

# TRIPLE-M REGISTER BULLETIN



**DECEMBER 2011**





*BARC Harewood: The black P Type was driven by Les Proctor and the dark blue J2 by Andrew Harrington - Photos by Paul Down ([www.bertram-hill.co.uk](http://www.bertram-hill.co.uk))*



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# **TRIPLE-M REGISTER BULLETIN No. 64**

## **Editorial**

I am pleased to say that the subject of the October cover photo, Bill Bennett, has contributed an article on his experiences on this year's Edinburgh Trial. As a past competitor and marshal on the Edinburgh, I feel duty bound to mention that despite the name, this trial does not go to Edinburgh, though it is the spiritual successor to a trial that actually went from London to Edinburgh in years gone by. Nowadays, the trial route is mostly in the Peak District of Derbyshire and Staffordshire. For those who aspire to classic trials, I would recommend Bill's article about preparing his J2 for trialling which appeared in the 2004 Yearbook.

For this issue's seasonal cover photo, I am indebted to Bob Walker whose F-type is shown basking in the winter sunshine. Bob has also contributed an article but shortage of space means it is postponed to the next issue.

I would like to thank all who have sent in contributions to the Bulletin, including those memories of fifty or so years ago.

Before this 50th anniversary year is over, I felt I ought to mention a 50 year sequel about the first MG I owned. This was a green PA 2 seater which I bought for £37.10s in 1961. Not long afterwards an acquaintance pleaded with me to sell it to him and I did so for £55. It was later seen repainted bright red with 'Jezebel' emblazoned on the bonnet side. After that, I never saw it again and assumed it was no longer extant as I could not find its registration number in the Register and had no record of the chassis number. Then earlier this year the PA appeared on the Cars for Sale section of our website - alive and well, having been imported into Canada in 1974 by Bob Thibou and completely restored from the ground up by Harry Woodford! Although it was no longer UK registered, its registration (BME 384) was mentioned in the advert. Its chassis number is also in the advert, by which I discovered that it is in the register after all (minus its UK registration number)!

Thanks also to those readers who have made comments (complimentary and other wise) about my first issue of the Bulletin. All feed-back is useful and very much appreciated. A Happy Christmas to **all** readers!

## Future Events

December 3rd	VSCC Winter Driving Tests (Oxfordshire)	01608 644777
December 26th	Abingdon Works Centre Boxing Day Run	01235 764288
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 28th	Brooklands Film Night	01932 857381
January 29th	VSCC New Year Driving Tests (Brooklands)	01608 644777
February 18th	VSCC Exmoor Fringe Trial	01608 644777
February 19th	MG Show and Spares Day, Stoneleigh	01775 768661
February 25th	VSCC Pomeroy Trophy, Silverstone	01608 644777
March 3rd	VSCC John Harris (Derbyshire) Trial	01608 644777
March 4th	Register AGM at Kimber House	
April 6th/7th	MCC Land's End Trial	<a href="http://www.themotorcyclingclub.org.uk">www.themotorcyclingclub.org.uk</a>
April 21st	Register Annual Dinner & Prizegiving	
April 22nd	Register Group Visit (details TBA)	
May 25-28th	Register Border Reivers' Raid	See next page

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### **Triple M Register Border Reivers' Raid**

Where? The Glorious "Scottish Borders" When? 25th - 28th May 2012

A new event continuing in the style of the popular "Flat Cap and Whippet" weekends formerly held in the north of England.

The tour will take place over two and a half days and offers opportunity to view the beautiful scenery of the Scottish Borders, using quiet but sometimes challenging roads ideal for enjoying MMM motoring with time to explore some of the interesting and unusual places in this secret area of Scotland.

The Barony Castle Hotel at Eddleston near Peebles will be our base where parking for trailers will be available. Entry is open to all members of the MGCC Triple M Register.

For further details, entry form, and regulations please e-mail Colin McLachlan at [mmborderreiversraid@acme-properties.co.uk](mailto:mmborderreiversraid@acme-properties.co.uk) (preferred) or write to Colin McLachlan, Greve Cottage, Stone of Morpie, DD10 0AA, Scotland, enclosing a C5 stamped self addressed envelope.



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## **Competition Reports**

### **Arosa Hill Climb - Switzerland, September 9-10-11th 2011 by Barry Foster**

Hamish and myself were invited to join a group of cars going to this event in Switzerland.

The climb is 7.5 km in length with many corners, including several hairpin bends and two railway bridges. It also has a downhill section where a series of chicanes is placed to slow the quicker cars. The end of the hill runs through part of the town of Arosa and finishes by the big lake.

All the cars were in a tented paddock between the railway station and the lake. Hospitality was excellent!

Two practice runs take place on Friday, one in the morning and one late afternoon. These determine the order the cars run for Saturday and Sunday. Most of the cars are in groups 1 and 2, the regularity classes, but are not restricted to any speed limit.

Group 3 cars are those in the Competition class. On Saturday everyone is put down to Regularity. On Sunday the Competition group is timed on speed with both runs being counted.

There were 5 Triple-M cars taking part, Hamish and myself with Midgets, Urs Schweinfurth with a K-type 'monoposto', Kurt Belser with a very nice 4 seater NB and Chris Dravec with an L-type 2 seater special. The K and L types ran quickly in the Regularity class. Hamish was troubled with erratic running which appeared to be down to fuel problems. I managed to break a diff. but completed the run as it locked up as a solid axle! The diff. was changed and we still managed to have a good lunch before the next run!

It was an excellent event, well organised and a super hill to play on.

The following weekend we moved on to Angouleme in France for:

### **The Circuit des Remparts**

Angouleme has a fabulous street circuit which is unchanged since 1939. Hamish, myself and Thijs De Groot from Holland had entered one of the pre-war races. Thijs was in his supercharged P-type special, painted in Dutch racing colours - Orange! His team of supporters, including our esteemed Yearbook editor was kitted out in matching sweatshirts.

All the MGs that had been entered were in the same race, so we had several of the modified TCs, the Y-type special and a gaggle of TA/B/C pointed tail specials, plus a few other real pre-war cars.

We were in the first practice session so had to prepare in the wet and dark of pre-dawn on Sunday morning. Practice was very slippery but went without any major incidents.

The race after lunch had all sorts of incidents and several laps with the Safety Car on the track whilst a car was removed from one of the hairpin corners.

Hamish's C-type was damaged on the starting grid when he was backed into the car behind by one of the grid marshals. I had variable power as a result of water in the fuel. Thijs went well but we were all put at risk by one of the 'hot' T-types driven by a French driver who seemed unaware of the rules of racing.

Thijs finished 4th, Hamish 8th and myself 10th.



## **Triple-M Meeting 'In and Around' Bremen 2011 by Hilde Freiburg (translated by Bill Lambert)**

### **29.04.2011, My Birthday**

Susan's surprise for me: Weekend Triple-M meeting in Bremen-Vegesack in September 2011. The date they had previously discussed with my husband, "Hilde has time."

### **02.09.2011**

At 9 am Susanne was at the door ready with our PA. Following a brief report of the route, we could then start: From the A31 junction Bottrop, Mülheim, then B213. At noon a short stop-over to refuel, have a drink, cappuccino and plan for the onward journey. In wonderful sun-shine, our decision was to take the side roads to the ferry at Vegesack.



*Photo by Hergen Deuter*

Around 3 pm, we reached our destination, the Standlust Hotel. Klaus welcomed us warmly and informed us that our group had shrunk to a very small group. From the previously 9, 3 MMMs remained: Dieter with Julie and their ND, Anette Hermann and Susan and I with our NA and PA with Susan and Klaus and Heike with their MG J2, the organisers from Bremen.

By 4 pm, we were complete. The cars could be parked safely in the secure grounds of the Lürssen shipyard. By train, we travelled into Bremen. There we admired the World War II intact central station with its impressive facade. Continued to the historic City Hall built in Gothic style and the stone statue of Roland (since 2004, the Ensemble has the UNESCO World Heritage Site status). Here, in front of a statue of Bremen landmark, the Bremen Town Musicians, we welcomed some members of the

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Bremen MG Stammtisch (Club), whom Klaus and Heike supported in their events and who will also help for this meeting. A very informative tour of the city followed, where we learnt that in spite of World War II bombing, many of the historic buildings have been preserved. We saw the oldest part of Bremen the 'Schnoor', walked along the River Weser, noticing the markers of the former river flood levels. What one cannot believe was the glorious late summer weather. We strolled through the Böttcher street, a 110 m long work of art, built in the 1920s. We concluded our evening with a delicious dinner, we then returned by train to Vegesack to the hotel.

### **03.09.2011**

Before we began at about 10 am, after a fine breakfast, there was a photo session of the cars in front of the hotel. The road book was read in detail, with hand drawn Chinese rally characters. There were many varied, seldom travelled roads through the surrounds of Bremen ('in and around' Bremen = 'umzu') and in Bremerhaven. Since we were travelling in a small group, we did not lose sight of each other. Alternately drivers took the role of 'lead vehicle'. After driving about 40 miles, Susanne as the first, missed the 'leader'. Quickly we turned around went back and caught up again.

At a roadside stop, the other two cars, and an MGA of the helpers were parked. We learnt that the MG NA of Poppensieker's had a broken drive shaft. Any chance that you have this spare part here. After a brief discussion, the work began. Fate had it well with us; the broken axle was near a restaurant with enough parking to commence a repair. The people from the farm next door also had the needed tools! (additional jacks, drill, compressor). The ladies could enjoy themselves in the beer garden and enjoy the glorious sunshine. Our technically interested Susanne viewed from time to time the progress of the repair work. Klaus, who was waiting in Bremerhaven, was informed that would shift our lunch break. In the short term, our programme was changed. Our hard-working men made the repairs in an excellent time, and had earned a well-deserved cold beer. In the inn, they could take a "bird bath" to clean up. After many thanks for the help of the guest host and the nice people from the farm, we continued the final miles to lunch. The tour continued through the vast seaport area, (Bremerhaven where there were shipped about 1.4 million vehicles in 2010, the automotive hub of Europe). I have never seen so many vehicles on one site!

Our lunch spot 'The last pub in New York' was located in the port area. There were super tasty fish dishes and local Bremer dishes at very reasonable prices to choose from.

