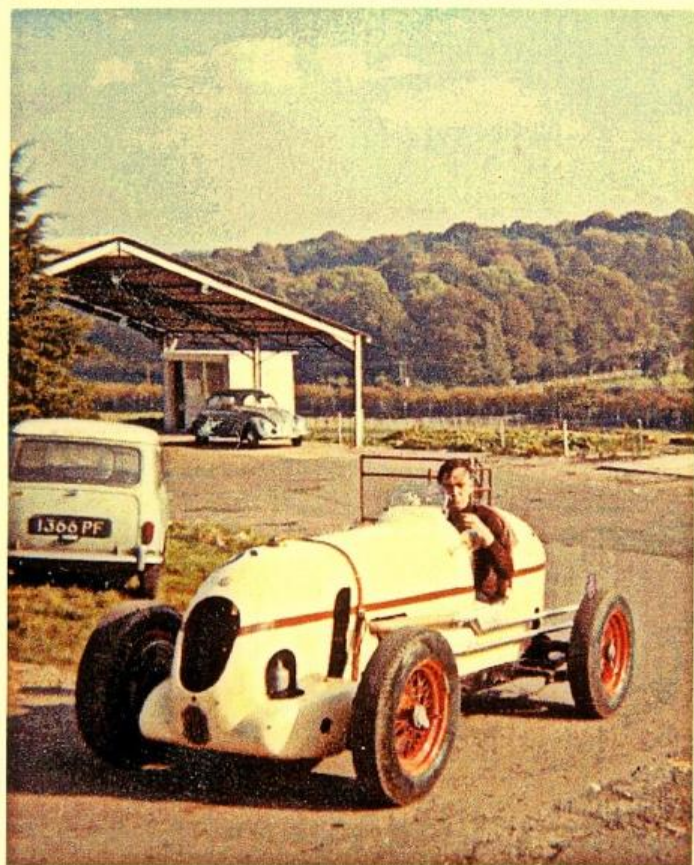
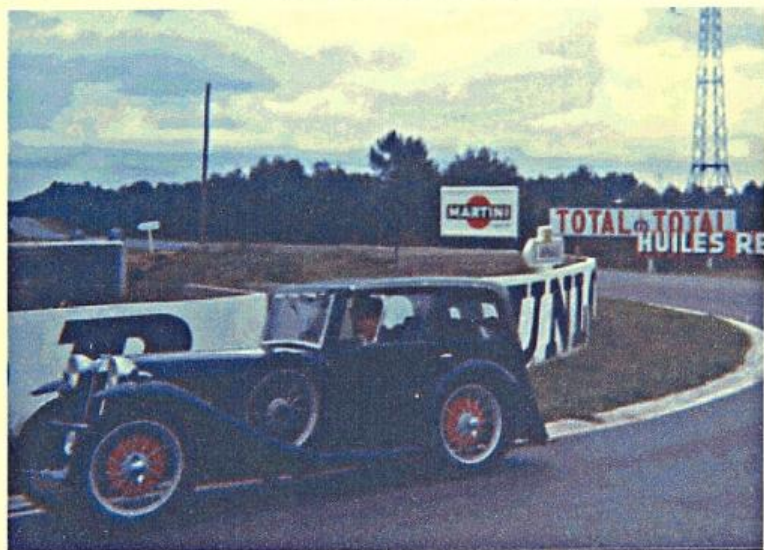


TRIPLE-M REGISTER BULLETIN



APRIL 2004





*The editor's L-type (L0565) salonette on the Mulsanne bend at Le Mans in the 1970s.
Car now bought by Hiro Nishio.*



*An M-type photographed in Highnorth, Wilts in the 1940s
Photo: Graham Tanner collection*

TRIPLE-M REGISTER BULLETIN

April 2004

EDITORIAL – Phil Bayne-Powell

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Or philipbp@mqcottage.freeseerve.co.uk

I hope you are all well prepared for the new season, which for some has already begun. I seem to be going backwards on my cars, as the C-type has now blown its head gasket, so the head will need to come off.

Our usually reliable NA Allingham failed its MOT test due to a cracked chassis frame. This occurred at the front knuckle, where the channel chassis is riveted to the front dumb iron casting. The rivet had been fretting at its head, allowing the two to move, and this pulled the top flange off the chassis web, for about 1.5 inches. Has anyone else had trouble with this connection? Please let us know. The other side had also been fretting, so the rivets have now been drilled out and replaced with a domed headed bolt, with double nuts on the underside. The car then sailed through its retest, and is back on the road once again.

As the ND was being pressed into service for our SE Centre Naviscat, I checked it over beforehand, and found the clutch pins were at the end of their adjustment; so the gearbox has to come out for the double plate clutch to be relined. I shall be ready for the Classic Kimber Trial on the 24th April, where I hope to meet many of you guys trying this event out for the first time.

Meanwhile the N-type saloon progresses slowly, and is booked in for its painting this month, when the best bit starts.

How many people spotted the error in the front cover picture last time? It was not Alan Grassam in action, but Ian Mackay driving Mike Linward's very muddy-brown J2, which I mistook for a Cream Cracker. Apologies to Mike and Ian.

Front Cover:- Mike Allison driving Syd Beer's ex-Harvey Noble Q-type in the Brands Hatch paddock in mid 1960s

Alan's Cream Cracker is up for sale; if you have ever hankered after a genuine "works" trials car, give Alan a ring.

Our Luxembourg equipe has grown nicely, and we shall have 19 cars at our overnight stop in Cambrai, which includes 5 Vintage cars. The ferry bookings are now gone, and the hotel is virtually full up. We will be a truly international party, as we have Frank Allocca from California joining us in his K3 replica, and Harry Hickling from Australia, who is driving my ND, so he can get a feel of an ND, and encourage him in the restoration of his own ND.

Malcolm Green our hardworking Librarian, has indicated that after more years than he wants to remember, he would like to hand over the reins to some new blood. So volunteers form an orderly queue please!!

I am sorry to announce that Ken King is not very well, and has been in hospital, but is now home recovering slowly. His heart stopped twice, but was fortunately restarted with help from doctors in the hall where he was. We wish him back in good health soon.

Following John Goodacre's hit and run incident, we understand he is now back home, hobbling about on crutches and progressing satisfactorily. We hope he will be back in action, and marshalling as usual, quite soon.

John James MMM & 'T' Spares

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NEW! Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4.50 each. Compare prices of Top Quality Camshafts: J2 @ £169, P @ £200, N @ £299 each. Vertical Drive pinion and camshaft gear sets (spiral bevel) for most MMM £150 (dynamo/crankshaft gear sets also available). Front hubs for most MMM £52 each, Rear hubs for most MMM £54 each. Spinners, engraved Rudge Whitworth £32 each. Half shafts for most MMM £32.50 each, PA/PB leaf springs front £52.50 each, rear £60 each. Brake shoe pull-off springs 8" brakes £2 each, 12" £2.45 each., oilite bushes for 12" backplates £1.50 each. Hub retaining ring (all models) £9 each, tab washer for same £1 each, tab washer for differential £1 each, Clutch springs, set of 12 for P/N £24 set, set of 6 for D/J/F £18 set. "Mouse trap" springs for P/N clutch £2.40 each. Bearings at low prices e.g. Front hub inner and outer (ball races) for most MMM £13 per hub, heavy duty bearing c/w 2 dust shields for rear bearing carrier £30 each.

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

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If you are taking your car outside the EU, you will have to obtain a temporary export licence if your car is valued at more than £35,000, or £60,000, dependant on its age. This probably only applies to people going to Switzerland, but needs to be born in mind.

There is now more space in the editor's garages, now that I have sold my Arnolt TD. I decided I couldn't justify keeping this, when my main cars are not T-type. It is going out to a Japan, where they do not have one of these rare cars. The money is burning a hole in my pocket, so I may be reporting a new Triple-M addition next time. I have my eye on something already, and the owner appears willing to consider my approaches. I love buying cars, but do not like selling them!!

Some of you may know that we have been trying to publish an updated version of the K3 Dossier; this was published a few years back, and contained certain inaccuracies. Now that duplicated chassis supplied by the MG Car Company are being recognised (the second chassis being given a /2 suffix, for the Register's own internal referencing) cars claiming the same chassis number were to be included for completeness. At the same time the opportunity was being taken to include all the racing cars; a vast amount of research was being brought together to give a definite work on these cars, which has long been overdue. However certain people have objected to the information that we were going to produce, and have threatened legal action if we publish. Consequently, Malcolm Green who was nearly ready to print this publication, has reluctantly decide that he is not prepared to be sued. I think this is a great shame that people can effectively suppress the publication of this sort of information. Unfortunately, it appears that including a caveat to say that this is the current observed wisdom of a number of experts, is not adequate protection from being sued.

However, despite this problem, Ed Taylor (e-mail Edmund.taylor@URSCorp.com) has produced a dossier on one model, the J3, with historic details, photographs and letters to give a very complete résumé of all the J3 cars.

We hope that possibly other non-contentious models could be issued individually.

Enclosed is the entry form for our Prescott weekend in August, which you have no doubt already pencilled in your diaries. This promises to be a great weekend, which should not be missed.

