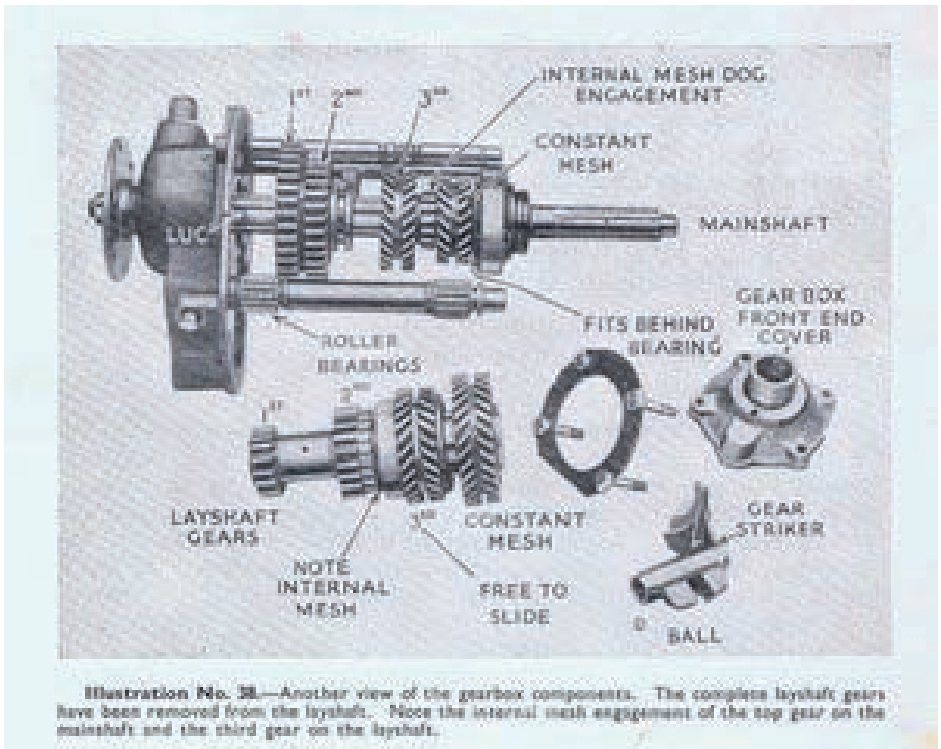
However, producing the gear sets on a one-off basis is not economically viable. Production needs to be based on a batch of at least ten sets. For this Neve has quoted a price per set of circa £2,150 + VAT (not including the main shaft).

¹ *MG Triple-M Gearboxes – B Foster: Triple-M Yearbook 1997*

The question is, are there enough members out there who would be interested in getting together to see if we can jointly place an order for ten sets of gears using the **J1, J2 & J3; L1/2; PB & NE** ratios? Also, would this be of interest to any **PA** owners thinking of fitting PB gears?

We have not done any research on possible sources of supply for new gear selectors for those with PAs. If anyone has any suggestions it would be helpful to hear from them.

If you are interested, email me at peter.parry@cerbera.org . This would be the next tentative step in the in the project. Traders are as welcome to join in as private members. It may not generate sufficient interest, but it is worth a try.



Exploded view of PA gearbox from an original Owner's Manual.

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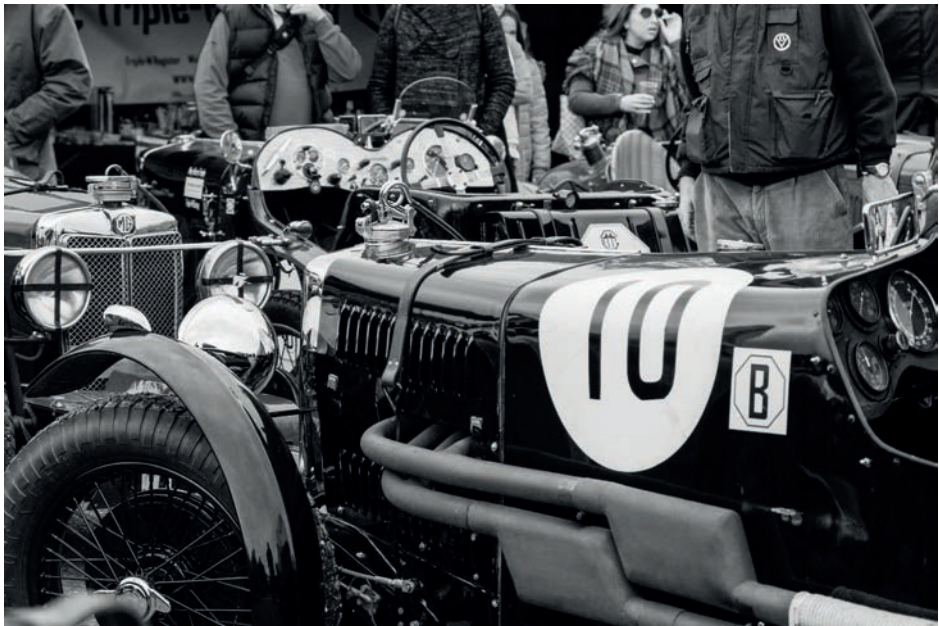
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In the absence of a Competition Report, these photos from Nikki Holden taken at Brands Hatch in 2017 should evoke the spirit of the Triple-M racing scene that, hopefully, will be back in action very soon.





Walter Kallenberg's well-travelled K1 (K0311) in picturesque surroundings under "Das Blaue Wunder" a historic bridge in Dresden. Photo supplied by Walter Kallenberg.