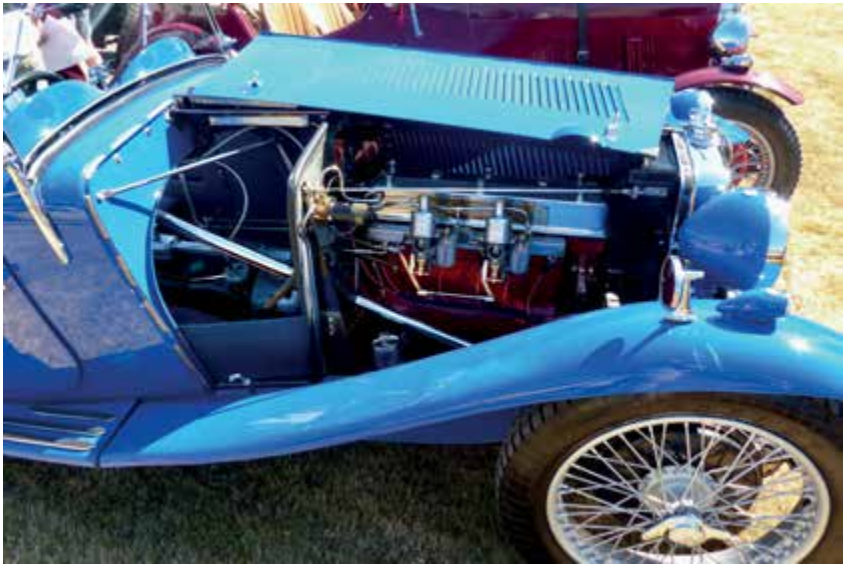


# TRIPLE-M REGISTER BULLETIN

October/November 2018



THE MG CAR CLUB LTD



Now that the glorious summer of 2018 is a distant memory, two more photos from the Summer Gathering as a reminder of one of the hottest days of the year. The photos show Nick Jewson's immaculate L2 (L2005) glistening in the sun.  
Photo: Digby Gibbs



## BULLETIN No 105 October/November 2018

### **Front Cover Picture:**

*Rachel Holdsworth and PB.0602 in good form at VSCC Goodwood Sprint in August 2018.  
Photo Colin Murrell.*

### **Editorial:**

Welcome to Bulletin Issue 105. I am still running late but hopefully gradually catching up on publication dates; one day I hope to get back on schedule and disprove the theory that the Bulletin is becoming a quarterly publication!

As the racing season is now complete, we have an end of season review prepared by ace-organised Mark Dolton. Other articles cover a variety of events and topics and I am particularly pleased to have Alan Bentley's in-depth treatise on the Powerplus supercharger that complements his recent Yearbook article.



Two major omissions from the last Bulletin. Firstly, I forgot to credit Peter McFadyen as the photographer for the centre spread and, even worse, I forgot to give full credit to Lyn Handy who, even more than usual, did all the hard work in making sure that the Bulletin got to the Printers.

If am pleased that we are able to include a tribute to my predecessor as Bulletin Editor which has been provided by Bob's son Gerry. I only got to know Bob when I foolishly volunteered to help out with the Bulletin. It was a delight to visit Bob and Elaine at their home and have a test drive through the Staffordshire countryside in Bob's PA. Bob's background in technical publishing is the reason that the Bulletin became a very professional publication and made him a hard act to follow. Bob was generous, and patient, in explaining the technicalities as I underwent a rapid education in the art of publishing and he continued to provide valuable support once I took over. I also have a fascinating article about Bob's MGs that will be published in a later edition.

### **Included with this Bulletin is your Bulletin subscription renewal request for 2019.**

The good news is that the 2019 Subscription amount remains unchanged.

I appreciate that you may feel the reminder is early, but from previous years experience it can easily be forgotten due to the Christmas festivity preparation chaos !

I need to compile the Bulletin print quantity for our Printers early January 2019 so your understanding and response will be much appreciated.

Many thanks in anticipation.

### **Paul MMM Bulletin.**

## Chairman's Jottings

### By Jeremy Hawke

Another year of MMM motoring draws to a close and both we and our cars get just that little bit older! For most, the season is now over, though the hardy Trials types amongst us are just getting into their stride and as I write these notes looking back on the past year there is plenty to be positive about:

The revival of MMM racing has continued to go from strength to strength, with a tremendous variety of cars seen on the grids. As well as seeing a number of the purpose built factory competition cars, which now command staggeringly high prices, "specials" from years back re emerging and other well modified models.



It has also been very pleasing to see some standard production cars taking to the tracks. In some cases they have shown that you definitely don't need a stripped car, lightweight body & hooving great blower to set a decent lap time.

The Summer Gathering (which really was a "scorcher" this year) is at the opposite end of the scale in terms of adrenaline rush, but a thoroughly enjoyable and relaxing day with like-minded people and a whole bunch of cars to look at/examine/discuss, whether you be in the midst of your own rebuild or "always wondered what that odd bracket was really for".

It might just be my perception, but I do detect an increasing MMM appreciation by our main club, which can only be good and if correct, it must at least in part be down to the total gem and spectator appeal that comes from a grid full of pre-war ohc MMM cars on the programme. It is often said that you only get out what you put into something, but from good old fashioned Gymkhanas, driving tests & road runs, through Trials, Sprints/Hillclimbs etc, the club gives us all these events, so go on, if you haven't before – enter a few & fly the MMM flag.

Well, that's about it from me apart from wishing you all a good Christmas, Happy New Year & lots of quality time out in the garage.



## TRIPLE-M TOURING EVENT 2019



The Triple-M touring event in 2019 will be based at Llandrindod Wells in mid-Wales and is designated 'The Triple-M Welsh Hills Tour 2019'. The organisers are Chris Little and Ian Goddard.

The dates are Thursday 19 September 2019, assembling in the afternoon, to Sunday 22 September, departing after a morning rally and lunch. The dates allow attendance at the Goodwood Revival on 13-15 September for those who wish to do so.

The tour will be based at the Metropole Hotel. We were there in 2013 and we return because the hotel has both the scale needed for a group of our usual numbers and plenty of experience of our type of event.

Chris Little has devised routes over the hills to the west and south of Llandrindod Wells. The roads have been chosen for the variety of driving and to showcase the beauty of the hills, and include touring through the Brecon Beacons. Visits include a castle (of course), a mine (we are in Wales after all), a priory (for your soul), a steam railway (almost compulsory) and a privately-owned historic house which is not open to the public (a unique property and a true privilege). There will be plenty of opportunity at hotel and while touring for the social side of the gathering.

We are still working on costings but they are intended to be similar to previous events. Further information and costs will be published in January, after which we will be accepting entries. If, you care to express your interest in an email to [ian.goddard5@btinternet.com](mailto:ian.goddard5@btinternet.com) Ian will send you the further details and an entry form as soon as they are available.

We hope that the event appeals to your touring instincts.

Chris Little and Ian Goddard

## Secretary's Update

As I sit here on 28 October the clocks have gone back, the evenings are getting darker and my computer screen is blank. What else can I report?

Well, we are in between committee meetings, so there's nothing much to tell you on that front. And your humble Secretary also sneaked off for a couple of weeks' holiday, the price for which was the inevitable backlog of Register work that greeted me on my return.

Ah, some welcome news! The latest Bulletin has just landed on my doormat - another excellent edition from our volunteer team! Prompted by that and

also by what was probably a semi-serious comment from a contributor to our website Discussion Forum suggesting that our Bulletin has become a quarterly publication (not so, by the way!), it set me thinking. Most readers will have noticed the delightful picture in the centre pages of the latest edition showing Julia Gibbs and our editor Digby Gibbs in the family D-type at Prescott in 2011. Those of us who are fortunate enough to have partners - and particularly partners who support our (perhaps eccentric) pursuit of this branch of motoring - have so much to be thankful for. So please spare a thought for the many members who through bereavement or for other reasons now find themselves on their own. Please remember to make allowances and always be ready to offer the hand of 'the Marque of friendship' in difficult times. And never take for granted the encouragement and support that we receive from our partners ....