Klaus had in the mean time changed the rest of the programme. We did not have time anymore to visit the Emigration museum, but the harbour cruise could take place.

Strengthened, we continued to even briefly go to the lookout tower built out of containers, of 15 m height, from where we had a very good panoramic view of the

container terminal, auto terminal, shipyard, locks and the cruise terminal.

Then we drove to New Haven, on the hour harbour tour 'overseas port'. Impressive and close up we were able to experience the harbour life, with its huge ships, car terminal, docks and shipyards. The view from the water to the huge container ships was like looking up at towering skyscrapers, which was most impressive.

Because time was short, we went 'in column', led by Klaus, back to the hotel. There, a group dinner at the Standlust Hotel was waiting for us to enjoy. We concluded the busy day's events and once again enjoyed the warm late summer evening on the hotel terrace.

#### **04.09.2011**

When we woke up the next morning the sky was unfortunately quite grey. On the journey to our Sunday destination, it is raining. Upon arrival in Worpswede, the weather improved, it was warm and the sun was there to see us off. With an impressive interesting tour through the artist's village, we learnt a short overview of how this small place of Worpswede has developed from 120 years ago as an artists' colony, visiting the grave of the famous painter Paula Modersohn-Becker, who was unfortunately only 31 years old, and rose to the highest elevation of the location (Weyersberg 54.4 m). A trip to the art gallery displayed the works by the Worpswede artists. The brief impressions are motivation enough to make a visit in the future!

The final round of the Triple-M meeting was lunch in the 'New Helgoland Hamme' restaurant with a view of Hamme River and over to the 'Devil's Moor'. Here we said goodbye to the friends and Bremer Stammtisch Triple M drivers.

The trip back after lunch was unfortunately very wet. In the middle of the B 231, we then suffered a flat tyre. A blessing in disguise, a lonely house, nice people who have a decent jack and hosting us after repair, with drinks on their terrace.

The rest of the trip was without any problems and we dealt with rain and reflected on the memories of a fantastic event with friends in the evening at home.

Many thanks to the team from the MG-Stammtisch Bremen, especially Klaus and Heike. It was a great meeting. Maybe there is a new edition planned for next year or the year after?

Many thanks to Susan, whose birthday surprise was great and was a great deal of fun!

## **Vintage Collingrove Report – October 2011**

### **by Ed Taylor**

I must say that I have been very impressed by a number of recent event reports by Mark Dalton. Here we have one of our younger members using our cars as they were intended and then documenting the experience with the aim of encouraging all and sundry to get out and have a go. Mark, you have shamed me into it, so here is a report of my last event. I appreciate it may be a little hard for most of our members to get to the Barossa Valley in South Australia, but for those that can, and that includes a lot more Aussie MMM owners, it is most definitely a must.

Vintage Collingrove is a three day event run by the Sporting Car Club of South Australia, held in and around the picturesque towns and countryside of the Barossa valley. For those who enjoy Australian wines, the Barossa is one of Australia's famous warm climate grape growing regions. Friday evening kicks things off with a get together and dinner at the Vine Hotel in Nuriootpa. This pub, appropriately, fronts on to the circuit of the 1950 Australian Grand Prix, then and now, the main street of the town.

Saturday was a very relaxed social tour of the region, visiting wineries and pubs, eating and drinking, including a BBQ lunch at a fascinating machinery and aeronautical museum. The lovely open roads provide the ideal opportunity to give the cars a real blast in preparation for the following days hill climbing.

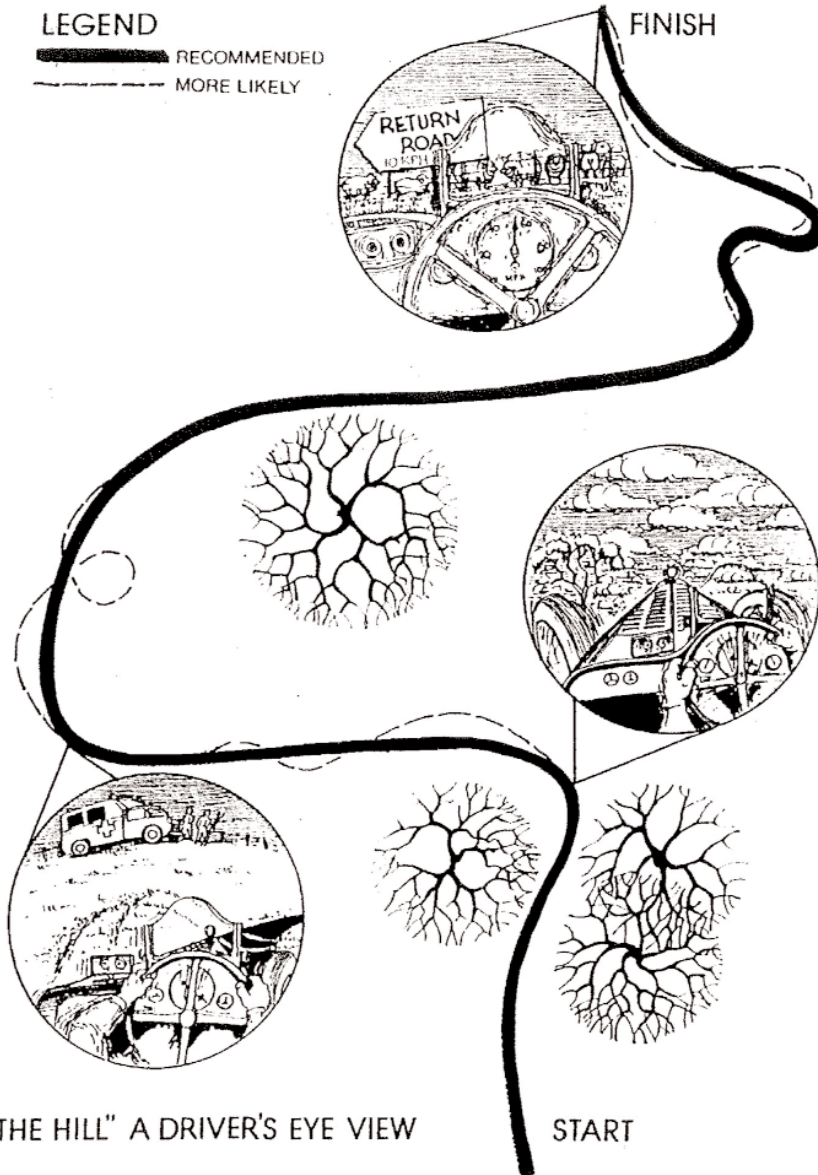
As some readers will know, my little J3 spent some of the northern summer in the UK and had the opportunity to experience that most famous hill at Shelsley Walsh. I have also driven Prescott in the past, but unfortunately at this stage none other in the UK. I live almost next door to Prescott's "twin" hill in Victoria, Rob Roy and have competed there many times. But, I still rate the hill at Collingrove as my favourite.

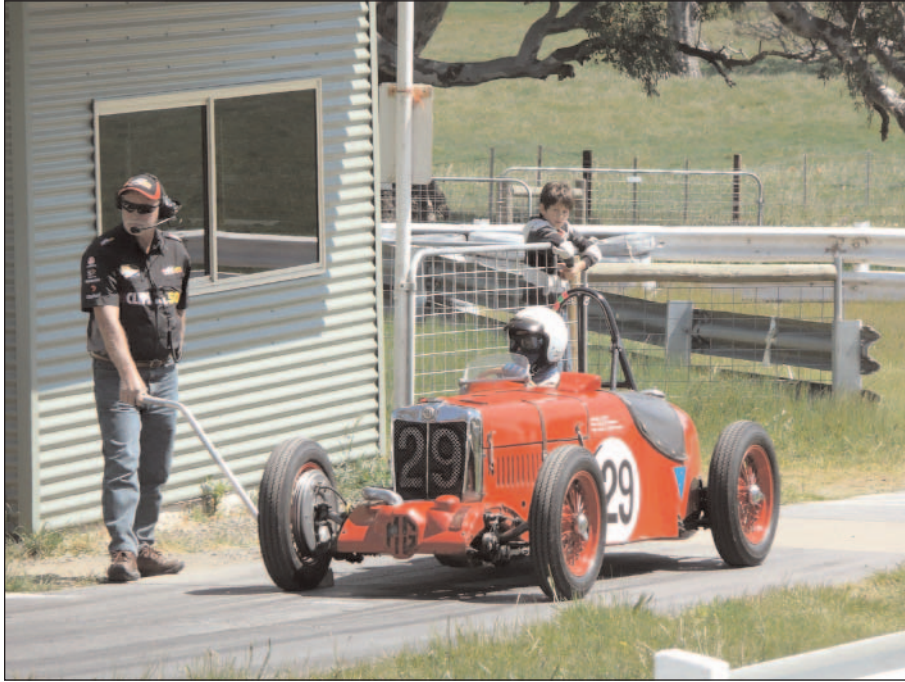
Fortunately the J type arrived back at home in just enough time for this event and I will attempt to describe the experience. The cool crisp spring Sunday morning dawned bright and clear and the paddock was already full of activity as we arrived. Of the four MMM entrants (Doug Keith's NA, Neil Cooke's PB and my J3), all came from Victoria. The fourth was John Payne from SA in his J2, XPAG engined special. We chose a spot on the high side of the paddock with a good view of the start line below and the hill behind us, and commenced preparation for scrutineering. Beside us were three Vauxhall thirstys (30/98's) also from Victoria having driven the 800 odd kilometres in driving rain and hail the three days before. The formality of a drivers briefing with the message "go and have some fun" was over, the first cars were called to line up on the warm up grid, and the event was underway.

Let me describe the hill. You are in a gentle valley with rolling grassed hills (green at this time of the year) scattered with numerous eucalyptus trees (the river red gum

LEGEND

- RECOMMENDED
- MORE LIKELY





variety). The track mounts a ridge and then skirts the side of one of these hills to climb to the top. Leaving the start line, the narrow strip of bitumen quickly steepens as it curves slightly right before disappearing! Yes its only skyline for what seems like an eternity (I am glad I only have a relatively slow car!). If you are game, you keep your foot flat down and turn the steering wheel a little to the left. Once over the ridge you can change up (maybe again) and accelerate downhill before you power around a sweeping right hander in the side of the hill. The track literally slopes sideways like being on the upper Brooklands banking. But it is a wide curve so there is plenty of momentum as the track straightens and steepens. Just watch how close you get to the edge of the black stuff here as there are a few nasty drops. Then the fun starts as you enter a tight left hander then immediately followed by an even tighter right hand bend. The track is reasonably well cambered but it is almost impossible to stop the inside wheel spinning on these bends. The subsequent loss of revs is not good as they are badly needed as you continue on a steep to climb to the finish line, right at the top of a rounded knoll.

