

# TRIPLE-M REGISTER BULLETIN



DECEMBER 2003





**A reminder of the last Luxembourg rally**  
Photo: Anne Allison



**Stuart Lightbody's J2 shortly after purchase in 1960**

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December 2003

## EDITORIAL – Phil Bayne-Powell

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Here we are at the end of another year, and what a great year it has been, with terrific Triple-M weather, and many great events to attend, with Silverstone and Sherborne being two of the bigger events for us.

Now is the time to start getting the cars overhauled and up-graded for next year, with overhauled diffs, gearboxes or other items that we were not too happy about this year. I had noticed the tyres on our N-types getting a bit thin on the treads, so got some newer ones from Bill Bennett, which hopefully will improve matters as well as being legal! I try to fit the tyres myself, but find it a struggle, and wonder if any of you out there have any tips for fitting tyres, eg like fitting them from the inside of the wheel, so that any damage to the wheel enamel is not seen, and using soapy water to ease the task of getting the tyre over the wheel rim.

The Editorial C-type is still being tweaked, but the misfire between 3500 and 4000rpm still has not been cured, but increasing tyre pressures, and tightening the rear shockers has improved the road holding

The N-type saloon is now residing in my garage, after major work on the wing and running boards, with new rear wings and bonnet top. It is now being prepared for painting in the new year. It is looking more like a complete car now, and will be a be a stunning looking car when it is finished in its two tone black and blue paintwork.

Congratulations a due to Ian Williamson who has bagged a Triple Award from the MCC, for gaining a Gold Medal on the three classic trials of the "Exeter", "Land's End", and "Edinburgh". This is only the third Triple that has been achieved by Pre-war MGs, which is great feather in the Register's cap, as well as Ian's!

**Front Cover:-** Ian Williamson and Cream Cracker on Great Hucklow in this year's Edinburgh Trial, and winner of the Triple.

The events Sub-committee is already planning for next season's activities, with the main event being our return to Prescott for the August Bank Holiday weekend. So make sure you are not going to be away on holiday for this excellent gathering of Triple-M cars in beautiful surroundings. We are developing various ideas to make it even better than last time, which those who came said was a great event.

The other event is of course, the Luxembourg Triple-M rally from 1<sup>st</sup>- 4th July, in the City of Clervaux, in the north of the Grand Duchy. I have told them that they need to cater for at least a 20% increase in cars from the 2000 rally, and they have got 70 rooms available in a hotel in the centre, and are preparing to cater for 100 cars, with possibly 250 people for the meals. It all sounds like a great event that should not be missed. I am arranging a feeder run to and from the event, the details of which are spelt out later on in this Bulletin. Entry forms are now available for downloading from the Cercle Triple M website [www.mmm.lu](http://www.mmm.lu)

As reported in last month's STOP PRESS, we have to record the passing of a great Triple-M enthusiast, Syd Beer. Syd campaigned our cars for many years, and bought up many historic cars at a time when interest and prices were low. A full obituary is to be found later in this Bulletin

Peter Down has a very original PA which he has owned for 45 years, and has been kindly helping other owners rebuilding a P-type to get the details right, and has been drawing up these details, which he has very generously sent me for a wider distribution of the information via the Bulletin, which we will be reproducing in this and subsequent issues. The drawings are very good in themselves, and I trust you will find them of interest, and of use if you are restoring one of these cars. I have seen information I had not seen before.

Last time we had a letter from Christian Hoptner who wanted to see an article by Geoff Coles on adjusting brakes properly. I checked through the excellent index of Triple-M article produced by Pat Mullen (which you all remember can be seen on the North American Triple-M Register web site – [www.nammmr.com](http://www.nammmr.com)), and can find no article by Geoff. There was an article by Mike Allison, which is probably the one in question, and this is reproduced later.

Please note my new home e-mail address, which is shown above. This is the correct address; (last time I had left out the freeserve part).

A good Triple-M dinner was held at the Blue Flag with a record number of people sitting down. It has now really out grown this location, since it put a huge strain on the servers who had to fight their way between the diners to deliver the meal, which consequently came very slowly. We are now actively looking for an alternative in the same area. If anyone knows off a good place, please let Peter Green know. The various annual awards were handed out and these were:-

### **Car of the Year Award 2002**

<b>1<sup>st</sup></b>	<b>Peter Green</b>	<b>PB Cracker</b>	<b>JB7524</b>
<b>2<sup>nd</sup></b>	<b>Colin Lambert</b>	<b>12/12 Replica</b>	<b>GG 3340</b>
<b>3<sup>rd</sup></b>	<b>Mike Hawke</b>	<b>J2</b>	<b>DG 5404</b>

### **Slade Trophy 2002**

<b>1<sup>st</sup></b>	<b>Bill Bennett</b>	<b>J2/PS s/c</b>	<b>40 points</b>
<b>2<sup>nd</sup></b>	<b>Ian Williamson</b>	<b>PB s/c Cracker</b>	<b>24 points</b>
<b>3<sup>rd</sup></b>	<b>George Ward</b>	<b>PA s/c</b>	<b>23 points</b>

### **Speed Championship 2003**

<b>1<sup>st</sup></b>	<b>Peter Green</b>	<b>K3 s/c</b>	<b>43 points</b>
<b>2<sup>nd</sup></b>	<b>Colin Alderman</b>	<b>K3 s/c</b>	<b>32 points</b>
<b>3<sup>rd</sup></b>	<b>Elizabeth Taylor</b>	<b>PB s/c</b>	<b>29 points</b>

### **Mary Harris Trophy**

<b>1<sup>st</sup></b>	<b>John Dutton</b>	<b>K2 s/c</b>
<b>2<sup>nd</sup></b>	<b>Tim Metcalfe</b>	<b>NB s/c</b>
<b>3<sup>rd</sup></b>	<b>Geraint Lewis</b>	<b>J2 s/c</b>

<b>Kimber Trophy</b>	<b>George Rozwadowski</b>	<b>Turner L-type</b>
<b>Don Moore Trophy</b>	<b>Andrew Taylor</b>	<b>PB</b>

## MCC TRIPLE AWARD

One of our members, Ian Williamson, has finally, after 10 years of trying, achieved a Triple Award from The Motor Cycling Club (MCC). This is a silver signpost, marked 'Exeter', 'Land's End' and 'Edinburgh' and is only given to those drivers (or riders) who obtain a Gold Medal in all three of the MCC's long-distance trials, in a single year.

Perhaps only a dozen 'Triples' have been awarded to drivers of pre-war cars over the past 25 years, since some 60 trials hills, special tests and time controls have to be climbed, or otherwise faultlessly executed, over the three events.

The MCC is Britain's oldest sporting motor club, founded in 1901 and ran its first long-distance trial, 'London to Edinburgh' in 1904. The three annual events still attract entries of 250-350 crews, in a mix of 35% motorcycles and 65% cars. On average less than 10 Triples are awarded each year. Two of the trials retain most of their original routes i.e. The Exeter and The Land's End, however 'The Edinburgh' merged with The One Day Sporting Trial many years ago and now goes from the South Midlands to the Peak District, where many of the trials hills are located.

Reputedly, only three Triples have been awarded to pre-war MG's, since the 1960's, the other winners being Gerald Burridge and John Wells.

**John James**

### **MMM & 'T' Spares**

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\*\*\*\*\***NEW! Front and rear trunnions for road springs only £2.75 each!**\*\*\*\*\*

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

**PLEASE NOTE: THERE IS NO VAT TO BE ADDED TO THE ABOVE PRICES**

## **European Visit - by our Aussie Pre-War Correspondent, Harry Hickling**

Cathy and I have just returned from a delightful two week holiday in Europe where we stayed with MMM friends in Luxemburg, Holland, Belgium; what a fantastic part of the world. Our MMM friends around Europe were terrific hosts, ensuring that we had guided tours of the places to see, traditional meals, and just a little MMM discussion when appropriate.

It is hard to pin point the highlight of our trip, but certainly our guided tours of Luxemburg and Northern Holland were unforgettable. This including searching out some magnificent 16<sup>th</sup> Century art treasures from the Golden Age of Europe, by Masters including Rembrandts' The Night Watch, Rubens, Van Gogh's' self portrait, and a really inspirational painting by Van Eyck in a cathedral in Luxemburg. Luxemburg has its origins in a fort that guarded the cross roads of four roman roads, that connected trade across Europe.

Its whole history is built around the fortification of these cross-roads, and the intersection of European trade, and therefore cultures. It also boasts several MMM cars, including the only factory supercharged D-type, and two F type Magnas. It is a fantastic venue for the MMM Meeting that is growing in popularity. Carlo, Stefaan and I mapped out a Hill Climb circuit for a future MMM meeting in Luxemburg. I was truly impressed with how this small group of MMM enthusiasts have built up such a world class event.

Having been to Holland several times, I must say that this was a real highlight. Being shown around Northern Holland by our MMM friends, Stefaan and Theun. As you know half of Holland is below sea level; in fact at one of the traditional working windmills we went through, is 4 metres below sea level. The continuous fight against nature remains today, with modern pumps and dikes.

Sitting on the edge of the North Sea with all the might of nature throwing a gale at us on one of Holland's longest dikes, brought into vivid contrast the strength of nature against mans attempt to lock it out. I had to wonder if the rising sea levels might one day re-adjust this balance once again.

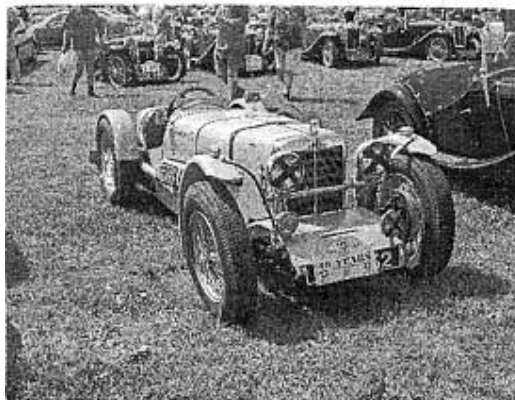


Should you ever get a chance to visit the aviation museum in Brussels, then this is certainly worth the trip. I really wished that my two boys were with me, as we saw the history of aviation open up before us. Balloon flight, un-restored World War 1 aircraft, the remains of two Zeppelins, WW2 through to the modern age.