And now some trivia from yours truly, wearing his PA registrar hat. We have had two instances recently where owners - one in Australia, one in the eastern counties - considered that they each had PAs with chassis numbers in the 1000 plus number range. Indeed one of them had bought his car from a well known dealer some years ago on that understanding. But here's the thing: examination of photographs of the knuckles of these two cars showed that they were both stamped P1 and then in the space below that there were three identity digits, suggesting that the cars were numbered P1XXX. The reality is different. They were in fact PXXX - and in the case of the Australian-owned car, a very early car off the line, to boot!

Most people know that until the PB came along, what we now know as the PA was known as a 'P type midget'. Knuckles of these cars were always stamped with the letter 'P' rather than 'PA'. (Confusingly, the guarantee plates for all the Ps were pre-stamped or, strictly, pre-etched 'PA'.)

As with so much Triple-M history, stories abound as to why this state of affairs occurred and there can be very few people around who can still vouch for the facts. Here's one idea: The predecessor model to the P was the J type. As you'll know, there was a J1 (four seater tourer) a J2 (two seater sports) followed by the J3 and the very rare J4. Their knuckles were stamped to denote these respective model types.

When it came to identifying the P type, is it just possible that the Works had in mind creating a P1, a P2 and so on? Well, if that was the intention, it wasn't carried into effect, because the 2-and 4-seater PAs were simply stamped 'P' and numbered sequentially as production proceeded. The early Ps certainly had the 'P1' stamping mentioned above, and this seems to have continued until at least P497, after which the errant '1' digit ceased to appear.

So, to all you PA owners, if you have not already undone those 4 little 1/4" BSF nuts to remove the front apron to reveal what lies beneath, now might be a great opportunity to do so. Scrape the paint and rust off the knuckle, take a snap with your trusty plate camera - or more likely your phone - and send the picture through to me where it will be added to our database for posterity!

2019. This edition of the Bulletin may be with you well before the New Year and we can look forward to various events that are being planned for 2019, including those that record the 90th anniversary of the commencement of Triple-M production.

Details will be available in the coming weeks and months, but they include special representation at the Brooklands MG Era Day on Sunday 14th April and at the MGCC's MG Live! gathering (provisional dates 15 and 16 June).

In other events we have the Kimber Classic Trial on 13 April - details from the MGCC SW Centre. There is also the Manx Classic Hillclimb (25-27 April) - details at <http://www.manxmotorracing.com/index.php> and the Vintage Minor Register's Pre-War Prescott on 20 July <http://prewarprescott.com/>. Chris Little and Ian Goddard are organising our Register's Welsh Hills Tour 2019 which takes place from 19-22 September. To express interest please e-mail Ian at [ian.goddard5@btinternet.com](mailto:ian.goddard5@btinternet.com) for further details and an entry form as soon as these are available, probably in January.

Cathelijne Spoelstra takes over as the Register's Scribe for the MGCC Safety Fast magazine in the New Year and she is sure to be on the lookout for material for inclusion - you can reach Cat at [cathelijnespoelstra@outlook.com](mailto:cathelijnespoelstra@outlook.com) with your contribution!

Although our next committee meeting will probably have taken place by the time you read these notes, please remember that suggestions and topics for discussions at any of our meetings are welcomed from MGCC members. It is through this route that we can brief Club management about Members' opinions and wishes.

That's all for now - Compliments of the Season to all!

Dick Morbey



One of the major events organised by the South West Centre of the MGCC took place on Saturday 8th September 2018 at Wiscombe Park on a day that was cool and overcast but thankfully free of rain.

For those of you who are not familiar with the venue, it is situated in glorious East Devon a few miles north of Seaton and Sidmouth and a few miles south of Honiton which makes it easily accessible via the M4/M5 and the A303. The start line is at the bottom of a beautiful valley, just a few yards from Wiscombe House itself and cars immediately are faced with Wis Corner, a sharp left hander. From Wis, the course leads on a rising gradient across open meadowland, past Bunny's Leap. Who Bunny was, and what caused him to leap, I do not know but the course continues to the top of the meadow where it swerves to the right through The Gate. At this point, the cars are travelling at considerable speed with the result that the sharpness of the swerve often catches out drivers who are not concentrating on the job in hand resulting in a brief visit to the undergrowth.

From The Gate the track enters a series of right and left hand bends, rather predictably known as The Esses, until reaching the first of two acute hairpin bends, Saw Bench, a tight right hander. From here the course continues climbing up Castle Straight, where the fastest cars can reach 125 mph (on a narrow tarmac strip with not much more than 12 inches on either side of the cars) and finally to the left hander, Martini, the second of the two hairpin bends and then to the finish line. The length of the course is 1000 yards and the average gradient is 1 in 13.6 whilst the steepest part of the climb at Martini is 1 in 6.9.

**Heading photo shows Graham Meyer's KN in typically scenic setting**





**Chairman Jeremy's car is the recently acquired ex John Bannell car which was one of the several MMM cars which attacked British National Speed Records at Millbrook in August 1994. The car still holds the Class H British National Records in the 1000 miles and 2000-kilometer categories with speeds of 75.42 mph and 75.21 mph respectively.**



**Mark Reece's car, also recently acquired, was extensively campaigned in the late 30s by E C (Ernest) Haesendonck in both speed events and trials, with considerable success. Ernest' brother John also campaigned a genuine Cream Cracker (JB7524) during the same period. The dramatic improvement in Mark's time in the Event 2 run shows what can be achieved when the engine timing is set correctly.**

A good entry of 132 competitors, ranging from Pre-1955 cars (in separate classes) up to the very quick 2 litre single seater racing cars, attacked the hill and, apart from a few inevitable excursions off the tarmac, the entire field completed two practice runs and two timed runs during the day. Full details of the times recorded by all Competitors are available on the excellent web-site run by the super-efficient South West Timekeeping, but I am prepared to divulge that Fastest Time of Day was set by Ben Wheeler in his 1551cc Empire EV02 with best time of 36.90 secs.

**Classes involving MMM cars are:**

Class 2b Pre-55 Standard and Modified Sports Cars 751-1100cc (un-supercharged) and 750 cc(supercharged)

- 2 Andrew Morland: L1 four-seater tourer L0399 1086cc  
P1 63.00 P2 62.54 Event 1 60.64 Event 2 59.95
- 3 David Keefe: Brooklands Riley 1087cc  
P1 67.93 P2 66.56 Event 1 65.76 Event 2 65.76
- 1 Brian Galbraith: J2 J2338 847cc  
P1 722.15 P2 72.90 Event 1 73.96 Event 2 70.68

Class 2c Pre-55 Standard and Modified Sports Cars 1101-1500cc (un-supercharged) and 1100cc (supercharged)

- 5 Mike James: Riley TT Sprite Replica 1496cc  
P1 53.89 P2 52.81 Event 1 51.36 Event 2 51.64
- 4A Simon Kellaway Riley 12./4 Special 1496cc  
P1 58.62 P2 57.23 Event 1 57.14 Event 2 56.54
- 9 Graham White: Lea-Francis TT 1928 1496cc  
P1 64.35 P2 62.99 Event 1 62.70. Event 2 64.11
- 4 Sara Kellaw: Riley 12./4 Special 1496cc  
P1 68.56 P2 64.09 Event 1 64.83 Event 2 63.96
- 6 Mark Reece: PB PB0528 950cc (s)  
P1 74.30 P2 73.22 Event 1 77.28 Event 2 64.97

Class 2f Pre-55 Racing – sports, racing and hill climb specials (not included in other classes)

- 108 Graham Meyer KN s/seater special KN 0336 1765cc  
P1 57.26 P2 53.49 Event 1 54.77. Event 2 58.30
- 11 Jeremy Hawke: J2 J3400 s/seater 749 cc(s)  
P1 68.49. P2 62.98. Event 1 63.72. Event 2 61.46

## TRIPLE-M RACING 2018 REVIEW

Report by Mark Dolton

Photos by Colin Murrell



Well, I guess that's 2018 done and dusted for us Triple-M racers! Wow, what a season it has been. Seems a long time ago that Harry Painter battled through the snow at the Goodwood Members Meeting to get the season underway. Since then a total of 38 drivers have taken their Triple-M machines on to the track and it has been a wonderful season of competitive racing.