Triple-M Committee Meeting/ AGM 6th March

The AGM went off smoothly, with the main topic being the Centre reps now being called Area reps, with smaller zones to manage, probably to be based around the Natter and Noggin pubs.

The committee remain largely unchanged, although John Reid is now our Yearbook Editor, following Nick Wright's retirement. We thank Nick very much for the three years of hard work expended in bringing the Yearbook up to date with the latest technology, and also finding us a cheaper printer, saving us much money. John Reid will be assisted by Roger Thomas with future Yearbooks.

With the coming departure of Malcolm Green, following his announcement to stand down next year, the role of Librarian needs to be reviewed, as the library as such does not get used, and most of the work is selling the Register's publications. If anyone one is willing to take on this job, please contact Malcolm, or a committee member. Malcolm would like to have somebody lined up by this July, so that he can show him the ropes at the Register's stand.

The Yearbook has now been kept at the same £8 price for 6 years, and the hope is that this can be held for some few more years.

John James, our Safety Fast scribe, would like to hand over the reins to a keen man, as his involvement with spares and T-type activities are taking up too much garage time.

Our Website (www.triple-mregister.org) is now well established and receiving many visitors.

Bob Clare reported that we have 3331 cars registered of which 3210 are live.

Track days through "MGs on Track" can be organised if we can get a minimum number of 20 cars to make it worth while. I am sure there are many people who would like to put their cars through their paces, and to hone up their fast driving skills, without the hassle of being in a race. All those interested please contact Mike Linward, or other committee member, so that we can get an idea of the number of people interested, and to then get something arranged

The date for the annual dinner was confirmed as 23rd October, so keep that weekend free. We are actively looking for a new, larger venue in the same area, if anyone has any suggestions.

Future Events

4 TH April	MG Brooklands	01737 762283
4 th April	Curborough Sprint	01299 401177
5 th April	Silverstone Test Day	01235 555552
6 th April	Silverstone Track Day	01235 555552
10 th April	Silverstone Race Meeting	01235 555552
11 th April	Harewood Hill Climb	01490 440251
18 th April	Inter Centre Autotests, Bordon	01428 652078
24 th April	MGCC Kimber Classic Trial	01935 863673
3 rd May	MGCC Colerne Sprint	01275 790855
9 th May	Regency Run	01235 555552
9 th May	VSCC Wiscombe Hill Climb	01608 644777
17 th May	Triple M Meery Fiddlers evening	0208 529 3241
22/23 May	MGCC Rockingham Race Meeting	01235 555552
22 nd May	Goodwood Sprint	01490 440251
4-6 th June	MG 80 SPA Race Meeting	01235 555552
20 th June	Gurston Down Hill Climb	01490 440251
1-4 th July	Luxembourg Triple-M Rally	352 50 00 96

TRIPLE-M SPEED CHAMPIONSHIP 2004

PROPOSED EVENTS

Races:

24th July	Silverstone	MGCC Main Club
25th July (Provisional)	Silverstone	MGCC Main Club

Sprints:

22 nd May	Cornbury Park	Benjafields Racing Club
3 rd May	Colerne (Wessex)	MGCC SW Centre
25 th July	Silverstone	MGCC NW Centre
1 st August	Curborough	MGCC Midlands Centre
3 rd October	Debden	Herts County Auto Club

Hill Climbs:

31st July	Loton Park	Hagley & District MC
11th September	Wiscombe Park	MGCC SW Centre

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

PRESCOTT 2004

The Total Triple-M Experience

27th -29th August

We now have the weekend well organised, and the entry forms are enclosed with this Bulletin. You will note that we are doing a special deal for those entering before June 1st.

The base will be the Hotel de la Bere, at Southam, for the Friday afternoon/ evening, where people can sign on, and collect their rally package and the rally plaques for the cars. This is only about 5 miles from Prescott, and we hope that those that can, will meet up at the hotel on Friday night for a meal/drink, even if you are arranging accommodation elsewhere.

We have pre-booked 28 rooms at the hotel, on a first come first served basis. About half of these have already been taken. Ring Trish McAlister on 01242 545406 to book your place. If you want to know about other accommodation in the area, let George Eagle know when you send in your entry form to him

The event itself starts at Prescott at 10 am on the Saturday. Those that do not sign on and collect their rally package and plaques on Friday, can do so at Prescott on Saturday morning. There will be a self-judging Pride of Ownership competition in the morning, divided into small cam, large cam, 4-cylinder and 6-cylinder classes. Prescott Lodge will be open for lunchtime snacks.

Any time you like after the Pride of Ownership is finished, (at about 12.00), there will be an hour's scenic tour, with a mild competition, which will take you to the Gloucester and Warwick Railway, or Sudeley Castle. At the latter they are having a mediaeval weekend, with jousting etc. We have arranged a dedicated car park, to which you will be ushered, when the attendants see the rally plaque on your car (so you will need to make sure you have it fitted); an entry discount has also been arranged, which your rally plaque will be the authorisation. If people want to go to the railway instead, we are still trying to get a dedicated car park and an entry discount.

If you don't fancy either of these events, you can do your own tours, and we shall be giving a list of the various alternative attractions in the area in the rally package.

On the Saturday evening we will be having the Gala dinner at Prescott Lodge. This will cost £18 per head, and be enlivened with a raffle (with quality items), the prize-giving for the two competitions, and an after dinner speaker. If anyone knows of a good speaker, please let us know, as they do help to make a good evening.

On the Sunday, we return to Prescott. The hill will be open for runs up the hill in the morning and then again after lunch. Every rally entrant will be given a free ticket for a run up the hill, with subsequent runs at £2.50 a run, (this unfortunately is more than last time, as Prescott have put up their price for each run). As well as the runs up the hill, we are hoping to have a few trade stands for those items you need for the car, to help you part with your money.

In addition, we will be holding a bring-and-buy stall, for you to sell on those smaller parts that you no longer need, but would prefer them to go to a proper home. The form for this will be sent out in the June Bulletin.

We have also arranged for the recently expanded Bugatti museum to be open for the whole day, and this is well worth a visit, to see the wonderful engineering that went into these cars.

For those that do not want to spend all day at Prescott, they can visit Sudeley Castle or the steam railway, whichever one they didn't visit on the Saturday, or one of the other listed attractions in the area. The Prescott Lodge will be open for snacks.

The cost of hiring the hill has gone up, but we have managed to keep the price at £45 for the weekend, which is the same as two years ago, with a special discounted price of £40 for entrants booking before 1st June. For those paying by credit card, we have to charge you an extra £1.50, which is what we are charged to carry out the transaction.

Entry forms are found in the centre of this Bulletin, and we hope you have all put this special event into your diaries, so that you do not get a clash with any holidays you might be planning! It promises to be a great weekend, which you don't want to miss!!

If you need any further information contact George Eagle on 01280 860428 or E-mail: george@eagle1798.freeserve.co.uk

Luxembourg Triple-M Rally

1st-4th July 2004

Entries for this popular rally in Clervaux, organised by the Cercle Triple-M of Luxembourg, have now closed, but the organisers may let you in if you are quick with your entry; instruction and entry forms are obtainable by downloading 5 pages from the Cercle Triple-M website on www.mmm.lu

The general programme is as follows:-

Thursday 1st July – signing on from 4pm onwards, handing out of rally documents; general natter evening.

Friday 2nd July – first scenic tour, stopping off for lunch; second natter evening.

Saturday 3rd July – second scenic tour, with lunch en route; dinner/banquet in the evening.

Sunday 4th July – final day with drinks in the morning, rally closes at midday.

I have arranged a feeder run to the rally as last time, stopping off overnight at the Chateau de la Mote Fenelon in Cambrai. We will take the 0800hrs Seacat from Dover to Calais on the morning of Wednesday 30TH June, and return on the 1630hrs Seacat on Tuesday 6th July. This means staying an extra night at the hotel at Clervaux, so that we have a relaxed run back to Cambrai on the Monday. The opportunity to get the discounted ferry price of £120 has now run out, and been superseded by a slightly more expensive discounted price, if people still wish to join us

We have four couples coming from the West Country, and crossing into France at Cherbourg, and joining up with us at Cambrai on the first evening. We shall be joined on the ferry by 5 Vintage MGs, who are also invited to the rally, as honorary Triple-M cars!

I shall be trying to plot a run, to and from Clervaux through some nice countryside, as I managed last time out, with a detour on the Thursday to a good lunch location, as we have quite some time to cover the 80 odd miles from Calais to Cambrai.

We have Frank Allocca joining us from California, with his K3 replica, and Harry Hickling, from Australia, joining us at Clervaux to drive my ND for the rally and returning with us to the UK. So a truly International group of 19 like minded nutters!!

