

# TRIPLE M REGISTER BULLETIN



OCTOBER 2011





*Above: The Chairman's K3, K3011, the Ex. Whitney Straight/Dick Seaman car, keeps a watchful headlight over the Summer Gathering. - Photo: P. Green.*

*Below: C Types at Goodwood, September 2011 - Photo: P. Bayne Powell.*



# **TRIPLE M REGISTER BULLETIN No. 63**

## **Editorial**

My first task as the new Bulletin editor is to render an enormous thank you to Philip Bayne-Powell, the retiring editor for many years of diligent work. He continually improved the quality of the bulletin right up to the last 'bumper' issue and I hope that I, with the help of all the contributors, can maintain the standard that he has set.

I don't have the Triple M experience or knowledge that Philip or many of you readers have but since volunteering for the job I have received much encouragement and support from many quarters.

My first ownership of a triple M car was at about the time that the register was formed but since about 1964, the only MGs I've owned were relatively modern, until 2007 when I bought a non-running PA to rebuild.

Having read that, you may be asking if I'm qualified to do the editor's job!

Well .... I do have experience in publications. I recently retired after over 30 years as a technical author, working with text, illustrations and page make-up of service and operator's manuals for a well known manufacturer. As no-one else volunteered, I thought I'd offer to do the editor's job for a trial period, with the proviso that enough material is submitted to make a reasonable sized bulletin.

I have to admit that I'm more at home with line illustrations than photos, so if the photo quality in this issue is not as good as it should be, I hope to improve that as time goes on.

From the above notes, it should be clear that many readers have much more knowledge than I have from which to write informative articles about Triple M cars. I'm sure that this is true because I've read many very useful topics on the Triple M website forum and found some of these to be most valuable when restoring my P type.

So over to you. Otherwise I will have to inflict upon you stories about the MGs in my family many years ago!

*Cover Photo: COTY and Slade Trophy Leader Bill Bennett and his J2 on Excelsior restart during this year's MCC Edinburgh Trial. - Photo: Francis Salter.*

## Secretary's Bulletin Report on Committee meeting held on 27th August 2011

By George Eagle

P Green, Chairman, opened the meeting by welcoming Bob Richards who is taking over as Bulletin Editor from P Bayne-Powell.

G Eagle, Secretary, advised that in view of the increased postal charges it had been necessary to increase the sale price of the metal badges by £1 - it is hoped the revised sale price will hold for the next 12 months. B Ditchman, aided by R Thomas, has produced an annotated photo album of D Green's trials exploits and donated this to the MG Car Club for display alongside the trophies. A letter of thanks has been sent to B Ditchman. The Bulletin survey has been analysed and the result circulated to the Committee. A total of 88 replies had been received by 27th August, this figure represents a total of just under 20% of the 450 copies being sent out per issue. Regular enquiries continue to be received from members, owners, and former owners. Cars added to the For Sale web page included a very late J2 in need of restoration and an Abbey bodied F type.

*Continued on next page*



*Your committee at work. (Well it was the lunch break!)*

*L to R: Philip Bayne-Powell, John Reid, Elizabeth Taylor, Bob Milton, Peter Green, George Eagle, Peter Hemmings, Mike Linward, Dick Morbey. (Robin Hamblett and Cat Spoelstra are also committee members but gave their apologies as they were not able to be present on that occasion.)*

B Milton, Treasurer, brought the meeting up to date on the accounts. It was agreed the Register should investigate the cost of purchasing a suitable cash till for use by the Librarian at MG Live! Silverstone. It was also agreed the Register should cease to offer the facility of renewing Bulletin subs in Euros thereby removing the exchange risk and the extra work incurred by P White. The European members should instead be given the opportunity to easily pay their subs in Sterling. B Milton agreed to advise P White of the form of wording to be used on the renewal form and also supply the iban number for the Register's bank account.

R Hamblett, Registrar, reported the following cars have come to light since the date of the last meeting:- 3 J types, 5 N types, 1 PB, 1 PA and 1 M type. There have been numerous changes of ownership and a couple of cars have been voided. An inspection has been made at the request of the owner of an N type which is definitely an NE.

M Linward, Competition Secretary, confirmed B Bennett (J2/PAs) still leads the COTY with P Green/P Boghossian (K3) in second and D Morbey (PA/PB) in third. B Smith-Hilliard (K3) leads the Racing Challenge Trophy from H McNinch (C type) and S Etherington (PB). M Dolton (PB) leads the Speed Championship from I Baxter (Ex Evans NAs) and M Painter (J2/PAs).

P Hemming, Librarian, reported a very successful MG Silverstone for the library with overall takings at a record £8444.50 (2010 £3501.50). It was suggested consideration be given to the purchase of a suitable cash till. Sales of the Yearbook were slightly up on last year at 181 and the new M Green book generated a lot of interest, but sales of the longer running items remain slow. Most 50th regalia sales were buoyant including the second batch of metal badges. Thanks are due to P White, G Eagle, J Hall, and M and A Allison for their help at various times over the weekend. A special sale at the Summer Gathering generated sales of £527.50 - mostly 50th regalia.

D Morbey, Safety Fast Scribe, reported the last 2 newsletters had included plugs for the 50th anniversary events as well as news of future events. The September issue will include the feedback on the Bulletin questionnaire. As always members should inform the Scribe of any items they would like included in Safety Fast!

P Bayne-Powell, retiring Bulletin Editor, confirmed his last issue, comprising 64 pages, had been sent to the printers. The handover to B Richards, who confirmed his trial period as Editor is dependant on enough submissions to produce a reasonably sized Bulletin, was going smoothly. It was also confirmed future issues of the Bulletin would be produced as a pdf file. It was agreed the Bulletin should be placed on the web site one month after distribution.

C Spoelstra, Yearbook Editor, has confirmed she has plenty of material for the 2011 Yearbook including a technical article. The Committee agreed to obtain a quotation to

print the now traditional 72 page Yearbook in colour.

N Feakes, Webmaster, plans to alter the way in which pictures are placed on the Discussion Forum and may require software to automatically size the pictures. There may be free software available to facilitate this but the Committee authorised limited expenditure to purchase suitable software.

!00 members with 51 cars attended the Summer Gathering in very good weather. There was a display of 5 ex Evans family cars at the last Brooklands reunion together with a display of trophies. However, the turnout of Triple-M cars in the designated MG car park was disappointing.

M Linward advised that FJ Engineering, who manufacture pistons, have gone into liquidation although he understood outstanding orders would be met.

The date of the next Committee meeting is 5th December 2011.

*Note: Following discussions with Paul the Chairman has decided that the facility of renewing Bulletin subs in Euros should be reinstated. - Ed*

## **Future Events**

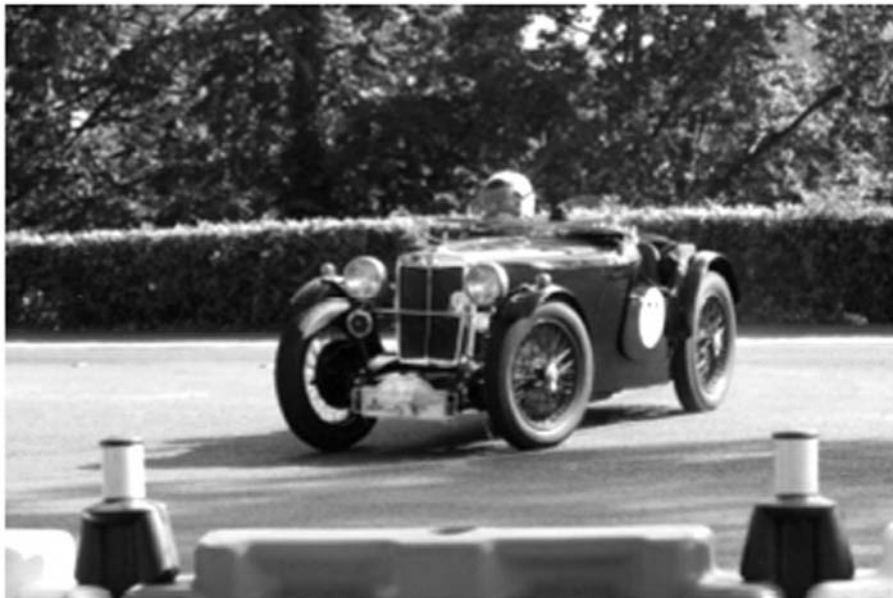
October 15th	MGCC SW Centre Kimber Trial (Nr Bristol)	01963 440941
October 15th	MGCC Council and AGM	01235 555552
October 22nd	VSCC Goodwood Sprint	01608 644777
November 12th	VSCC Lakeland Trial	01608 644777
November 19th	Inter-Register Nightjar Rally (Hampshire)	01483 811428
November 19th	VSCC Cotswold Trial	01608 644777
December 3rd	VSCC Winter Driving Tests (Oxfordshire)	01608 644777
January 6th/7th	MCC Exeter Trial	<a href="http://www.themotorcyclingclub.org.uk">www.themotorcyclingclub.org.uk</a>
January 14th/15th	VSCC Measham Rally (Oxfordshire)	01608 644777
January 29th	VSCC New Year Driving Tests (Brooklands)	01608 644777

## Speed Hill Climb Reports

By Mark Dolton

### La Coupe Florio

Further to conversations with Graham Holdsworth I thought I'd update on his adventure in to Brittany in August. Graham's PB is the sister car to ours, PB0601 and 0602 respectively and I'm looking forward to Graham competing in the UK next year. Both cars are Blown so should be a good contest.