When we launched the 2018 season at Race Retro in February, backed by our sponsor Baynton Jones Historic Motorsport and our 'race partners', we agreed to a busy calendar and challenged ourselves to fill the grids and keep up the momentum we had gathered over the last few years. The reality has been quite astonishing, with bumper grids at our showcase events and MG being an ever-present force in all VSCC race meetings.

So, a quick overview of the 2018 season highlights ...

In March, a race for specials included young Harry Painter in the Kayne Special at the 76th Goodwood Members Meeting. I have never seen race conditions like it, let alone the road conditions getting there but Harry was exceptional in the snow. Despite not even completing one qualifying lap, because the cold upset the Kayne, Harry, starting in 31st position at the back of the grid, battled to 12th place. A memorable experience, watching Harry power slide the Kayne through the chicane, sounding wonderful on straight through pipes. Let's hope this performance sets the way for more MG entries at Goodwood in future years.

Slightly contrasting conditions at Silverstone for the VSCC Spring Start! Ridiculously hot, a sign of the wonderful summer ahead. Newcomer Charles Goddard (PB) was on the pace from the first lap taking 2nd place in the handicap race and would go on to be competitive at many other events. A strong MG entry competed across both days. 2 DNFs for me in the overheating PB prompted a re-core of the radiator which immediately fixed our issues.

Then on to our flagship event at Brands Hatch with the MGCC for the Mary Harris Trophy races. The weather again turned, this time freezing cold and the Triple-M Racing bobble hats got a good work out. Luckily, Tom Hardman's 40th birthday present to us all kept us warm; an enormous hog roast on the Saturday night was a perfect start. 27 qualifiers for the first race, with Harry Painter (PA) taking the Kimber Trophy and John Gillet (K3) the Mary Harris Trophy. An incontinent fuel tank and the falling drizzle made conditions treacherous in the second race with many taking excursions to the grass and gravel, but everyone made it back safely capping off a brilliant race weekend.

The VSCC was making a return to Donington for the 80th anniversary of its first meeting there. We are very fortunate that several of the historic MGs that competed at Donington pre-war were in action. Two of the C Types which were regularly campaigned at Donington between 1933 and 1936, C0263 and C0287, as well as the Bellevue Special were part of a 24-car grid. Mike Painter's Kayne Special took the line honours after pole sitter Hardman retired the Bellevue with brake issues. Then there was an MG 1-2-3 led by the PA/PB of Thijs de Groot in the all-comers handicap. One of my highlights of the season, but then I did finish second, with Mark Reece (J2) right behind me.

It wasn't long until we had the chance of a re-run, with another good grid at MGCC Donington. This time two K3s joined the fun. K3030 was driven in the 1935 Nuffield Trophy at Donington by Prince Bira and K3015/2 was back in action with its new owner Teifion Salisbury. After another feast of a BBQ and a smooth qualifying run in glorious sunshine, the race didn't get off to the most successful of starts. A multi car incident on the first corner saw several cars retire. Luckily, everyone walked away, but it served as a reminder of just how quickly incidents can spiral. A long rebuild was in prospect for several cars. The community immediately rallied together in support and the race was restarted with Malcolm Hills in his K1 Monoposto taking a deserved victory. The support and guidance following the race has been quite wonderful. I must personally thank everyone who has offered parts, support and service. The PB did not fair well, but we are well on the way to a complete rebuild and look forward to targeting a return in April 2019.

There was hardly a chance to re-gather our thoughts before VSCC Cadwell and the defence of the Intermarque Trophy. Another testament to Team MG as cars were sorted and loaned, allowing us to give the Nashes a run for their money. Unfortunately, we could not retain the Trophy though Mike Davies-Colley in his PA did take a handicap win in the race. In the all-comers handicap however, the podium was graced by Roger Tushingham (N Type, 1st ) and John Gillet (K3, 2nd).



**Michael Barber's PB Monoposto (PB.0291) at Cadwell Park.**



**Simon Jackson in PB.0648 at Donnington.**



On to the ever popular VSCC Mallory event which dished up a 4<sup>th</sup> place for Harry Painter in the first under 30s race. Simon Jackson (PB), who is getting quicker and quicker every race, held on to take 2<sup>nd</sup> place in the first handicap race. Mike Painter (Kayne) was 3<sup>rd</sup> in the second handicap race and Emma Potter had her first taste of racing the C Type with a confident performance to kick-start her racing career.

Whilst most of the season was bathed in sunshine, VSCC Snetterton was cold and wet, with blinding sun later on in the day. The conditions for the team race looked pretty undriveable, but one of the three Team MG entries drove to a win on handicap; Fred Boothby (J2), Hamish McNinch (PA) and Chris Cadman (C Type).

Then the weather just decided to stay horrible and the last event of the year at Castle Combe was run in monsoon conditions. An amazing effort from all our entrants to compete and once again make up a substantial number of the VSCC grid.

The season had a tricky middle with the unfortunate incident at MGCC Donington. However, not deterred, the entries kept coming and the season continued to be a huge success. All in all, I think this has been the busiest and most successful season to date. Whilst all that was going on, we seemed to have a notable presence at all the speed events too!

It doesn't seem to end here and at the last count there are nine new cars being prepared for 2019 and I am continuing to work closely with the VSCC and the MGCC on all the exciting opportunities for our races in 2019.

The MGCC, the Register and the VSCC have been fantastic in supporting us and making us so welcome at every event. The work that the committees, staff and volunteers put in to make these events happen is huge. We must not underestimate this, and we must take the time thank all those involved when possible.

Our sponsor Baynton Jones and all our partners provide us with the support and commercial backing to make all our events run smoothly. Without their support we couldn't supply race transponders and have such a wonderful social scene at our feature races. Hope to see you all next year!

Of course, I'm sure you will all join me in thanking the wonderful marshals and circuit support teams at all the meetings that make it possible for us to go out and play. Our races are captured brilliantly by Colin Murrell and Steffi Broch, fabulous photographers who are so generous in supplying their amazing photos free of charge to all of us. Hope you have dried out!

Finally, it's a huge thank you to all of you, your families and friends that make our Triple-M race community such a pleasure to be a part of. Your unwavering commitment has just been incredible.

Apologies if I missed anything and I look forward to seeing you in 2019. If not as a competitor, then possibly as a most welcome spectator!

## ACTIVE MG RACERS IN 2018 SEASON

1. David Cooksey	C0256	20. Hamish McNinch	PA2250
2. Chris Cadman	C0263	21. Annie Boursot	PA2250
3. Oliver Richardson	C0272	22. Michael Barber	PB0291
4. Duncan Potter	C0278	23. Simon Jackson	PB0648
5. Emma Potter	C0278	24. Andy King	PB0521
6. Adrian Moore	C0280	25. Mark Dolton	PB0601
7. Barry Foster	C0280	26. Barry Foster	QA0255
8. David Downes	C0290	27. Oliver Sharp	NA0395
9. Chris Edmondson	D0442	28. Roger Tushingham	NA0356
10. Stuart Evans	J0388	29. Tom Hardman	NA0756
11. Mark Reece	J3528	30. Chris Smith	NA0847
12. Fred Boothby	J2559	31. Jane Metcalfe	NA0995
13. Nigel Stroud	J2414	32. Tim Metcalfe	NA0995
14. Mike Painter	J4326	33. Andrew Morland	L0399
15. Brian Arculus	PA1763	34. Charles Jones	L0482
16. Thijs de Groot	PA0327	35. Malcolm Hills	K0326
17. Harry Painter	PA1421	36. Andrew Taylor	K3011
18. Mike Davies-Colley	PA0786	37. Teifion Salisbury	K3015/2
19. Charles Goddard	PA1184	38. John Gillet	K3030



## THE ELBOURNE CAR



NA 0541 car was exported from the UK by John Snow who brought it to Australia from England in 1934, presumably in chassis form, alongside a 1493cc Singer. Snow is said to have bodied the MG NA after arrival but it took so long that he never used it competitively. John Snow is somewhat of a legendary figure in Australia and raced cars in both Europe and Australia. He played an important role in the development of car racing in Australia. He imported many good racing cars after testing and borrowing them in Europe whilst on annual buying trips for his family's large department stores in Sydney. John Snow's life is beautifully recounted in John Medley's book " John Snow – Classic Motor Racer" published in 2010.