Car Of The Year 2004

To 31st March

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	330	M	VK 5424	Tom Dark	11
"	310	NA/s	BLL 492	Michael Windsor-Price	11
"	162	ND/s	BKL 265	Philip Bayne-Powell	11
4 th	1428	J2	DG 6142	Nick Bengier	10
"	909	J2-PA/s	FW 3909	Bill Bennett	10
"	1049	PB/s	VH 8637	Gerald Burridge	10
"	3272	J2/s	APG 718	Colin Bird	10
8 th	348	M	VU 4037	James Mumford	4
9 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	3
10 th	317	Jarvis M	GP 1856	Philip Bayne-Powell	2
"	1896	M	VSJ 285	Gillian Carr	2

SLADE TROPHY 2004

To 31st March

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	7
"	PB/s	Gerald Burridge	7
"	J2/s	Colin Bird	7

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

10 th January	MCC Exeter Trial	Part Results
11 th January	VSCC Brooklands Driving Tests	Full Results
25 th January	VSCC Measham Rally	Full
21 st February	VSCC Pomeroy	Full
6 th March	VSCC John Harris Trial	Full
14 th March	MGCC SE Navisat	Partial

Clearly the scores shown here do not represent all the Triple-M activity for the first three months of the year. More scores required please, especially from the trialists! Michael Windsor-Price, with Gillian Carr as navigator, won the Newcomers Special award in the VSCC Measham night rally on 25th January. Having competed in the Measham on a few occasions in the J2, I know how difficult it is just to finish in time, let alone win an award. So many congratulations to Michael and Gillian for their fine achievement.

Supercharged J2 - MG 2657

By Allan Scott

In 1964 the standard of the cars in the MGCC was changed forever. MGs were an anathema to the VSCC; Post Vintage Thoroughbreds, which included supercharged race cars were acceptable. The arrival of Geoff Coles' J4 raised MG awareness.

The J2 being in the VSCC exclusion zone, I decided to upgrade my J2 to J3 spec, so that I could compete in the Spero Trophy.

In January 1966, a batch of Laystall cranks was being ordered. I ordered a 83mm stroke one. Because I wanted to supercharge the car, a new crank with bigger and better journals suited to a blower was needed. We were still waiting for delivery in October.

I crashed MG 2657 at Brands Hatch on April 2nd, and broke the crank. I stripped the car totally, and thinking that the chassis was bent, I bought a chassis and axles from Nigel Musselwhite, but found I didn't need them. The plan was to build a J3 replica to the level set by Geoff Coles' J4. Starting with the chassis, I replaced all the bearings and trunnions, and bought a set of 12" brakes. Only one J3 was fitted with 12" brakes I discovered later.

The cable runs were awkward, even with the adapter set from Toulmins. The front springs were upgraded too, to C-type pattern. New dampers were fitted; Duplex at the front and Simplex at the rear. An 8/39 four star differential was fitted. The axle case had to be cut to get the crown wheel in.

The crank arrived, late and with a price hike. It looked impressive, but there were no Woodruff keys, and all the plugs were

loose. Just as well really, as there was swarf in the oilways. I also found the plugs obstructed the oilways. The cross bolts were so rough, they did not seal the caps, and were neither drilled or pinned. I tried to fit the crank but it would not enter the crankcase. I took the whole lot to Laystalls where a lovely man, Mr Clarke, I think, machined the crank, rebalanced it, cleared a slot ½" x 3" long to allow entry, and lightened the flywheel. All for 30 shillings (£1.50).

The con rods were remetalled by Tipplers, but they crushed the H-section, and they had to be repolished, crack tested, and rebalanced by Laystall. I was going to have the block rebored, but Geoff said "No, get it honed and fit new rings, make a steel gasket, 1.5mm thick". All good advice. I took the camshaft and rockers to Thompsons (of Wimbledon) to be stellite and ground.

I bought an Arnott supercharger to mount between the dumb irons. I talked to Fenny and Johnson about reassembling the blower for anticlockwise rotation, and obtained needles and spares, plus details on how to set up the oil tank. The tank is pressurised from the blower via a metering valve on boost, and sucked oil on the overrun. It used a pint of oil every 300 miles. I copied the J4 Jackson manifold, which was made by a useful man at Lee Welding in Lewisham; he made special exhausts for racing sidecars. I asked him to make an aluminium fuel tank to replace my dented one. He made a lovely job of it, and said "What a shame to fill it with heavy fuel". It weighed 25lbs. He then vanished into his loft, and reappeared waving an exhaust manifold, which he assured me, was made for an MG. It certainly was. It fitted perfectly. The only problem was the engine had to be canted over at 30 degrees!

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I contacted Ferguson of Nailsworth, and ordered some J cycle wings; the rear ones being made longer than standard by some 6" a J2 bonnet weighed 40lbs, so Ferguson made an aluminium one to relieve the frontal weight due to the fitting of the Arnott blower. The new bonnet came with the louvres pressed in, like a T-type; J2s are pressed out. Quite a distinctive identity point. I made my own blower cover, loosely copying a J3.

During 1967, KV 3860 (J2886) was pressed into all round service, and this car was brought to a high level of presentation. At the end of the season, things got complicated, with three J2s stripped down in an unlit lockup. One of them received 12" brakes and the blower and the new body parts. The stance of the car suggests that J2686 (?) was used. The engine was 2003AJ, from J3153.

I was very pleased with the overall effect; smart in green and aluminium. Starting the engine was very simple. It was obviously very weak, even on full choke. A needle change, a bit of fiddling, the exhaust note crackled, and some boost appeared. There was a distinct lag in throttle response, due to the long inlet. It overheated rapidly, and we realised that timing and mixture were going to be a whole new experience. When it was right, you could stand a threepenny bit on the rocker cover.

To run it in a bit we drove the car to Silverstone. We did not enter. The car pulled well, but boost gauge flutter indicated we had a weak mixture. Boost was steady up to 4psi at 3500rpm.

The first competition was the Bugatti Owners Club's July Prescott meeting in 1968. It was wet. The engine fluffed out at 5000rpm, and the L87Y plugs sooted up. Bob Lewin's blown P-type was fastest at 76.9secs. I was 0.2secs slower. Nigel Reilly rolled his PA exiting Pardon; the car righted itself and continued its climb without him. He chased after it and remounted to finish the climb, much to the entertainment of the marshals.

The MGCC had a barbeque that night in a stable. Next door was a half full swimming pool. At midnight this was christened. No one had brought swimming gear! It was a memorable weekend. The blower drive came loose, and the carburettor bolt sheared off. The axle tramp at front and rear was traced to slack dampers, and I doubled the front units. All to be dealt with before the next event.

Bodiam Hill Climb October 29th. In practice the blower backfired during a run, removing the blower hose, but the engine kept running.

Once it had stopped, you couldn't restart. Best time was 44 secs. Pat Hewitt was fastest in the Lester PB in 33 secs.

November Silverstone was cancelled due to freezing fog. The car was running weak due to carburettor icing. The rotor arm cracked and there was an ominous rumble from the crank. Time for a strip down. I removed the engine and the examination revealed white metal particles in the sump. The big ends looked good, but there were signs of rubbing contact on the front crank web. Only 2 thou clearance; the metal must be from the front bearing. However the sleeve taper had come loose, and was friction welded to the shaft. I couldn't shift it. In May we went to Houghton Mill, and we took the crankshaft with us. Syd Beer removed the sleeve and found steel dust embedded in the bearing. The dust so fine and abrasive was only detectable with a magnet. The big ends were suspect, so he remetalled everything. The wire mesh suction filter could never catch that. Meanwhile, Bruce and I took turns to lap the claw marks out of the taper, sitting in the pub, across the green from Syd's house. Syd also produced a proper thrust ball race, and a P-type oil filter. It says a lot for Syd and Bruce that we had to be chased out to attend the barbeque and the concours, by Mrs Beer.

We cleared the crank oilway, welded the water manifold, and fitted a little bracket, bracing the block to the bell housing. In amongst all this activity, Syd was preparing his K3 for Silverstone. His best lap was 1min 15secs, which is pretty quick!



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At the end of July, Sue and I were married. With the burden of a new house and a mortgage, the car took a low profile. We built a garage, and moved the car from Croydon. The engine was rebuilt, and the car was painted cardinal Red. The car looked very smart, but it looked drab alongside Geoff's J4. It wasn't a correct J3, but nobody had seen one at that time.

September 1970; we entered the car for Ditcham Hill Climb. The weather was absolutely awful. I have a photograph of myself driving with my anorak hood up over my crash helmet. It was so bad that the meeting was cancelled. The engine was a bit woolly, only 5000rpm. I removed the head and stelled the valves.

The next event was May Silverstone, 1971. Again it was wet; the car was sluggish. We used MME needles and FE220 plugs. 7psi boost at 5000rpm, but weak and hot. We checked the oil very carefully. In July we took it to Gaydon. For the first time it could stretch its legs. I had an instructive drive chasing the NEs of Beer and Cranage. I could haul them in on the straights, and close in the corners, but the J2 scrubbed speed in the bend from 5200rpm (88mph) to 4500rpm (75mph). Meanwhile the N-types sailed serenely round at undiminished speed.

It was the same at Curborough, a much tighter course. The J was closer to the Ns. Retarding the ignition helped out on the corners. The C-type was lighter still and more agile.

Battle of Britain weather greeted us at Ditcham. The engine was running weak at tickover, so I set it up to 2000rpm. It pulled 6000rpm on the hill, and climbed in 46.3secs; Cranage did 45secs, and John Adams' blown P-type did 44secs.