We also had a chance to look at the origins of the pre-war MG engine, with the 1916 Hispano-Suiza engine that produced 180HP, from an Aircraft made by the Royal Aircraft Factory an 8A2. This engine produced the original design for the overhead camshaft and rocker gear in all MMM cars. I also quickly saw the potential to adopt the go fast - racing roller rocker technology of these 1916 engines to my 1931 six cylinder Magna. That should shave a few extra seconds off our times at the next National Meeting, and surely nobody could complain about roller rockers not being of the pre-war period.

Before leaving Belgium, we also caught up with William Opie from the UK on a flying trip to the continent, and had a great time discussing Cricket, the World Rugby and of course our MMM cars. So I have already started making plans for our return visit in July to the MMM meeting in Luxemburg, where we expect to see some 60 MMM cars from around the world!

I also learnt with a little sadness, that the Fowler J2 has ended up in England. I have attached a photo of the car at Silverstone, and as you can see it is a very pretty car, with really an Australian pedigree. It is sad to see cars end up on the other side of the pond. However, I wish the new owners every success with them.





## Ollon-Villars Hill Climb, Switzerland

By Barry Foster

The 10 km hill from Ollon to Villars was used for many years as a speed hill climb venue. It recently reopened, and this year was run for the third time as an historic event. MGs were well represented in the “old car class”, with two genuine K3s taking part. K3024 is the ex-Count de Wurtemberg car which these days is rarely seen in action; Phillipe Douchet’s K3026 was the other 1934 car. Mike Coles and Christian Sury had 1933 style K3 replicas.

Phillipe Hahn’s J2 is very modified, and also had a roll cage fitted. Patrick Dimier had his KN special, which was the only one of our cars to suffer mishap, when the drop arm broke, whilst overtaking a Panhard, resulting in both cars going into the barrier at the exit from one of the hairpin corners.

The hill has some excellent corners, and several long sweeping runs in open country – rather like going through the lower section of Wiscombe Hill. Part way up, is a small village with several small cafes on the edge of the road – here you had to observe the 40 km/hr speed limit!! After each run we were given an aperitif to drink! Two climbs were made each day.

Saturday evening we went to the top of the mountain on the rack and pinion railway, to a traditional Swiss cheese fondue, with plenty of excellent local wine! A good event, good food, wine and weather excellent.

### ENTRANTS

67	Patrick Dimier	KN special	Swiss
71	Hamish McNinch	PA	British
72	Barry Foster	C-type	British
73	Christian Sury	K3 rep (KN)	Swiss
74	Phillipe Douchet	K3026	Swiss
75	Phillipe Douchet	Harwood special	Swiss
77	Phillipe Hahn	J2 special	Swiss
79	Rene Rey	K3024	Swiss
84	Mike Coles	K3 rep (KN)	British

## **A Weekend of Vintage Motorsport – Camperdown, Victoria**

From Ed Taylor

Four motor sport events in one weekend for vintage and PVT vehicles only! Entry, insurance and meals for less than \$400! As many runs as you want in the 3 speed events! Trophies for all! And so on goes the PR blurb, but I can now report that all of the above is true. Yes, the 2003 weekend of vintage motor sport, held in the pretty Victorian Western District town of Camperdown, was the most fun, value for money event I have entered.

The last two years saw the introduction of the PVT class, and this year four MG's waved the MMM/Pre War flag – Mark Alsop in his very sprightly M type, Walter Magilton, and yours truly, in J3's apiece, and Neil Cooke in his PB. Peter Fleming (M etc) provided excellent team support and Graeme Steinfort (P, TA etc), preferring Vintage, entered his Austin 7 racer. Keeping us company was over 30 other vintage cars and bikes, with exotics like Bentley, Alfa, Alvis, Delage and some hairy Ford specials, including one disgustingly quick, and good looking, Model T (black of course). The vintage Harleys and Indians, some being historic racing machines, added that extra dimension.

I decided to drive the 230km to the event in the company of Neil Cooke. With some sun in between persistent gusty periods of rain, and too many B doubles, we arrived safely in Camperdown for the evening registration, and the obligatory local hospitality, a barby in the local panel shop.

Saturday dawned bleak for the first event, acceleration and braking tests and motorkhana. Under umbrellas, we surveyed the chosen site, a lovely sodden oval surrounded by a miniature banked (Brooklands!) track. Acceleration was good, but the braking was more of a slide. For the motorkhana, we relocated to the gravel parking area of the local sale yards. By lunchtime we had all completed the two events, enjoying the opportunity to see how much gravel you could spray around. Neil's PB then succumbed to a bout of the coughs (the weather??). A spare set of NGK's from the J3 transformed the car, much to Neil's delight.

The local hillclimb, the look out road to Mt Leura, is a fantastic circuit, with some great bends. The best being a tight left-hander that required some degree of skill, especially in the wet, to avoid the vertical rock wall cut into the local basalt. Unfortunately, the hill had to be closed mid afternoon, due to some torrential rain, but not before Steino's racing Austin 7 was proved no match for a hare. Said hare appeared in front of the Austin about mid circuit, and before it could be overtaken, dived to the left up the hill through the grass. On rounding the next bend, our hare was again on track, and still in front of the Austin. I understand the driver has gone home looking for some more HP!

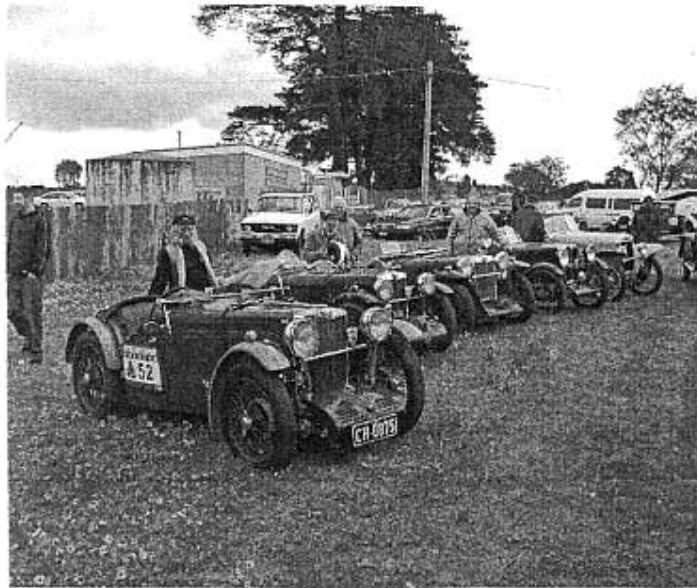


Photo showing the 4 MG's (J3762, J3756, PB and M type) and drivers awaiting their turn at the hillclimb

Much socialising, and good local Pub food, was the treat for Saturday night. We all were conscious of the need to be 000 at the breathalyser next morning, courtesy of the local constabulary. We all passed (phew). The excellent organisation produced sunny skies for Sunday's 1/4 mile sprint in the morning, and the special street stage in the afternoon.

Both events were run on, and around, the main street, being closed especially for the event. Surrounding the course, was a local market, brass bands, barrel organ, Irish dancing and heritage displays. These, in conjunction with the motor sport events, helped the town receive a tourism award. The town was indeed alive, and there were plenty of spectators lining the circuits.

The sprint was fun, with more than enough goes to satisfy everyone. If you want to win, buy an M type! The street stage took place in the afternoon. I am not sure of the length, but it took me just over 2 minutes to complete in the J3. It included a chicane, five left and four right hand bends. The last right-hander swept around the Hamden Pub, and it made me feel as though I was re-living an Irish TT, where you see those old pictures of K3's, J4's etc clipping the pavement, as they go around close to the buildings. I've never seen so many big grins under the driver's helmets.

Sunday night saw the competitors and officials commandeer the Leura pub for a slap up presentation dinner. Monday was a leisurely start, with a tour of Walters brothers property, Purumbete, then to the carwash to remove all that mud, courtesy of the property's driveway earlier in the weekend, before an enjoyable drive home via the back lanes.

See you all there next year.


**MIDGET**

**MAGNETTE**

**MAGNA**

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD


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## **Copenhagen Historic Grand Prix**

By Barry Foster

The first three days of August saw road racing in the capital city of Denmark. A road circuit had been created, using one side of a dual carriageway, and a road through a public park; a mixture of tight and open corners, with one straight.

One of the races was for pre-war cars – though a number of post-war cars were included, such as AC, Porsche and others from the 50s!!

Practice took place in the rain, which made all the road markings very slippery – fortunately the rest of the week end was dry and mostly sunny.

the first race ran smoothly up to an incident on the finishing line, when the KN single seater (wearing the body from J.H.T. Smith's K£015/2) ran into the back of a BMW 328. The "wind" had blown the chequered flag a lap early, causing some, but not all drivers to slow. Fortunately both cars were only slightly damaged.

The K3 replica (of the second K3 prototype) was struck by a bright yellow Citroen saloon, trying to be a boy racer. The stewards made him start from the back row for the second race.

I managed to end up 5<sup>th</sup>, but last in the results, as my transponder only worked for the first few laps!

Sunday's race was enjoyed by all, apart from Bongazoo, which developed handling problems, as a result of a slow puncture.

This was an good event, with an excellent Saturday night Barbequeue style meal with live music. The circuit was short but challenging, on real roads!

### **ENTRANTS**

Barry Foster (UK)	1931 C-type	750cc s/c
Ingemar Wittstrom (S)	1934 KN Special	1400cc s/c
Jorgen Witing (DK)	1946 TC Midget	1271cc s/c
Svend Algren (DK)	1934 Bongazoo (PA)	847cc s/c
Bo Lindgren (S)	1934 K Magnette	1086cc s/c
Bengt Dahlgren (S)	1933 K Magnette	1493cc s/c

## **Future Events**

19 <sup>th</sup> Jan	VSCC Brooklands Driving Tests	01608 644777
15 <sup>th</sup> Feb	MG Spares Day – Stoneleigh	01568 797881
20-22 <sup>nd</sup> Feb	Historic Motor Sports Show (tickets 0870 906 2002)	01367 250001
24 <sup>th</sup> April	MGCC Kimber Classic Trial	01935 863673
1-4 <sup>th</sup> July	Luxembourg Triple-M Rally	352 50 00 96

### **International Kimber Classic Trial,** **24<sup>th</sup> April, 2004**

This year's event will run on very similar lines to last year's very successful event viz. a road trial of approximately 80 miles, with 12 off road "sections", specifically chosen to be NON-DAMAGING, while offering a challenge to the sporting MMM driver. It gives you the flavour of a pre-war club trial, without putting either your car's paintwork or mechanics at risk. The route takes you through spectacular scenery along the country lanes of Dorset and Somerset. We start at 9 a.m.