*Rachel Holdsworth – PB 0601*

Anyway, La Coupe Florio Hillclimb in St. Brieuc, France. Graham's daughter Rachel actually drove the car, a super event with a total entry of 90 pre-1975 cars and run up a terrific course of 2.74 km.

Starting on the flat by the marina on the beautiful river estuary, the course included 2, 90deg bends, 2 S bends and a 180deg hairpin near the finish in the town centre. A long uphill straight was very fast for some of the post war rally cars and single seaters. With a grandstand by the last hairpin and enormous crowds it was reminiscent of Angouleme'. There were 15 entries in the prewar class including 2 MMM's. The other was a D type Montlhery Midget' rep. D0454 of Marc Daurat. Rachael was 4th fastest



Marc Daurat – D0454

but as it was officially a Regularity event, only 6th on handicap. Marc did well on handicap coming 2nd in class and Rachael received a bouquet from the Mayor as a 'fast lady' and he said the PB was 'tres joli'.

To supplement the great competition there was a great VSCC party in the evening so the obligatory hang overs were on show next day! A great weekend , lunches included and hotel subsidised. Good for all the family, one to consider for next year!

#### **VSCC Prescott - August 2011**

Despite only having 7 Triple M's out on track in a field of circa 250 cars, Prescott was once again a wonderful weekend both on and off the track. Clearly this is the most popular event of the year, massively over-subscribed each year despite the authorised MSA limit increasing. The weather was changeable but dry for the majority of the runs, only the later classes on Sunday Afternoon getting caught in the rain storms. Saturday night in the campsite was a little wet to say the least as monsoon showers struck just as the BBQ's were firing up, all adding to the fun and games!

Down in the Paddock, Classes 1,2,3 and 4 had been moved down into the bottom grassy area, a nice surprise to be down in the thick of things for the first time. I hope they keep the layout for the future. There was a wonderful collection of cars both in the paddock and the orchard, just a joy to stroll around and enjoy. I took all the family

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*Duncan Potter C Type – Photo Ian Davidson*



*Ian Baxter guides the Bellevue towards the semi circle – Photo Peter Mcfadyen*

and camped for the first time with them. As could be expected it was great fun and the kids were over the moon to find a face painter in the car park! With Movies, Jazz bands etc., there is so much going on; its far more than just a Hill climb!!



*Above: Throwing the PB into orchard! - Photo Ian Davidson*

*Below: Mike Painter and the Kayne Special – Photo Peter Mcfadyen*



The course is short and tricky, I personally find it extremely difficult to find any place to make up time with all my times within a second of each other. The main area to win or lose seems to be the first sharp right hander, how late can you leave the braking

and how much speed can you carry up the hill. In the classes generally the MGs were out powered. In class 3, I was the only under 1200cc car and even with the blower and matching my personal best time, I could only manage 14th. David Potter is still tweaking the C Type after it was returned to its original 746cc engine size but managed to improve with every run. David Rushton was similar, gradually reducing his times but well off the pace of the class leaders.

In class 10, the 2 PA Specials, Wolseley and Riley powered respectively, were solid taking 8th and 9th. Mike Painter was well in the mix in class 13 once again with an impressive 48sec run in the Kayne Special. Ian Baxter was impressive in the Bellevue with a 44.96 just 1sec off the class winning ERA R12C.

So no awards this year for the Triple M contingent. It's a wonderful social event and great to be part of but in terms of competition, I just focus on my beating my own times as we are a little off the pace!

#### Triple M Results

274	Ian Baxter	Bellevue Special	44.96	Class 14	4th out of 19
248	Mike Painter	Kayne Special	48.30	Class 13	6th out of 24
194	Tony Seber	PA / Wolseley	50.87	Class 10	7th out of 19
192	Tony Wood	PA / Riley	52.29	Class 10	8th out of 19
56	Mark Dolton	PB (s)	55.67	Class 3	14th out of 30
794	David Seber	PA / Wolseley	65.50	Class 10	19th out of 19
27	Duncan Potter	C Type	60.97	Class 2	8th out of 13
25	David Rushton	M Type	62.49	Class 2	10th out of 13

#### MGCC Wiscombe Park - September 10th 2011

The MGCC South West centre Hill Climb is one of the last events on the calendar this year so we all hoped we would be treated to sunshine and a strong Triple M entry. The entry was good but still room for improvement next year but the weather was pretty damp and grey. We arrived Friday evening for a typical British BBQ under cover from the sometimes heavy rain. But spirits were not dampened as we looked forward to tackling the tricky hill at this wonderful venue.

I awoke early to walk the course but found visibility to be about 30ft as a heavy misty mizzle hung about in the trees. The track was clearly slippery with small patches of moss interwoven into the tarmac in some places under the trees adding to the wet surface. Regardless, the venue was immaculate as ever and the marshals ran it with their usual efficiency and smiles.

Everybody's first runs were very tentative as we got to grips with the conditions and remembered the twists of the tricky hill. The slightly downhill start line providing little



*Triple M's prepare for action – Photo Phil Combes*

grip as we twitched and slithered away! The weather held enough to not present full wet runs and gradually got drier but kept damp enough to keep us on our toes.

In practice Ian Coxen was unlucky in the J2 only completing one run before retiring with mechanical issues. The rest of the pack steadily improved and were ready for competition in the afternoon. The classes were tough, incorporating specials and cars up to 1957. So a number of invited VSCC entrants and the T-Types joined the fun.

Without doubt drive of the day goes to Andrew Morland, again seemingly the master of the damp track as per Loton park earlier in the season. His 62.84 forcing the time keepers to double check their figures!! The track through the gate and into the essess is for me one of the highlights of the season, a blind section through the trees with a slight rise as you exit. The cars go light as they drift towards the bank. Watching some of the Caterhams fly through there is pretty-hair raising too!

In the end the Don Smith Trophy went to Ian Baxter, a lone single seater in class 2f with a twitchy 56.59sec super run. Andrew Morland PA took 1st in class in 2b beating his next Triple M rival in class by 4.5 secs. Stuart Evans was quickest in 2c with a 60.90 in the J special but couldn't compete with the T type for class awards.

All in all another very enjoyable event, we hope that this continues to build on its success next year!

Triple M Results

25	Ian Baxter	Bellevue Spl	1491	56.59	Class 2f	1st & Don Smith Trophy
18	Stuart Evans	J Spl	847s/c	60.90	Class 2c	
5	Andrew Morland	PA	746s/c	62.84	Class 2	1st in class
19	Howard Harman	PA	948s/c	64.34	Class 2c	
17	Mark Dolton	PB	939s/c	64.94	lass 2c	
7	Frank Ashley	M type	847	67.18	Class 2b	3rd in class
8A	Ian Mackay	J2	847	68.56	Class 2b	
20	Richard Jenkins	N Magnette	1271	68.66	Class 2c	
8	Michael Linward	J2	847	70.15	Class 2b	
3	Philip Coombs	J2	847	71.21	Class 2b	
4	Jeremy Hawke	J2	847	73.46	Class 2b	
6	Brian Galbraith	J2	847	75.39	Class 2b	
10	Ian Coxen	J2	847	retired	Class 2b	

Class 2a: Pre 1955 Standard & Modified Sports Cars up to 750cc and 2b: 751-1100c.c. unsupercharged and up to 750cc supercharged

Class 2c: Pre 1955 Standard & Modified Sports Cars 1101-1500cc unsupercharged and up to 1100cc supercharged

Class 2f: Pre 1955 Racing/Sports Racing & Hill Climb Specials

MIDGET
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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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## Triple-M Register Championships