September Silverstone was the first time I was really able to drive the car at full race speed. Hampered by rear axle tramp in practice over 4500rpm, and with a slipping clutch it was pretty dire. 1min 34secs, slowing to 1min 37secs.

In the High Speed Trial, it was going really well. My target was 20 laps in half an hour; 15 laps in, the throttle went over centre. The throttle was almost fully open, leaving two choices; switch the ignition on and off, or press the throttle going into the corners to partially close it. This restricted lap times from my 1min 31secs to 1min 38secs. I missed my award by nearly a lap.

I was banished from the Pre-55 Handicap, when the oil gauge pipe broke on the grid. Gordon Cobban transferred me to the Pre-war scratch race. Rear axle tramp kept the speed down to 5000rpm, and I

was the last finisher, doing 8 laps of a 10 lap race. Cranage's N was fastest in 1min 24secs.

The last race was an All-Comers. I removed the front wings and lights. Copying the T racers, I glued a block to the left front back plate to limit the steering arm flex. The result was that I could sustain 5000rpm through Copse. Lap time was 1min 24secs, 6000rpm (101mph) max. It couldn't last. After 5 laps it fell off and axle tramp returned.

At Gaydon, Cranage was again fastest, 1min 18secs; I was 3secs slower. I could pull 5500rpm down the straight, but as at Copse we had the dreaded wheel flutter, and speed scrub in the bends.

The following weekend we made the short trip to Blackbushe. A poorly attended sprint. I beat a couple of TD2s. Fastest MG at 44secs. High speeds were not possible.

The last meeting of the year was Bodiam. My last event with a J2. A humid autumnal day. The car was running very rich, and cut out if you lifted the throttle, and also on full throttle. The carburettor was a huge snowball at the top of the hill. The clutch was slipping, and I couldn't better 35secs. Pat Hewitt's PB did 33secs.

I stripped the engine, and the clutch linings came out in 1" square pieces. I drove the car to natters for a few months in the new year, then I sold the car, and for the first time in 10 years I didn't have a Triple-M car to drive.

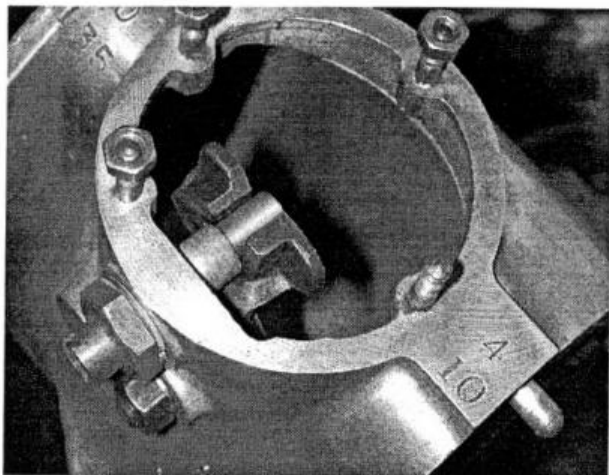
As far as I know this car still exists in Canada.

Four-Speed Gearbox for a D-type

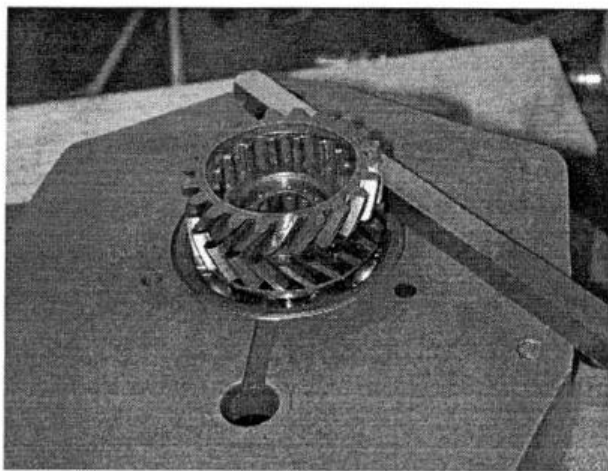
By Stefaan Vernyns

I have been rebuilding a gearbox for the D-type. It is not the proper three-speed box but a four-speed box of Wolseley origin. These are not easy to assemble, so I have been looking for a more convenient way to put them together.

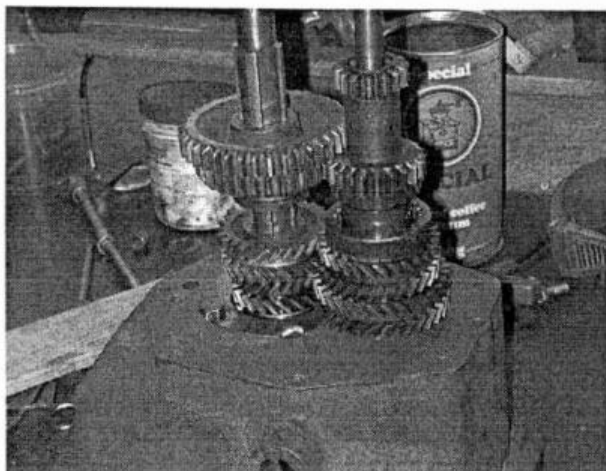
1. Put the reverse selector back in the empty housing, don't forget the little cylinder to block reverse. You can't get it in there afterwards.



2. Put the input shaft with the front bearing in the bellhousing.

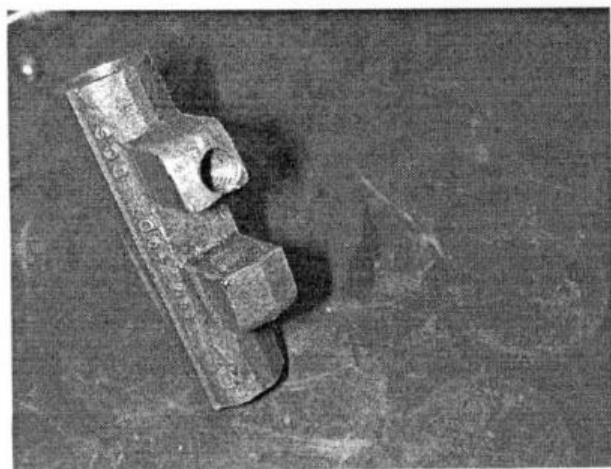


3. Put the bellhousing with the gearbox side horizontal and put the mainshaft complete on the input shaft.
4. Slide the complete layshaft towards the mainshaft and push the shaft in the bellhousing; then check if all the gears engage.

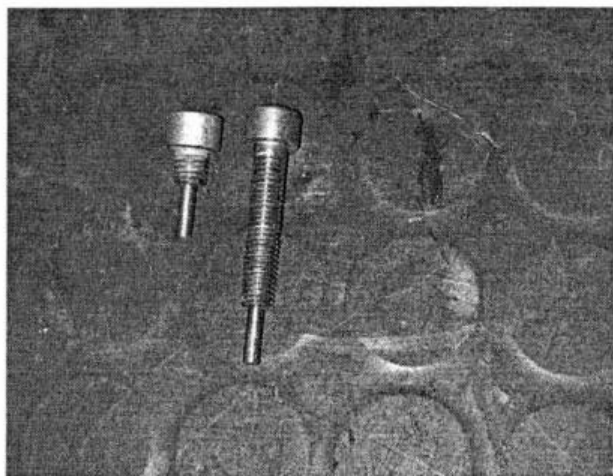


Put the gearbox housing over the assembly and bolt it to the bellhousing. Don't forget to put some sealant.

5. Take the two selectors and dismantle them, tap a 8 mm thread into the drilling holes for the spring ball assembly (you should tap 5/16"BSF if you are a true MMM enthusiast).

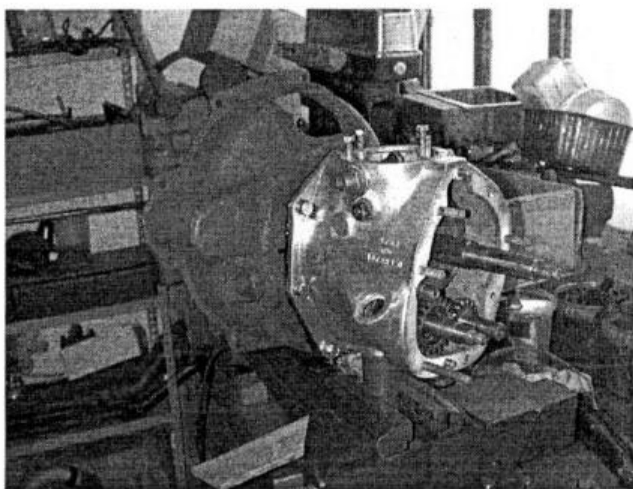


6. Make a special 8 mm or 5/16" BSF bolt. It should be about 4 cm long, and made thinner (4 mm) over a length of 13 mm. A bolt with an Allen head works best.