Ownership of NA 0541 is a little vague in the late 1930's - it passed through a few hands to Angus Robertson and then to Larry Duff after the WWII. I am suspicious that it entered the 1938 Australian Grand Prix, driven by C. Frederick. It did not start the race and I continue to pursue photographic evidence especially with the distinctive driver's side engine air scoop. The car went to Len Golding, a speedway driver, who then sold it to Fred Elbourne who appears to have done most of the racing in the 1940's. Fred crashed in practice at Bathurst in 1949 but the car was repaired and driven for a few laps by Fred. The race card for the All Powers Long Handicap in 1949 lists F Elbourne as the entrant and Ken Tubman [an MG K3 driver whose own car failed] as the driver. Bud Luke (Bugatti Type 57), Thame and Tubman (in NA 0541) were flagged off at the expiration of the race time limit.



**NA.0541 in recent years, photo supplied by Peter Cundy.**



**This photo from the VSCCA archives is captioned “Fred Elbourne in his NA Magnette (NA.0541) coming out of Hell Corner at Bathurst on 18th April 1949 in front of Bud Luke in a T37 Bugatti”**

Elbourne was a colourful character and his antics are described by Gordon Nicol, an early President of VSCCA (Vintage Sports Car Club of Australia). Gordon wrote contemporaneous diaries of car races. NA 0541 was painted red at that time (John Medley confirmed seeing it red when he himself was around 10 years old, with a distinctive loud exhaust) and Elbourne competed aggressively and was classified as a "hothead". Gordon's diary of Saturday October 30 1947 (8) includes a sentence relating to Elbourne's arrival with Gravolin and Alan Bono, stating "If only we has been granted second sight, I would have turned them back and packed them off home".

There is a photo of the car at the Sydney Showgrounds 1947 with the title "F. W. Elbourne's MG type N Magnette" with its racing body and no mudguards.

A photo has surfaced showing the Elbourne car just ahead while racing the 1937 Bugatti of Luke Bud on 18 April 1949 at Bathurst, New South Wales in the "All Powers Long Handicap"

F.W. Elbourne owned the car for a number of years and it attended hill-climbs and circuit racing. At this time it had distinctive "head rests" molded into the rear body, as evidenced in the old photos from Sydney Showgrounds in 1947 or 1948. Matthew Magilton believes that, sometime after Elbourne's ownership, the car was owned by W. Page, an English sailor who moved from Perth to Townsville after WW2 and sold the car to Roland Wilf Eberle of Townsville (who may have been a Morris Car dealer). Then to B. Williams when the car said to have thrown a rod and left in a paddock. These details are unconfirmed.

The car reappeared in North Queensland in the late 50's or the early 60's and was driven at local races by the owners who were reported to be cane farmers and they seem to have abandoned the car following engine damage. Army Captain Luxilian Clyde Anable then had the car (as well as a MG TC) and sold NA 0541 to Peter Westerick in Cairns. Peter was a marine engineer and repaired the engine and completed a restoration in the 1970's. The pistons became oversized – both in diameter (from 57 mm to 59 mm) and were also "overland" such that they protrude above the top of the block and facilitate extra compression. Receipts for these pistons are at hand. A spray bar above the valve train is also evident. At this time the "head rests" disappeared however the front half of the car remained the same with a distinctive "air scoop" on the driver's side engine panel. This feature has permitted ready identification of the vehicle.

Bob Fast bought the car in 1982 from Peter Westerick and entered Regularity races at Lakeside Circuit north of Brisbane and also attended static displays. He used it as his regular drive for some time. Bob replaced the cheeses and after required only general maintenance. He took it to the 2015 Pre-War National Meeting in Bathurst and it was again on the original track it had raced in the 1940's. Bob thought those drivers must have been fearless.

Bob wrote in 2015 "like most pre-war cars NA 0541 is not an easy car to drive in modern traffic with cable brakes, reverse pattern gearbox, non synchro, original steering etc., and cars of this era require concentration, confidence and experience to master. But when you do, and a snickety gear change from third to second around the corner and blasting up a steep hill, is so satisfying that you cannot get the smile off your face".



In 2016, NA0541 fell into the hands of Peter Cundy in Adelaide, a long-time MG enthusiast and it underwent running restoration whilst maintaining existing patina and the British Racing Green colour dating from 1970. The chassis and original engine numbers do match as evidenced from vehicles imported around the same time. Substantiation for this was received from Rob Dunsterville who has access to many of the importation details of vehicles into Australia by the local agents. He supplied information that "0542 was imported with PA1341, as probably the first two MGs by P & R Williams (after it gained the distributorship for NSW) with engine number 772. The P&R document I have doesn't show that chassis number and marrying it up is a tad risky but your 0541 has engine 773 AN.

Running restoration continues with new head gasket, new water pump, electrical attention and repairs to a worn clutch plate bolt. A replacement aluminium bonnet with louvres plus lowering of the headlights has improved the appearance and its original "34" has reappeared on the radiator. The brakes and rear Luvox shockers need attention (2018 projects), however power has greatly improved following carburettor rebuild by SU Midel in Sydney. Historic Winton was great fun in 2017 and now entered for 2018.

The patina of the machine has been maintained with replacement leather seats (aluminium scaffold) and the dashboard tidied up. A straight through exhaust (under the car) has woken up the neighbours with loud crackles and barking.

Demanding to drive but great fun.

Peter Cundy  
11 January 2018



## VSCC MADRESFIELD DRIVING TESTS



**Corinne Davies-Griffith sets off along the drive against the back-drop of Madresfield Court.  
Photo Peter McFadyen**

**Notes by Digby Gibbs, photos as credited.**

This September I managed to get to Madresfield, something I had always wanted to see. It was also the first time I had spectated at a “proper” Driving Test. The setting for this quintessentially British event is totally appropriate with Madresfield Court as the backdrop. I had not appreciated quite how laid-back and eccentric the event is; just as things were starting to get interesting, it was time for lunch! We had our picnic in the shelter of a tree with a Bugatti to keep us company.

Sadly, there was only one Triple-M car entered, the hard working M-type shared by David Rushton and Corinne Davies-Griffith. However, the diverse nature of the other cars entered and the period cars in the car park made for a memorable day. Apart from the squeaky chop test (actually a burger this year) the highlight for me was the slow/fast test that involved each car having to wait for a Marshall to jump on board to check for any underhand use of the controls. The fore and aft seating of the Bedelia must have made it hard for the Marshall to observe the driver’s feet but who really cares!

Long may this sort of event continue to provide entertainment and amusement; thank you VSCC and the hard working Marshalls who make it possible.