### Car of the Year (COTY) 2011 Scores to 11th September

Position	Register Number	Car Mark	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	99
2nd	3205	K3/s	JB 7526	Peter GreenPat Boghossian	81
3rd	1140	J2	JL 753	Mike LinwardIan MacKay	78
4th	2272	C/s	LJ 4444	Oliver Richardson	72
5th	1533	PA-PB	WV 5012	Dick Morbey	68
6th	1595	M	PG 1045	Frank Ashley	66
7th	3	J2	DG 5404	Jeremy Hawke	64
8th	2591	PA	MG 3242	Colin McLachlan	62
9th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	61
10th	2362	NA	BTT 726	Richard Jenkins	59
11th	208	J3/s	CHO 875	Ed Taylor	58
12th	2200	C/s	RX 8306	Philip Bayne-Powell	56
=13th	1931	C/s	VD 30	Barry Foster	54
"	2170	PB/s	CLX 112	Mark Dolton	54
15th	-	PB	-	Simon Etherington	53
16th	605	L1/s	MG 2802	Bob JonesCharles Jones	52
17th	2000	K3/s	MG 3570	Andrew Taylor	51
18th	3226	C/s	JO 2288	Hamish McNinch	50
=19th	341	M	PJ 7970	David Rushton	48
"	1018	J2	MG 2853	Philip Coombs	48
21st	2694	J2-PA/s	Kayne Spl.	Mike Painter	45
22nd	2913	PA/s	MG 3855	Andrew Morland	43
23rd	225	K1	ALU 463	Martin Jacobs	42
=24th	148	M	OY 1548	John Haine	41
"	2761	K1/s	MG 2794	Paul MullinsEdward Mullins	41
26th	250	PA	MG 3294	Andrew Bradshaw	40
27th	922	D	KG 1237	Digby Gibbs Julia Gibbs Jo Salmon Chris Salmon	39
=28th	907	K1	ADH 360	Neil MacKayJohn Reid	38
"	3302	J2	KS 6104	Andrew Harrington	38
"	317	Jarvis M	GP 1856	Annette Lee Philip Bayne-Powell	38
31st	1804	PA	MG 3848	Alex Reid	37
=32nd	2284	J2	OB 5374	Colin Henderson	36

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"	3303	M	LS 2464	Oliver Richardson Colin Butchers Bryan Ditchman	36
34th	1270	NB Cresta	MG 4750	Bob Clare Mike Allison	35
=35th	3303	M	LS 2464	Oliver Richardson Colin Butchers Bryan Ditchman	34
"	920	PA	TG 8337	George Ward Jo Ward	34
"	1883	J2	PO 8865	Patrick Gardner Jack Westbrook Rory Westbrook	34
=38th	2236	J2	TJ 5050	George Morgan	32
"	663	F2	ZH 69814	Sam Barrow	32
"	1917	J1/s	VSV 521	Stuart Evans	32
"	-	J2/s	WF 5494	Fred Boothby	32
42nd	2631	K3/s	JB 1472	Brandon Smith-Hilliard	31
=43rd	761	J2	APU 280	David Downes	30
"	2175	PB	JB 7524	Elizabeth Taylor	30
=45th	1581	K1	E-KK 1933	Walter Kallenberg	29
"	108	M	OU 4824	Mike Dalby	29
"	1521	C/s	RX 8591	Dave Cooksey Nick Cooksey	29
"	2692	J2	SW 4156	Brian Galbraith	29
49th	1551	PA	CYE 387	Barny Creaser	28
=50th	211	K1	HH-KO317H	Teja Fischer	27
"	2960	J2	AM-30-25	Thijs de Groot	27
"	1823	PA	WO 9320	Terry Andrews	27
"	-	NA/s	BXY 121	Chris Cadman	27
=54th	1777	PA	BEV 518	Ron Warr	26
"	1550	PA	567 CRU	Peter Scott	26
"	3049	J2	UN 7688	Chris Clark	26
"	1428	J2	DG 6142	Nick Bengier Oliver Bengier Tom Mason	26
=58th	2060	PA	OW 5865	David Rowland	25
"	1647	NB	JB 6864	Bill Abbott	25
"	158	PA	BJO 800	Peter Down	25
"	1146	K3/s	JB 3182	Gunther Stamm	25
=62nd	2227	KN	MG 4282	Peter Hemmings	24
"	-	PA/s	-	Mike Painter	24
=64th	1823	PA	WO 9320	Terry Andrews	23
"	745	F1	DM-89-11	Jack van Gelderen	23

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"	2133	KN/s ss	-	Andy King	23
"	30	J2	OC 3816	Ian White	23
"	167	M	APB 298	Andy King	23
				Rachel Bolton-King	
69th	2188	M	GH 4434	Colin Reynolds	22
=70th	738	J2	UP 8871	Colin Henderson	21
"	73	PA/s	US 8752	Mike Pancheri	21
72nd	1963	PB	YS 5081	Keith Wallace	20
=73rd	423	J2/s	DU-FG 86 H	Christian Höptner	19
"	1168	PB 4str.	MG 4283	Chris Lewis	19
"	1607	F1	HZR 714	Stefaan Vernyns	19
"	156	K1/s	APC 950	George Ward	19
"	2793	NA	JN 4402	Ken Hall	19
"	3173	PB	APW 774	David Sherman	19
"	1	NA/s	JB 3852	Mike Allison	19
=80th	65	PA/s	DPH 228	Nigel Gibbons	18
"	2823	F1	GY 5141	Robert Walker	18
"	411	L2	JB 1649	Geoffrey Jarvis	18
"	3017	J1	UG 3585	Jim Collier	18
				Salonette	
=84th	968	PA	BU 8079	Roger Davies	17
"	1027	L2	AKL 840	John Rogers	17
"	597	PB/s	VV 4538	Peter Haynes	17
"	1991	KN/s	ELF 409	Peter Prosser	17
				Saloon	
"	402	D/s	FS 1734	Tom Johnson	17
"	2742	J2	DG 7828	Robin Hamblett	17
=90th	857	L2	LHJ 875	Gaston Lenaerts	16
"	2193	NB	DUB 679	Terry Hartley	16
"	869	F1	GY 4981	Robin Smith	16
"	404	C/s	PJ 6183	Alan Bentley	16
"	994	L2	ALA 656	George Eagle	16
=95th	1600	D	PO 5751	Ted Hack	15
"	2517	M	SV 6402	Roger Glister	15
=97th	864	PA	LSV 554	Brian Rainbow	14
"	181	C/s	GT 6828	Robin Gordon	14
"	81	C/s	JK 1932	Sandra Hudson	14
"	679	J2	MG 2787	Terry Holden	14
"	1164	PA	YSV 703	Hamish McNinch	14
=102nd	1985	K3/s	CS 3009	Philippe Douchet	13
"	845	M	PG 5027	Mike Cleary	13
=104th	1367	PA/s	MG 3921	John Wells	12
"	2912	C/s	GX 9693	David Potter	12
				Duncan Potter	



"	2579	M	MG 874	Valerie Davison Ian Davison	12
=107th	-	M	-	Paul Russell David Cutler	11
"	670	PA	BFY 711	Richard Holl	11
"	950	L1/s	MG 2349	Ian Davison	11
"	676	PA/s	WP 5939	Roger Thomas	11
"	1418	PA	ARO 872	Paul Ferrera	11
"	2430	PA/s	497 UXH	Howard Harman	11
=113th	1794	J1	UF 9856	Colin Lee	10
"	620	NA	DPC 954	Graham Finch	10
"	843	M	ST 6963	Tony Margel	10
"	1659	PA	VL 5643	Terry Davies	10
"	2028	NB/s	MG 3694	Jane Metcalfe	10
=118th	135	KN	BYK 340	Peter Prosser	9
			Saloon		
"	3336	J2	80533	Norbert Welter	9
"	1208	PB	BOK 244	Keith Leaver	9
"	3131	PA	BNA 710	Ray Masters	9
"	1710	F1 Jarvis	IU 2474	Peter Tabb	9
"	-	F1	DX 9913	Bill Cullen	9
"	2979	F1	VK-16-15	Thijs de Groot	9
"	397	M 12/12	SC 9559	Alex Peacop	9
"	1419	J2	AGJ 540	Paul Miller	9
"	3028	J2	MG 2426	Terry Dickie	9
"	3190	J2	JC 1421	Brian Bassett	9
"	1174	M	MJ 1911	Jay Hall	9
"	329	PA/s	CZ 4895	John Adams	9
"	664	PA/s	BLB 209	Valerie Duncombe	9
"	724	J2	HS 7065	Rodney Lambert	9
=133rd	1223	C-RA/s	Bellevue Spl.	Mike Dowley	8
"	1650	M	DV 4449	Guy Catchpole	8
"	407	J2/s	XJ 4982	Peter Batty	8
"	815	KN/s	MG 4314	Martin Warner Nick Westbrook	8
"	3018	PB/s	MG 4516	Rachael Holdsworth	8
=138th	284	M	MG 533	Andrew Lovett	7
"	283	M	SVS 374	Patrick Gardner	7
=140th	2715	KN/s	CG 8379	Tanya Lewis	6
"	126	L2	ANB 431	David Naylor	6
"	3298	PA/s	OSL 309	Les Procter	6
143rd	919	PA/s	DPB 140	Graham Arrondelle	5
=144th	1463	NA/s	BUU 964	David Downes	4