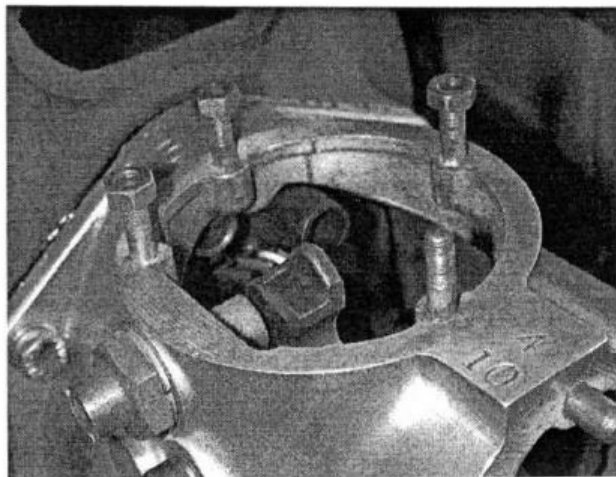


7. Put the springball assembly back into the selector and block with your special bolt.

8. Mount the gearbox horizontal in a vice.



9. Put the two selector distance pieces in the box and hold them for the moment with a spare bolt, pushed through.



10. Put the middle selector fork in the gearbox and push the selector rod trough it and keep it under pressure while you are undoing the special bolt. Then push the selector rod trough the fork and distance piece into the bellhousing.

11. Repeat for the other selector.

12. Put the rear housing on with some sealant, and check if everything works.

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The First MG Driven Perth to Melbourne

By Peter Harper

(Reprinted from the Australian MG Car Club's 1991 publication – this is the same Sharp-bodied car featured in last month's Bulletin, and covers its later 1934 history)

It's 1934, the RAC Perth-to-Melbourne Rally has just got underway, and the Sharp-bodied J2, driven by its owner Clem Dwyer and friend Alan Tomlinson, is in the field of competitors heading east to the centenary celebrations.

The road is sealed as far as Northam, but then changes to the most awful corrugations – 60 miles covered, 2500 to go!

The first fuel stop is at Merredin, and as part of the rally is the amount of fuel used, Clem's MG is already looking good compared to the much larger cars competing.

However, some mysterious event occurred during the night, and the car ran out of fuel at Southern Cross the next day. It is possible that the fuel was stolen.

At Southern Cross, the local grocery supply merchant asked Clem if he could deliver a 200lb sack of sugar to Balladonia. Obliging Clem agreed and later wondered why, for on arrival at distant Belladonia, the recipient merely said "Yeh, stick it in the corner", without so much as a thank you or help with the heavy bag!

From Kalgoorlie, the route headed out east on a variety of sand and clay tracks, with some very rocky sections, and constant zig-zagging of the railway tracks across the 'road'.

A severe handicap to the MG soon became apparent; most of the track had been forged by trucks and large American cars, and so it was about 4ft 8ins wide, while the MG had only 3ft 6ins between its wheels, so it ran for several days with two wheels in virgin bush, where it attracted many punctures from stakes and sharp rocks.

The track turned south at Zanthus, and east again at Belladonia, Clem recalls many station boundary gates, known at the time as COD (carry or drag) gates!

On reaching Madura Pass and the welcoming thought of a hot artesian bore spa, one of the trickiest parts of the journey was made.

To descend the pass via the only means down – the creek bed – Alan had to literally build a road by moving rocks to fill up holes, and

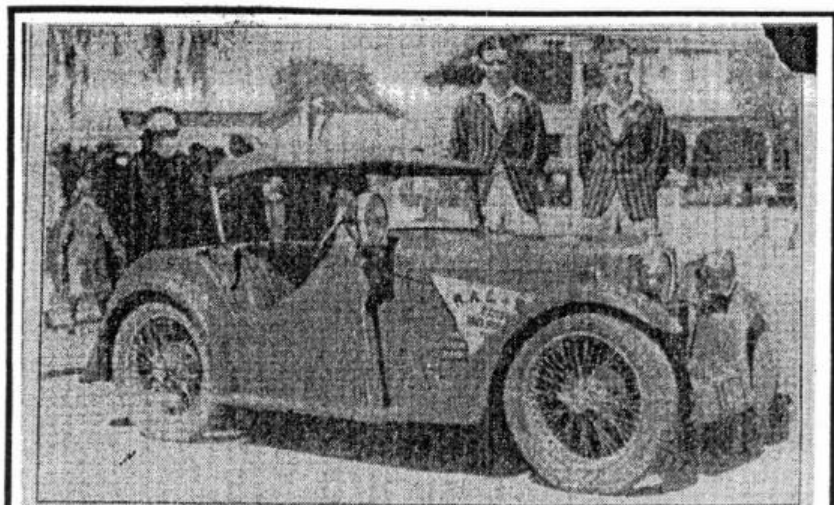
keep a couple more as wedges to stop the car skidding down the slippery creek bed.

They eventually made it and had a bath. Madura, at the time provided only fuel, and not so much as a beer, let alone anything else.

From Madura to Eucla, Clem recalls no more drama, and they were pleased with the two gallons of fuel used, while other vehicles used up to four times as much.

Near Penong in South Australia, moving along at a reasonable pace, they crested a rise, and were confronted with a camel train. Locked up, the MG slid to a halt between the pair of lead camels. It didn't take long to find reverse, and get out of the vicinity of the spitting and snorting animals.

Further along at Ceduna, the twin low-slung batteries in the rear broke away from the mountings, and the drive shaft shorted both batteries, causing the electrics to die. A make-shift coupling kept them going as far as Melbourne, using the crank handle and an occasional push. The centenary celebrations concluded, the car was serviced and repaired at Lanes in Melbourne. It took two weeks for Clem and Alan to recoup sufficiently for the return trip.



A SMALL CAR AND A BIG TASK

The M.G. Midget, one of the over-land cars in the tour conducted by the R.A.C. of W.A. to Melbourne. Despite its diminutive size it stood up to the rigors of the journey well. Its two occupants are Messrs. Clem Dwyer (right) and Alan Tomlinson (left). The local distributors are Comet Motors Ltd.

Even though the pace was leisurely, worst problems were to beset the Midget team, About 40 miles east of Belladonia, the engine seized. The constant bashing and clambering over stumps and rocks had knocked the steel sump guard up into the alloy sump, which finally wore through, resulting in the oil being discharged into the sand.

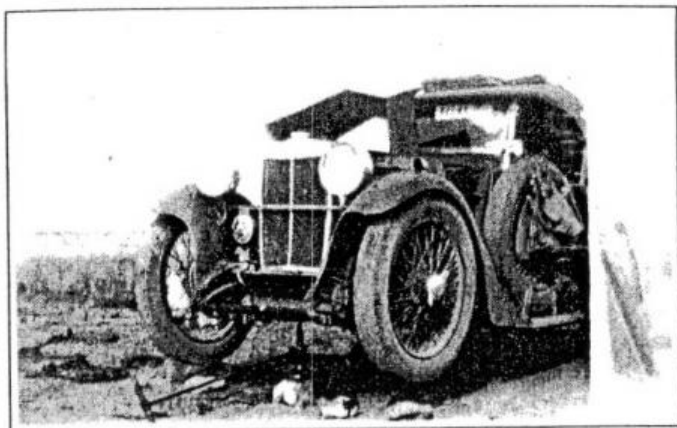
Fortunately a fellow competitor happened along, and towed them to Belladonia Station.

Up to now the cleverly designed soft top with detachable rear to make a Surrey top had been most useful, providing plenty of ventilation with shade. But it turned into an absolute nightmare when being towed behind a Buick into Belladonia. The flow through effect turned into a very effective vacuum cleaner, and Clem and Alan, unable to see for all the dust, arrived at Belladonia in a very sorry a state.

On inspecting the car, they found the overhead camshaft's bearings had melted, being the first part of the engine to become overheated from lack of oil. But otherwise damage seemed minimal.

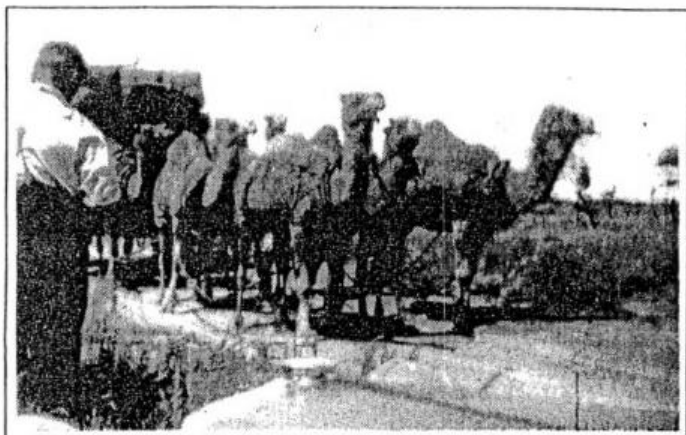
With screws and bits of tin and hide they repaired the holed sump, cleaned out the cam tunnel and polished the bearing journals on the camshaft. Using the leather tongue from a discarded stockman's boot, they made cam bearings, fitting them complete with buckle hole lined up with the oil feed holes.

They drained some oil from various implements around the station, and set off down the track west at a cautious pace.