That experience, for me, lasts about 50 seconds. If you can break the 40 sec barrier, you have a seriously quick car. The J2 special can do it in the low 30's, just goes to show how good a chassis our cars have.



With a start at around 10.00 AM we had 3 runs before lunch and two after with a nice early finish for those who have to pack up and head back home. Following trophy presentation we had a spirited drive back along those great roads to our digs and loaded the cars onto trailers for an early start the following morning. The weekend's formalities ended with a get together dinner at the Roaring 40's restaurant in Angaston. Good food, great wine plus lots of tall stories with like minded company. A magic finish to an excellent event.

There are plans afoot for an MMM raid on Collingrove from the Eastern States in 2012. Put it in your diary now.

**Edinburgh Trial 2011**  
**By Bill Bennett.**

This year's Edinburgh trial was very different for a number of reasons but the main reason was because of the lovely weather. Normally because the event is run early in October you might expect wet and cold weather with plenty of mud and slippery rocks but this year the conditions were very dry and hot!



*Liz and Bill enjoying the October summer - Photo John Salter*

We left home at 23.30 hrs Friday evening to drive the 98 miles to the start of the trial which was at the M42 Motorway Services at Tamworth. This journey went well and we arrived at the Tamworth Services at around 02.20 hrs having filled up with petrol at an all-night filling station just down the road saving ourselves 11p per litre on the prices being charged at the Services. Having gone through Scrutineering and signing on we still had plenty of time to natter with other competitors and have a sandwich & coffee before it was our time to start the trial at 03.42 hrs Saturday morning.

Having covered the first 48.5 miles of the trial we arrived at the Carsington Holding Area, where we parked as directed and made use of the facilities before being told by

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one of the marshals that there was a hold-up and we would not be able to leave at our scheduled time of 05.25 hrs. In fact the hold-up was such that we didn't leave until nearer 06.30 hrs, still at least we were about to start the trial proper with the first section, Haven Hill, only 1.5 miles away.

For those who are not familiar with Classic trials I should explain that any two wheel drive car can enter a Classic trial in one of the eight different car classes and there is a handicapping system in the form of tyre pressure limits, restarts and sometimes even different routes up a section, which in theory gives every car an equal chance of success irrespective of age and type. Of course this handicapping system works better on some trials than on others and to be fair to the Organisers they have quite a task trying, for instance, to give a pre-war MG the same chance of success as a modern purpose built trials car. Because of this you can imagine my surprise when we received the route instructions for this trial and discovered that we drivers in Class 2 (pre-war cars) had been given EIGHT Restarts during the trial!! We normally feel hard done by if we have two or three BUT EIGHT!!! Anyway the first Restart for us was on the first section, but being an easy hill it was not really a problem so having arrived at the top and pumped up our tyres again we set off for the second section which was some six miles away and called Carsington Pastures.

One advantage of running just over one hour late is that by the time we got to the second section it was already daylight which is always very welcome when you have been driving most of the night especially in bad weather which on this occasion we had been spared; instead we had had lovely clear skies and a very acceptable air temperature. The section in front of us as the name suggests was not a true classic section but instead a plotted course in a field driving around poles, similar to what one would expect to find on a production car trial. Because of the very dry conditions there was plenty of grip and the only test was staying on course, had it been wet then this section would have been a very different test. Pre-war MGs do not perform as well as some on steep wet grass and throttle control has to be very precise if you are to avoid spinning wheels. We should have had our second Restart here but the kind marshals had cancelled it in the interest of saving time.

By the way, please forgive me if you are familiar with Classic trials but for those who are not, perhaps I should explain what a Restart is. You start the section in the normal way and drive non-stop up to where the Restart has been situated. Quite often the Restart which of course is on steep ground, is placed where there is a hole, step, tree root or similar obstacle which might catch out the driver who is not paying full attention when stopping. When performing a Restart you have to stop with two wheels (either the front wheels or the rear wheels) in a box marked with four poles. (Some Restarts are of the line type but the MCC always use the box type although often the box is so small it is almost a line type and gives little option as to where you might stop.) You then have to restart within say ten seconds without slipping back; you must then maintain forward motion until passing the 'section ends' boards. Now of course the



first skill is stopping in the best place and avoiding having a wheel up against an obstacle which is going to make restarting very difficult. This is why as you approach the Restart box you have to make a snap decision whether you will get the best advantage stopping high (putting the rear wheels in the box) or stopping low (putting the front wheels in the box). Having got this bit right you then have to watch the nice marshal with the flag and be ready to move when he gives the signal, starting before the signal is a failure as is not starting within the given time of the signal. If it is a difficult Restart then getting the right amount of power to the wheels and your bouncer landing on their seat at just the right time will give you the best chance of success, too much power and you will make lots of tyre smoke and go nowhere, not enough power and you run the risk of stalling. If you have knowledge of the particular Restart then setting the best tyre pressures before starting the section will also greatly improve your chance of success.



*The only other Triple M contender on this year's Edinburgh,  
Dudley Sterry in his J2 Special*

Anyway, back to the Edinburgh trial. Having completed section 2 and returned the rear tyres to road pressures we started the 22 mile journey to the third section, Riley's Rise. No Restart here for us and having successfully climbed this section we were soon on our way to our next challenge which is the first of the Special Tests. Most classic trials have two Special Tests which are used as a tie-breaker should two or more cars have the same score on the hills. A Special test is run against the clock and usually calls for some fast manoeuvring around a course, often involving stopping

astride a line and sometimes reversing back behind the line before making a dash to stop astride the finishing line. Failure of a Special Test is the equivalent to failing a section so you have to go as fast as you can but at the same time making sure you do not throw away the chance of a medal. This year, because of the dry ground conditions on the sections making them easier, Special Test times were going to be important in deciding class wins, it was with this in mind that we took a slightly bigger chance going faster and chancing a failure.

We had now completed over 80 miles of the trial and only 4 miles from our 4th section, Black Harry which was being marshalled by some friends who are often driving in trials themselves. This section is a steepish track with of course this year, a Restart and having past the time of day with our friendly marshals we were soon climbing the hill towards the restart which again was completed without problems. Tyres pumped up and we were soon heading for the last section, Putwell, before the breakfast stop. Now in days gone by this used to be two sections Putwell 1 and Putwell 2 separated by a short bit of track and a gate, but recently although still run as two halves these two sections counted as one in the results. The first part of Putwell is a narrow steep track with deep ruts and with some parts very rough and rocky, but this is nothing compared to the top of the second part of the hill which is so rough that even some 4x4s avoid it. The object here is to get through this part of the section without stopping and more to the point, without breaking the car!! I should explain at this point that there is another class on a lot of trials which is class O. This class was started some years ago to accommodate those who were in their first years of trialling, or who had older more delicate machinery, or of course those who had been trialling for many years but now of advanced years themselves and wanting an easier life on trials. Class O do not have to attempt the more extreme hills like Putwell.

Having been truly shaken if not stirred by our experience on Putwell we made our way along a track to the metalled road which after 10 miles brought us to our Breakfast Stop at the Bull l'th Thorn pub, an old stagecoach Inn on the A515 about 7.5 miles South of Buxton. Here we have an hour's rest and a hearty breakfast before setting off at approx. 10.55 hrs to take on the second half of the trial. 11 miles of travelling brought us to the next section, Litton Slack. This used to be the highlight of the Edinburgh trial with quite a steep downhill approach on a slippery track which brought us to the bottom of a steep, grassy, muddy gully which in wet conditions would stop more cars than not. The ground conditions would change during the day so it was a lottery as to what the conditions would be when it came to be your turn to attempt this hill. The first task was getting enough grip to get off the start line, then you would have to continually play with the throttle to try and maintain grip up the hill. There were patches where there was no grip at all and the only way of getting through these spots was to build up enough momentum beforehand to carry you through. Fortunately there were also some areas with more grip where once again you had to get as much forward motion in case of another very slippery patch ahead. If you got to the top the feeling was absolutely great although you probably had to give mouth to mouth

resuscitation to your bouncer who would have worked their socks off trying to help with the grip! Unfortunately, although we had been using this hill for more years than most of us can remember, suddenly about 5 years ago we were told we could no longer use it because someone had seen a rare flower there! Nowadays we use the ground beside the old hill which does not give the same test to crew or machine, what a shame!!

The other big test other than the original Litton Slack hill is Bamford Clough which is a VERY rough track going North-East out of the village of Bamford and towards Stanage Edge which any climbers amongst you will know is a famous Derbyshire rock climbing area. This was our next section which was reached after another road section of 16 miles. As always there was a queue of cars waiting for their turn to attempt the section. When it came to our turn, having checked that my bouncer was ready we set off. The first 50 metres is relatively straight forward but then having rounded a corner you are confronted with the main part of the very steep, rough, rocky hill. This year with the dry conditions there was plenty of grip so the art of a successful climb was keeping enough power on to deal with the steepness of the hill but not attacking the big rock steps and gullies too fast as to brake the car. The hill seems to go on forever and having overcome one part which would challenge a tractor, we were facing the next one. Towards the top there is a big slab of rock which if wet can catch many out because of the lack of grip but of course this year this was not a problem. As you drive out of the top of the section you are already thinking about what might have broken and when you stop to blow up your tyres you can't resist a quick check around the car to make sure you still have four wheels etc.