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"	932	J2	CG 5531	Martin Gratte	4
146th	627	J2	FS 5663	Emma DigbyKim Jenkins	3
=147th	1000	PB/s	JB 7521	Brandon Smith-Hilliard	2
"	1135	M	SV 5438	Alan Grassam	2
"	2852	M	RH 5831	Philip Coombs	2
"	3246	J2	AL-37-86	Albert Koolma	2
"	1976	J2/s	JF 5278	Gil Collins	2
"	1997	NA	MG 3271	John Dutton	2
"	1531	J2	PJ 8586	Chris Smith	2
"	162	ND/s	BKL 265	Rosemary Bayne-Powell	2
155th	3272	J2/s	APG 718	Colin Bird	1

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2011 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

9th January	VSCC New Year Driving Tests	Full Results
7th/8th January	MCC Exeter Trial	Full
22nd/23rd January	VSCC Measham Rally	Full
30th January	North Devon Motor Club Exmoor Trial	Full
6th February	Stroud & District MC Cotswold Cloud Trial	Full
13th February	Launceston & North Cornwall MC Trial	Full
19th February	VSCC Exmoor Fringe Trial	Full
19th February	Fell Side Auto Club Northern Classic Trial	Full
5th March	VSCC John Harris Trial	Full
13th March	MGCC SE Spring Navisat	Full
19th/20th March	VSCC Herefordshire Trial	Full
27th March	Torbay Motor Club, Torbay Trial	Full
9th April	VSCC Scottish Trial	Full
10th April	Ross & District MC, Kyre Trial	Full
16th April	Lothian Car Club, Doune Hill Climb	Full
16th April	MGCC SW Kimber Classic Trial	Full
17th April	MGCC SW Kimber Classic Gymkhana	Full
23rd April	MCC Land's End Trial	Part Results
23rd April	VSCC Silverstone Race Meeting	Full
1st May	VSCC Curborough Speed Trials	Full
8th May	VSCC Wiscombe Park Hill Climb	Full
15th May	Ilkley & District MC, Ilkley Classic Trial	Part
21st/22nd May	VSCC 'SeeRed' Donington Park Race Meeting	Full
29th May	Sevenoaks & District MC, Crystal Palace Sprint	Full
4th June	BARC Harewood Hill Climb	Full
11th June	VSCC Cadwell Park Race Meeting	Full

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18th June	VSCC Brooklands Speed Trials	Full
18th/19th June	Brooklands 'Double-Twelve' Driving Test/Concours	Full
21st/23rd June	Triple-M 50th Anniversary Concours & Driving Tests	Full
25th June	'MGLive!' Silverstone International Race Meeting	Full
25th June	Monklands Sporting CC, Forrestburn Hill Climb	Full
26th June	'MGLive!' Silverstone Sprint	Full
3rd July	VSCC Shelsley Walsh Clubman's Hill Climb	Full
10th July	MCC Testing Trial	Full
16th/17th July	VSCC Loton Park Hill Climb	Full
31st July	Triple-M Summer Gathering, Driving Test & Conc.	Full
6th August	MGCC SW Centre Castle Combe Wessex Sprint	Full
6th/7th August	VSCC Prescott Hill Climb	Full
7th August	Camel Vale Motor Club Castle Hill Climb	Full
14th August	Peper Harrow 'Black Horse' Driving Tests	Full
21st August	MGCC SW Centre Mendip Trial	Full
21st August	VSCC Mallory Park Race Meeting	Full
27th/28th August	Monklands Sporting Car Club, Forrestburn Hillclimb	Full
28th August	St.Brieuc Coupe Florio Hillclimb	Full
3rd September	VSCC Pembrey Sprint	Full
4th September	VSCC Pembrey Race Meeting	Full
10th September	MGCC SW Centre Wiscombe Park Hill Climb	Full

**Slade Trophy 2011  
Scores to 25th August**

Position	Car/s	Driver/s	Points
	J2-PA/s	Bill Bennett	43
	PA	George Ward	15
	J2	Jeremy Hawke	13
	M	David Rushton	10
	J2	Thijs de Groot	10
	PA	Alex Reid	9
	M	Oliver Richardson	8
	PA/s	John Wells	8
	J2	Patrick Gardner	7
	M	Mike Dalby	5
	M	Ian Davison	4

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PA/s	Nigel Gibbons	2
J2	Brian Galbraith	2
M	Philip Coombs	1
PB/s	Brandon Smith-Hilliard	1

**Speed Chamionship 2011  
To 30th September**

Position	Car/s	Driver	Points
1st	PB/s	Mark Dolton	39
2nd	J2	Philip Coombs	37
=3rd	NA/s ss	Ian Baxter	33
"	M	Frank Ashley	33
"	J2-PA/s	Mike Painter	33
6th	M	David Rushton	31
7th	PA	Colin McLachan	28
8th	PA/s	Andrew Morland	26
=9th	J2/s	Fred Boothby	21
"	J1/s	Stuart Evans	21
11th	PA	Andrew Bradshaw	19
=12th	C/s	Barry Foster	14
"	C/s	Duncan Potter	14
=14th	NA	Richard Jenkins	13
"	K1/s	Paul Mullins	13
=16th	J2	Ian MacKay	12
"	J2	Jeremy Hawke	12
=18th	PA/s	Howard Harman	11
"	K1/s	Edward Mullins	11
"	J2	Brian Galbraith	11
=21st	J2	Andrew Harrington	10
"	J3/s	Ed Taylor	10
23rd	J2	David Downes	9
=24th	J2	Mike Linward	8
"	PA/s	Les Procter	8
"	M	David Cutler	8
=27th	C/s	Hamish McNinch	6
"	C/s	Philip Bayne-Powell	6
"	M	Roger Glister	6
=30th	KN/s ss	Andy King	5
"	F2	Sam Barrow	5
"	PB/s	Peter Haynes	5
"	M	Paul Russell	5

**Racing Challenge Trophy 2011  
The Betty Haig Cup  
To 11th September**

	<b>Car/s</b>	<b>Driver/s</b>	<b>No. where less than 5 Races</b>	<b>Index of Performance</b>
1st	C/s	Oliver Richardson		0.381
2nd	C/s, PA	Hamish McNinch		0.473
3rd	K3/s	Brandon Smith-Hilliard		0.557
4th	PB/s	Simon Etherington		0.604
5th	NA/s	Chris Cadman		0.850
	L1/s	Charles Jones	4	0.181
	C/s	Barry Foster	4	0.317
	J2-PA/s, PA/s	Mike Painter	4	0.378
	J2/s	Peter Batty	4	0.783
	KN/s	Tanya Lewis	2	0.704
	J2	David Downes	2	0.792
	J2/s	Andrew Harrington	2	1.000
	NB/s	Jane Metcalfe	1	0.286
	PB/s	Peter Haynes	1	0.300
	K3/s	Peter Green	1	0.571
	K1/s	Edward Mullins	1	0.583
	KN/s ss	Andy King	1	0.600
	M	Alex Peacop	1	0.636
	K3/s	Andrew Taylor	1	0.667
	C/s	Dave Cooksey	1	0.857
	J1/s	Stuart Evans	1	1.000
	K3/s	Philippe Douchet	1	1.000

## **Petwood Concours d'Elegance - Sunday 14 August 2011**

### **Report by Mike Hewson, photos by Gemma Coulson (see back cover)**

The second of the new series of Petwood Concours d'Elegance events was obviously benefiting from good influence in the Clerk of the Weather's department as once again we were blessed with a perfect day enhanced by the facilities of the hotel and entertained by 'After the Break' on the terrace. This year we had the added attraction of classes for pre war and post war motorcycles and three wheelers with a splendid collection of 4 Morgans. There was also a display of post 1990 super cars.

The oldest car present was Geoff Tom's (from Horncastle) 1921 Fiat 501s whilst there was a varied selection of Bentleys ranging from Jeremy Drew's 1924, 3/4<sup>1</sup>/<sub>2</sub> litre VDP

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Tourer, through Brian Bateman's 1934, 3 litre Park Ward DHC, John Kaberry's fabulous two tone green Mark 6, Pat Connock's MK6 Special to Christopher Hodgson's 1988 Turbo R.

There were some really outstanding rarities in the form of Paul Martin's 1934 Aston Martin MK2 DHC, John Troughton's 1936 MG PB Airline Coupe, Jeff Holland's 1951 Daimler Barker Special Sports - of the Lady Docker era. John Selway's splendid 1946 HRG 1100 and Neal Walker's stunning metallic blue 1969 Chevrolet Corvette Stingray.