Some 10 miles down the track they stopped, removed the rocker cover and inspected their handiwork. All seemed to be OK, so they proceeded, gathering pace all the time, and Perth was reached without further engine problems!

However not long after their inspection stop, the brass windscreen stanchions gave way, and the Surrey top came crashing in. With a mere few hundred miles to go, the screen and top were lashed to the back of the car and the journey continued, with Clem recalling nothing particularly eventful on the run from Kalgoorlie to Perth.



A near disaster near Penong



Back in Perth, Sunburnt to say the least

KEEPING IN TOUCH

Ray Masters

When one does not live particularly close to the main centres of Triple M activity, such as the South West trialling country, or the South coast for easy cross-channel continental tours and Brooklands visits, it is still necessary, I feel to keep in touch with like-minded souls. The Bulletin and Safety Fast are, of course, our principal written links, but they need to be supplemented by personal contact.

A monthly pub meeting I attend with fellow O.H.C. MG owners, (not all current MGCC members by any means), is excellent for catching up on their activities etc and from this get-together some have a long weekend with their cars in Wales. This year I hope to join them in my PA so I shall report on that another time.

The first Saturday in October is the Edinburgh Trial and, living very close to the Peak District where the trial takes place, Robin Gordon (C-type owner) and I go and spectate. We always try to see the Triple M drivers such as Ian Williamson, John Wells, Edward Kirkland etc. at some climb or other, and 'have a word' with them at the midday break if we can. In 2003 we met Jonathan Toulmin officiating on Bamford Clough, and had a good chat with him about his father Maurice and his PA, TJ 5000, which he acquired of course from our departed friend Bob Williams. Last November Robin and I, along with our wives, attended the N.W. Centre dinner dance. To celebrate 70 years of the Centre a number of 'long-serving' members were invited, we being some of them. A display of cars was put on in the dining hall of the hotel; my PA being one of them.

Le Jog is held in December. This is the Lands End to John o' Groats trial, and as they have an overnight stop at Chester, Robin and I try to get to see them as they leave early on the Sunday morning. Again, we look out for the Triple M entrants of which Ian Williamson is usually the only one, I think - apologies if I have forgotten anyone! This time we managed to have a word with Ian before he left in his mud-splattered car, after a very demanding run through Wales the previous day. You have got to admire these guys like Ian who must do well over 2000 miles round trip in an open car in the winter months.

Having just replaced the front springs on my PA and fitted a water pump - does anyone else have trouble fitting that short hose between the bottom of the radiator and the pump? (See a previous Bulletin for my trick of getting the hose onto the Pump. - Ed.)

I am looking forward to Spring and using the car as much as possible. However, this will have to fit in between sprinting/hill-climbing a Midget with my son, and using my other classic car - good job I'm retired!

(This sounds very much like the role we have mapped out for the new Area reps, i.e. keeping in touch with the local Triple-M owners and organising get-togethers and trips. I think we have a budding area rep here - Ed)

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YOUR LETTERS

From Graham Arrondelle

Hi Phil

Is it too late to make a small contribution to the heel & toe debate? I worked out the mechanics of double de-clutching quite early in my MG ownership, but the heel and toe technique I found quite impossible due to the restrictions imposed by my long legs in the space available.

I didn't really find it a problem until competing, when you really do want to change down, while still braking (the gate at Wiscombe springs to mind). My accelerator pedal had a ball joint nipple about half way up it, which I eventually discovered was a hangover from a previous supercharger installation. I removed this and put a long bolt through the hole such that it was in line with, but above, the brake pedal. I could then heel and toe by shifting my foot slightly up and sideways - a far easier leg motion for me. I should stress that I am not advocating that anyone drill their pedals, but perhaps some similar attachment with a mounting bracket would help in cases, where a sideways movement is difficult.

Another article that caught my attention was the N-type article by Grande Vitesse. I believe this was a pseudonym for Humphrey Symonds, who I think was Editor of either 'Autocar' or 'The Motor' at that time, and whose 1936 book 'Monte Carlo Rally' I have just read.

Main interest for Triple-Mers is the blown N-type he drove on the 1935 event, only to crash on the final speed test, turning a potential win into a 92nd place. This car is of course now in the care of our Hon. President, Mike Allison. Also of interest is the report that F. M. Montgomery won the 1100cc class of the 1930 rally's 'Mont des Mules hill-climb in 'the original M.G. Magna' - was it a prototype?

Of more interest to me, though, was the gulf between the road conditions and social attitudes of that time, and those of today, which become evident. Most of the book seems to be about the difficulties of actually getting to the start, usually at one of the far reaches of Europe. Even John O' Groats, at the tip of Scotland,

seemed to present insurmountable difficulties at that time of the year, while start points in Greece and Norway seemed totally impossible. Speed was of course not the object of the exercise, it was necessary merely to cover the distance to Monte Carlo within a time schedule – on road which were far worse than any we might encounter in Europe today. Points were gained for the perceived difficulties of the route, which may or may not materialize – hence a lucky (or shrewd) choice of starting point may yield advantages if the weather was favourable.

Pictures show road conditions not unlike those of some of the rougher trials sections. Even more striking was the attitude to almost anyone 'foreign' – I hesitate to repeat some of the remarks in the interests of any European readers, but phrases like 'peasants of the lowest kind' abound, whilst it is clear the racial tolerance was not high on the list of Symonds accomplishments - however this must be taken as a reflection of the attitudes of that time, rather than a personal criticism.

My car is still off the road after what I presume was a hydraulic lock just before the Prescott meeting a couple of years ago (you may recall I took my wife's MGF). I'm not the most conscientious person in the garage, but I am beginning to miss proper motoring and need to raise a bit of cash, so could you advertise a few books in the Bulletin? They are of Triple-M interest, though some only marginally so – obviously editorial discretion is the order of the day here! (*See in For Sale section later – Ed*)

Cheers

From Gabriel Ohman

Dear Phil,

Thank you for the new Februari number of the Bulletin. Always a great find mixed in the ordinary dreary mail.

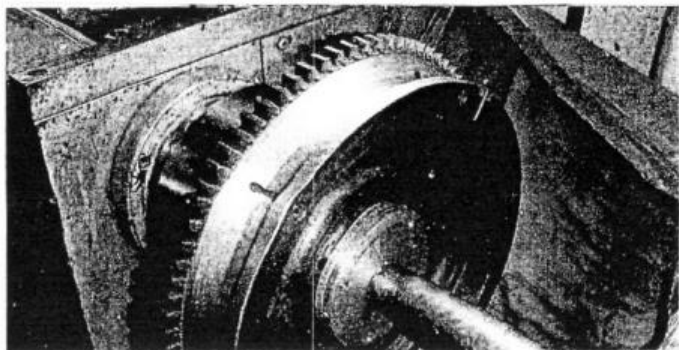
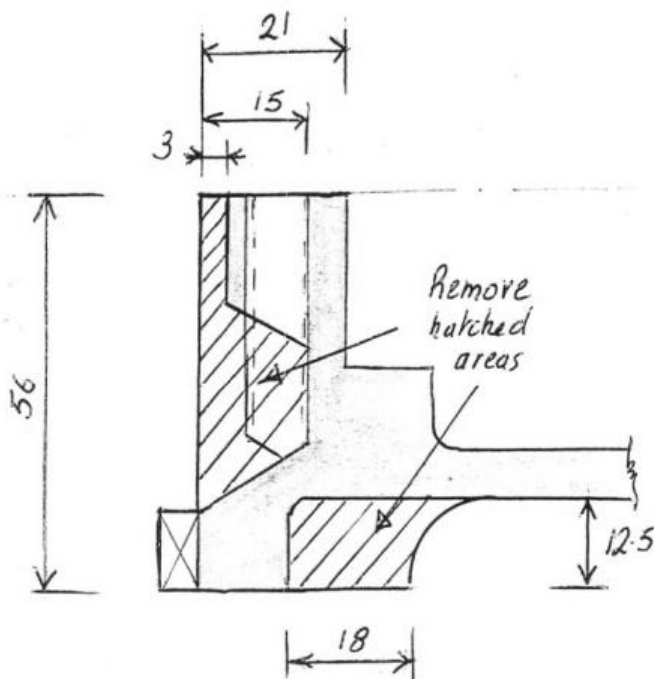
At the moment I am working on my J-project, and it was time to lighten its flywheel (as Barry Foster says in one of his brilliant articles in a Triple M-Yearbooks: they are very, very, very heavy...).

I looked through a lot of old Triple-M Bulletins without finding any

suggestion, or drawing, how to go about it. I found 2 drawings for N and P but nothing on J's.

Well, Hans Hennevelt a fellow M-type owner and a Ford Fiesta clutch fan helped me with a drawing, which took away around 3.4 kg. I have scanned his drawing, (*this is produced below – Ed.*) I hope you are able to have a look at it. And there is a pic of how the J looks at the moment (*see picture on cover – Ed.*).

With kind regards



From Brian Rhead

Dear Phil

I am enclosing copies of letters sent to me back in 1987, from a Mr Mark Daniels (*reproduced below – Ed*). We exchanged correspondence at that time, but to my shame, I did not maintain the contact. His letter to me followed publication in our local evening newspaper, the Argus, of a photograph of self and family having just driven down to Brighton, on the Magna's first jaunt out, after a rather hurried finishing off for the Regency Run.