There is a two-hour lunch break at the old country Inn at Sparkford, which was used before the war by the MCC for the Land's End Trial. We still use one section, Honeycliffe, that was part of the route on the first ever Kimber in 1937.

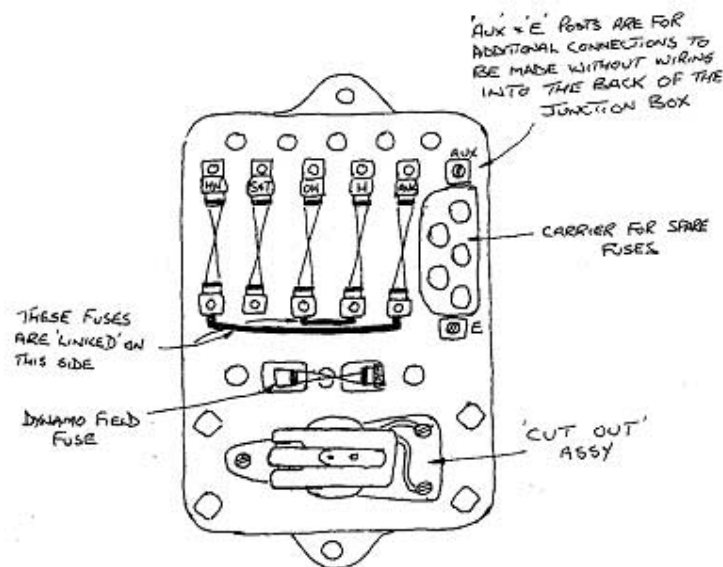
There is one major change. Due to the unavailability of The Swan at Wells, we are using as our headquarters the same hotel as used for the MMM Register Summer Weekend i.e. the Sherborne Hotel. The event will both start, and finish there with our usual informal dinner in the evening.

Full details of how to book at the hotel (at specially negotiated low terms) will be included in the regs. which will be available early in the New Year. Previous competitors will be sent them automatically. New competitors will be able to find them on the club website, in the South West Centre section. Alternatively copies may be obtained from the secretary of the meeting: Andrew Owst, The Gables, Rectory Lane, Compton Martin, BS 18 6JP, Tel.: 01761 221893.

As usual on the Sunday morning, there will be some gentle driving tests at the field adjoining the Monthery Garage, courtesy of Barry Foster. And if that's not enough for you well known racing driver and raconteur Hamish McNinch, MBE will be serving up his usual splendid barbecue.

You are advised to get your entries in early, as we anticipate that the entry list will fill up this year. If you would like to discuss any aspect of the event please get in touch with me, Alan Grassam. (Address at back, tel.: 01935 863673)

FRONT SIDE 'P TYPE' FUSE/JUNCTION BOX.



Use the above sketch in conjunction with the underside view on page 29



## **Luxembourg Triple-M Rally** **1<sup>st</sup>-4<sup>th</sup> July 2004**

This popular rally is back for a fifth time next year, organised by the Cercle Triple-M of Luxembourg, and will take place in the northern town of Clervaux.

The general programme is as follows:-

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

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

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

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

Instruction and entry forms are obtainable by down loading 5 pages from the Cercle Triple-M website on [www.mmm.lu](http://www.mmm.lu). If you do not have this facility, please contact the Editor, and I will send you the forms, and instructions. Note that the regulations omit to give the swift code for the money transfer for the payment of the entry fees. This is:- CCPLLULL. (I understand the bank will charge about £20 for a money transfer). The cost of the hotel for the 3 nights dinner, bed and breakfast is 233 Euros/person

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 1000hrs Seacat from Dover to Calais on the morning of Wednesday 30<sup>TH</sup> June, and returning on the 1630hrs Seacat on Tuesday 6<sup>th</sup> July. I have obtained a discounted return fare of £152 for the car and two people, which is a good rate considering we are over the 5-day return rate.

Will all those who wish to join our group, please contact me, with a deposit of £50 to cover the ferry. If others wish to link up with us at Cambrai, let me know, so that I can book the accommodation at the Chateau; I know certain people are hoping to come from the West Country, and cross into France at Cherbourg or St Malo, and join up with us, at Cambrai on the first evening.

I shall be trying to plot a run, to and from Clerveax through some nice countryside, as I managed last time out.

**C.O.T.Y. 2003  
To 30<sup>th</sup> November**

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	2175	PB	JB 7524	Elizabeth Taylor Sue Alderman Andrew Taylor	112
2 <sup>nd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	110
3 <sup>rd</sup>	3	J2	DG 5404	Mike Hawke	93
4 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor	92
5 <sup>th</sup>	317	Jarvis M	GP 1856	Annette Bayne-Powell	85
6 <sup>th</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	83
7 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	82
8 <sup>th</sup>	162	ND/s	BKL 265	Philip Bayne-Powell Peter Tabb	73
=9 <sup>th</sup>	212	NE	JB 4750	Peter Green Oliver Richardson	64
"	724	J2	HS 7065	Rodney Lambert	64
11 <sup>th</sup>	1000	PB/s	JB 7521	Ian Williamson Jonathan Williamson	59
12 <sup>th</sup>	1140	J2	JL 753	John Bayliss Mike Linward Ian MacKay	57
13 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel	54
14 <sup>th</sup>	1171	NA All'ham	MG 3538	Keith Portsmore	50
15 <sup>th</sup>	600	J2/s	WJ 7070	Ken Robinson	46
16 <sup>th</sup>	2028	NB/s	MG 3694	Mike Allison Jane Metcalfe Tim Metcalfe	45
17 <sup>th</sup>	1642	K3/s	JB 7531	Colin Alderman	44
18 <sup>th</sup>	208	J2/s	CH 0875	Ed Taylor	43
19 <sup>th</sup>	2195	F1	MG 5054	Harry Hinkling	42
20 <sup>th</sup>	2459	PB	-	Terry Egan	40
=21 <sup>st</sup>	2472	L1	MG 162	John Gillett	39
"	2482	NA	-	Andrew Fock	39
"	1537	PA/s	LV 8989	Tim Beckh Tom Mason	39
=24 <sup>th</sup>	1460	J2	AGY 339	Keith Hall	37
"	2769	12/12 Rep	GG 3340	Colin Lambert	37
=26 <sup>th</sup>	2794	J2/s	YY 1362	Alastair Clarke	35
"	2481	NA	-	Doug Keith	35
28 <sup>th</sup>	2381	PB/s	CHO 349	Bill Bennett	34
=29 <sup>th</sup>	258	NA	-	Walter Magilton	33
"	920	PA/s	TG 8337	George Ward Jo Ward	33
"	2188	M	GH 4434	Colin Reynolds	33
=32 <sup>nd</sup>	2011	K2/s	-	John Dutton	32
"	1049	PB/s	VH 8637	Gerald Burridge	32
"	209	J4/s	AGP 291	John Adams	32
"	148	M	OY 1548	John Haine	32
36 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey Oliver Richardson	31
37 <sup>th</sup>	2782	L1	-	Dino Mattea	30
38 <sup>th</sup>	949	L1	OD 6008	Katharine Morland	29

=39 <sup>th</sup>	1804	PA	MG 3848	John Reid	28
"	1647	NB	JB 6864	Alexander Reid	
"	158	PA	BJO 800	Bill Abbott	28
=42 <sup>nd</sup>	1501	J2/s	HY 8219	Peter Down	28
"	2388	M	-	Geraint Lewis	27
"	664	PA	BLB 209	Ian Mawson	27
45 <sup>th</sup>	1428	J2	DG 6142	Paul Duncombe	27
=46 <sup>th</sup>	27	J2-PA/s	DVR 740	Nick Benger	26
"	609	PB/s	ARY 614	Carol Cooper	25
"	670	PA	BFY 711	Mike Dowley	25
=49 <sup>th</sup>	1081	J2	AMB 787	Richard Holl	25
"	1208	PB	BOK 244	Graham Ash	24
51 <sup>st</sup>	397	M	SC 9559	Keith Leaver	24
=52 <sup>nd</sup>	81	C/s	JK 1932	Alex Peacop	23
"	1600	D	PO 5751	Bob Hudson	22
=54 <sup>th</sup>	338	NB	ADG 886	Ted Hack	22
"	3294	J2	AUC 218	Alan Grassam	21
"	2227	KN	MG 4282	Christian Höptner	21
57 <sup>th</sup>	1168	PB 4str	MG 4283	Peter Hemmings	21
				Chris Lewis	20
				Elizabeth Lewis	
=58 <sup>th</sup>	3072	PB	WSJ 159	Neil Skerratt	19
"	1270	NB Cresta	MG 4750	Bob Clare	19
=60 <sup>th</sup>	907	K1	ADH 360	Ian MacKay	17
				Mike Linward	
"	968	PA	BU 8079	Roger Davies	17
"	2821	F1	MG 1375	Norman Williams	17
=63 <sup>rd</sup>	749	PA/s	MG 3394	Peter Warne	15
"	1533	PA-PB	WV 5012	Dick Morbey	15
"	1659	PA	VL 5643	Terry Davies	15
=66 <sup>th</sup>	2141	PA/s	RC 3349	Derek Richards	14
"	105	KN/s	BFY 658	Michael Coles	14
=68 <sup>th</sup>	3272	J2/s	APG 718	Colin Bird	13
"	541	PA Airline	TH 6498	Gert Jensen	13
"	1475	NA	BPG 7	Nick Dean	13
"	1463	NA/s	BUU 964	David Downes	13
"	534	NA	HH 8103	Bill Bennett	13
"	2694	J2-PA/s	Kayne Spl.	Mike Painter	13
=74 <sup>th</sup>	1888	NA	CGJ 295	Richard Last	11
"	3145	L1 Turner ss	-	George Rozwadowski	11
=76 <sup>th</sup>	1367	PA	MG 3921	John Wells	10
"	2291	C/s	JK 2340	William Ainscough	10
"	3173	PB	APW 774	David Sherman	10
"	1974	F1	PJ 1713	Averille Lyne	10
"		PA/s		Alan Painter	10
"	538	NA	NV 4207	David Sharp	10
=82 <sup>nd</sup>	1699	J2/s	MG 2783	Colin Biles	9
"	1925	PA	BPG 994	Bob Clare	9
"	1	NA/s	JB 3852	Mike Allison	9
"	1036	PB	CXV 671	John James	9
"	625	F1	OV 9757	Ewan Harris	9
"	1591	J2	YJ 892	David Stansbie	9
=88 <sup>th</sup>	348	M	VU 4037	James Mumford	8
"	3070	K3/s tc	MG 2525	Richard Last	8
"	879	K3/s	GPJ 820	Jim Nilsson	8
"	180	L2/s	MG 2603	John Clark	8