We had a suprising turnout of Sunbeam Talbots - Norman Fisher's black 1946 10 sports saloon. Alan Brinklow's metallic blue 1947 2 litre DHC and J. James'; metallic green 1951 90 saloon.

Bristols were also more numerous than usual with Norman Shirlaw's 1949 400 all the way from London, ex BMC works racing driver Warwick Bank's highly tuned 1953 404 and the 1979 603 of Bristol Owners Club event Co-ordinator Turplin Dixon from Upminster.

The cars were judged by the team of judges over three headings - originality (50 points), mechanical condition and presentation (30 points), and general presentation (20 points).

Each of the class winners was judged for The Car of the Day Trophy and the judges were unanimous in their choice of David 'O';Connor's McNear bodied Rolls Royce Springfield Ghost. This gave the pre-war class win to the very pretty MG PB Airline of John Throughton.

Nick Prowse, Assistant Manager of the Petwood Hotel chose the Chevrolet Corvette Stingray of Neal Walker as the car he would most like to take home in The Petwood Choice Competition. Once again one of Chris Bee's cars was selected for special merit for originality - this time being his 1924 Morris Cowley.

## **The Register Summer Gathering Sunday 31st July 2011**

### **Reflections on a perfect summer's day By Julia Gibbs**

A family day out. All ages. Familiar faces. New faces. Old friends. How are you? Lovely to see you again. Good drive over? Met up at Silverstone didn't we? Wasn't that fun? Were you at Shelsley? Did you do the climb? Are you going to Prescott next weekend?

Tea? Coffee? Need that after the drive. Didn't the car go well! But what about all those roundabouts and red traffic lights in Reading? Lovely roads otherwise. Happy car. Proper motoring, not just driving.

Now, who's here? Ah, good! Oh, shame, they're not.... perhaps next year? Hope so.

Hmm, the picture competition for the Ladies? Humph! Oh, that's easy! But where on earth is that? I should know and am sure I did, but ...do I now?.

Hmm, what is in the bags for the Men? Humph! Oh, that's easy! But what on earth is that? I think it is rather like the thing that goes on the whatsit that makes the connection to the thingummybob.... .... I have a couple in the box at the back of the shelf in case I ever need them....I do now!

So much competition. Interesting! Any red herrings this year? Has Peter put in a part from a cooker rather than from a car? Oh well. A cooker? A BBQ. Food. Elizabeth and her team have been busy. May we join you? This is all rather good!

Have you chosen your cars? Such beauties. So hard to choose between that ...and the.... and then of course what about that...( I wonder if anyone is choosing mine.) Should one go for authenticity or for shine? (I wonder if anyone is choosing mine.) Got to choose three! I'll go for that J, that PA and that M. Or do I go for the K, the L and the N. Some fine alphabet to play with here! But in what order? Decisions. Decisions. Decisions. Decided. (Has anyone chosen mine? I hope so!)

Strawberries and cream. Elizabeth and her team are still being busy. Now it looks as if everything is set out. Shall we have a go? Which shall we do first? Shall I drive first?

The slalom. OK. Driver's side. Canes in. Canes out. Round. Passenger's side. Oops. How was that? Any good? Think I was a bit slow. Must have another go. No competitive spirit at all of course. Must have another go. Now in a bit. Out a bit. No, back a bit. Little bit more. In. There. That looks about right. Thank you, Colin. Just

forward a fraction more.

Aha, the balls. Under-arm? Over-arm? The children are so good at this. That was close! That was miles out. Yesssss! Again. Oh well. Never mind. Choc ices. Why do you always drop a bit on your shirt?

Isn't the weather good? We are so lucky. Line up the bonnet. Look over the side. Look round the headlights. How are we doing? Gently does it. How's that? This is such fun. Your turn now. But I don't want you to beat me!

Prizes. Results. Answers. I'd said it was a fig leaf! Ah, the trick.... Iceland certainly was Bejam, regardless of what the Norse thought about Snowland! Clever there Andrew! And cheeky! A tie between five. Then well done to Marion Pancheri. Very clever!

15,839 stitches on the polo shirt logo. That does seem a lot. A very smart shirt! Well done and good eyesight Will Mullins, you were only out by 839. 64 bits in the jar. Well counted, Terry Andrews. Or was it just a totally accurate guess?

Oh, those bags! The mysteries within! Ah yes, the bit that goes in the..... is called the.....I was right! Congratulations, Bryan Ditchman...correct with an impressive ten. Thought you would know. (And well done Oliver Richardson, with 12, but we knew you'd know.) The canes, the cones. Fine swerves and slaloming Rachel Bolton King in your M. And you judged so well the width of your cars, joint first with just 5,

Ken Hall in his NA and Dick Morbey in his PA. Well done both of you! Ten points with the balls is good aiming. Have you been practising all year Chris Clark? Again, well done. Then yes, how close you can get that D without touching! Or was it just luck, Julia Gibbs?

The overall winner of the gymkhana is Josephine Salmon. Not bad for first time D-driving. Must be a change from your B!

But do not forget The Cars. The Fifty-two Stars. The shining, cherished reasons for the day. The Pride of Ownership. Yes. Absolutely. The Pride of Owning a Triple-M. Be proud of them all. Particularly, be proud of MG 4282, Peter Hemmings, when you go home with your KN and also be a proud owner as you drive off in UG 3585, your J1, Jim Collier. And use the polish wisely.

So, the goodbyes. Jacket on for the drive. Hasn't it been such fun? Have a good journey; take care; shall be in touch. Hope to see you soon. The children are excitedly and patiently sitting in the family cars waiting for a whizz round the field. All ages. Long may the love of our MGs continue. We all are proud of the Register and we all had such a lovely day. Thank you Peter!





Precision Driving at the Summer Gathering - Photo: Dick Morbey

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## Memories of 50 Years Ago

### From Keith Wallace

Please find attached photos the MG M type coupe of my late father (Bob Wallace). Of course my father owned the car well before I was born!, I therefore can only give the very limited information gleaned from our family photograph album.

My father owned the car between April and September 1938 and lived at Hanwell, West London, I think the car was garaged nearby.

During 1938 my father and mother went on a camping holiday somewhere near Margate/Ciffonville.

Photo No.1 shows my mother and their dog called "Santa" sitting in the car near the sea, (I wonder if any one can recognise this stretch of the sea front?). Note the bald



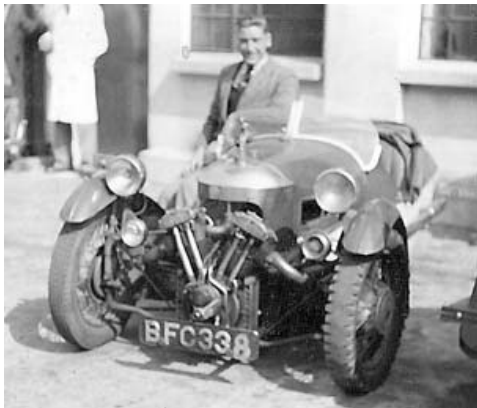
tyres, very common in the 1930s!. I believe camping holidays were very popular during the 1930s (at least with the Wallaces).Our family album photos show many such holidays from the early 1930s with my father and his friends travelling on motor bikes.



The second photo shows my father erecting a tent with the MG car in the back ground, I assume from the covering over the roof that the roof leaked.

The third photo show a friend's MG sports car sometime between 1937 and 1939, parked in a set of garages somewhere in West Ealing/Hanwell, West London.

The fourth photo shows my father sitting on a three wheel Morgan at Acton Bolt Ltd West London, the company he worked for as a toolmaker, taken in February 1938. Note the compulsory bald tyres!



During the 1960s when both my brothers and I owned cars manufactured just after the war, I remember my father saying that post war cars were "far more reliable than pre war ones".

I guess the war did a great deal to improve the design of post war cars.

## From Ray Masters

Our new editor, Bob Richards, requested memories of 50 years ago for the Bulletin. Here are mine.

Fifty years ago; let's see now that would be 1961. Can I go back two years earlier to 1959 when I bought my first P-type. I say my first because three others have followed during those 50 years. The story of acquiring that first one, a rather special PB, I wrote up for the 1990 Triple M year book. But just to again briefly tell the story.

I had, over the previous 6 or 7 years become friendly with Geoff Monk and his pal, who were racing a single seater they had built using a modified PA chassis fitted with a supercharged (28 psi/2 bar) Q-type engine. Finally the desire to own an OHC MG had me searching the local press for a suitable car. One that caught my eye was not too distant and a friend agreed to come with me. He, more knowledgeable than I, immediately recognised this PB with its very non-standard aluminium body, as the car that local North west driver, Ted Lund had raced in the late 40s and early 50s.