*Forging to the top of Excelsior after clearing the restart - Photo John Salter*

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After another 15 miles on the road and we had reached Calton where amongst others the marshals were from the South Yorkshire MGCC, so it was important that the little J2 gave a good performance. The section Calton is a gradual track running up through a field, and being dry was not very difficult at all. After this another 8 miles of driving through the lovely Derbyshire Peak district brought us to a small village called Hollinsclough where we have another 20 minute break allowing us to buy and enjoy homemade cakes, scones etc. which are sold to raise money for the Village hall. I'm all in favour of supporting these local fund raising events, it's a win-win situation, we get refreshment and at the same time the local community earn some money. 100 yds up the road and we have reached Rakes Head the next section. This is a short section which is basically just a restart although because of where the restart is positioned it would be quite easy to fail the restart. After another 6 miles we had reached section 11, Excelsior. This is an unmetalled old county road climbing up between dry stone walls, towards the top there is a rocky outcrop which of course is where the Restart is positioned. Again because of the dry weather, not a problem.

We are now nearing the end of the trial with only 3 more sections and a Special Test left to complete. The first of these is a section called Clough Mine which is a fabricated section finishing with a steep climb, no problem here again due to the dry conditions. Next is a section called Clough Wood which is a very rough track up beside a wood which has a lot of rocky outcrops and very deep ruts, another real boneshaker! This section done and a couple of miles brought us to the last section called Dudwood which was another steep dirt track up through a wood. The second Special Test started on a track but left it to go around a tree before returning on to the track for a sprint to stop astride the finish line. All we had to do now was to drive the 11 miles back to the Bull 1<sup>th</sup> Thorn to sign off and have a very welcome pint of beer. When signing off you are invited to claim the award you think you have won. I claimed a Gold but until the written results come through the post about two weeks later you can never be sure, as a marshal may have interpreted your action differently to your own assessment.

By the time we had got back home we had driven approx. 450 miles in about 36 hours and I have to say the little MG hadn't missed a beat in spite of all the rough treatment she had been given. Her performance in the sections and on the road was most pleasing, what great little cars these pre-war MGs are!!

P.S. About two weeks later the official results came through the post and I was relieved and pleased to see that not only had we been awarded a Gold medal but we had also won Class 2.

## VSCC Goodwood Sprint 2011 By Mark Dolton

What a stunning way to end the season, Goodwood, restored to a true club venue after the Annual Revival face lift, was basked in warm October Sunshine. A perfect day for spectators and competitors. The entry was oversubscribed and I have never seen so many spectators at a VSCC event before. On the Triple M entry list we were a little thin on the ground. The 2 Q type replicas failed to show leaving, 3 J2's, my PB and the Bellevue to fly the flag.



*Dr Gil Collins J2(s) through the Goodwood Chicane – Photo Ian Davidson*

With no camping available its an early start, especially for the early classes but with the dry conditions it was a wonderful day break at the circuit. After the drivers briefing in the pit lane and a slight delay as we waited for the Doctor of the day, we took to the circuit about 9:15 for practice. Practice consists of a standing start lap followed immediately by a flying lap. Great fun but no chance to doing any tweaking between practice runs. The last 2 events here with the VSCC have been very wet and very slippery so the excitement was building as we got to tackle the quick circuit in the dry.

It's a short day with the circuit closing at 5pm but the Marshals ran the event like clock work. I love lining up on the Goodwood grid it's a wonderful experience and one of my season highlights. As Fred Boothby powered away before me in his Supercharged J2 I was looking forward to a great run. Off the line and through the gears purring around Madgwick suddenly I experienced a loss of power. Actually it was like hitting a rev limiter at 4000 rpm. The car would not accelerate in top, back down into 3rd around

St Mary's and all seemed fine until the same experience down the Lavant straight. I eased off and completed practice at a gentle pace. On return to the paddock the car was still running smoothly but Plugs looked burnt. I thought we might be running weak, but after playing with the mixture and float chamber the car would only fire on 3 cylinders. Minutes later it wouldn't start. On inspection one of the valves had pushed up about 3 mil allowing no movement on the rocker. In discussion with Ian Baxter who experienced the same symptoms in the Bellevue last year, diagnosis was a disintegrated Valve insert. We had no compression at all in No1 cylinder. Game over for the day, gutting to say the least!!!! It was time to pack up and hope we had not damaged my new pistons!!

I have to report that when we returned home we removed the head. Correctly diagnosed the valve seat had disintegrated. In fact a number of them had. Luckily the bore and piston look undamaged although the top of the piston looked like it has been shot blasted. On further inspection the head is very badly damaged, cracked in a number of places and might not be recoverable. All cumulative to 20yrs fantastic use since original restoration but plenty of work to come over the winter.

So I packed up for the day to leave the remaining 4 triple Ms to enjoy the day. ( My luck was clearly running dry as I found my rear trailer tyre to have disintegrated. Not sure how I missed it, amazing that the trailer ran so smoothly on 3 wheels!!!!!!)



*Phil Coombs lines the J2 up on the grid*

Phil Coombs went out in class 2 in the J2 ( Sporting some nice new numbers that don't fall off), improving all the time to take a deserved 2nd on Handicap with a 157.9sec run. Lifting the rear inside wheel through the chicane Phil was trying hard, improving from his 164sec practice time. Phil has competed in nearly every event this year, the car has seemingly not skipped a beat and Phil is clearly getting to grips with it. Improving at nearly every event he's competed in he has had a wonderful season.

Dr Gil Collins remained very consistent in the Blown J2 in class 3. Drive of the day goes to Fred Boothby in the Other Blown J2. 129.54 is exceptionally quick and 4th quickest in class 3 to take 2nd on Handicap, dispatching the majority of Aston and Nash contenders. Fred basically ran with very soft brakes after a hydraulic issue, but clearly Fred knows the circuit well and the car ran beautifully. Ian Baxter in the



*Fred Boothby Powers the J2 down the finish straight – Photo Ian Davidson*

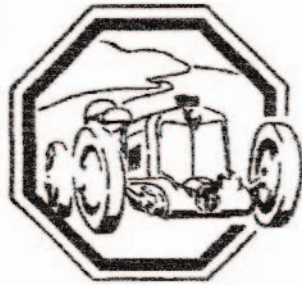
Bellevue managed a 113.53 in class 14 taking 5th Place. Just a few seconds slower than the class winning Riley Falcon and ERA. Great to see the car opened up around the quick Goodwood circuit. Goodwood is a very different circuit to the majority of the Sprint and Hill venues, To run our cars absolutely flat out through the sweeping circuit is a wonderful experience and one I completely recommend. Just hope I have more luck next year.

Its been a top 2011 season, with so many highlights along the way. We've had strong entries in MGCC events at Silverstone and Wiscombe but I m sure we can continue to build on this next year. Talking to a few of you it looks like we might have a few more cars on the start line next year, it would be great to keep building on the number of

Triple Ms used in anger. And if you don't fancy the competition come and spectate, I usually need a few mechanics to help out along the way! All the best and see you in 2012!

Results

Class 2	8 Philip Coombs MG J2	164.90	152.09	157.90	157.9	2nd Handicap
Class 3	19 Fred Boothby MG J2 s	140.04	132.63	131.17	129.54	2nd Handicap
Class 3	14 Dr Gil Collins MG J2 s	167.10	158.75	164.85	164.62	
Class 3	20 Mark Dolton MG PB s	153.00	147.10	None	Retired	
Class 14	79 Ian Baxter MG Belleville Special		121.94	115.52	113.70	113.13



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## Triple-M Register Championships

By the time you read this all speed events for 2011 in the UK will be finished so, bearing any mistakes in calculation, the tables shown here for the Speed Championship and Race Challenge Trophies will be the final positions. Congratulations to Mark Dolton for the Speed Championship win and commiserations to Philip Coombs being just piped into second place. Marks position looked unstable after he failed to compete after practice at the recent Vintage Goodwood Sprint but good positions in the earlier events were enough to pull him through. Ian Baxter was third in his single seat 'Bellevue Special' N type. The first three were the only ones to complete five or more events so it is fitting that they should hold the top spots.

Up until the last few weeks it looked as though Oliver Richardson would retain his grip on the Betty Haig Racing Challenge trophy but a determined performance by Barry Foster at the Angoulême race meeting in September, sealed Oliver's fate. Nevertheless, with Hamish McNinch third, three C types in the top three places must be good.

The trials season is far from over with events continuing right into December. Bill Bennett's position looks unassailable in the J2. A Class 2 win in the difficult MCC Edinburgh was followed by second place overall in the Launceston & North Cornwall Tamar Trial and with it the Doney Cup for best placed pre-war car. Just four points separated Bill from first place in an entry of forty-four cars. There was also a good performance by Ian MacKay, driving Richard Jenkins' NA 'Milédi' in the Vintage Cotswold trial. Sixth place in Class O could so easily have been a First Class Award if trouble had been avoided on Hill 8 'Tunnel Vision' with a particularly slippery start. In the event, Ian's performance was good enough for a Third Class Award. Just missing out on the awards was Brian Galbraith's J2 but leading the Short Wheelbase Standard Class was the M type of David Rushton.

Remember, the Car Of The Year competition continues to the 31st December and it is important to get all your 2011 claims in to the Comp.Sec. by the third week of January 2012 otherwise they will not be counted. Good Luck.