## MADRESFIELD DRIVING TESTS - The Pork Chop Test:



David Rushton demonstrates humane treatment of a hamburger. Inset photo shows the hamburger safely passed by the rear wheels  
Photo by Digby Gibbs



## MADRESFIELD DRIVING TESTS



The serious part of the day - David, Corinne and M-type face the scrutineer  
Photo by Peter McFadyen



Seen in the car park: F.1288  
Photo by Digby Gibbs

## FORTHCOMING EVENTS:

1 December 2018	VSCC Winter Driving Tests. Bicester.
27 January 2019	VSCC New Year Driving Tests. Brooklands.
20 February 2019	MG & Triumph Spares Day, Stoneleigh
25 February 2019	Goodwood Track Day.
2 March 2019	Derbyshire Trial
16 – 17 March	Herefordshire Trial
6 April 2019	Scottish Trial
7 April 2019	MG Era Day. Brooklands.
13 April 2019	Kimber Trial. West Coker, Somerset.
13-14 April 2019	VSCC Silverstone
19 April 2019	Curborough Speed Trials
25-28 April 2019	South African MMM Gathering. Franschoek.
25-27 April 2019	Manx Classic Hillclimb.
27-28 April 2018	MGCC Brands Hatch Indy. (Mary Harris Trophy)
28 April 2019	Drive-it Day.
8-12 May 2019	MGs in the Dolomites. Italy
18 May 2019	VSCC Oulton Park
1 June 2019	VSCC Harewood Hillclimb
15 – 16 June 2019	VSCC Brooklands Weekend
29 June 2019	VSCC Donington Park.
20-21 July 2019	Pre-war Prescott and Navigation Rally.
27 July 2019	VSCC Cadwell Park.
24 August 2019*	VSCC Brands Hatch.
14 September 2019	MGCC Wiscombe Hillclimb
21 September 2019	VSCC Snetterton.
19-22 September 2019	Triple-M Welsh Tour. Llandrindod Wells.
*Revised date	


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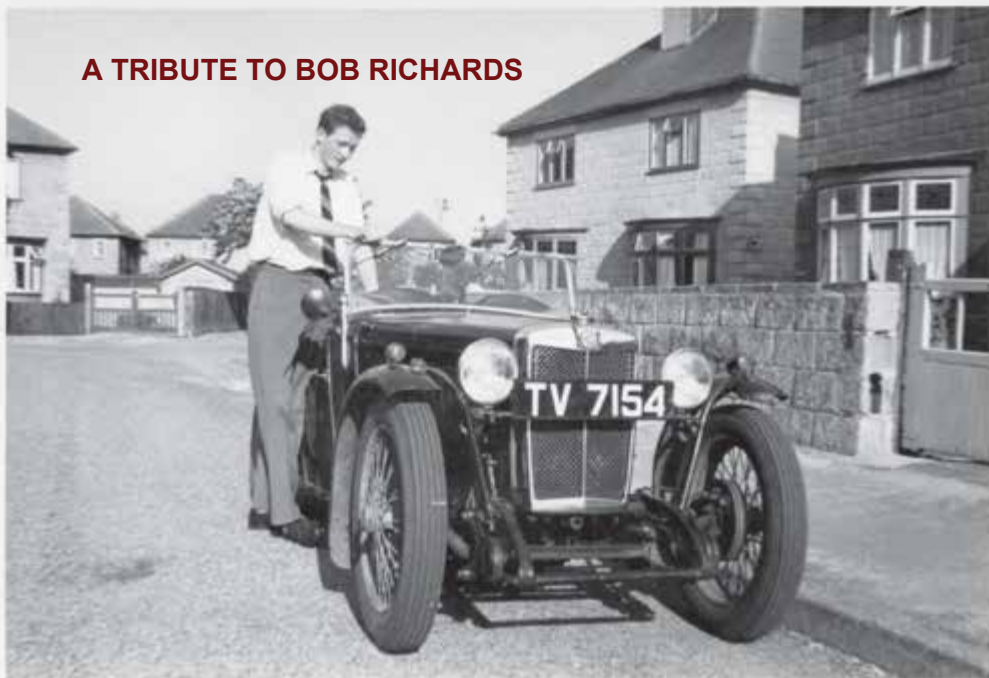





This well known photo showing an impressive lineup of MGs at the 1934 RAC Ulster TT was provided by Cat Spoelstra. As the cars are running in numerical order, Cat thinks it may show practice rather than the actual race. Cars and drivers as follows:

24 - W.Everitt in NA0518; 25 - G.Eyston and A.Denly in NA0520; 26 - W.Handley in NA0521; 27 - C.Dodson in NA0522; 28 - N.Black in NA0519 (assumed) and, also competing but not visible, A.Hamilton and R.Gibson in NA0517.

## A TRIBUTE TO BOB RICHARDS



It's tempting to start by describing Bob's life story through his fascination with cars, but to do so would be selling him somewhat short. In reality, Bob's truest characteristics were his love of his family, devotion to his faith and a desire to improve the lot of other people. This was delivered with characteristic humility and humour, with an aura of calm which was apparent to all who met him. He never sought or asked for status, praise or approval and I'll bear that in mind as I write this piece.

Bob loved people and was blessed with a long and successful marriage to Elaine, who shared his liking of cars and herself owned several interesting vehicles including a 4 seater PA. Having children enabled Bob and Elaine to treat us to birthday presents which followed a familiar (but very welcome pattern), including trips to Shelsley Walsh, Scalextric, Meccano and model railways. He loved to read and the house was (and still is) full to the brim with books and magazines. From the late 1990s onwards the family expanded as grandchildren and step-grandchildren came along, allowing Bob and Elaine to once again enjoy reading their favourite children's books.

Bob was born in Nottingham in 1941, which in many ways is a superb year for a motoring enthusiast to be born. As a young boy the post-war motoring industry and racing scene of the late 1940s and early 1950s was really starting to get going again and Bob fell under the spell of the stylish and heroic cars and drivers of the era. Prewar cars were cheap and plentiful and Bob used his technical skills, acquired through an apprenticeship with the Light Car Company, to enjoy cheap (but probably none too reliable) motoring with a succession of prewar vehicles including his beloved J2, TV7154. Bob owned dozens of cars in his lifetime but I know that was his all-time favourite and was just as he liked cars to be - spartan, sporty and a little bit rough around the edges.

Bob had an excellent long-term memory and loved to recall stories from the past, most of which had a connection to a certain car or motoring event. Favourites among these were the tale of his FWD Adler shedding a wheel which then overtook the car and turned neatly into a side-street ; getting his Morgan 3 wheeler grounded on uneven terrain while driving in fog during a night rally ; vividly remembering Mike Hawthorn's shock of blond hair as he drove helmetless during a victory lap at Silverstone in 1958. Bob enjoyed a long and productive career, working with JCB from 1971 onwards primarily in the technical publications department. This job required skills of both a technical and creative nature and allowed Bob to exercise his mechanical know-how and his love of words and writing – skills for which Bob never really gave himself the credit he deserved. A patient man, he was truly superb when he taught me to drive and I always thought he would have made an excellent driving instructor had he not pursued writing as a career. From the mid 1990s, Bob finally had the means to try his hand at motorsport, and being a particular fan of classic trials this was his first port of call, firstly with a VW Beetle (sorry, that was my influence..), then a Marlin and finally a Singer 9 – whereas all along I knew his real dream was to go trialling in a Triple-M car. I'm happy that I also managed to get him to don helmet and overalls by lending him some of the tuned Imps that I was hillclimbing in the late 90s and early 2000s – he was very capable of driving at speed. Bob's fondest recollections of the cars of his youth always seemed to focus on P-types and Riley Kestrels, and I'm glad that he managed to own examples of both during the final 10 years of his life.

Bob gave so much to so many, through his faith, his belief in charity and his character and sense of humour. He had so much more to give and he was taken from us too early by a rare and incurable illness which impaired him physically but never mentally. Right to the end Bob was his usual calm, unruffled and diligent self, until he finally passed away from a cardiac arrest during the night. His family and friends will miss him tremendously, but our loss is tempered by the knowledge that he will be remembered as a man of integrity, humility and kindness.