To cut a long story short (read that article in the Yearbook) I bought the PB and in June of that year my wife and I went to Le Mans to see the same Ted Lund race his Twin cam MGA. In 1960, I think it was, I sold the car only to buy it back again in 1962 when I had decided to go racing in MGCC and VSCC events. From 1963 to its final sale in 1971 it provided much fun and enjoyment in sprints , hillclimbs and races.

Having bought an OHC MG, as written, in 1959 memories come flooding back of the other aspects of owning and running our models. On many occasions spares were needed to either repair or just keep them on the road and fortunately no MOT tests in those days , so it was often a case of keeping it going somehow rather than having to meet a set standard.

The London area had its A.E.Withams, Toulmin Motors, Richardson's scrap yard and, of course, The Bone Yard (Terry and Barry). Here in the North West we had Archway Engineering, run by Frank and his brother with a few staff. One of whom, a Polish guy, did jobs 'on the side' and many an MG owner was very grateful to both Archway and Ziggy.

Evans' scrapyard was also a good place for spares - but some needed digging out from mother earth they had been there so long!

The annual gathering at Wilsic Hall in Yorkshire was always something to look forward to - and I don't remember it ever raining there. Our local natter was a pub called 'Fiddle in the Bag' and the name still crops up from time to time as 'old timers' reminisce.

Good Triple-M cars cost a maximum of about £150 in the '50s and '60s and many were bought for a lot less. I personally joined the MGCC in 1955 (membership number 8273) but only for 12 months. In 1963 or '64 I was racing at Oulton Park in the PB when a certain Mike Allison approached and said "You ought to be in the MG car Club with this" and I have been a member ever since.

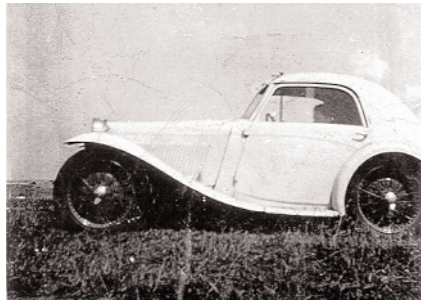
Hope these few words have prompted other memories for members and, if so, send Bob something for the Bulletin.

### **From Lew Palmer**

In response to your last appeal for memories from 50 years ago, I personally cannot offer anything, as I was yet 5 years away from working on a neighbour's TD, not even my own.

However, in searching for the history of my Airline Coupe, PB0560, I was lucky enough to come across a letter from the MG Car Company to a Mr. H. Stevens in Northfleet, Kent in which the company responded that they were not able to provide a spare door lock key, and instead referred him to H. W. Allingham & Co. That led me to contacting Mrs. Stevens. Her husband had passed away a few years earlier. She remembered having a couple of snapshots of the car, her husband, and (at the time) her 5 year old daughter in about 1948.

Through the efforts of Keith Burry, I was able to obtain copies of those photos, which I attach herewith. It is interesting to note that the Airline as originally delivered, was



*Above: Mr. H. Stevens of Wrotham, Kent driving PB0560.*

*Right: Mr. & Mrs. Stevens' 5 year old daughter sitting on the front apron.*



white in colour. This colour was kept at least until 1961, about the time it was in the hands of Roger Balsom and registered as car number 11 on the Triple-M Register. A photo of the car at that time appears in the September 2010 issue of Safety Fast in the "Looking Back" feature. At some time, the top had been removed making the car into a rather odd variation of a drop head coupe. The body was likely replaced prior to its purchase and shipment to the US in 1973.



*Lew and Darlene Palmer with the PB Airline Coupe at the Gilmore Museum, Nr Kalamazoo, Michigan on the occasion of GOF Central, July 2011.*

### **From Terry Sanders**

My friend Fred Loeser has been restoring his J2 for 53 years - and I thought 12 years was a long time on my NA0613!!

Here is part of his story:

### **53 Years and counting. J2 3006**

With the certain knowledge that someone will wonder how anyone can nurse a project this long and maintain the absolute assurance that it would not only be finished but a credit to the make and despite the fact that he didn't have the slightest idea of what he was getting into, only that whatever was done was to bring the car back to "original". It all started in the summer of 1958 while visiting friends whose neighbour

invited me to inspect his latest project. It was a rather tired looking roadster that I recognised as some sort of an MG but not anything like the T series that were popular at the time and into which he had stuffed a Ford V8 60 engine and transmission. I can't remember if he ever drove it or just decided life was too precious but he offered it to me, engine and all for \$500.

Within a month I had the engine out and started going through the remaining bits. A friend put me in touch with the local MG owners club which in turn led to joining the Triple M Society and corresponding to members in England. My intent in restoring the car was reinforced by the help and encouragement I received from some really fine people who wanted nothing more than the satisfaction of being able to assist. Among them was the late Mike Hawke, Steve Dear from Bristol, D.G.E.Taylor from Brigg, Lincolnshire and especially Stuart Lightbody who at the time was a London cop and used a J2 for everyday transportation. Not the least of these is Editor Sanders who informed me that J2 3006 competed in the 1933 Monte Carlo Rally. Incentive indeed. With the help of people like Mike Dowley of Sports and Vintage, Joe Curto, the SU guy who I've gone to recently the pieces are starting to fall together: now if only the budget cooperates I'll be able to collect some bets.



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## Technical Topics

### The SU Pressure Pump Type “L” by Eric Lembrick.(Part 1)

**NOTE:** This article, reproduced by permission, was first published in the June 2011 issue of *Totally T-Type 2*. *TTT 2* is available for free download on John James' independent MG T-Type website [www.ttypes.org](http://www.ttypes.org) (Part 2 is to follow in the next issue of *Triple M Bulletin*)

#### Introduction



Fig 1 – Photo of a very early brass based pump with its seal and label intact. The label reads: “IMPORTANT DO NOT BREAK THIS SEAL BEFORE READING THE INSTRUCTIONS.”

The Type L pump was introduced by SU in the early nineteen-thirties, probably in 1932 or 33 and together with the instruments is one of the few electrical components of our cars not made by Lucas. Prior to that, SU offered the ‘Petrolift’, which dates from the late 1920s and was SU’s first electrically powered fuel pump. The Petrolift was not universally acclaimed, proving to be less than reliable in use. From its introduction, the Type L pump quickly became popular with British car manufacturers and was made in both 6 volt and 12 volt versions to suit the vehicles of the day. Its use continued right through production of the T series and beyond, changing from a low pressure AUA25 mounted high in the engine bay to a high pressure AUA54 mounted low down near the petrol tank part way through production of the TF.

Fig 1 shows the original and now much sought after single-piece brass base. This was replaced in 1948, no doubt to reduce cost, by a two-part alloy base. Note the knurled metal terminal nut in Fig 2 rather than the later and more familiar black plastic terminal nut and the spring ‘J’ which was not fitted on later pumps. It is my assertion that all brass-based pumps were low pressure types. Many will argue with this, but I believe the high pressure pump did not see the light of day until after the change to the two-part alloy base. I’d be interested to hear any irrefutable evidence to challenge this assertion.



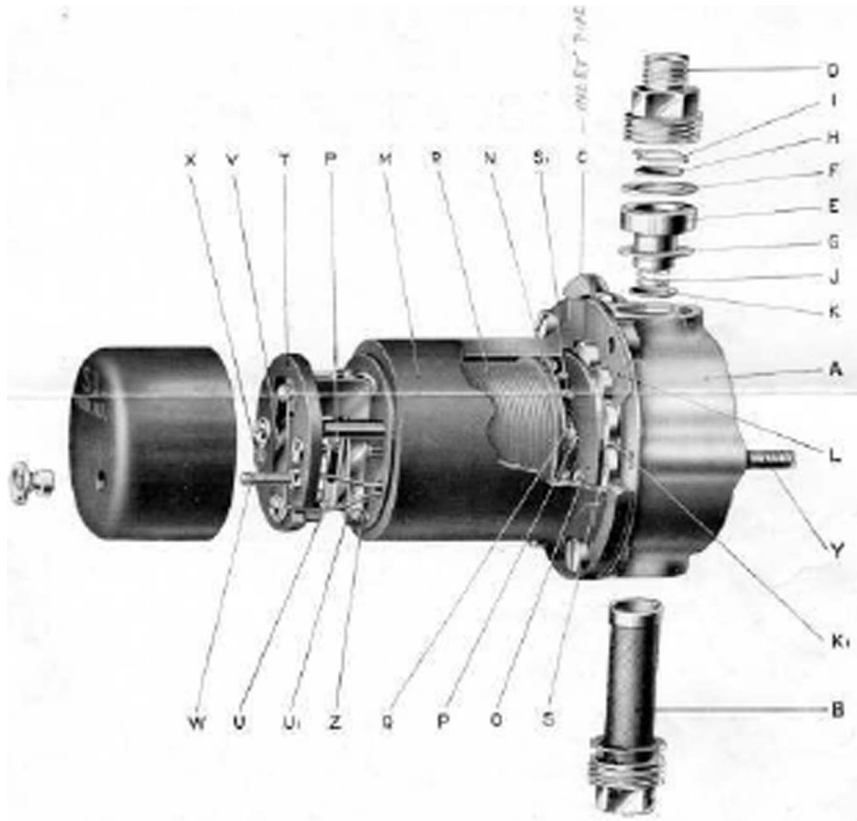


Fig 2 The Type L Pump from a very early datasheet

Certainly there are some high pressure pumps with brass bases around today but I would suggest these may have been assembled from a collection of bits and pieces.