Mike Linward

### C.O.T.Y. 2011 Scores to 22nd November

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	115
2nd	2591	PA	MG 3242	Colin McLachlan	93

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3rd	3	J2	DG 5404	Jeremy Hawke	88
4th	1140	J2	JL 753	Mike Linward/Ian MacKay	85
5th	341	M	PJ 7970	David Rushton	82
6th	3205	K3/s	JB 7526	Peter Green/Pat Boghossian	81
7th	1931	C/s	VD 30	Barry Foster	75
8th	2272	C/s	LJ 4444	Oliver Richardson	72
9th	1595	M	PG 1045	Frank Ashley	70
=10th	1533	PA-PB	WV 5012	Dick Morbey	68
"	1426	NA/s ss	Bellevue Spl.	Ian Baxter	68
12th	2362	NA	BTT 726	Richard Jenkins/Ian MacKay	65
13th	3226	C/s	JO 2288	Hamish McNinch	64
=14th	208	J3/s	CHO 875	Ed Taylor	58
"	1018	J2	MG 2853	Philip Coombs	58
16th	2200	C/s	RX 8306	Philip Bayne-Powell	56
=17th	148	M	OY 1548	John Haine	55
"	2170	PB/s	CLX 112	Mark Dolton	55
19th	-	PB	-	Simon Etherington	53
=20th	605	L1/s	MG 2802	Bob Jones/Charles Jones	52
"	1270	NB Cresta	MG 4750	Bob Clare/Mike Allison	52
22nd	2000	K3/s	MG 3570	Andrew Taylor	51
23rd	920	PA	TG 8337	George Ward/Jo Ward	48
24th	2692	J2	SW 4156	Brian Galbraith	46
25th	2694	J2-PA/s	Kayne Spl.	Mike Painter	45
=26th	2913	PA/s	MG 3855	Andrew Morland	43
"	-	J2/s	WF 5494	Fred Boothby	43
28th	225	K1	ALU 463	Martin Jacobs	42
=29th	2761	K1/s	MG 2794	Paul Mullins/Edward Mullins	41
"	167	M	APB 298	Andy King/Rachel Bolton-King	41
31st	250	PA	MG 3294	Andrew Bradshaw	40
32nd	922	D	KG 1237	Digby Gibbs/Julia Gibbs/ Jo Salmon/Chris Salmon	39
=33rd	907	K1	ADH 360	Neil MacKay/John Reid	38
"	3302	J2	KS 6104	Andrew Harrington	38
"	317	Jarvis M	GP 1856	Annette Lee/Philip Bayne-Powell	38
36th	1804	PA	MG 3848	Alex Reid	37
=37th	2284	J2	OB 5374	Colin Henderson	36
"	3303	M	LS 2464	Oliver Richardson/Colin Butchers Bryan Ditchman	36
39th	1883	J2	PO 8865	Patrick Gardner/Jack Westbrook Rory Westbrook	34
=40th	2236	J2	TJ 5050	George Morgan	32
"	663	F2	ZH 69814	Sam Barrow	32
"	1917	J1/s	VSV 521	Stuart Evans	32
"	158	PA	BJO 800	Peter Down	32

44th	2631	K3/s	JB 1472	Brandon Smith-Hilliard	31
=45th	761	J2	APU 280	David Downes	30
"	2175	PB	JB 7524	Elizabeth Taylor	30
=47th	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
"	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	29
51st	1551	PA	CYE 387	Barny Creaser	28
=52nd	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
=56th	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 Bengener/Oliver Bengener Tom Mason	26
=60th	2060	PA	OW 5865	David Rowland	25
"	1647	NB	JB 6864	Bill Abbott	25
"	1146	K3/s	JB 3182	Gunther Stamm	25
"	676	PA/s	WP 5939	Roger Thomas/Russell Thomas	25
=64th	2227	KN	MG 4282	Peter Hemmings	24
"	-	PA/s	-	Mike Painter	24
=66th	1823	PA	WO 9320	Terry Andrews	23
"	745	F1	DM-89-11	Jack van Gelderen	23
"	2133	KN/s ss	-	Andy King	23
"	30	J2	OC 3816	Ian White	23
=70th	2188	M	GH 4434	Colin Reynolds	22
"	226	F1	DX 9913	Bill Cullen	22
"	2823	F1	GY 5141	Robert Walker	22
=73rd	738	J2	UP 8871	Colin Henderson	21
"	73	PA/s	US 8752	Mike Pancheri	21
75th	1963	PB	YS 5081	Keith Wallace	20
=76th	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
=83rd	65	PA/s	DPH 228	Nigel Gibbons	18
"	411	L2	JB 1649	Geoffrey Jarvis	18
"	3017	J1 Salonette	UG 3585	Jim Collier	18

"	1591	J2/s	YJ 892	David Stansbie/Martin Gratte	18
=87th	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 Saloon	ELF 409	Peter Prosser	17
"	402	D/s	FS 1734	Tom Johnson	17
"	2742	J2	DG 7828	Robin Hamblett	17
=93rd	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
=98th	1600	D	PO 5751	Ted Hack	15
"	2517	M	SV 6402	Roger Glister	15
"	776	NB	YS 6658	Mike Legg	15
=101st	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
"	3311	F1 Stiles	WM 7730	Patrick Gardner	14
"	2579	M	MG 874	Valerie Davison/Ian Davison	14
=108th	1985	K3/s	CS 3009	Philippe Douchet	13
"	845	M	PG 5027	Mike Cleary	13
"	670	PA	BFY 711	Richard Holl	13
=111th	1367	PA/s	MG 3921	John Wells	12
"	2912	C/s	GX 9693	David Potter/Duncan Potter	12
=113th	-	M	-	Paul Russell/David Cutler	11
"	950	L1/s	MG 2349	Ian Davison	11
"	1418	PA	ARO 872	Paul Ferrera	11
"	2430	PA/s	497 UXH	Howard Harman	11
=117th	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
"	917	M	UB 1856	Brian Bowles	10
"	1278	F1	MG 1313	Ian Goddard	10
=124th	135	KN Saloon	BYK 340	Peter Prosser	9
"	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
"	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
"	1976	J2/s	JF 5278	Gil Collins	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	2789	PA 4str	VYC 529	Keith Jackson	9
"	2957	PA 4str	JC 2222	Geoff James	9
"	1870	PA	AYY 38	Malcolm Kirby	9
"	3427	J2	XAS 214	Charlie Cartwright	9
=144th	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
=149th	284	M	MG 533	Andrew Lovett	7
"	283	M	SVS 374	Patrick Gardner	7
"	1805	C/s	MG 1213	Colin Withers	7
"	2116	C/s	LJ 4445	Mike Gooch	7
"	2291	C/s	JK 2340	Graham Watts	7
"	1925	PA	BPG 994	Bob Clare	7
=155th	2715	KN/s	CG 8379	Tanya Lewis	6
"	126	L2	ANB 431	David Naylor	6
"	3298	PA/s	OSL 309	Les Procter	6
158th	919	PA/s	DPB 140	Graham Arrondelle	5
=159th	1463	NA/s	BUU 964	David Downes	4
"	932	J2	CG 5531	Martin Gratte	4
"	1000	PB/s	JB 7521	Brandon Smith-Hilliard	4
=162nd	627	J2	FS 5663	Emma Digby/Kim Jenkins	3
"	284	M	MG 533	Bill Piggott	3
=164th	1135	M	SV 5438	Alan Grassam	2
"	2852	M	RH 5831	Philip Coombs	2
"	3246	J2	AL-37-86	Albert Koolma	2
"	1997	NA	MG 3271	John Dutton	2
"	1531	J2	PJ 8586	Chris Smith	2
"	162	ND/s	BKL 265	Rosemary Bayne-Powell	2
"	3024	K1/s	MG 2219	Bengt Dahlgren	2
171st	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 Naviscat	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
30th April-2nd May	MGCC Caledonian 3-Day Scenic Tour, Borderlands	Part
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
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
20th August	VSCC Central Rally	Full
21st August	MGCC SW Centre Mendip Trial	Full
21st August	VSCC Mallory Park Race Meeting	Full
27th August	VSCC Madresfield Driving Tests & Concours	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
9th-11th September	Arosa ClassicCar International, Bergrennen	Full
10th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
11th September	Taw & Torridge Motor Club Trial	Full
11th September	MGCC SE Centre Autumn Naviscat	Full
10th/11th Sept	Bo'ness Hill Climb Revival	Full
22nd-26th Sept	Triple-M Normandy Event, Rally & Driving Tests	Full
24th September	VSCC Light Car Autumn Driving Tests	Full
1st October	Dartmoor Inter-Register Rally	Full
8th/9th October	VSCC Welsh Trial	Full
9th October	VSCC Welsh Rally	Full
16th October	MGCC SW Centre, Kimber Car Trial	Full
22nd October	VSCC Goodwood Autumn Sprint	Full
23rd October	Launceston & North Cornwall MC, Tamar Trial	Full
6th November	MGCC SW Centre 'MGs On Grass' Gymkhana	Full
12th November	VSCC Lakeland Trial	Full
19th November	VSCC Cotswold Trial	Full

**Slade Trophy 2011  
Scores to 22nd November**

<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1st	J2-PA/s	Bill Bennett	57
2nd	J2	Jeremy Hawke	23
3rd	M	David Rushton	21
4th	PA	George Ward	15
5th	J2	Thijs de Groot	10
6th	PA	Alex Reid	9
=7th	M	Oliver Richardson	8
"	PA/s	John Wells	8
9th	J2	Patrick Gardner	7
=10th	M	Mike Dalby	5
"	M	Ian Davison	5
12th	J2	Brian Galbraith	4

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13th	NA	Ian MacKay	3
=14th	PA/s	Nigel Gibbons	2
"	PB/s	Brandon Smith-Hilliard	2
16th	M	Philip Coombs	1

**Speed Championship 2011  
Scores to 22nd November**

<b>Position</b>	<b>Car/s</b>	<b>Driver</b>	<b>Points</b>
1st	PB/s	Mark Dolton	39
2nd	J2	Philip Coombs	37
3rd	NA/s ss	Ian Baxter	35
=4th	M	Frank Ashley	33
"	J2-PA/s	Mike Painter	33
6th	M	David Rushton	31
7th	J2/s	Fred Boothby	29
=8th	PA	Colin McLachan	28
"	C/s	Barry Foster	28
10th	PA/s	Andrew Morland	26
11th	J1/s	Stuart Evans	21
12th	PA	Andrew Bradshaw	19
13th	C/s	Hamish McNinch	18
14th	C/s	Duncan Potter	14
=15th	NA	Richard Jenkins	13
"	K1/s	Paul Mullins	13
=17th	J2	Ian MacKay	12
"	J2	Jeremy Hawke	12
=19th	PA/s	Howard Harman	11
"	K1/s	Edward Mullins	11
"	J2	Brian Galbraith	11
=22nd	J2	Andrew Harrington	10
"	J3/s	Ed Taylor	10
2th	J2	David Downes	9
=25th	J2	Mike Linward	8
"	PA/s	Les Procter	8
"	M	David Cutler	8
=28th	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
"	J2/s	Gil Collins	5



**Racing Challenge Trophy 2011  
The Betty Haig Cup  
Scores to 22nd November**

	<b>Car/s</b>	<b>Driver/s</b>	<b>No. where less than 5 Races</b>	<b>Index of Performance</b>
1st	C/s	Barry Foster		0.359
2nd	C/s	Oliver Richardson		0.381
3rd	C/s, PA	Hamish McNinch		0.418
4th	K3/s	Brandon Smith-Hilliard		0.557
5th	PB/s	Simon Etherington		0.604
6th	NA/s	Chris Cadman		0.850
	L1/s	Charles Jones	4	0.181
	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

## **J4238's Humble Origins** by Cathelijne Spoelstra

It looks so tiny. Insignificant even, to some. And perhaps it is indeed just another J2. But only to some. J4238 not only saw its divers drivers and passengers through quite a few 'Silverstones' (including the California Cup once), up Hell's Ladder and through Alham's Splash a couple of times, through the Chiltern Trials Reunion and the Brooklands Centenary Rally, but has also been quite successful in a lot of Dutch rallies, amateur races and sprints in the last ten years or so.