### **Gerry Richards**





## TRIPLE-M CARS IN THE RECENT INTER REGISTER CLUB'S EVENTS

Triple-M cars have done well in the last two Inter Register Club (IRC) events. In the Crossley Register's Treasure Hunt on 23rd September, Bob and Beth Walker were joined by Tony Margel and Terry Hartley to compete against two Alvises, two Rileys, two Crossleys, a Sunbeam and a Humber. The Walkers came 3rd overall and the Margel/Hartley team came 7th which was enough to bag 2nd place in the team competition, beating the Alvis team, our constant rivals.

Less than a month later, the Inter Register Club's turnout for the MG Car Club's Autumn Navisat in Sussex was just three cars. However pre-war MGs swelled the numbers to five cars, and took the team award as we had two pre-war cars to the singletons from Riley, Alvis and Jowett. Philip and Rosemary's ND came 3rd while David Oakenfold came 5th with his VA, which helped us to win the team prize. The SVW and Vintage Registers are all signed up with the IRC, and we are trying to get the TA and TBs to join us too.

There are two events left on the IRC calendar; the Riley Register's scatter rally takes place on 27th October in West Worcestershire, and the final event is the Austin Club's Nightjar rally on 17th November. Regs for both events are on the website.

For any further information contact Philip Bayne-Powell the IRC MG rep on 01483 811428 or e-mail 1942mgman@gmail.com.



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## **THE DEVELOPMENT OF SUPERCHARGING BY MG THE POWERPLUS SUPERCHARGER (1930 – 1934)**

**By Allan Bentley**

In February 1931 Captain George Eyston achieved a record speed of 100 Miles and hour driving a single seat MG Midget, - EX120 - of only 746cc capacity. The team behind the development of supercharging the small capacity high revving MG engines led many record and race successes for the MG Company throughout the decade. The story of supercharging at MG started in 1930 after the 848 cc M Type had proven itself on the track, although out classed by its engine size. Seeing the potential of this small OHC engine, J.A.Palmes, of (Jarvis of Wimbledon), commissioned M.G to build two 746 cc M-Type engines with the intention of attacking Class H (500 cc to 750 cc) speed records.

### **EX120 and EX127**

This is the story of the commissioning of two experimental 746cc single seat cars, EX120 and EX127, and how the direction of the Company moved away from the large Morris based touring cars of the 1920s, to develop a very successful range of small capacity 4 and 6 cylinder high performance sports cars. The Midget, Magna and Magnette series, built between 1929 and 1935.

Also planning to attack the Class H speed records were Eyston and Eldridge who joined Palmes, to propose to Cecil Kimber that Eldridge commission MG to build a single seat 746cc MG to challenge the M Type market rivals the Austin 7. The objective was to be the first British manufactured Class H car to exceed 100 miles an hour. Cecil Kimber offered a development chassis, code (EX115), for the project. George Eyston and Ernest Eldridge had calculated that to achieve the goal of 100 mph with a 'Baby Car' they, like Austin, needed to supercharge the MG engine.

The installation of a POWERPLUS supercharger on EX120 was influenced by Eyston and Eldridge as they had interests in the company Superchargers 1927, manufacturers of the POWERPLUS. The MG team under Reg Jackson were responsible for building the engine, developing the supercharger installation and assembling and testing the car on the prototype chassis. A standard M-Type front axle and springs gave the car a nose up attitude.

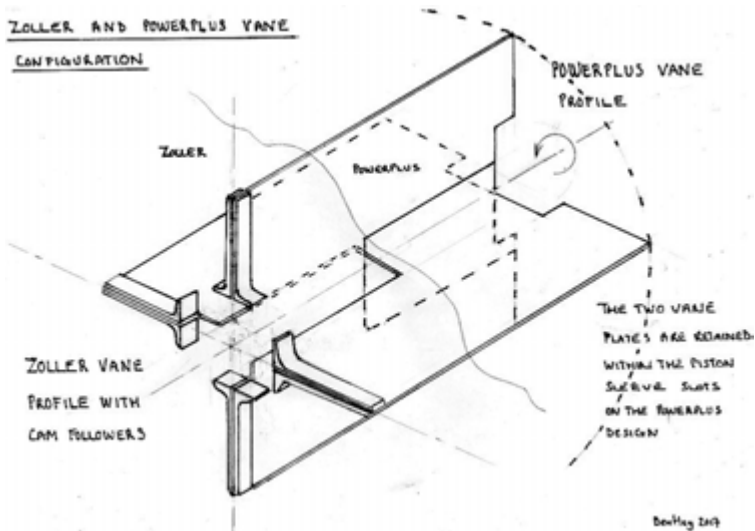
EX120 ran un-blown at Monthlery on December 30th achieving 87.3 mph for 100 miles. In February 1931 a supercharger was fitted to EX120, chain driven from the crankshaft. On the 16th of February 1931, EX120 achieved 101.86 mph for 10 miles and later in the year 100 miles in one hour, placing the MG name into motoring history. Early in 1931 Eyston commissioned MG to build a second car, EX127, based on a standard C-Type, with an offset transmission to minimise frontal area. The POWERPLUS was again chain driven, but this configuration obstructed the smaller lower radiator of EX127 and caused overheating. The MG designed reduction gearbox was by then available for the C Type so was fitted to EX127. The 'supercharging development code' for the C-Type was EX125.

## MG Sports / racing cars fitted with the POWERPLUS supercharger

- The C-Type **Midget**. Press drawings indicate that early cars may have been fitted with a No. 6 POWERPLUS. Later in 1931 MG developed a reduction gearbox, and a larger No 7 size was fitted. (44 cars built). May 1931 to June 1932
- **The J3 Midgets** were all fitted with a 750cc supercharged engine, using a No 6A POWERPLUS running at engine speed. This series were built between November 1932 and September 1933.
- **The J4 Midgets** were supplied by MG with a No 7 or No 8 POWERPLUS similar to the later C-Types. (9 examples were built between May 1933 and July 1933)
- **The K3 Magnette** was the last competition car to be fitted with a POWERPLUS supercharger as standard equipment by MG; Number 9 and 10 sized units were used but were prone to oiling plugs when road racing. Later K3s were supplied with the Marshal - Roots type- supercharger.(33 cars built January 1933 to August 1934).

## THE POWERPLUS SUPERCHARGER - DESIGN FEATURES

The POWERPLUS and ZOLLER superchargers incorporate two independent vane plates which slide through slots in the axis of the vane cylinder. The vanes of the POWERPLUS are retained within a piston sleeve which rotates within the compressor casing. The vane profile is shown on the right hand side of the following drawing.

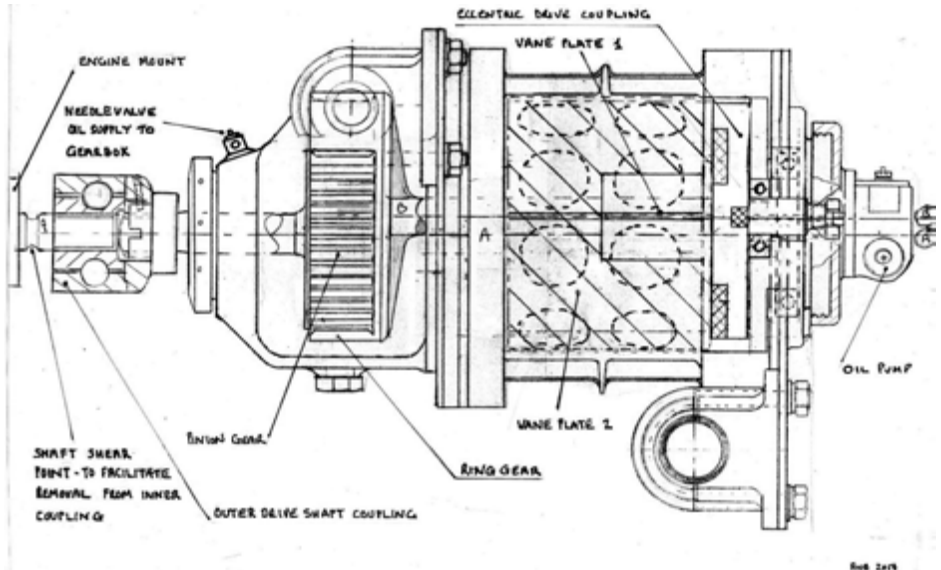


### Zoller and Powerplus Vane Profiles

The **ZOLLER** vane profile is shown on the left of the diagram above. The two vanes have 4 cam followers at either end of each vane plate. This geometry results in a slightly elliptical path of the vane plates with respect to the case which has to be machined accordingly. The design of the ZOLLER supercharger and its adoption by MG. in 1934 for the Q and R-type models, also fitted to EX127 later in its history, will be covered by a future article