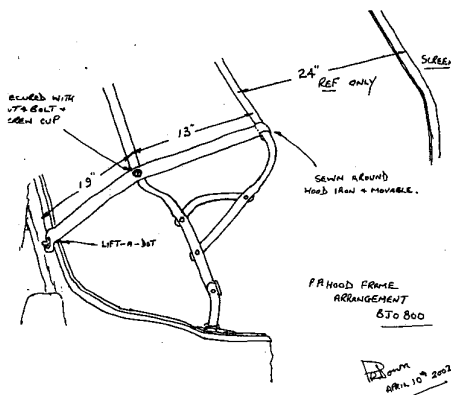
=92 <sup>nd</sup>	181	C/s	GT 6828	Robin Gordon	7
"	391	J4/s	KY 4963	Peter Altenbach	7
"	1200	PA/s	JB 3854	Alan Grassam	7
"	1931	C/s	VD 30	Barry Foster	7
				Mark Green	
"	1985	K3/s	CS 3009	Philippe Douchet	7
"	1896	M	VSJ 285	Miss G. M. Carr	7
=98 <sup>th</sup>	2492	PA	WP 6540	Richard Lee	6
"	1571	NB/s	JAS 922	Reed Yates	6
"	1278	F1	MG 1313	Ian Goddard	6
"	399	J2	APG 144	R. C. Martin	6
"	182	K3/s	JB 4184	Michael Windsor-Price	6
				Steve Hyett	
"	1532	M	WD 4147	David Boyd	6
104 <sup>th</sup>	2430	PA	-	Geoffrey O'Connell	4
=105 <sup>th</sup>	3009	J2	AGO 497	Peter Hemmings	3
"	2074	PA	ZA 2026	Jack Gardner	3
=107 <sup>th</sup>	941	M	UU 3634	Duncan Lang	2
"	2123	PA	MG 3441	Ron Spinks	2
"	2591	PA	MG 3242	Colin McLachlan	2
"	1870	PA	AYY 38	Malcolm Kirby	2
"	2789	PA	VYC 529	Keith Jackson	2
"	2229	PA	JK 4823	David Stewart	2
"	65	PA/s	DPH 228	Nigel Gibbons	2
"	2703	PA 4str	MG 3452	Tony Wild	2
"	1065	PA	MG 4440	Ernie Page	2
"	2692	J2	SW 4156	Brian Galbraith	2
"	1525	KN/s	DSV 201	Patrick Gardner	2
"	1164	PA	YSV 703	Hamish McNinch	2
				Fred Boothby	
"	2695	J1-J2/s ss		Anthony Howat	2
"	1982	PA	TJ 6108	Stuart Moore	2
"	330	M	VK5424	Tom Dark	2
=122 <sup>nd</sup>	1976	J2/s	JF 5278	Gilbert Collins	1
"	782	PA	ABP 497	Ian Coxen	1
"	676	PA/s	WP 5939	Roger Thomas	1

## SLADE TROPHY 2003

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	32
=2 <sup>nd</sup>	PB/s	Ian Williamson	14
=2 <sup>nd</sup>	PA	John Wells	14
4 <sup>th</sup>	J2/s	Colin Biles	13
5 <sup>th</sup>	PB/s	Gerald Burrridge	12
6 <sup>th</sup>	J2/s	Colin Bird	11
7 <sup>th</sup>	PA/s	Tim Beckh	10
8 <sup>th</sup>	PB/s	John Bayliss	9
9 <sup>th</sup>	PA/s	Peter Warne	8
10 <sup>th</sup>	J2	Nick Bengier	7
11 <sup>th</sup>	PA/s	George Ward	6
12 <sup>th</sup>	J2	Mike Linward	5
13 <sup>th</sup>	J2	Graham Ash	3
14 <sup>th</sup>	J2	Peter Hemmings	2
=15 <sup>th</sup>	J2/s	Ken Robinson	1
=15 <sup>th</sup>	PA	Derek Richards	1
=15 <sup>th</sup>	PA	John Reid	1
=15 <sup>th</sup>	PB	Neil Skerratt	1
=15 <sup>th</sup>	PA/s	Nigel Gibbons	1

# **SPEED CHAMPIONSHIP 2003** **FINAL POSITIONS**

<u>Positio</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
<u>n</u>			
1 <sup>st</sup>	K3/s	Peter Green	43
2 <sup>nd</sup>	K3/s	Colin Alderman	32
3 <sup>rd</sup>	PB	Elizabeth Taylor	29
4 <sup>th</sup>	J2/s	Ken Robinson	19
5 <sup>th</sup>	K2/s	John Dutton	14
=6 <sup>th</sup>	NB/s	Tim Metcalfe	13
=6 <sup>th</sup>	J2	Mike Hawke	13
=8 <sup>th</sup>	PB/s	Gerald Burridge	12
=8 <sup>th</sup>	J2/s	Geraint Lewis	12
=10 <sup>th</sup>	L1	Andrew Morland	11
=10 <sup>th</sup>	PB	Andrew Taylor	11
=12 <sup>th</sup>	NB/s	Mike Allison	10
=12 <sup>th</sup>	PB/s	Mike Dowley	10
=14 <sup>th</sup>	J4/s	Peter Altenbach	9
=14 <sup>th</sup>	12/12 Rep	Colin Lambert	9
=16 <sup>th</sup>	L2/s	John Clark	8
=16 <sup>th</sup>	PB	Sue Alderman	8
=16 <sup>th</sup>	NA, K3/s tc	Richard Last	8
19 <sup>th</sup>	NB/s	Jane Metcalfe	6
=20 <sup>th</sup>	NB/s	Reed Yates	5
=20 <sup>th</sup>	NE	Oliver	5
		Richardson	
=20 <sup>th</sup>	L/s ss	George	5
		Rozwadowski	
=20 <sup>th</sup>	PB/s ss	Ed Gibbard	5
=20 <sup>th</sup>	M	Frank Ashley	5



## **The Triple-M Register's D-type Sub-Group**

From Ted Hack

Following the recent article on the D-type by me in the Automobile magazine, it seems a good opportunity to announce our intention to forming a contact group for this car, within the Triple-M Register. Our aim is not just to accumulate, and disseminate, information about the car, but more importantly, to promote interest in it, wherever possible, both in this country and abroad. We feel that the poor reputation the D-type has suffered in the past, as a non-sporting, under-powered tourer needs to be changed, and it is time for those of us who have a D-type, to stand up and be counted.

To begin with, we would like to extend our records further than those that are currently held by the Triple-M Register, to include a fuller history, current state, photos and non-original changes. This would apply to all D-type chassis numbers, from complete cars to basket cases, and of course, any that have been modified, such as C-type replicas. The accumulated data base would help us to provide a forum for technical and originality issues specific to the D-type. We would also offer help and encouragement to anyone in the process of, or considering starting a restoration.

Our plan is to publish a regular D-type newsletter, reprints of old D-type articles, and to make available a limited list of the cars/ chassis contained within our group. At a later date, it may be possible to put together a small book on the D-type, which we hope will be both interesting and informative. We would like to see the car much more effectively represented at all major Triple-M meetings, than has been usual in the past.

We invite anyone who shares our enthusiasm for the D-type, to contact us by telephone or e-mail.

Bill Grayling: [wgrayling@aol.com](mailto:wgrayling@aol.com) or tel. 01452 780357

Ted Hack: [ted@enhack.co.uk](mailto:ted@enhack.co.uk) or Tel. 01242 603266

*The Register would like to formalise other sub-groups within the Register, that may at present be catering for other models, so that the accumulated information can be stored and made widely available.*



## **The MOG – by Stuart Lightbody**

Born in 1933, exact date unknown. However the “birth” was registered on 26<sup>th</sup> July 1933 with the Gloucestershire Council, registered as DG 7200.

When I first saw the MOG, I was taken by her bright colour, interesting shape and possibly hard to handle mechanics.

I purchased her for the princely sum of £356, a small fortune to me at the time in December 1960. I became the registered keeper on 23<sup>rd</sup> February 1961, after eleven previous owners, and have kept her ever since.

Why is she called the MOG? Because the guy from whom I bought her, did his full stops with circles, e.g. MoGo, and thus she has been affectionately known for the last 42 years.

Driving the MOG to a friend's home in the mid sixties, I heard a tapping sound, and having listened with a screwdriver, removed spark plug No. 2 and kept going. Later a tap-tap became knock-knock. I then removed plug number 3, arriving at my friend's house on just two cylinders. Not that easy, since the friend lived down an unmade road, and we were late for dinner!

After several weeks, a contact helped me to collect the MOG, and towed me home. That was quite an experience. It started to rain, the hood was down, and I couldn't attract his attention to stop, and he was too busy chatting to my wife!

Unknowingly, due to a broken oil pipe, I had lost all engine oil, which resulted in a broken crankshaft.

When I bought my first house, one of the earliest things I did was to build a 25 foot long Banbury garage at the bottom of the garden, in which to house my car, as well as a work bench etc.

After getting her home, the MOG was laid up (lovingly), and was moved from home to home until the 19990s, when I finally could afford to think about renovation, because I had time at last. The chassis was stripped, sandblasted and repainted. Then a new ash frame was put on, covered with aluminium in place of the rusty sheet steel.

The complete engine rebuild took three years, This was done with great care by an elderly mechanic, who enjoyed working on old cars. Any part he couldn't get, he would make.