So how do all these versions of the pump differ, and how can you tell them apart?

### 6 Volts v 12 Volts

To differentiate between a 6 volt pump and a 12 volt pump should be really easy. All 6 volt pumps originally had a brown plastic cap with '6V' clearly embossed into the moulding, whilst 12 volt pumps originally had a black cap with 12V embossed into it. However the caps are easily damaged (more of this later) and easily swapped, no

doubt resulting from the 'mend and make do' mentality that prevailed in the post-war era.

As a result, the cap colour can no longer be relied upon to tell you which voltage pump you have, so it may be necessary to be a bit more inventive to tell the two pumps apart. A second clue is the colour of the leads that emerge from the body of the pump under the cap, 6 volt pumps had green leads and 12 volt coils had red leads. Here again it is easy to be fooled because the leads will by now have discoloured and will all have changed to an identical shade of brown (more about this later).

A third way to separate the two involves dismantling the pump by unscrewing the six 2BA screws that hold the body to the base. Inside, on the brass disc on which the volute spring bears, you will find a number stamped. PT 1686 tells you it is a 6 volt pump, whilst PT 1687 confirms you have a 12 volt pump. If there is no number at all, or if the disc is aluminium, then again you almost certainly have a 12 volt pump. If all else fails, the only certain way to know which voltage pump you have is to measure the coil resistance. A 12 volt coil measures around 4 Ohms and a 6 volt coil around half that. A 12 volt pump will not 'tick' in a 6 volt car, and whilst a 6 volt pump will tick in a 12 volt car it will soon over heat. Swapping is not to be recommended.

### **Low Pressure v High Pressure**

The low pressure version of the pump is always fitted in the engine bay, at or around carburettor level. It has a powerful electromagnet which when energised via the contacts, pulls on the diaphragm, which in turn draws petrol into the pump body. It can lift petrol from about 40 inches. When the electromagnet releases the diaphragm the charge of petrol is expelled by a fairly weak spring, so the push stroke can only raise the petrol a further few inches above the pump body. The high pressure pump on the other hand has a more powerful spring to expel the petrol from the body so can lift the petrol to a height of nearly 48 inches above the body. However, the electromagnet of the high pressure pump has to compress this spring as well as lift petrol into the pump body; hence it can only lift petrol from a few inches below, even though it has a more powerful magnet than the low pressure version. For these reasons low pressure and high pressure pumps are not interchangeable.

So again, how do you tell the two versions apart?

Firstly, if you are lucky, you will find a part number tag fixed to the pump body. AUA25 is a low pressure pump, so is the AUA66 which was originally specified for the Morris Minor. It differs from the AUA25 only by the outlet pipe spigot, which can easily be changed to the more familiar T Type right-angled version. If your pump's label says AUA54 then it is a high pressure pump as fitted to later TFs.

On most pumps however these original labels no longer survive so we need to look

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for another clue. On later alloy based pumps there is an earth (or ground) terminal at the side of the body. If this is a 2BA screw, the same size as the six screws that hold the body to the base, it is a low pressure pump. If it is a smaller 4BA screw, the pump is a high pressure type.

Simple? Not quite that simple I'm afraid. There is always an exception to every golden rule. The AUA54 pump, fitted to later TFs has a 2BA earth screw but is a high pressure type. It is however easily identified because it has a uniquely longer body, which at 75mm is around 15mm taller than the standard pump body. Pre 1948 brass based pumps did not have this side earth terminal screw. Instead they had a 2BA earth stud which replaced one of the six screws that hold the body to the base. Again, if my assertion is correct, if it has a brass base it is always going to be a low pressure pump. If there is still any doubt the definitive test is to disassemble the pump and measure the diameter of the magnet core (labelled Q in the illustration). The low pressure pump has a 15mm core and the more powerful magnet of the high pressure pump has a 18.5mm core.

Why did MG move the pump from the engine bay in mid production of the TF? I believe it was because vapourisation of petrol within the pump was beginning to become a problem. Why else would they have moved the pump to the wet and dirty and generally inhospitable location above the back axle? The additional benefit with the high pressure pump is that the petrol in the fuel line to the front of the car is at above atmospheric pressure, and hence less likely to vapourise than petrol in the fuel line of a low pressure pump system, which is at below atmospheric pressure.

### **The Contacts**

The Achilles heel of the Type L pump has always been the contacts (labelled U and U1 in the illustration) used to energise the electromagnet. These quickly erode as a result of the arc that is produced as they break each time the pump 'ticks'. They also tend to corrode until they no longer make contact if left in a damp garage over winter.

SU tried numerous modifications to extend the life of these contacts during the evolution of the pump, including doubling up the contacts on later versions. Unfortunately in terms of longevity twice 'not very long' is still 'not very long'. Owners of course, perfected the art of hitting a dead pump with a soft hammer to breathe life into again, albeit for a short period of time. This probably accounts for the damage caused to the pump cap, and why they may have been swapped.

SU's first attempt at snubbing the arc was to include a burden resistor in parallel with the coil. This took the form of another winding, this time of resistance wire, wound on top of the coil. For reasons best known to SU they threaded the ends of the resistance wire through the green or red sleeving that identified 6 volt pumps from 12 volt pumps and vice versa, which was the cause of the burning that turned both colours to a similar shade of brown. Next they tried a condenser across the points which is

intended to serve the same purpose as the condenser in the distributor, i.e. to provide a path for the current to take, lasting long enough for the points to open sufficiently wide so that they can't arc, but condensers of the time were not as reliable as now, and it was not a great success.

Further attempts at extending the point life included the use of a diode to snub the arc, which works well, but makes the pump polarity conscious. Not a good idea if you lend a pump to a friend with a car wired with the opposite battery polarity, only to see all that expensive smoke, lovingly fitted by dear old Joe Lucas, aka "The Prince of Darkness", escaping from the loom. The ideal solution to extend contact life is of course to fit a Transil, but more of this in Part 2.

### **Marles Weller Steering Tips (Adapted from the Forum)**

#### ***Andrew Bradshaw wrote:***

If overhauled properly, the Marles, in my view is miles better than a Bishop box in an equivalent state of repair. With the Marles, the only real starting point for ultimate satisfaction is to eliminate wear between the peg and the sector shaft. Secondly, the sector shaft needs to be a really good fit in its bush and thirdly the lid needs to run as close as possible to the back of the shaft without binding. If you have not achieved that state, it'll never be much good as even small wear at each of those points multiplies up and by the time it shows up at the steering wheel end 1.5-2" play is not uncommon. (I have seen more).

OK, next step is to acquire/make some new hemispheres. I have a feeling that people like S&V supplied these in different oversizes, but I may have imagined that. Its a long time since I overhauled a MW box. Anyway, if necessary they can be made by grinding ordinary ball bearings. Its a slowish job and I think the method has been described here before, although happy to repeat it if anyone is not sure. With careful hand lapping, the peg with hemispheres installed needs to be able to just pass through the narrowest portion of the worm without excessive binding.

Bolt that lot together and you should have between 0.5- 1" freeplay at the steering wheel. Some say the Adamant box is the best of all, but I think a well sorted Marles is a very close second, especially if the nasty felt bush at the top is replaced with an adjustable bicycle steering head bearing, which is a reasonable simple mod and looks like the Adamant arrangement.

We are of course assuming that all the freeplay is in the box itself. All of the steering joints present an opportunity for freeplay which, again, adds up. These should be screwed up quite tight. I tend to do them as tight as possible by hand with a decent screwdriver, then back them off a couple of slots before split-pinning. Others may

have different preferences. Always best to have an assistant 'wagging' the steering wheel whilst you inspect every joint for excessive freeplay and observe what the drop arm is doing. Any up and down movement is bad news. I have seen cases of drop arms being loose on splines but lets assume that such basics have been eliminated.

The other thing worth checking is no end float on the column bearings. Oh yes, the other occasional cause of excessive freeplay which can be hard to detect, is the worm working loose on the column. It doesn't take much movement here to create havoc. I have somewhere a photo of the alarmingly small spline used to secure the worm on the column. Before I took one off, I had assumed that the splines would run the whole length of the worm. Not so, the splined portion is only about 3/4" long.