## The Internal configuration of a POWERPLUS supercharger – MG (C, J3, J4 and K3)

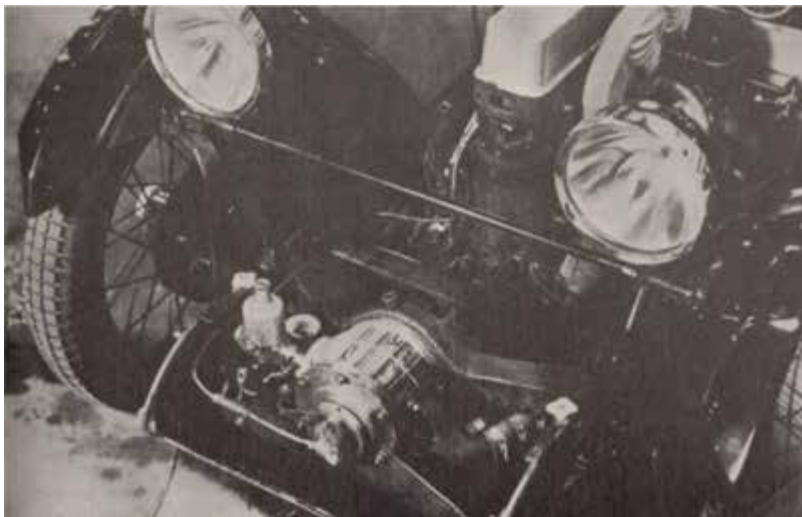
The design of the POWERPLUS eccentric vane compressor was an attempt to overcome the rotating tip speed of the vanes and the clearance and lubrication problems of vane compressors like the CENTRIC and ARNOTT. The POWERPLUS design contains the two vane plates in a 'ported' rotating cylinder so that the vanes can only move back and forth within guide slots within the sleeve valve cylinder. Whilst the tip speed problem is solved the configuration is much more complex as synchronised rotation about the two axes is required.



**The illustration above is a scale drawing of a No 7 POWERPLUS fitted to the C-Type.**

This configuration for the AA cylinder head had a twin branch inlet manifold, which passed under the front cross tube incorporating two throttle valves to enhance pick up performance across the range. When the AB cross flow head for the J2 Midget was used on C-Type engines, the compressor section was rotated through 180 degrees, about the gearbox. This positions the outlet on the off-side of the car. The outlet manifold then passes over the front chassis cross tube, enabling use of the same fabricated 90 degree manifold section for both installations. The POWERPLUS series adopted by MG all have the same sleeve diameter of 5.372 inches. The length of the compressor chamber was changed to match engine capacity and the boost pressure required. Later in this article there are two photographs of the standard units specified by MG - a No 7 and the larger No 9 size, fitted to the 1100cc K3. The works drawing above, shows a cross tube and U bolted clamps for the front and rear mounting.

The J3 had the same mounting design, but without the gearbox. Promotional C-Type drawings in *The Motor*, dated (March 1931), show a shorter No 6 size installed with a fabricated rear mounting similar to the works photograph below of a D-Type with AA head.



*Is this the D Type fitted with a supercharged C Type engine, by Jarvis of Wimbledon?*



POWERPLUS No 7/259 installed on C0294 (PJ6183) fitted with the AB cylinder head.

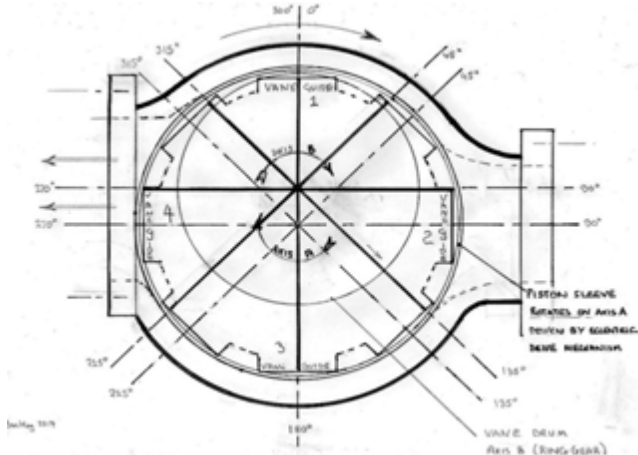
In July 1931, a second batch of C-types were constructed C02, MG offered a super-charged version with a larger capacity No 7 POWERPLUS, running at 0.68 engine speed. The MG designed reduction gear box is presumed to have provided the same supercharger pressure as the 6A running at engine speed. The next section describes the mechanical design of the unit and describes the gearbox design MG developed to reduce the rotating speed of the supercharger improving its life and reliability, used in a competition environment of continuous high rotation speeds, coupled with acceleration / deceleration loads.

The gearbox design appears to have been the same for all sizes of compressor fitted by MG. The unit is very compact, driven from the crankshaft via a pinion engaging with an internal ring gear attached to the main shaft of the compressor. Around the shaft are bolted four segments of the vane cylinder, though which the vane plates slide. The design ensures that the crank shaft and case axes are as low as possible, to avoid the supercharger case restricting air to the radiator and achieve a reduction of 0.68 from engine speed.

**Displacement of the Vane plates within the sleeve valve, (4 pumping cycles)**

The illustration below, attempts to show the movement of the vanes plates within the rotating sleeve, through 360 degrees to provide 4 compression cycles.

The two ‘vane plates,’ which form the 4 pumping chambers slide through the central axis of the vane drum. Since rotation is synchronised between the two axes, the plates are forced to remain across the diameter of the outer cylinder positioned by the guide slots. A tip of a vane plate effectively only travels about 3 inches every rotation. The four chambers of the compressor are within the 16 port ‘sleeve valve’. This thin outer cylinder is the key feature of the POWERPLUS design, since it positions the vanes and provides the porting and valve function to support the inlet - compression and exhaust cycles required to compress and displace the charge. The illustration below shows the vane and cylinder configuration and how the vane plates are positioned by the mechanism whilst restricted to turn and side between two offset axes. The vane plates are always positioned across the sleeve and because rotation is synchronised between the two axes the vanes are forced to move as shown below.



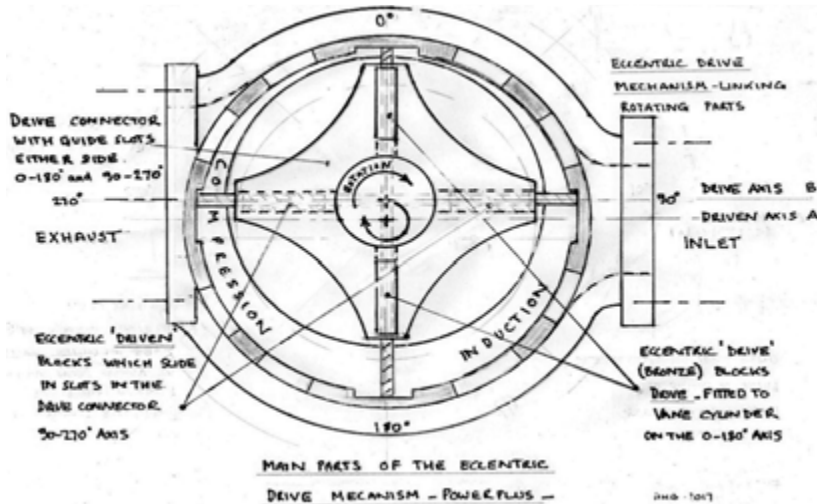


The vane tip velocity is minimised in this design when compared to the more conventional vane compressors like the ARNOTT and CENTRIC, where the vanes rotate around the case with the minimum of tip clearance possible. Despite reducing the vane tip speed to almost zero, the POWERPLUS has the added complexity of an eccentric drive mechanism to drive and synchronise the inner vane cylinder with the outer rotating sleeve on a different but parallel axes.