*J4238 storming up Honey Cliff on the 2005 MGCC SW Centre's Kimber Classic Trial.*

However, the last decade has not been the first in which it has proven its worth as a sports car. As it turned out from the February 2004 issue of Safety Fast!, J4238 was used as your regular 'bird puller' in the 1950s by one Norman Horner. He had his neighbour, an MGCC member with more modern M.G.s to transport himself with, enquire after his old steed for him. No response was received, until Henri (de Jong, the actual owner of the car we're looking at here) passed on all the documents he had received from the then Registrar Bob Clare, to me, for perusal. When we eventually did find out about the enquiry, we quickly contacted the neighbour and so got in touch with 'ladies' man' Norman Horner. He very much wanted to be reunited with the car he had once had to sell to be able to afford an engagement ring ... The bird puller, it seems, had done its job!



*Above: Norman Horner and his bird puller.*



Norman Horner and his wife reunited with J4238

Fifty years later, in the company of 2M2262, Henri's Double Twelve Replica, we drove the J2 up to Coventry to meet up with Norman, the missus and the son that came of the union. Needless to say he still preferred the wife over the car as he had apparently kept her, while he had discarded the J2 all those years ago. He did drive it for a bit however, but when he came back he said it still 'scared the hell out of him!' Good choice then!

Not a moment after the late Mike Hawke had heard that I was 'investigating' J4238, we received a letter with quite a few more bits on the car. Fascinating ones too! One thing Mike said was that the car had been seen at a "Normanton Road Garage" in the 1930s. This bit of info had come to him through Warren Marsh, a well known man in post war Mquette circles. Warren had a picture of J4238 published in the April 1996 issue of Safety Fast! in which it is shown sometime in the 30s in front of this

Normanton Road Garage in Bristol, and sporting a side exhaust too. We now had



*J4238 at the Normanton Road Garage in Bristol sometime in the 1930s. Can anyone say when, who and why?*



*Fancy that; J4238 on the cover of the Dutch Salvation Army's magazine*

a lovely pre war picture of the car to add to the collection of post war photographs.

Then came the truly intriguing snippet: J4238 had been at Brooklands! This being a regular J2, we didn't expect any fancy races like the BRDC 500 Miles or even the Empire Trophy, but still! A little more digging led us to the "JCC Third Brooklands Rally". This event was held on February 17 of 1934. The tiny J2 was surrounded by no less than thirteen other Midgets, the most significant co-competitor being one Miss D.B.M. Evans in a certain J3280, aka "AGY" ... J4238 was entered and driven home to a Second Class Award by its first owner, N.A. Pineger. The car was at that time not older than a mere four months, but had already been back to the factory for some necessary accidental 'damage control'!

Not only did it get used at the track of all tracks, but it also ran in a race together with the Campbell of Campbells, Sir Malcolm! This was at the BARC Whit Sunday Meeting held on May 21 1934. Pineger had entered the J2 for races three and four, respectively called the First and the Second Merrow Mountain Handicap. Not just Campbell in a 12 cylinder 4 litre supercharged Sunbeam provided for some serious competition, also entered was Raymond Mays in the 1.5 litre supercharged 'White Riley'. A little more -if only slightly- in the line of the J2, were Donald Letts with his 'Wilkie-prepared' Monthéry Midget C0277 and Dr A.R. Samuel in Robin Jackson's C0255, although both these cars were supercharged as well.

Pineger even got J4238 in the magazines! Motor Sport of June 1934 said about his performance in the third race for which he had been second reserve, but did get to race: "N.A. Pineger caused a burst of laughter when his white M.G. Midget developed a terrific wheel judder at quite a low speed, causing him almost to come to a standstill."

In the fourth race, in which his co-competitors were the already mentioned 'greats', Pineger was the limit man and again his 'act' was deemed worth a report in the magazine; this one said "Pineger repeated his curious wheel juddering performance" ... No matter how many bursts of laughter of the crowds and wheel juddering acts, how many J2s can boast to have raced against Malcolm Campbell at Brooklands?

These days J4238 does not have the side exhaust anymore, but it does still have its swept wings and it even sports its original pre war colour scheme of a white body, white wheels and red upholstery, a colour combination in which only nine J2s were supplied. A couple of years ago the A-series engine that got the car through the better part of the last forty years, was exchanged for a proper M.G. unit, ready for decades to come!

## **Memories of 50 Years Ago**

**From Ian Fairhead**

### **A Snapshot of 1961**

In 1961 MMM cars were about 30 years old but were still desirable sports cars, and a "good runner" cost roughly one twentieth to one tenth of the average annual income. Small post war good handling and braking sports cars such as the Triumph TR, MGA, and Austin Healey Sprite had only recently come onto the market, and many MMM owners aspired to move on to these modern vehicles as soon as funds and availability allowed.

The transformation of MMM cars from simply being old cars to achieving classic status was still many years away. Later, in the 1970s, I remember being amazed when the best MMM cars were heading towards £800 which at that time was close to the price of a brand new modern Midget.

But back to 1961: The MOT test (for ten year old cars) had only recently arrived and was fairly cursory. Most MMM cars could scrape through without too much effort. Some MMM cars were broken for spares and many new spares could still be purchased. There were still a large number of firms able to provide specialist services such as white metalling of bearings. Most MMM cars that I knew of were maintained and repaired by their owners. Repainting usually consisted of a coat of Belco brushing cellulose paint. Restoration to as new or better condition did occur but was fairly unusual and most owners carried out only basic repairs to keep their cars on the road. A friend had a J2 MG. When the engine failed, rather than carry out an expensive rebuild, he fitted a Ford Ten engine, a common modification which - dare I say it - made it into a far better car. This was a time when a desire for complete originality was rare, special builders were in their element, and most of the rivet counters had yet to appear on the scene.

## The SU Pressure Pump Type “L” (Part 2)

by Eric Lembrick

**NOTE:** This article was first published in the August 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 1 of this article published in the October 2011 Bulletin will have helped you to identify the various versions of SU's ubiquitous Type L pump. Part 2 will take you through the steps to refurbish your pump.

### 1. Dismantling

When dismantling the pump take care not to damage the coil connections that emerge from the coil housing. These are fragile, especially if the pump is an older brass-based version. The method described below should cause the minimum disturbance of these leads. If the leads are broken it may necessitate removing the coil from the housing which complicates the refurbishment significantly.

Any screws that are seized should be loosened with the use of a release fluid rather than risk snapping off a head leaving the screw seized in situ. The most effective release fluid is a 50-50 mix of automatic transmission fluid and acetone. I always use new 2BA screws to rebuild a pump, which are readily available from Namrick ([www.namrick.co.uk](http://www.namrick.co.uk))

1.1 Remove the terminal knob, the 2BA nut that retains the cap and any tape sealing the cap to the body. Retain the knob and the 2BA nut for re-use. . Loosen the 5BA screw holding the contact blade. Remove and discard the old contact blade. Loosen and pull out the rocker hinge pin that fixes the rocker mechanism onto the pedestal. Use release fluid if the pin is seized.



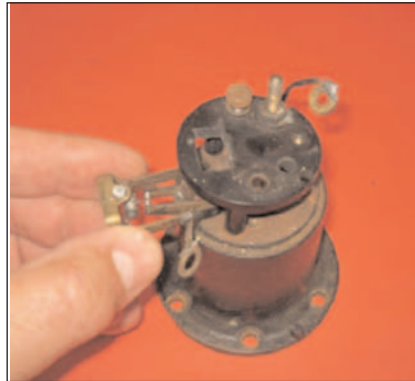
1.1: 'Loosen the 5BA screw-----'

1.2 Remove the five 2BA screws and the earth terminal post (or six screws on later pumps) that hold the coil housing onto the pump body.

Separate the pump body from the coil housing. Separate the diaphragm from the coil housing using a knife blade if necessary. On later alloy based pumps separate the

two halves of the pump body. Collect the eleven brass rollers that centralise the diaphragm in the coil housing and retain for re-use. Unscrew the diaphragm from the rocker mechanism and discard the old diaphragm and the volute spring. Take care handling and disposing of old gaskets, which may contain asbestos.

1.3 Loosen the two 2BA screws that fix the pedestal to the coil housing. Remove the screw connected by a braided wire to the rocker. Raise the pedestal carefully and slide out old rocker mechanism. Replace and tighten the two 2BA screws temporarily to protect the pedestal and the coil connections whilst cleaning the coil housing.



1.3: “Raise the pedestal carefully and slide out old rocker mechanism.”

1.4 Remove the inlet and outlet connectors from the pump base together with the filter retainer. Use the correct spanner to avoid damaging the soft brass parts. A  $\frac{3}{8}$  BSW ring spanner is a perfect fit. If the filter is a wire mesh type and is undamaged retain it for re-use as the replacement plastic filter supplied by Burlen is slightly larger and a difficult fit. Pull out the outlet valve cage from beneath the outlet connector and discard it all, except the spring clip that retains the top valve plate. Finally, remove the valve disc and the washer from beneath the valve cage.

## 2. Cleaning

2.1 The next step is to clean the retained parts for reuse. The base and brass connector parts can be cleaned either by bead blasting or by scrubbing in diluted hydrochloric acid which is sold in DIY stores as ‘brick cleaner’ for removing cement stains from brickwork. I prefer the latter method as bead blasting alters the appearance of the soft metal parts, leaving them pitted. The object is to remove the dirt, not the surface layer of metal. Take all sensible precautions when using any aggressive chemicals. As a minimum wear disposable plastic gloves and eye protection. Avoid breathing any fumes. Don’t be tempted to polish brass parts on a buffing wheel if you have one. They never shone like the buttons on a guardsman’s tunic. If you have the later steel connectors they can be cleaned with a wire brush but they will rust if the plating is removed.