***Terry Holden Replied:***

This is just the sort of useful posting which makes this forum so valuable for those, particularly new members, restoring their cars. I have rebuilt quite a number of MW boxes of late and hope you dont mind if I add a couple of comments. One of the problems now encountered is that many of the worms have worn more in their middle section. With hemispheres fitted and running with minimal play in their outer sections this wear leaves you with too much play in the (middle) straight ahead position. This cannot be eliminated without a new worm gear and I dont believe these are available or are they ?

You mention the bearings above and below the worm gear. These were originally split thrust bearings but this size is no longer available. I believe that S and V were trying to address this problem.I hope so because I have now used up all my old stock of these. I have seen ordinary ball bearings used here which is not really a good idea.It is also important to shim the end plate correctly to eliminate end play in the column whilst still allowing free rotation of the shaft.

With regard to the bush at the top of the column I think the most important thing here is to have some free play. It is not a good idea to fit a solid bush and there was at least one accident that is alleged to have been caused by the column tightening up in such a bush when cornering. I always use some fairly dense felt pressed in around the top to form a bush, as original, and this has never caused any problems and eliminates any risks associated with solid bushes.

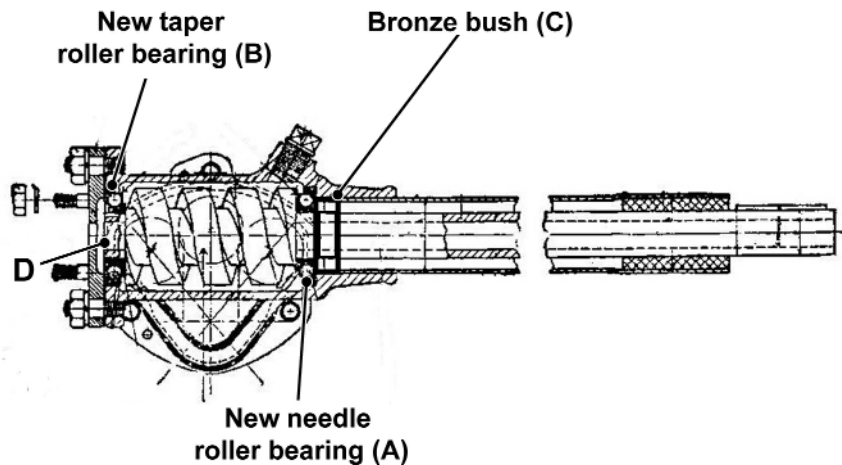
Finally it is worth mentioning again the importance of using gear oil in the box( originally 140 ) but one of the special steering box oils is just as good. They are so often packed with grease and this provides no lubrication to the sector shaft.

Oh! Do please regularly crack test your drop arm. There have been quite a lot of failures in recent years which is not a pleasant experience - just ask Jim Collier, for one, what happens when your drop arm breaks !

**Horst Wendling commented:**

With regard to the bearings for the worm gear, here is my modification to modern bearings. (see drawing below)

The needle roller bearing (A) is SKF AXK2035 with two WS 81104 shaft washers. The taper roller bearing (B) is SKF 30203 standard taper roller bearing, but inside diameter is 17 mm, the shaft is 19 mm! So I must decrease the shaft to 17 mm at the end (D). Inside the housing between the worm and the column is a bronze bush (C) for fixing the shaft in the axial direction.



## Tips and Hints

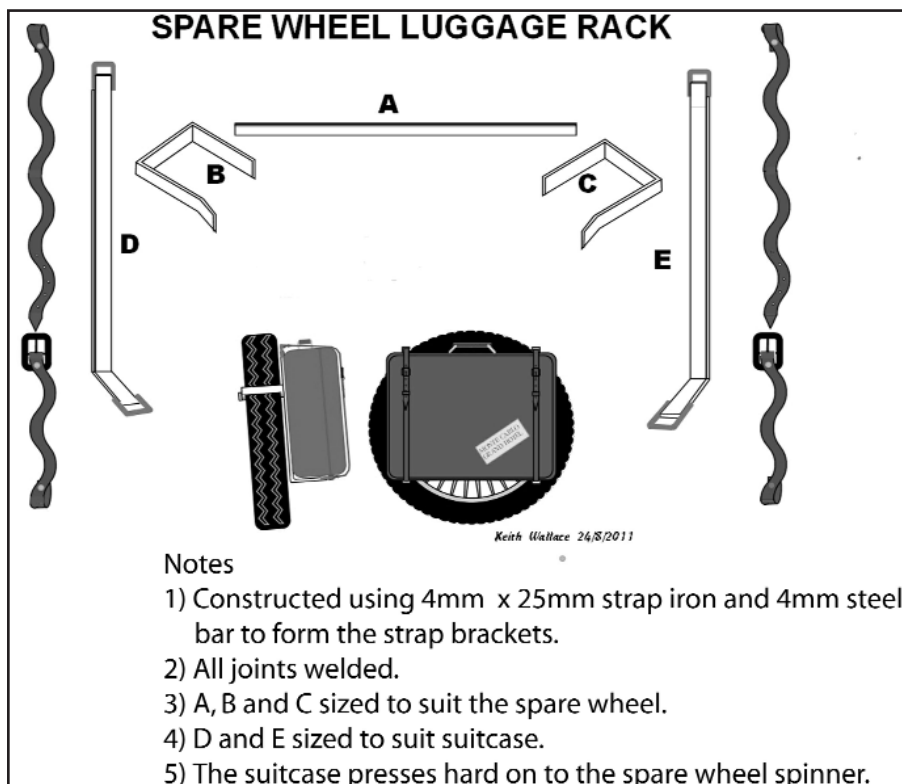
**Keith Wallace writes**

I wondered if any club members would be interested in the type of luggage rack I made for my PB. Because the luggage rack normally fitted to J and P types often restricts the rear view when in use, I built a rack which simply drops over the spare tyre, making it very easy to remove when it is not required. I also find it useful to carry folding chairs when attending rallies.

The rack has been made to fit tightly over the spare tyre. I use an additional strap around the tyre just to make sure that the rack cannot 'jump off' when hitting a large bump at speed.

Whilst the Mark 1 has hinged arms, the Mark 2 would simply have shorter arms and

allow the leather straps to keep the luggage in place. The rack has been in use since February this year without any unforeseen problems.



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***From Martin White***

**Another J2 Modification**

They experienced a problem whereby gearbox oil leaked past the layshaft into the bell housing. When this occurred, they fitted a small cover plate inside the bell housing to cover the end of the shaft, part number 2753, held on by three  $\frac{1}{4}$  Whitworth screws. This is not mentioned in the parts list.

***From Ian Coxen:***

As a result of the bulletin electrical switch article by Lew Palmer it might be interesting to put a note in the magazine that the Blower manual, under TA wiring diagram on Page 504, does show wiring diagrams of a switch and I believe P types used the same item.

***From Nick Feakes:***

If you have a two brush dynamo, your lighting/ignition switch has the extra connections for lowering the charge rate and you have a control box containing resistors then the wiring diagram for the TA in the appropriate section of Blower might be helpful.

*Note: I have received a comprehensive letter on the subject of the lighting/ignition switch but this is held over to the next issue due to space constraints.*  
- Ed.

**Spares for Sale**

*We do not charge for putting your advert in the spares for sale/wanted, but ask that you send a contribution in the form of a Tip or Hint for that section.*

***Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU. Tel. 01344 424258) has for sale:***

**D Lights**, brand new, not repro, chrome. £100 the pair.

**D Lights**, second hand, black, need bulb holders (take from trailer lights etc) £30 the pair.

**Torpedo Side Lights**, bodies only £20 the pair.



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## **Tail Lights**

**(with apologies to the VSCC whose bulletin contains a topic called 'Sidelights')**

### **Steering Wheel Restoration Ltd**

We are informed by Colin Butchers that the address and telephone number of the above company were incorrectly published in a previous bulletin. The correct info is 2 Wilborough Road, Birchington, Kent, CT79DY, tel: 01843 844962

### **Authorship**

We are informed by Jos Schreuders that the article about Via Flaminia that was attributed to him was in fact written by Hans van den Bosch.

*Editorial apologies to those concerned!*



***Another variation on sidelights (spotted on Gordon Higginbotham's P-type). In fact these 'Octagons' are not tail lights but have been converted into effective direction indicators.***



*50th Anniversary at Gaydon  
Above: Does it always rain in England?  
Below: A Beaming Terry Andrews  
Both photos: Dick Morbey*





Petworth Hotel Concours Class Winner :  
John Troughton's PB Airline  
Both photos on this page by Gemma Coulson



The M Type of Bryan Bowles at Petworth Concours