The F-type owned by Mr Daniels in 1952 is on the Register, but the ownership is attributed to Mr Clarke. The Triple-M number is an early one at No.261. Perhaps the files would reveal further information.

The telephone number has changed, and I believe the area has been redeveloped, but I will try to check for sure.

Interesting are his assertions that the swept type wings were original. Perhaps Barry Foster may know more.

Yours octagonally

First letter dated 18th May 1987

Dear Mr Rhead

I was most interested to see the photograph published in the Evening Argus, of your splendid MG, particularly so because my own first car (back in 1952), was also a 1932, 4-seater MG.

I am wondering whether your car is the same model. Mine (GX 7216) was a 6-cylinder, 1250cc Magna type F, developing 37.5 bhp, and was fairly uncommon even in 1952. It would be surprising if yours was in fact the same model. From the picture, your front wings are different, mine lacking the angular shape at the top.

I had a lot of trouble with generators going u/s. The generator, mounted vertically in front of the engine block, was the drive for the overhead camshaft, and seemed to be vulnerable to oil getting into the interior.

The engine made a lovely noise, (so did the gears until one got the knack of accurate double declutching!), but I never got the speed on the flat above 75 mph, or consumption above 20 mpg. The cams were rather worn, which may have held it back

I've always regretted getting rid of my MG, and for a very poor price, but I had a young family, for which an Austin A30 seemed better sense. I never thought I'd see another one like it. Is your car in fact a Magna Type F?

Yours sincerely

Second letter dated 23rd May 1987

Dear Mr Rhead,

Thanks so much for your letter received yesterday, and the offer of a ride in your Magna sometime. I am very grateful indeed and look forward to it.

I too had trouble with the steering which got worse the faster one went. It would weave about, giving the impression of excessive play in all the control links, on an uneven surface. And yet the play did not seem excessive when I examined everything. The only time the steering felt positive was in cornering, provided the car didn't hop sideways, as it tended to do sometimes.

I was going to renew the kingpins and bushes, but had to sell before I got that far. 70mph was really too fast for safety, because of control problems. And the maximum I ever achieved, 75, with a down slope and following wind, was done just once, on a wide straight road with no other traffic. I wonder if the design was inherently unstable. Once I got into a kind of zig zag, lurching from side to side, dipping alternate front corners at each lurch. This happened during an overtaking manoeuvre!

I didn't think my front wings were replacements. They seemed to have the same old layers of paint as the rest of the car, and were sort of a wide sweeping shape, as I remember, nothing like a modern design.

Sincerely

Mark Daniel

From Mike Bradbury

Dear Phil

Thanks for your note enclosing the last issue of the Bulletin, sorry for the delay in replying.

Triple-M interest is still alive, but has been a bit dormant for the last few months.

Both the F-type and L-type are now residing with me at Westwood, now that I have managed to construct a largish timber shed/workshop behind the garage.

Tony and I moved the L-type and all our spares back in September, and I have not had much time to do anything, other than get it all stored.

Hopefully restoration work will be starting shortly, but it is a daunting task after the passage of so much time, and with relatively limited funds for ones hobby. At least both cars are safe and dry stored nearby, so there should be no further deterioration.

I hope things are OK with you, and you are keeping well, and send my best wishes for 2004.

Yours

From Ewan Harris

Dear Phil

I would like to mention three modifications for the rear axles of our cars, which I have found to be successful.

Firstly a lip seal can be fitted to the nose of the pinion housing; this cures the leaking here completely. It is important to make sure that the pinion bearings do not have any appreciably play; if there is any doubt, fit new bearings.

Second modification is to the half shaft seals. It is possible to fit O-rings at the wheel end of the brass seals; the inside of the O-ring should be about 0.004" to 0.005" proud of the internal diameter of the brass seal. I think I am indebted to John Reid for this idea about 15 years ago.

The third modification is to change the differential carrier bearings on 4-star differentials, as here the weakest point is the tubes for the bearings. Have found these to be out of true, or have I

just been unlucky? Anyway it is possible to sleeve and weld the tubes, so that they are of larger diameter, and it is then possible to fit bearing number R-H.P.7009. This also has a slightly larger outside diameter, so that the diff housing and bearing caps will need machining to suit.

Hope the above will be of help; Thank you for an excellent Bulletin.

Regards

TIPS & HINTS

Roger Thomas has a tip for retrieving spanners or other bits dropped into the clutch when working in the inspection aperture; it was originally passed to him by Steve Dear. Get an old car sponge and jam it down the opening, and then turn the engine over on the handle, so that the sponge does a complete revolution, picking up the dropped bits as it goes. Roger says he has done this successfully himself.

Bob Rich has sent Peter Down a copy of Service information Sheet No. 18 covering the centralised oiling system which Peter felt needed a wider readership:-

The Service Department has found numerous cases of very dry and partially seized rear spring trunnion bushes, and has come to the conclusion that the average owner does not lubricate these sufficiently.

Owing to the length of pipe through which oil has to travel before reaching these points, the operation of forcing oil through the bushes takes quite a little time, and unless oil is forced through until leakage is apparent, one can never be sure the bushes are lubricated.

After investigation, it has been agreed to fit open feed plugs to the rear trunnion bushes, instead of the adjustable type, which allows the oil a much easier and consequently quicker path.

All cars fitted with the adjustable plug at this point should have the needle removed, and the preceding points should be adjusted (if necessary) to the figures detailed below.

The number of turns given against the various points is from the shut position (i.e. the needle screwed in as far as it will go).

The correct settings are as follows:

Steering Box	1 turn
Steering Column	¼ turn
Brake Cross Shaft	½ turn
Front Spring Rear Shackle	½ turn
Rear Spring Front Shackle	1 ½ turns

The above settings are correct for all models except the N-type, when the Brake Cross Shaft and the Front Spring Rear Shackle are both ¼ turn.

Wessex Workshops (Tel.01373 823513) can make up one-off windscreens and hood frames to your details. Windscreens include fold flat, top opening, Vee screens etc.

Mike Linward says "one tip which I thought about the other day when talking to John Reid was to 'tin' the inside of new steel core plugs before replacing them to stop them rusting. This is something I have always done but never regarded it as a 'tip'. At one time you used to be able to get core plugs which were solder backed but these have long since gone out of production. The other tip is to wash the excess flux off the plug before fitting, as flux is corrosive!"

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Thomas Heikens, (Pieter Wantelaan 28, 2015 EB Haarlem, The Netherlands. Tel / Fax : 00 31 23 5245703 or E-Mail thomas.heikens@stork.com)

Wanted genuine L2.

Tony Jenkins (Bridge Farm, 80 West Street, Comberton, Cambridge, CB£ 7DS Tel. 01223 263751) is after an interesting and unusual Triple-M or Vintage MG to relieve withdrawal symptoms, which developed having sold his Triple-M car last year. 6-cylinder L2 or F2 preferred, but anything in any condition considered.

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Brian Rhead (25 Leylands Park, Burgess Hill, West Sussex, RH15 8AQ) is needing the following parts:-

Early Flat backed J2 petrol Tank in good condition;

J2 steel scuttle top;

Steering column support bracket for a J2; (which fits under the scuttle);

J2 drip duct and wiring channel;

Propshaft tunnel for J2 or F2;

PA floorboard rests (2No.) – the fittings to the inner wheel arch panel;

J2 windscreen parts, B nuts etc;

Door catches;

F-type Adamant steering drop arm (2)

Frank Ashley (Tel. 01630-647311 or 07946-484159)

Urgently wanted, 17-tooth driven speedo gear for 3-speed M-type gearbox. "So that I can have a reasonable idea of how fast I'm going in the M-type, and avoid £xxx and penalty points!" (2)

Bill Cullen (Charteris, 30 Daltons Fen, Pitsea, Essex, SS13 1JF Tel. 01268 727765) needs a 6-cylinder, anti clockwise magneto for his N-type engine. (2)

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NG. Tel. 01344 424258) is looking for the last few parts for his J2's restoration:-

Windscreen pillar parts

Door handle and lock parts

Pair of hood frame mountings

Octagonal instrument panel

Clutch pedal

Swept wing model badge/tie bar

Wing fixing mushroom bolts

U-clamp front engine mount

Pair of rear body mounting brackets – L-shaped

The two boxy brackets which bolt to the chassis rails and support the gearbox when a F**d engine is fitted – one of which supports the master cylinder when converted to hydraulics

A suitable master cylinder, which will take a remote reservoir – or a part number for same.

Ewan Harris (16 Fulda Crescent, Crediton Devon, EX17 3DL Tel. 01363 775672) needs a pinion driving flange for his 1932 F-type. Also a 4-star diff centre with or without star wheels.

FOR SALE

Mrs Jenny Metcalfe (Amani, 11 Ashfield Close, Ashford, Barnstable, North Devon, EX31 4BP Tel 01271 373208) has for sale 4 original J2 wheels, powder coated grey, surplus to requirements; £100 o.n.o. (1)

Peter Green (Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: p.green@mgk3.co.uk) has for sale:-

PB chassis, axles with 12" brakes, steering, PB engine and gearbox – no body.