2.2 The plastic cap, the pedestal and the terminal nut can all be cleaned with mildly abrasive car polish such as ‘T Cut’.



### 3. Painting

3.1 The only part to be painted is the coil housing. Remove any rust and dirt with a stiff wire brush and then apply a coat of black paint. I use a coat of mild etch primer. Take care not to let paint block the vent hole positioned between two of the 2BA fixing screw holes. After the paint has dried remove any paint from the bottom face of the coil housing by rubbing on a sheet of abrasive paper.

### 4. Rebuilding the Pump

4.1 The first step in rebuilding the pump is to obtain the correct repair kit from Burlen Fuel Systems ([www.burlen.co.uk](http://www.burlen.co.uk)). For pre-1985 Low Pressure pumps you need EPK 700. For later pumps you need EPK 705. For the long bodied High Pressure AUA54 pump fitted to most TFs you need EPK 601, which has an extended diaphragm spindle. For all other high pressure pumps Burlen specify EPK 600 for negative earth cars and EPK 605 for positive earth cars but either will suit if you plan to fit a Transil (see para 4.12). The contents of an EPK 700 kit are shown below. The group of parts on the right is not required.



*The contents of a EPK 700 kit, obtainable from Burlen Fuel Systems.*

4.2 First, fit the recovered and cleaned filter to the filter retainer. Fit the retainer and filter to the pump body using one of the buff coloured washers provided in the kit to seal it in place. If you are using the plastic filter provided in the Burlen kit you will find it is too big to fit easily into the retainer. If you manage to fit it to the retainer drive it fully home by tapping it smartly on the work surface. To assist fitting the plastic filter into the pump body remove any moulding marks from the top edge and lubricate it with grease. If the top of the filter is unable to rotate in the pump body as the retainer is tightened it will twist and be destroyed.

4.3 Insert one of the new valve discs into the outlet valve cage. Fit the recovered retainer spring clip, making sure its two spring 'ears' are uppermost, away from the disc. N.B. some valve discs have a plain surface on one side and a patterned surface on the other. Always fit the discs with the plain surface to the valve seat.

4.4 Inspect the inlet valve seat inside the pump body. Make sure it is free from scores and corrosion that will prevent the valve sealing correctly. If necessary polish the seat with a small piece of fine wet and dry paper stuck onto the end of a pencil or wooden dowel.



4.3: *“Fit the recovered retainer spring clip, making sure its two spring ‘ears’ are uppermost, away from the disc.”.*

4.5 Drop the second valve disc onto the polished inlet valve seat. Fit the ‘thin’ fibre washer into the valve chamber and then drop in the outlet valve cage assembly. Insert a buff washer on top of the cage and finally fit the outlet connector. Fit the inlet connector to the pump body using the red fibre washer. Tighten the connectors and the filter retainer using the correct spanner.

4.6 Fit the new rocker mechanism to the pedestal and fix it in position with the hinge pin provided. Before fitting the mechanism it may be necessary to ‘square up’ the parts so that it is a good fit around the legs of the pedestal. Fit the contact blade to enable the rocker clearances to be set. Carefully tighten the 2BA pedestal fixing screws. Don’t over tighten them or the pedestal will crack. They should be sufficiently tight to fully compress the spring coil washer but no tighter.

4.7 Using a set of feeler gauges first set the height by which the rocker lifts the contact blade off the pedestal. This should be set to 0.9mm (0.035 inches) by bending the top stop tab on the rocker as it is pushed upwards. Then set the gap between the bottom foot of the rocker and the coil housing, again with the rocker pushed upwards. This should be 2.3mm (0.09 inches) and is adjusted by bending the foot to suit. After making these adjustments remove the contact blade again to enable the diaphragm to be set correctly.

4.8 Fit the volute spring to the diaphragm and fit them to the coil housing with the narrow end of the spring to the diaphragm. As the diaphragm spindle is inserted into the coil housing the threaded top must be engaged with the threaded crossbar of the rocker. This is a tricky operation only because it is difficult to see what is going on but becomes easier with practice!

4.9 To adjust the diaphragm continue to screw the spindle into the rocker cross bar whilst pressing and releasing the diaphragm to ‘throw over’ the rocker. Eventually as the diaphragm is screwed home the diaphragm will stop throwing over. In reaching this point make sure the diaphragm is centralised in the coil housing and not jammed off centre. When the diaphragm no longer throws over unscrew it until it just throws over as the diaphragm is pushed and released, then a little further, if necessary, until the holes in the coil housing and the holes in the diaphragm align. Note this position and unscrew the diaphragm a further two-thirds of a turn, or 4 screw holes. Don’t let the diaphragm rotate again from this final position.

4.10 Fit the rollers recovered from your old pump to centralise the diaphragm in the coil housing. You will find that the replacement 'figure of eight' spacers supplied by Burlen are too large to fit. They lock the diaphragm solid. I've told Burlen, but they aren't at all receptive.

4.11 Now screw the coil housing and diaphragm onto the refurbished base. Note the correct rotational relationship. The drain hole in the coil housing should be adjacent to the filter retainer. If you have a brass based pump there is no need to use a gasket. If you have a two-piece alloy base just use the gasket between the two halves of the base. Leave the screws loose, as the diaphragm must be stretched before the screws are tightened. Do this either by lifting the inner part of the rocker with a screwdriver or by applying 12 volts to the coil leads. Screw up the six 2BA screws whilst the diaphragm is under tension.

4.12 Finally refit the contact blade and a Transil\* to protect the points. Ensure the blade contacts align with those on the rocker. Tighten the 5BA screw holding the blade in place. Fit the cap. Check all the connectors for tightness. Fit tape or a label to seal the cap to the body to exclude dust and moisture.



*A Transil fitted to protect the points.*



*A refurbished SU pump*

## **5. Testing**

The best way of testing the refurbished pump is described in the TD/TF workshop manual. Without the test equipment described therein the application of 12V between the top terminal and the body will confirm that all is well. Check for leaks when first using the refurbished pump and retighten the 2BA screws or connectors if necessary.

\* Transil kits are available from Peter Cole (pcoleuk(@gmail.com) whose assistance with this article is acknowledged. A warning to anyone trying to source their own: Standard Transils are normally polarity sensitive (i.e. they only work one way round). The Transil described above is a bi-directional Transil

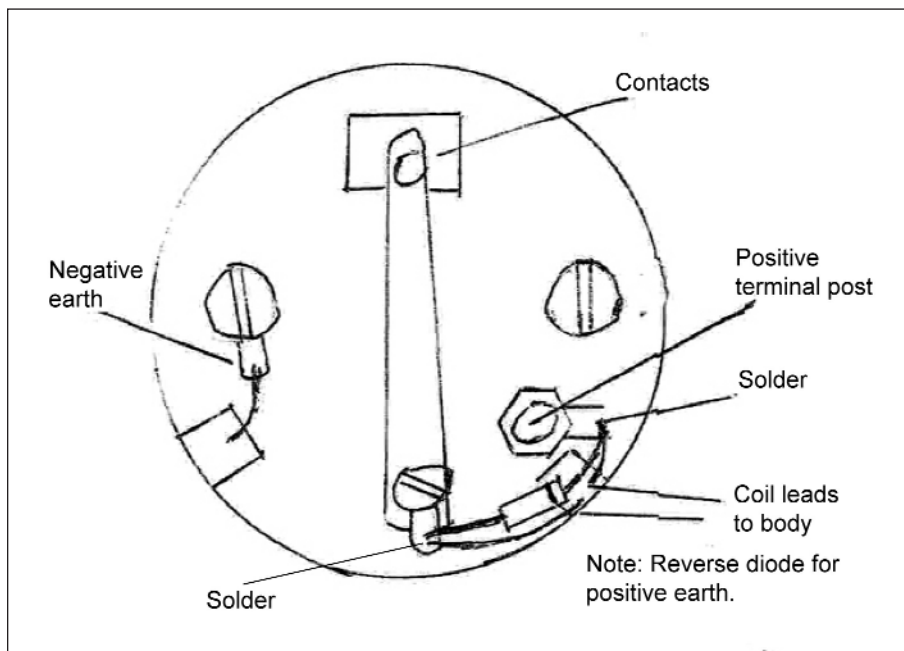
## Tips and Hints

### From Ewan Harris

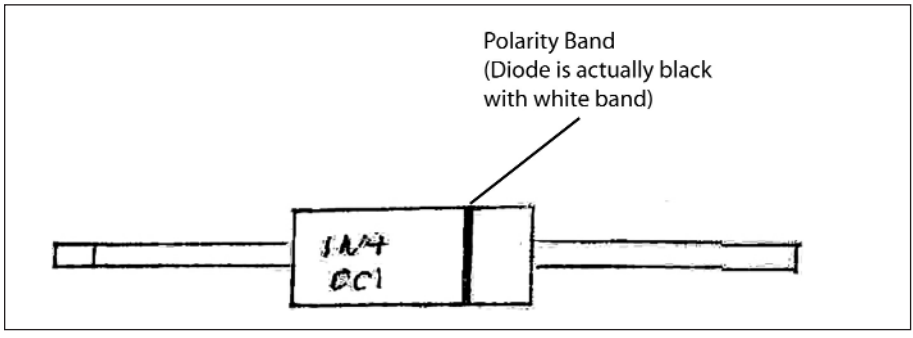
I read with interest Eric Lembrick's article in the October Bulletin, in particular his comments regarding the Achilles heel of the SU pump, i.e. the points. The fitting of a diode as done by SU is in my opinion, probably the best option. It reduces any reverse voltage virtually to zero, i.e. about 0.6 V. It is cheap, with an in-line fuse-holder less than £2.00 and the points will essentially last for ever. In the extremely unlikely event of the diode short-circuiting, it does not need to be removed; just cutting one of the leads and replacing the in-line fuse will do the trick. I hope the enclosed sketch will make fitting a diode a straightforward option. (See *enlarged view of diode on next page - Ed*)

Much the same can be said in favour of fitting a transistor assisted ignition circuit; the contact breaker points will last a very long time (30,000 miles) only requiring adjustment for wear of the foot in contact with the cam.