Finally, in February 2003, Mike Fisher took her to Walberswick to finish off the restoration job properly. Hopefully by the end of this year, I will have a factory-new J2 Midget, and look forward to much fun in my retirement. Because of an accident in the past, I lost my sense of balance, and had to give up two wheels; therefore the MOG will be my 4-wheeled motor cycle!

## Stop Your old MG

by Mike Allison

In these days of hydraulic disc brakes, one tends to become quite blasé about stopping from high speed, and to forget that quite impressive retardation was achieved in pre-war times using mechanical drum brakes. With the passage of time, lack of maintenance has allowed even the best systems to become badly worn, or simply out of adjustment, and therefore non-functioning. The result of all this, is that mechanical brakes have become “taboo”, and owners of old cars either accept their mediocre performance, or convert to a hydraulic system. Now I am not going to say that hydraulic brakes have no advantages, but what this article is going to attempt, is to show, that with patience, and an outlay comparable with that for parts for carrying out a conversion, one can achieve excellent results with none of the modifications to back plates, or chassis which would be necessary in converting to hydraulics.

Firstly let us examine the standards to which we must aim. Unfortunately, road tests of the day were not too technical, and seldom, if ever, are actual figures for stopping distances recorded. However reports always spoke of the MG's powerful brakes needing light pressures. The following figures have been found for some models;

The Autocar in January 1932, when testing the 4-seater F1, showed a 30 foot stopping distance from 30 mph.

Motor Sport in November 1933, when testing an L2, gave a figure of 1g, when stopping from 40mph. When testing an N-type in February 1935, Motor Sport said “ as befits a car of high maximum speed, the brakes of the Magnette are extremely powerful..... Although no servo mechanism is fitted, they are absurdly light in operation, and this may account for the curious apparent lack of braking effect experienced by the driver. (*This was something I noticed the other day, when returning as a passenger, from the Blue Flag with Rosemary driving the NA Allingham; on braking, I was being thrown forward, not having a steering wheel to stop this happening – Ed.*) The car pulls up quickly and smoothly, even when they are applied vigorously.”

When testing the PA in November 1934, the Autocar gave a stopping figure of 29 feet from 30 mph, and 27 feet from the same speed if the handbrake was used at the same time.

The advocates of hydraulics may care to compare the results of the test on the Morris 8 saloon in the same edition, which shows a figure of 35 feet from 30mph, for a car weighing roughly the same, within half a hundredweight (500lbs or 225 kgs for our metric friends!), using hydraulic brakes. Certainly it is my experience, that if adjusted correctly, the MG mechanical brakes are extremely good, and even by the latest standards need only fairly heavy pedal pressures from high speeds.

Now why are your brakes not so good? It is never just one reason, but usually a whole host of things adding a little to the general

malfunctioning, and in my experience the following is a list of the more usual faults in mechanical systems;

- a) Bad adjustment
- b) Lack of lubrication to the cables
- c) Wear on linings
- d) wear on bushes and/or pins in operating mechanism
- e) Cables stretched too far
- f) Brake drums worn

There are other, but the above are the more usual points which need to be checked.

**MG brake systems** - Now let us examine the general layouts. The earliest MGs (the 14/40s) had an almost pure Morris Oxford system, consisting of rod operated vacuum servo-assisted Perrot-shaft layout. In 1928, improved brake drums were introduced (with shrunk-on fins), which due to the greater rigidity, rendered the servo no longer necessary; however the method of working remained much the same. *(It is of interest to note that the 14/40 had separate shoes in the rear brake drums, actuated by the handbrake only – Ed.).* When the 18/80 was first introduced, Perrot-shaft operation was retained for a time, but was shortly replaced by the Bowden cable system, as employed on all subsequent MGs, until the withdrawal of mechanically braked cars in 1936.

On the first Midgets, the original braking system was rod and cable, similar to the Morris Minor, but this system, together with the transmission hand brake was dropped in favour of the Bowden type, which is probably one of the simplest, and best mechanical layouts ever devised.

This article will deal with the overhaul of the Bowden system in some detail, and with details of the final adjustment.

If you have one of the earlier systems, the method to be employed is exactly the same, except that with more mechanical linkages, one has to be even more careful to remove lost motion.

**Preliminary Work** – Before starting on the braking system itself, make sure that the suspension is in good condition. The shackle pins and bushes (trunnion blocks on the later cars) should all be in good condition. The springs should be tightly attached on the pins, and the axles to the springs. lastly, wheel bearings and king pins should be in good order.

Next check the steering box and connections, and make sure there is no play here. Faults in any of these departments will lead to bad braking, and need attention before getting down to final adjustments.

**Dismantling** – Pull the whole system down to the back plates, leaving these attached to the axles. If any difficulty is experienced in removing the drums, a sharp tap with the hide end of your wheel hammer will usually suffice to break the joint. If not, a little judicious levering with a bit of copper behind the drums will. *(Always use two levers on opposite sides, to ensure the pull is even, otherwise you will be forcing the drum over and making it more difficult – Ed.)* ; but again if there is no joy—and please do not force it, otherwise you will damage the backplate—replace the wheel nut, and remove the whole hub and drum together, by tapping behind the ears of the nut, not forgetting to remove the hub retaining nut from the stub axle, if it is a front drum which is giving trouble! keep all components of each drum in a separate box.

Pull the cables right out, and send these to Thomas Richfields, or other people who renew brake cables.

Now you will probably have found that there is a glutinous mess where the rear brake linings should be, so draw out the haft shafts and replace the cork oil seals (Mike Dowley does a modern substitute, the cork seals no longer being available), and fit new paper gaskets around the hub bearing housing. I find that a light smear of grease on the axle shaft, and in the housing is useful when refitting.

**Attention to brakes** – After dismantling, all parts should be left in their dirty condition, but before the following work they should all be carefully washer with petrol.

Firstly look at the drums; these will certainly be scored, but provided these are not deep, they can be ignored. Check the internal diameter of the drum, and make sure that it is dead round, using a vernier gauge, and that the actual braking surface is exactly perpendicular to the drum face, using a set square. Now if things are not right here, you can either try to obtain another set of drums (new ones are now available from Barry Walker), or get the old one built up with metal spray, and machined back to the correct size. this will be expensive, but will be money well spent. Certainly MG drums should not be skimmed, as this will almost certainly result in subsequent distortion on heavy braking, (as well as giving a different diameter for the linings to match to). Having spent money on the drums, you may as well spend a bit more and get them balanced.

Now attention is turned to the back plates. First fit the pivot bushes and camshafts; these will almost certainly be worn, but if you are lucky the camshafts will be quite passable after a light dressing with a smooth stone. if they are badly ridged, it should be easy to find second-hand ones which are in good enough condition, or else bite the bullet and buy new ones from Mike Dowley. New bushes can be bought and should be reamed out before fitting to the back plates, to give a close fit to the camshaft, but with no side movement. When this is done, slide the bush over the camshaft, and gently push the whole assembly into the back plate. Now refit the operating levers using new woodruff keys.

Brake linings are the next problem, but these can be bought from the usual suppliers, already drilled. Make sure they are of the correct

material. use of a harder material is of no advantage at all, it merely increases the pedal pressure required. With exposed brake drums such as fitted to these early cars, brake fade is not really a problem, even under quite severe conditions, since the drums have cooling air passing over them all the time, and the construction of the drums allows good conduction of heat from the linings. The linings should be rivetted in place using the correct rivet snap. Now replace all the brake shoes. A light smear of molybdenum disulphide paste on the pivot pins is a good idea, also on the camshaft, and the flat ends of the shoes. this helps to reduce friction losses. Next the drums are replaced, and attention is paid to the cross-shaft, and operating details.

**Brake cross-shaft** – The pedal and cross-shaft, and any intermediate levers should be removed from the frame, and given a thorough wash with petrol. Be careful with the needle roller bearings, not to loose any of the needles. Pack these with grease and reassemble, making sure that any clevis pins are not worn. These are very cheap to replace, and it is not worth skimping this. If the yoke ends are worn, they should be drilled out to the next larger size of clevis pin (a close metric size will save having to drill out to the next imperial size up), and these new pins fitted.

Slacken off the master adjuster screws for the hand and foot brakes in the cockpit, and refit the new cables, threading them through the chassis before attaching firstly at the cross-shaft end, and then to the lever at the brake back plate. You are now ready to commence the adjustment.

**Preliminary adjustment** – With the car jacked off the ground, without the wheels fitted, tighten each adjuster in turn, until the drum no longer revolves freely, then slacken off one whole turn of the nut. Do up the lock nut. Remove the drum, and smear the inside of the rubbing surface with engineer's blue. Carefully replace the drum, taking care not to touch the shoes at all, and tighten up the nuts onto the hub. Now undo the adjuster lock nut, and turn the adjuster out until you can hear rubbing on rotating the brake drum; then slacken off, one whole turn - no more. Repeat for each drum, then remove them, again taking care not to touch the linings, and examine these.

If there is an even blue film over the linings, you will be lucky! If not file the blue, high spots off the lining with a coarse file, and repeat the blueing. When you can achieve a nice even blue over all the linings, you have got exactly the right adjustment. It only remains now to check this for the small variations you will get owing to the unequal pull in the brake cables. Replace the drums, after clearing out all trace of the engineer's blue.

**Final adjustment** – Replace the road wheels, and screw down the main adjusters on the cross shaft to the stops, then turn back a fraction, say  $1/8^{\text{th}}$  of a turn. the foot pedal should have about  $1/2''$  of free travel, but if not, the length of the connecting rod can be adjusted to give this. Take the car off the jacks, and take it to a quiet road, preferably on private ground, and with a loose surface. Drive up to 15-20mph, and apply the brakes hard. Get out and examine the skid marks. From the

direction the car tried to turn, you can deduce which brake is not doing enough work, and adjust this up a little. When you have dead square braking, your job is over. Take the car to the testing station, where 1g or 100% retardation should be recorded.

**Routine adjustment for wear** – Having got the brakes in good order, it is easy to keep them so. Lubricate the camshafts with high melting point grease once a week (one turn of the greaser is enough, refilling this when it is hard down), and the cables at the same time with SAE 140 gear oil. Grease is not to be used in brake cables.. Please!