P type chassis, axles with 12" brakes, steering, engine with Phoenix crank and rods, ENV 75 pre select gearbox, supercharger, and new Q replica body.

Kit of parts to make Q replica on correct length (7' 10" wheelbase) chassis, 3'9" front and rear axles with 12" brakes, steering, P engine, ENV 75 pre select gearbox, supercharger, and new Q replica body.

L type rolling chassis with engine and gearbox – no body.

For more details and price please contact Peter. (2)

James Miers (36 Linden Court, Leatherhaed Surrey, KT22 7JG. Tel. 01372 370303) has for sale the following J2 parts:- cycle wings, valences, undertray, supercharger, lamps, front wing stays, starter motor, carburettors, differential, SU petrol pump, bucket seats and many more spares. (1)

Graham Arrondelle, (33 Lechlade Road, Highworth, Wilts, SN6 7HQ Tel eves & weekends: 01793-763364; daytime 07970-813547) has for sale:-.

Automobile Quarterly vol.20 no. 4 £15 The MG Portfolio issue – Lots of Triple-M cars

Great Marques, MG £5

Billy Cotton – I Did it My Way £20 Life and racing career, including K3

Motoring in the '30s (Robson) £15 Good 30s pics and info

The Motor Cycling Club (Garnier) £15 MCC Trials history, lots of Triple-M content

Touring Abroad (Wisdom) £5 Includes nice pic of L2 on Alpine Rally

Flywheel £10 Facsimile of PoW magazine – good MMM content

Classic car Profiles Vol.2 £10 Includes K3 profile, plus others – Ex-Lib

Out on a Wing (Thomas) £15 The man who gave Cecil Kimber his marching orders...

The Life of Lord Nuffield (Andrews/Brunner)£20

The Nuffield Story (Jackson) £10

Miracles of Invention and Discovery £5 contains picture of SA on production line

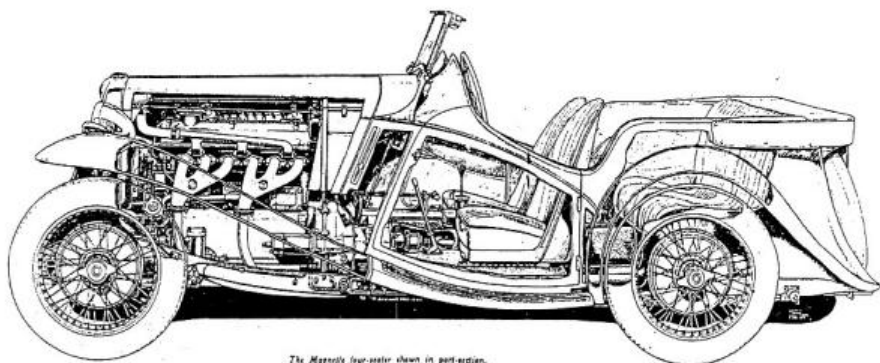
Motor Driving Made Easy £5 1930s advice on driving techniques – includes double declutching!

All are in good condition, prices plus post. I have many other motoring books to dispose of, but with no Triple-M

interest - should anyone want to investigate further I will send them a list on receipt of an A5 sae.

And also a new double spare wheel holder, anodised aluminium, £50, and a couple of P-type cylinder heads, need lots of work, £100 each.

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NG. Tel. 01344 424258) has for sale a pair of small Lucas headlamps, which would suit an M-type. They are restored, painted black and have modern prefocus bulks fitted. Look like smaller J2 style lamps. £100.



The Magnette four-seater shown in part-section.

DISCLAIMER — *The opinions expressed in this publication are the personal opinions of the editor, or the contributors, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register.*

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AREA REPS: -

Anglia: Mike Linward, address above.

South East: Roger Thomas, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey.GU3 2 HU.

South West: Alan Grassam, The Old Post Office, 7 Broadside Villas, Hardington, Yeovil, Somerset, BA22 9PJ.

North West: vacant

Abingdon Works: John Harris, 45 Witan Way, Wantage, Oxon, OX12 9HB

Tyne Tees: John Duncan, 5 Jesmond Dene Road, Jesmond, Newcastle-on-Tyne, Tyne and Wear, NE2 3QJ.

Lincs: vacant

Scotland: Ronald Spinks, Caladh, ! Braefoot Lane, Uplawmoor, E. Renfrew. G78 4Dj.

Ulster: Mike Wilson, Summerseat, Marino Station Road, Holyrood, County Down, BT18 0AH



Herman Poppen Seiker's N-type at 2003 Danish M.G. International meeting

Photo: H. Poppen Seiker

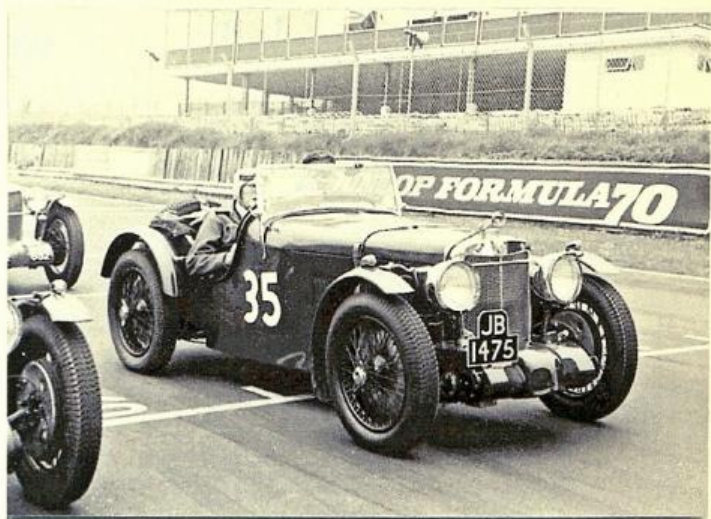


Lands End badge on Carlo Romero's J2 - with Safety First across the top



Gabriel Ohman's J2 under restoration

Photo: G. Ohman



George Eyston reunited with his Mille Miglia K3003 at Brands Hatch 1976 - with proud owner passengering

Photo: R.Cover

Triple-M Register's Prescott Weekend

27th - 29th August 2004

A full weekend of Totally Triple-M events based on this lovely hillclimb,
near Cheltenham, Gloucester.

Saturday 28th

Pride of Ownership

Mild competition in a Tour to Sudeley Castle or the Glos & Warwicks Steam railway

Gala Dinner at Prescott Lodge

Sunday 29th

Hill open for untimed runs

Bugatti Trust Museum

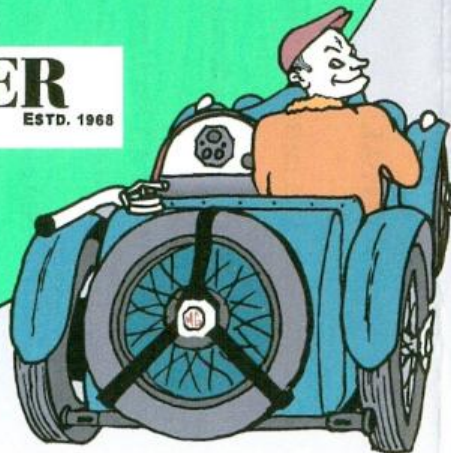
Trade Stands, Bring and Buy

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**For entry forms and further details
contact George Eagle (01280 860428)**

e-mail: George@eagle1798.freeserve.co.uk

Entry form for the Triple-M Prescott weekend – 28th and 29th August 2004.

Name.....

Address.....

Tel.No..... Fax.....

E-Mail.....

Model of Triple-M Car..... Reg No.....

I wish to attend the Prescott weekend:-

Please tick

- Self judging concours - am on 28th]
---- Sudeley Castle/Glos & Warwicks]
Steam Railway run - pm on 28th] £45* (includes car and occupants)
---- Prescott Event & museum on 29th**]

SUB TOTAL £45*

**Evening Dinner – 28th at Prescott
Lodge, Prescott Hill.**

---- **No. Dinner tickets @ £18 per person** £.....

TOTAL £.....

*** The entry fee will be reduced to £40 for payment received by 1st June.**

---- **Cheque enclosed** (payable to MG Car Club Triple-M Register)

Mastercard/Visa Card number.....expiry date.....

(There is a £1.50 fee to cover the cost of collecting Credit Card payments)

Note:- Events of 28th are based at the Orchard Car Park Prescott.

The Saturday afternoon run will take in the Glos and Warwicks Railway for those who want an alternative to Sudeley Castle

** There will be a charge of £2.50 for each run to be paid on the day; the first run is included in the entry fee.

Please send me an accommodation list ----**Yes/No.**

Note: We have made a block booking of 28 rooms at the Hotel De La Bere, Southam; entrants can reserve a room by contacting Deborah Singer on 01242 545406. Minimum stay is 2 nights from Friday 27th.

Send entry form to:-

G.R.Eagle, Foxcote Chase, Leckhampstead Road, Akeley, Bucks, MK18 5HG
Alternatively e-mail:- george@eagle1798.freeserve.co.uk