Diodes are obtainable from Maplin Electronics. P.O. Box 534, Manvers, Rotherham, S63 3DH, type IN4001 Cat No.QL73Q type IN4001 Cat No.QL73Q (or see [www.maplin.co.uk](http://www.maplin.co.uk) for more details. - Ed)



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Enlarged view of diode

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## Your Letters

### From Martin White

Dear Editor,

I thought I understood the PLC2 switch and the 3 brush dynamo system on the J2 until I read Lew Palmer's notes. (See August Bulletin - Ed.) Having thought about it some more I still cannot fully explain what goes on but here are a few points which may be of interest.

Firstly, Lew has omitted from his diagrams that the contacts for the lights and the contacts for the dynamo switch are actually coupled together and not isolated from each other.

I have never heard of the dynamo not charging unless the headlights are switched on but I suspect this may occur if switch terminal F2 is connected to the fuse box instead of F1.

However, the problem I do know of is that the dynamo does not charge at all when the switch is in the low charge (summer charge) position and nor will it if you follow MGs wiring diagram as in the owner's handbook and Blower.

The PLC switch comes in various styles, some have low and high charge, some have summer and winter charge, the more modern ones with little windows saying 1 and 2, but the early, and more honest ones say OFF and **D** for dynamo **ON**; ie the furthest anti-clockwise switch position does not give a charge at all. This is because terminal F2 on the switch is not connected to anything.

But in the Lucas/Rotax wiring diagram, F2 is connected directly to the F1 contact on the switch. However, if you try this you will get full charge in both positions - surprise, surprise! So, that extra wire, omitted in the MG books, must in fact be a ballast resistor to reduce the strength of the dynamo field coils thus reducing the output.

The question is - does anyone know what strength the thing should be?

This is all a bit academic really, as no-one I have ever spoken to has ever overcharged their battery by leaving the dynamo on full charge all the time.

By the way, the PLC2 switch can still be used with a 2 brush dynamo but Lucas did develop the PLC6 switch for that purpose with no charging control as that was done by a regulator box.

**From Barry Foster**

Hello Bob,

Welcome to your new job from a former editor.

With reference to Gabriel Ohman's note about Bongazoo (see August Bulletin- Ed.), we were in the same 'pit' with the car at last year's LeMans Classic.

It (or is it 'She'?) had further modifications from the days when owned by Tim Hunt. It was entered as an MG factory-built 'race special' - one of several made in Abingdon - plus other stories. It was a hive of activity all weekend with all sorts of French characters involved.

Tim Hunt's brother visited us during the event so he was introduced to the owner with the task of explaining the true history of Archie Craig's P-type special.

I wonder how it got FIA papers to pass scrutineering - or is it easier for French owners at Le Mans?

Yours Barry F.

**From Sam Barrow, F2, F1435, ZH69814, ex KY 3051.**

Firstly a very hearty MMM thanks to Phil (Bayne Powell) for his great editing of the famous bulletin for all these years and also thanks of course to the new editor for taking on this arduous task.

Also a belated thanks to all those involved with the MMM Register celebration in June – especially to Elizabeth – it was indeed a memorable event.

Many of those present asked why the F2's bonnet was open so often and so I thought it right, having now solved the problem, to offer some explanation !!! Thanks anyway to all those who offered their help and expertise as to why the engine erratically lost power – it was indeed rather frustrating to only get a few hundred metres (not vertically) up Shelsley Walsh !!! , particularly as the car has performed well on the Klausen in 2006 and actually came in first in class on the Steckborn- Eichhoelzli Hill Climb (Switzerland) in 2010. Anyway to cut a rather long story short, the culprit was eventually found following the Silverstone weekend and the excessive lack of power and acceleration on the Stowe sprint circuit which cost many many valuable seconds was restored. No it was not air/vapour lock, carb. flooding, petrol, ignition leads, plugs, condenser, rotor arm or coil which had all been addressed and changed where applicable but quite simply a loose and fretted key and shaft on the bottom fork of the vertical drive !!!!!!! This was only found after the power loss was almost permanent

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and we eventually limped back to East Grinstead on the flattest route to be found. Great thanks to Bob and Charles Jones also for gutting the dynamo and fitting a straight through shaft in lieu of the armature – car now going very well and the lower moment of inertia of the camshaft drive is well noticeable. Have anyway been running since 2006 with a non charging three brush dynamo since the solder ran out at the last Klausen memorial – same battery on trickle charge every night when car is used otherwise once a week.

The trip back to Switzerland was delayed by four days but the car ran well through France and has since mastered several passes.

Phil I was sorry to hear of your cylinder head gasket troubles on the F but I can strongly recommend solid copper – 1.5mm and annealed - but make sure you lap in both surfaces block and head . I have been using the same solid head gasket (home made) since 1998 and the head has been off many times – gasket just annealed and re-fitted again every time with a touch of Hylomar, Wellseal etc. on both sides!!!

Well enough for now but will try to put some lines together regarding repair of float bowl holding up bolts, corroded thread in carb. body and modified clutch bearing carrier for F types for a later issue.

#### **From Charlie Cartwright**

The old codgers on tour - me and my J2.

Well here we go again its April 2011 and the J2 and I are on our annual pilgrimage from Penzance to visit my good friend Ian Goddard and his lovely 6cylinder F Type, (that is the proper F type- 1931), near Dundee with a stop off on the way to join the Caledonian Centre Spring 3 day tour of the Border Country.

This is our 4th day on the road; we picked up The Fosse way in Dorset at the Podimoor roundabout on the A303 and after an overnight stop in Norton St Philip it was through the Cotswolds and the familiar names from years gone by: Bradford on Avon, Chippenham, Bourton on The Water, Stow on The Wold, Moreton in Marsh. The J2 is 5 years older than I am and she's singing! These are the roads she was built for!

An over night stop at Buxton and then into the peak District, a zig zag across the busy A628 and now our first real challenge the climb up to Holm Moss Summit. Down to 2nd gear now, come on little car you can do it.

This year we have new carburettor needles and new clutch linings to take the power. Oil pressure OK, Dynamo charging, Oil and water temperatures going up a bit, should I cut in the Kenlow, no maybe not it drains the battery very quickly.





*Charlie Cartwright's J2 on Holme Moss*

Another hairpin, it feels colder as we climb, nearly at the top, slot her into 3rd, and WOW here we are at the summit, 1,719 feet. The wind is howling and we pull in for hot coffee from the flask, What a Vista! Well done old codgers, (me and the car), Next the Yorkshire Dales.

Post script,

It was a superb 3 days around Border country, and then across the Forth Bridge to Dundee. Very scary in the little J2 in all that traffic on the Bridge!

We were past Whitchurch on the way home well over 1,000 miles on the clock when the oil pressure dropped away and a hint of that expensive big end noise. Good old AA relay!

**From Christian Hoptner**

Dear Bob,

As a keen member of the MMM register I would like to let you know I appreciate the bulletin very much. I am eagerly looking forward to it every time - needless to say that I also keep them and reread them if a particular article comes to my mind.

With these lines I would like to let you know what content I (and probably other readers) might be interested to see:

Reports on events entered of course (for example as Mark Dolton submits)

Notes by the competition secretary (as Mike Linward sends in)

Reports on regular committee meetings

Reports on rebuilds

Notes how to correct certain faults

Re-prints of old but interesting and still up-to-date information as Mike Allison's technical hints, Geoff Coles on brake adjusting etc.

In general, re-prints of old but interesting articles - events (trip to Hausach in the Black Forest, race meetings etc.)

What about a correspondent from Australia/New Zealand with an article from these countries occasionally? Same with a correspondent from the NAMMMR?

With the right "mixture" of articles/reports it should be possible to produce an interesting bulletin -with reasonable amount of work from the editor.

Please allow me an entertaining comment I recently found:

A former Editor of the VSCC bulletin described his job as "being just a matter of making the incoming text fit the pages"... ;;

Enclosed you will find my article on the 50th anniversary celebrations, my personal highlight of the year. It would be nice if there would be in a future edition of the bulletin some space left for my report. (Should be in the next issue - Ed.)

Best wishes and good luck with the bulletin.

**From Mike Dalby**

The enclosed pictures were given to me by the late Mike Hawke to add to my M type collection. I know that RP 8266 was owned by Dennis Dorr of Wellingborough and VX 4063 by George O. Aves, maybe of Southampton. But I have no records of GF 2645, GJ 7489, VS 9563, HV 9840 or the coupe GF 983.

Do you know when the event was, and who owned the other cars? The houses in the background may give some clue.



Mike Dalby's Mystery Photos (See another on next page & letter on previous page.)



RP 8266

957489

✓x  
4063



*Above: More Mystery M-types from Mike Dalby  
Below: Glorious Goodwood! (report to follow) - Photo: Philip Bayne-Powell*



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## Tail Lights

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



*According to Barry Foster, this is Fred Boothby's rear axle mod to get round the limited slip diff. rule! (Should I have saved this photo for the April Bulletin? - Ed)*

A correction to the last issue: The report on La Coupe Florio Hill Climb referred to Graham Holdsworth's daughter Rachel who in actual fact is Graham's wife!

Another correction: On the back cover of the last issue, the Petwood Hotel Concours was incorrectly called the *Petworth* Hotel Concours. Apologies to all concerned, this was my mistake - Ed

Congratulations to Bryan Bowles and his M-Type on achieving a 1st Class Award in the VSCC LCES Driving Tests in September. (See photo by a young enthusiast inside the back cover.)

### **Outer Back Cover Pictures by Paul Down** ([www.bertram-hill.co.uk](http://www.bertram-hill.co.uk))

*Action on the 2011 VSCC JohnHarris Trial:*

*Upper: The M type driven by David Rushton*

*Lower: The PB Cream Cracker driven by Brandon Smith-Hilliard.*

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*Above: Bryan Bowles and his M-Type in the VSCC LCES Driving Tests  
- Photo by Daniel Hunter (aged 14) (<http://dthvintage.comuf.com>)  
Below: Mike Painter in the Kayne Special negotiating Pardon bend on Prescott  
- Photo by Paul Down ([www.bertram-hill.co.uk](http://www.bertram-hill.co.uk))*



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