When the pedal eventually has a long travel, adjust the main screw on the cross-shaft to restore the normal travel for the pedal, and bring the hand brake adjuster up to meet this. This will probably be necessary roughly every 1500 miles, but will depend on how you drive. When there is no more adjustment left here, slacken right off again, and readjust the brakes at each wheel independently, as above, although here is no need to go through the blueing routine again, until the linings require replacing.

Given normal maintenance, carefully carried out, they should last another 30 years or so before requiring another complete overhaul. They have already survived that long with very casual attention!



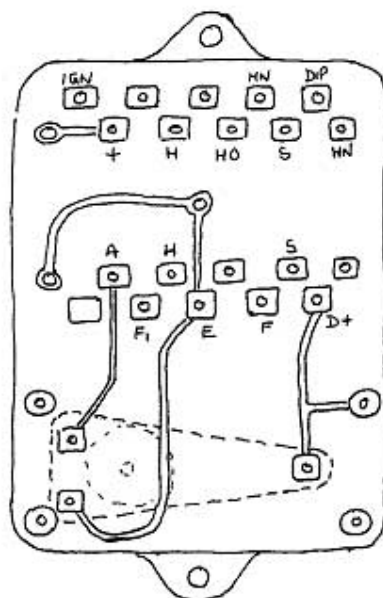
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# UNDERSIDE OF 'P TYPE' FUSE/JUNCTION BOX



A — AUX  
 HN — HORN  
 H — HEADLIGHT  
 HO — HEADLIGHT  
 S — SIDE+TAIL  
 E — EARTH  
 F - F DYNAMO FIELD  
 FUSE

USE THE ABOVE IN CONJUNCTION WITH THE  
 'TOP' VIEW SKETCH AND MOST OF THE ABOVE  
 LETTERS & CONNECTION POINT BECAME MORE  
 CLEAR. SEE PAGE 13

BERR IN MIND THIS SHOWS CONNECTIONS FOR  
 OLD STYLE HEADLAMP WIRING & WILL REQUIRE  
 ADJUSTMENT FOR LATEST 'DOUBLE DIP' SYSTEM.



*The following is a rewrite of a newsletter of the Magnette Register, that Mike Hawke was talking about in a previous Bulletin, kindly supplied by Michael Jacobsen, whose father was a member – Ed.*

#### MAGNETTE REGISTER

5 Ludlow Way  
London N2  
NEWS LETTER November 1952

Dear Member

We have made much progress since last month, both in membership, in interest, and in the diversity of cars registered. We have the first K3 to join us and I hope to give full details of this car in the next news letter. One of the original "Musketeers" cars is now owned by member Alan Brown of Boscombe. It is now unblown. Although not a true Magnette (it is a bit of a hybrid) this is definitely an interesting motor car, and well worthy of a place in the Register.

Here is this month's gen in order.

#### Membership

We still have not had questionnaires returned by a number of enquirers, and there seems to be some reluctance to fill these in. It may be that owners are scared off by their being too technical. My own feeling is that the more information we have about the cars the better. All sided and done this is a Register and not just another social motoring club. At least I hope so. Members opinions about this would be welcome.

#### Correspondence

Let there be no doubt whatsoever about the enthusiasm of Magnette owners. Despite our modest numbers I have quite a spate of weekly correspondence, and I must apologise to members who are kept waiting for a reply. There are other things to do, and I cannot give more than two evenings a week to the Register. But I do try to answer every letter as quickly as possible. Stamped addressed envelopes would be a big help.

#### MG Car Company

An approach has been made to the Company for official recognition of the Register. We have asked for permission to use the MG octagon on our letter heading, which will be printed as soon as we hear officially that we can use it.

On the technical side, Mr Blower has already been very helpful, and I feel certain we can rely on some help in this direction in the future.

### Films

We have been offered the use of a fine selection of interesting films and I hope to arrange a film show early in the new year, at a suitable venue.

### Technical "gen"

Member W.A.Leaver of 3 Main Street, Grenoside, near Sheffield has kindly sent me details including blue prints and hand written notes of a modified vertical drive oil seal, which he has had in use for four years, with complete success. I have several copies of his specification, and will gladly loan a copy to any member on receipt of S.A.E.

Most members will be familiar with the informative Pomeroy Statistics on performance, that are published with each "Motor" road test report. I thought it might interest members to see these figures for the Magnette, and they are appended here for four cars. A standard K2 and standard NA. A modified NA with large Sus, polished ports and head, and comp ratio of 7.6:1 with weight reduced to  $15\frac{1}{2}$  cwt; and finally the NE as raced by the company in 1934. Compare these figures with those for some modern machinery, and the better Magnettes will not be found badly wanting. And they were built over 15 years ago.

#### Table of Magnette performance figures

	K2	NA	Mod'd NA	NE
Capacity	1087	1287	1287	1287
Peak rpm	5,500	5,700	6,000	6,500
B.H.P. at peak	41	57	64	74
Piston area, sq ins	23.7	23.7	23.7	23.7
B.H.P. per sq in pist area	11.73	2.4	2.7	3.12
Peak pist spd	2,560	3,080	3,300	3,500
Piston area sq.in/ ton	27	25.6	31.5	29.2
Top gear speed at 2500 fpm piston speed	62.5	69.9	73.5 (or 79.5)	73.5
Litres/ton mile	2,700	2,680	3,000	3,000

N.B. Mod'd NA has 8:39 cwp. Alternative for NE

The following contribution to technical "gen" is from member E.A.Dowding of 4 Cecil Court, Croydon Surrey.

### MIND YOUR HEAD

Sufferers from oil leakage, noisy bevels, worn rollers, and kindred troubles, are apt to refer to the Magnette camshaft drive as "the weakness in the design", but in fact, the only weakness in this part of the Magnette anatomy lies in the necessity for a fair degree of accuracy in fitting both the cylinder head, and the oil drain housing, with its associated bearing and oil retaining plate.

Mis-alignment of the head is surprisingly prevalent, and for this the official instruction manual is largely to blame, no reference being made therein to the existence of, and correct position for, the two shouldered studs intended to ensure positive location of the head.

Abingdon informed me that these two studs should be in the NEAR-FRONT and OFF-REAR positions, but it may well be that, following a rebore, the two vital studs were replaced wrongly. I know of a case in which they were found to be cheek-by-jowl mid-way down the offside, in which position they were directly responsible for a completely wrecked dynamo commutator end cage and lesser damage.

Few of us have owned our cars from new, and consequently much of their histories is lost to us; if therefore you are suffering from any troubles affecting the dynamo-camshaft drive, and not certain that your studs are correctly positioned, the first point to check is this fundamental head alignment. Next time the head is lifted, inspect the studs and (whether they be rightly or wrongly placed) check the head alignment by dropping a machined straight edge through the vertical drive sleeve housing, and measuring with calipers, at opposite points around the dynamo base orifice. I have found that a variation of up to 0.005" in diametrically opposed readings, representing an eccentricity of 0.00025, is the most that should be tolerated. If with the studs correctly positioned, this modest degree of accuracy cannot be achieved, I advise filing of the stud shoulders, and thereafter always aligning the head by the "measurement and mallet" method, as it is quite possible that the head is distorted.

(I think that members will agree that this is a most valuable and interesting contribution to technical gen from member Dowding. By the way where are those spanners for getting of the head???)

### Chassis Numbers

We are indebted to Mr Blower of the M.G. Car Company, for the following list of chassis numbers for all models of Magnette. (*Does any body know what Mr Blower did at Abingdon?? - Ed.*) Members may now check that their models are what they purport to be!!!

Model	Production period	Chassis Numbers	Total produced
K1	Jan 32 to Feb 35	K0251-K0439	189
K2	March 33 to Jan 34	K2001-K2020	20
K3	March 33 to July 34	K3001- K3031	31
	K3751-experimental car with 7'6" wheelbase		
	K3752-test car for Earl Howe		
KN	Sept 34 to Sept 35	KN0251-KN0451	201
NE	July 34 to Aug 34	NA0516-NA0522	7
NA	April 34 to Nov 36	NA0251-NA0515)	
		NA0253-NA0995)	738

### Inaugural Meeting

In the absence of any suggestions as to when and where this might be held, I have arranged this to be at the Horse Shoe Hotel, Tottenham Court Road, London W1 at 7.30pm on Wednesday 3<sup>rd</sup> December.

Refreshments will be obtainable; we have the user of a private room upstairs, and there is ample parking space in the adjacent Morwell Street, and Bedford Square. (*Those were the days - Ed. try doing that now!*)

I hope as many members as possible will turn up. It is high time the Register was put on a firm footing. (*Does any know what happened at that meeting - Ed.*)

Yours Sincerely

(*A signature follows of what looks like Henry I. Nicholls - Ed.*)

,

## Obituary – Syd Beer

Syd Beer died after months of poor health, aged 84(?). Together with the late Geoff Coles he was the leading light in the Triple-M movement in the 1960s, when the register first started.

Syd would turn up at race meetings with a variety of historic cars for himself and his two sons, Malcolm and Bruce, to drive. He seemed to be everywhere, always present at club meeting, although the track was where he preferred to be.

To visit Syd's garage at Houghton in Cambridgeshire, was like visiting a living museum – the best kind. He had historic cars parked everywhere, as can be seen in the photo below taken by your Editor in 1963.



Syd was originally an analytical chemist, but growing up in his father's garage eventually got to him, as in 1953 he gave up farming in Herfordshire, to start the village garage in Houghton, with Joan his wife.

His cars included the very fast ex-Monkhouse, the ex-Don Pitt single seater K3021, the ex-Harvey Noble Q-type which holds the Brooklands 750cc class record at 122mph, as well as TWO NEs, and a very rapid single seater J3.

Syd bought many cars in the 1967s, when they were relatively cheap, which filled his garage to overflowing. I often found myself after the same car; sometimes I was lucky, other time not. However I am pleased to have bought in 1967, one of only four 2-seater 14/40s known, before he did, but the two Milton R-types got away!

Syd rarely sold any of this cars, but Urs Langen in Switzerland managed to prise an NE out of Syd, and this restored car is regularly seen around Europe, as well as the Gerhard Maier R-type.

Syd was a great supporter of the South East Centre and Gordon Cobban, its chairman. So when the club was kicked out of Abingdon, Syd and Gordon collected all the club's stuff and installed in for the time being at Houghton.

Syd had been trying for many years to get a museum set up in the area to house and exhibit his cars but this hit many objections.

His sons seem to be more into the modern cars, and so the Triple-M cars have not been seen out for many years; what is to happen to them we do not know, but it is to be hoped that they will be seen out again soon, to remind us of Syd.

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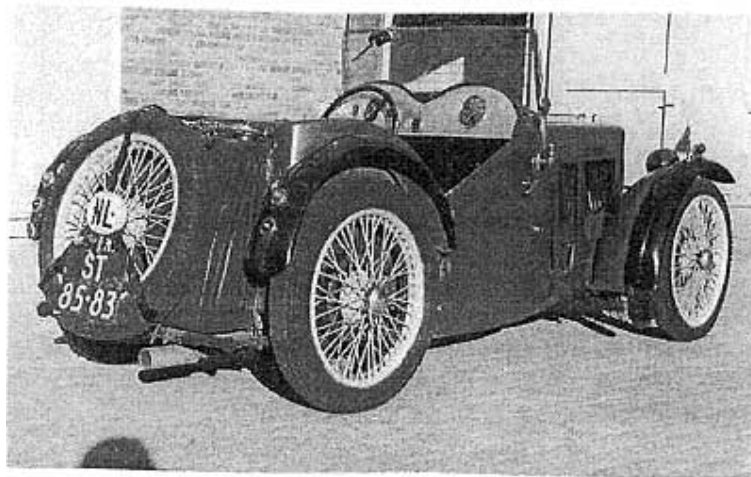
## YOUR LETTERS

### From Paul Joppen

Dear Philip,

Attached are two pictures of a Dutch-registered J2, which might be nice to show in the MMM-Bulletin (although the quality is mediocre). Both came from the scrap-book of the late Flip Scholten of Arnhem, the Netherlands, famous for his gig entering the marquee in his M-type at several MG-meetings during the seventies and eighties. The pictures were probably taken in the sixties, and if you study them carefully, you will see that the car has been converted to left-hand steering. Alas, the car is not on any register, so we cannot find out why someone would go through great pains, and convert a RHD car to LHD. Thomas Heikens, the Dutch MMM-registrar, came up with a possible answer. As you can see, the exhaust pipe exits at the offside of the car, like on a T-type. If they would have converted the car to XPAG-power, they might have had problems with clearing the steering column and pedals around the manifold/exhaust pipe, and thought that converting the steering to the other side was easiest option. I know that there are other MMM's with XPAG-power, and RHD, but then Dutch engineers like to take a different approach.

Kind regards,





## From Walter Kallenberg

Dear Phil

After a splendid summer in Germany, some sentences about K0311.

In August we were invited to an airport near Breda, in Holland. After sorting out a big engine problem (wrong engine breather), it was no problem to make the way (120 miles) on the motorway to Netherlands. This meeting was a meeting called "Wings and Wheels", a meeting with old cars, old planes and historic racing cars. the Saturday, brilliant weather, good food, good drinks, was perfect. We met K2013, and talked a lot with Mr Blankenberg, who knows K0311 very well. K0311 is a Dutch car, and was from new until 1985 in the Netherlands. There were also some other Triple-M cars there-especially the NB from Mr Roelveld, who also knows our car. It was a very interesting weekend for us, and some weeks later, we went to a small Triple-M meeting of Cercle MMM Luxembourg, near Colmar. We drove 900 miles down alongside the Rhein and back with K0311. And we had no problems with K0311. So you can see there is a way to do the same as the people did in the past. You only need time.

Since we bought the car in 2000, we drove nearly 6000 miles. From the first way to Silverstone to the last way back from Colmar, we learned a lot about K0311, and we are proud to own this beautiful car.

Regards

## From Mike Allison

Dear Philip,

It was good to be able to talk to you over the past weekend, and as promised, I am writing regarding the subject of the alleged effects that fuel can have on our engines.

You seemed not to be aware of the fact that my speciality during my time at MG, and afterwards with British Leyland was combustion, fuels and emissions. In this respect I feel that what I am about to put down is in the form of professional comment, and not a result of adding two and two to make five.

With many professional people in the Register, I think it a pity that misinformation is passed through our "Bulletin" without proper vetting. To blame fuel for overheating of engines is something, which has not been proved, and could form the basis for an action from a fuel company if not qualified. I do not and have never worked for a fuel manufacturing company, but do you really believe that any international company would sell a product, which will damage the machine it was meant to be used with? Now let us look at some facts.

Fuel, on its own cannot make an engine overheat. If you change the fuel for an engine, any engine, you may have to alter the timing and mixture a small amount to compensate for differing rates of burn, and, if

this is not done, the incorrect settings may result in the engine running hotter or cooler, but only by a couple of degrees.

We must recognise that when our engines were designed, road traffic was nowhere near as dense as it is now. This factor has changed in the fifty years I have been driving, with traffic moving at around 40/50 mpg in huge blocks, where in the fifties and sixties, one could drive for miles without seeing another car.

This brings a problem with overheating, especially if we get held up in a stationary jam. This will be exacerbated by poor cooling systems. In my experience, the life of a car radiator can be said to be around ten years, after which it will need to be re-cored.

The radiator on my Monte Carlo NA was overhauled when I rebuilt the engine a few years ago, because when tested it was found to be passing around 65% of its design flow rate. I also replaced the water pump, which was well past its sell by date. This is a car which is regularly maintained and looked after, and was probably covering around 4000 miles per year. Although it was not running especially hot, it now runs so much cooler that I need to blank off the lower part of the radiator except in the hot summer.

I recently completed the rebuild of a M-type Sportsman's Coupe. Everything was overhauled on this car, and I have found that rather than running hot, it tends to run cool. A standard M-type head and radiator, although the latter does have a modern film type core fitted.

Many thanks,

Yours octagonally,

**From Mike Hewson**

Dear Philip,

I keep receiving these wonderful Newsletters (*you mean Bulletins I hope! – Ed.*) from you with colour pictures, (*which is what happens when you send me your stamped addressed envelopes! –Ed.*) and have made no contribution whatsoever; so belatedly I am trying to put that right.

This year for the first time this century, we managed to produce a team of Triple-M cars to contest the Register Trophy in the California Cup competition at Silverstone, as representatives of the Lincolnshire Centre. The Centre had won the Trophy before in 1975 (I think that was the year), with a team of David Taylor (L-type), Richard Beresford (J2) and Bryan Bowles (TC0, and was the Centre's first team award. Since then there have been very few of us in Lincolnshire competing with Triple-M cars, and so this year we decided to do something about it at Silverstone.

Our team comprised of Bryan Bowles in his extremely original, ex-Michael Morris M-type, that he has owned for many years, David Kempton with his blown J3, and your scribe in the well-known J that was part of the winning team in 1975. the tests were tight, mind bending, and not at all what we were used to, on the Grand Prix circuit

in the 1970s and 80s, where power speed and at least one supercharged car was essential to defeat Steve Dear with one of his Cream Crackers; although mechanical breakdowns sometimes did that for us!!

We all enjoyed it, although it would be great to go back to the format of the past. Bill Wallis suggested that we were older than he remembered when the Midland Centre ran the event.

It was Dave's first time, and I hadn't taken part for 20 years, and Bryan even longer, so it was a pleasant surprise to find that we had managed to overcome all the younger members and win the Register Trophy, whilst I won the class, and Dave was 3<sup>rd</sup>.

The only fly in the ointment being that we are no longer allowed to take the Trophy home, as we did last time; something about security.

Yours sincerely

### **From Michael Jacobsen**

Dear Mr Bayne-Powell

It appears the estimable Mr Mike Hawke has requested what little information I have regarding the Magnette Register, to which my father belonged, as owner of N-types NA 0476. 0877 (or perhaps 0879), and 0878, belonged in the early 1950s. Hence I forward a copy of their Newsletter of November 1952, which was among my late father's papers (*as reproduced above – Ed.*)

The two 2-seater NBs we owned with consecutive chassis numbers (their engine numbers were 1089 and 1098), were sold by the Collier Brothers out of New York when new. 0878 was purchased by my dad, in November 1951, from Benjamin Franklin of Philadelphia, a direct descendant of our founding father, and was sold by me in 1995 to Don Martine of Pacific Grove, California, who still has it (the number is listed incorrectly in the NAMMMR annual). 0877 was purchased in 1949 by our friend Paul Reichert, who asked my father to drive it in the first road races on our coast, in early 1950. It was road wrecked in 1955 and the chassis scrapped; the engine (1089) is now in 0476.

0476 (original engine 724 AN, now with Don Martine) was owned in the late 40s by Californian, Harvey Mayer, who later raced Lotus cars here. Dad bought it from him as a basket case to convert into a racing special, in 1954. This car had a non-Abingdon 4-seater body, perhaps of German origin; it still has a German import plate. It already had, when Harvey got it, the independent front suspension, using rubber bands and divided track rods that it still has (see photo). If anyone can advise me of the pre-war history of this car, I would appreciate it. It resumed racing here in 1997.



It was good to see the photo off the twin cam K3; I examined the head on Harry Crown's work bench circa 1959. He always planned to put it in K3017 or 3022 (but not in the slab tank car). My father raced all of Harry's cars on occasion, and I was lucky enough to get to warm up the red one at Willow Springs track when I was 18. We found on returning home, that an Opossum was riding in the tail during racing!!

Yours sincerely

### **From Tony Margel**

Dear Phil

Regarding the letter from Gerry Marsden in the last issue of the Bulletin. Gerry was complaining about excessive heat in his engine. One thing that should also be born in mind is that excessive heat will also be affecting his dynamo, which could be in danger of throwing out its solder – resulting in no charge, but plus a large repair bill. This has happened to me twice. These days I have taken to running with the exhaust side of my M-type's bonnet strapped open with some bungee rope, whenever the ambient temperature gets towards the lower eighties. This whilst not looking pretty, allows much needed airflow around the hotter parts of the engine.

I run on normal unleaded without any additives, but with a dash of Redex, to which the car has been addicted to for many years. also I have never had any fuel vaporisation problems. But I take the precaution of turning off the fuel supply tap whenever the engine is stopped, so that when i wish to restart, there is a rush of cooler fuel to the carburettor.

I suppose the lack of charging is no problem to us M-type owners, with gravity feed. The last time the solder departed from my dynamo (it looked very pretty deposited on the inside of the bonnet), I was returning to Yorkshire from Silverstone, after the 40<sup>th</sup> celebrations.

As we were departing for Luxembourg the following weekend, nothing could be done in the time available. So we went anyway. All that was needed was a quick charge up in Luxembourg for the journey home, and all was well. It is surprising how far you can go on one

battery full of volts! (*especially helped when it is quite easy to start an M-type on the handle – Ed.*). I am sure that young Mr Hawke once told me that his dynamo has not produced any charge for years!

Regards

### From Alan Grassam

Hello Phil,

I would like to share with others the excellent service I received from Mike Dowley of Sports and Vintage. While on the LLAGollen Ralli this August my engine developed a "funny" noise, which seemed to come from the vertical drive. On stripping it down all was found to be in order, so it was put back.

A phone call to Mike, some 30 miles away, elicited the response, "I'm very busy, but bring it over and I'll have a look." Not only did Mike have a look, but he also diagnosed a loose dynamo armature. He then worked late at night to fit a new dynamo, to get us back in the Ralli the next day. Furthermore, the vertical drive no longer leaks. For over 30 years I have bought my spares only from Mike. This example of practical help just underlines that it pays to deal with someone who really understands and loves our cars.

Yours



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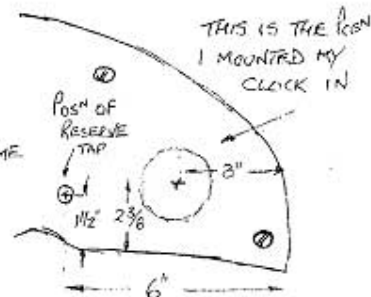
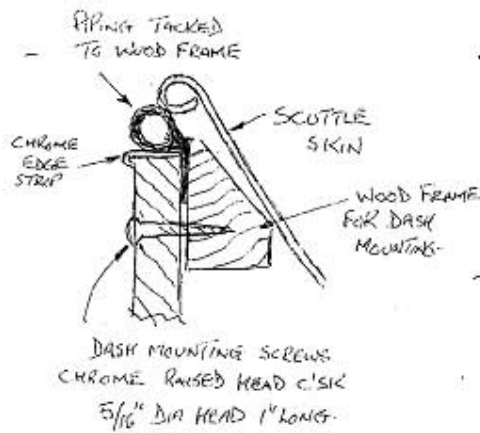
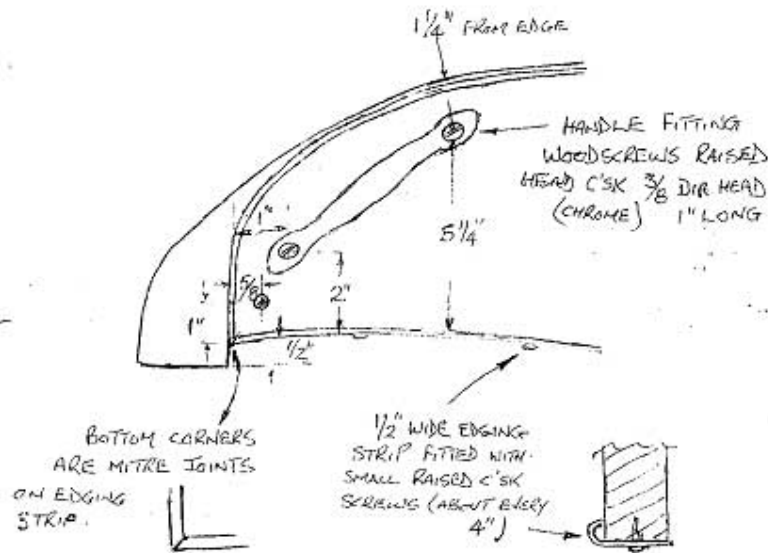
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Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

# P.A. DASH DETAILS

BJOB00



## TIPS & HINTS

Magnor those wonderful people who can supply all your nuts and bolt needs, including BSF, have moved. Their new address is **36 Stringers Avenue, Jacobs Well, Guildford, Surrey, GU4 7NW. Tel No. 01483 536800.** They can also supply taps and dies, as well as "Easiouts" and "Recoil" Inserts for renewing stripped threads in castings. Please use them whenever possible, so that we can ensure they stay in business, and provide us with these hard to get items.

## CARS FOR SALE

**Steve Hemingway** is wanting to sell his 1932 J2, to make way for a new hill climb car he has just bought. It has done less than 3000 miles since a complete nut and bolt restoration. All parts refurbished/replaced, to original standards. Phoenix crank and rods. front mounted blower. Twin leading shoe hydraulic brakes. New body, petrol tank, bonnet, hood, side screens and tonneau cover. Collingbourne bucket seats and upholstery. a superb car.

**Alan Grassam** is reluctantly offering for sale his original Cream Cracker PA. This is the ex-competitions department, ex Jack Bastock, ex Steve Dear car.

The car is in fine roadworthy order and is very competitive with an original Centric 160 supercharger. It is fitted with a Gordon Allen crank and rods, Mahler pistons and new head. It comes with an enormous amount of history, having competed successfully in the first "Cream Cracker" team, and then continuously up to the outbreak of war.

It also competed at Brooklands. It will be sold with copies of the complete collection of Jack Bastock's trials' photos. This is an extremely rare opportunity to acquire a large chunk of MG's MMM history. Serious enquires only please.

## SPARES WANTED

**Martin White** is looking for the last few parts for his J2's restoration:- Windscreen or parts of one, Door handles/locks or bits. Bulkhead fitting for bonnet hinge and bracket. Clutch pedal. Hood frame mounting brackets. Octagonal panel for light switch etc. U-clamp to hold Radiator/engine mount to chassis x-tube. Decent Ford E93A engine to get it going. Key for steering wheel.

**Nils Atlas** wants a pair of 8" (LB 140) headlamps for his P-type, or else parts to make up a set.

**Mike Cleary** wants a pair of original F1 doors, or just the timber frames, to restore his widened car to original

## SPARES FOR SALE

**Martin White** has several pairs of Lucas headlamps to fit all Triple-M cars, and T-types. Also Lucas horn with fluted chrome cover, 12 volt, working.

**John Hopkins** has for sale a pair of K3 BTH magnetos, K-type magneto angle drive, K3 radiator shell, ENV 75 Pre-selector gearbox, with new bands and top gear cone, set of 6 forged Cosworth pistons 57mm, used but very good condition.

**Derek Moore** has for sale

- 1 P- type ammeter (Brown face)
- 1 " " Rear shock absorber cross member.
- 1 Spare wheel nut for F1, J1 or L1 (needs chrome plating)
- 1 P- type rear main bearing sleeve.

**Alan Grassam** is having made:

N type top quality oil pump gear sets. These gears can also be used for P types, if you think your seals will stand the extra pressure!


### IMPORTANT MMM NEWS

It has come to our notice that many of you, and certainly many new MMM owners, are not aware that we once again have a NEW spares service. Already our inventory is over 1600 new MMM parts with more being added every month. This is of course coupled to our long established service of original and rare items both s/hand and restored. So between all the services you could probably obtain most, or all, of your needs. Please fax us a list of your requirements, without obligation, to obtain an up-to-the-minute quote. With our new low pricing policy, where possible, we're doing our best to offer a valuable service.

LATEST ADDITIONS TO OUR NEW SPARES

J/F/L W/Screen stanchions/B nuts/washers.....£280 car MMM gear lever sticks - always breaking.....£69.50 ea Nickel plated 'Nashville' pig-tail hose clips.....£10.50 ea Pre-war flywheel ring-gears.....£399.50 ea Perfect diagonal brass weave chrome radiator mesh.....£185 New brass/chrome MG radiator shells.....£Cn quote 8-43/8-41/8-39 c/wheel & pinion sets, 8 bolt/8 bolt.....£385 set	M type door locks/strikers.....£88 pr. J/F/K aerofoli wing stays.....£180 pr. Orig. patt. 'Cowey' tax disc holders.....£85 ea All models. Wiper motors. At least.....£185 ea Orig. size correct TA Air Cleaners.....£95 ea Finally at last - PINT dash operated petrol reserve systems that work! To order only. TAPS or COMPLETE.
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**Barry Foster** has the following items for disposal:-

Pair of M/D/J cam cover stirrups.  
Pair of P type rear shocker mounting brackets.  
3 No. P -type bonnet catch plates.  
1 No. M-type oil pump body  
A brass bodied 12 volt SU fuel pump.  
A guarantee plate stamped PA 1048.  
An M-type clutch cover plate.  
An M-type clutch pressure plate.  
An N-type rear Luvax Shocker.  
4 No. J-type floating pin con rods.  
10 No rough wheel spinners.  
A P-type sidelight/wingstay bracket.  
2 No. 12" brake drums, poor.  
A Marles Weller steering box lid.  
A 7/37 8-bolt crown wheel and pinion – get you home.  
3 No. 750cc Phoenix con rods.  
7 no. valve spring caps – wire type.  
One oil tank for supercharger supply.  
A Morris Minor Chromidium block.  
A TD recon starter.  
4 No. 57mm pistons and rings – slightly used.  
A corroded N-type water manifold.  
2 No. N-type cranks – scruffy.  
A K/L camshaft, used but good.  
Four good P/N con rods.  
3 No. P/N rods, only one cap.  
A P-type radiator mounting.  
A K/L sump with external corrosion.  
A good N-type inlet manifold.  
A pair of K/N/L exhaust manifolds.



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**North West:** vacant

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

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**This year's winners of the Register's Trophy of the California Cup  
Bryan Bowles (M), Dario Kempton (J3) and Mike Hewson (J)**



**Phillipe Maillard-Brune at Montlhery signing posters. He raced J3, J4  
and K3, and came 9<sup>th</sup> in the 1935 Le Mans with a K3.**



**The Ollon-Villars Hill Climb, Switzerland. C-type (Barry Foster), K3 rep. (Mike Coles) and K3 rep. (Christian Sury)**  
 Photo: B. Foster



**Walter Kallenburg's K1 (0311) alongside Bert Blankenberg's sister car K2013 at a 'Wings & Wheels' meeting near Breda, Holland**