There is a lot of mechanical resistance and rotational inertia within a POWERPLUS. It will not spin over freely on the bench like a CENTRIC or ZOLLER. The main contribution to this almost cyclic resistance must be the eccentric drive. Efficiency of this configuration is further impaired as gas flow is restricted by the porting of the sleeve valve cylinder during the induction and exhaust cycles compared to open port designs like the ZOLLER and CENTRIC and this must have influenced MG to drop the POWERPLUS in favour of the ZOLLER and 'Roots' type displacement superchargers like the MARSHALL adopted for the K3 in 1933.

### The Eccentric Drive mechanism

The eccentric drive mechanism connects the input shaft with the vane drum to the outer piston sleeve as shown on the following scheme drawing. The gearbox reduction ring gear generates the upper axis on the drawing, turns the vane drum. The eccentric drive transfers and synchronises rotation between both axes. The piston sleeve valve is driven at the same speed as the vane by the eccentric drive mechanism, located at the front of the unit behind the oil pump.



The two rotating cylinders are linked mechanically by a cross shaped coupling which transfers rotation between the two axes, which are 5/8th inch apart. The coupling has guide slots on each face, positioned at **90 degrees** to the other. It is free to move in two directions between the vane drum and the outer chamber drum, the piston sleeve. The drive slot and the driven slot are perpendicular to each other.

The slot on the rear of the coupling engages with two bronze blocks bolted to the front face of the vane cylinder. The front face of the coupling has a guide slot, which engages with two more bearing blocks fitted to the rear face of the outer piston sleeve. The coupling transfers rotation from one axis to the other by forcing the coupling to slide along the slots constrained about the two axes by the 4 bearing blocks. The motion of the rotating coupling is centred on the mid point of the distance of eccentricity.

The large number of sliding surfaces with the unit and the coupling appear to be under quite high alternating loading. Lubrication of the bearings, vanes and eccentric drive mechanism is important and possibly why the POWERPLUS has higher lubrication rates compared to other vane compressor designs.

The J3 manual states that the rate for the 6A model which runs at engine speed is set by the factory at 3cc /1000rpm/min and is not adjustable. As there is no additional supply into the SU from the gearbox as on the C Type it is suggested that REDEX should be added to the fuel of the J3 to assist with lubrication.

*The oil supply to the ZOLLER with a similar vane plate configuration but no eccentric drive or sleeve valve drum, is specified at 1cc /1000rpm /minute, and lubricates the vanes, bearings and the cam and cam followers.*

### **Lubrication supply to the POWERPLUS**

The pump on the front of the unit provides a metered supply of oil to the hollow main shaft and the eccentric drive coupling and bearings. The pump is driven by a square socket within the nut which secures the vane drum segments axially to the main shaft. There is a small gap between the face of the shaft and the pump drive, which allows oil to be drawn by depression into the oil gallery when accelerating. Excess oil drains into the front bearing housing lubricating the sliding parts of the eccentric drive mechanism.

On the C Type and J3 / J4 the oil is supplied from a special two port casting in the front cylinder head drain which has a vertically positioned outlet incorporating a small weir type reservoir. Most C -Types, the J4, Q and the K3 models were fitted with auxiliary oil tanks accessed through the bonnet or scuttle. This provided fresh oil to a float chamber on the side of the sump to ensure this remained constant at all times, an important addition because of the high oil consumption of the cars running for long distances at racing speeds. The following photo shows the oil level float chamber fitted to C0294.



### **The oil supply to the POWERPLUS supercharger.**

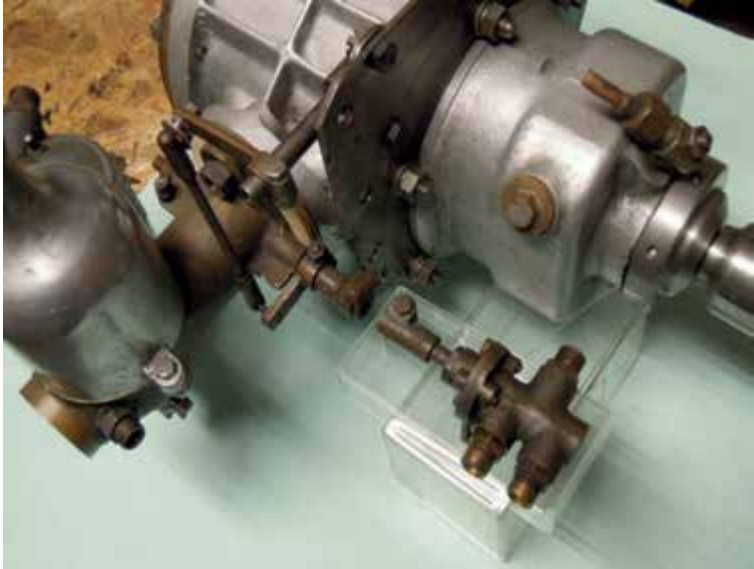
Developed on the C Type and also incorporated on the K3, was a variable oil supply to the pump and gearbox. This was controlled by two variable flow rate valves, connected to the throttle spindle. One valve controls the supply to the oil pump on the front of the unit. The other valve is connected to the gearbox, and maintains the oil level. As the throttle is opened the oil flow increases into the pump and gear box. Excess oil from the gearbox is taken by a small diameter pipe into the intake of the SU carburettor to provide additional lubrication to lubricate the vane chamber and piston sleeve when the throttle is wide open. Limiting or stopping the supply of oil to the pump at low revs eliminates excess oil collecting in the front chamber. The J4 appears not to have the variable flow rate valves.

The throttle controlled valve and the lubrication system, including the gearbox overflow pipe into the SU, is shown on the following photographs. The supply into the gearbox is regulated by a needle valve, upper RH on the following photographs.



This photograph is of the No. 9 POWERPLUS fitted to K3005 owned by Karl Wiessmann

The following photograph is of a No 7 POWERPLUS fitted to the C and J4, This shows the oil control flow valves and how they were connected to the throttle shaft on a C Type fitted with the AB head.



POWERPLUS No 7, removed from C0279, in 956 - (driven by H.C.Hamilton) -1932/33 then exported to Sweden in 1933).  
Photo provided by the owner - Karl Wiessmann



## Reliability

Fatigue failure of the piston sleeve incorporated in the outer rotating cylinder, may be why so few of these Superchargers are in use today. The cracks in this particular sleeve removed from POWERPLUS No 7/259 start from a knife edge formed at the corner of the vane slot where the recess for the compressor chamber end plates was machined and where the sleeve section is thin. There are 8 cracks propagating along the sharp corner of the vane slot one of which was clearly 'terminal', as shown on the photograph.

In 1965 I reviewed the machining tolerances of the original sleeve and found that it was possible to make a replacement sleeve which would still interface with the two existing end plates whilst increasing the shell thickness at this point. The photograph below is of the original piston sleeve removed from 7/259 in 1965 shows the final crack end to end of the thin sleeve. The ports of the replacement sleeve are just visible through the exhaust port of the compressor case.

## Experience with the POWERPLUS on C0294

The only problem with this POWERPLUS, is that oil collects in the eccentric drive chamber when at rest, so although starting the engine is easy, it is essential to drive away without hesitation and with a very light foot until the oil has been consumed and the plugs (BP6HS) are warm. This is because there is no oil flow control valve currently fitted. M.G. solved this problem, so this is to be my next project. The mounting plates are not drilled for attaching the valve, so it may be that POWERPLUS - 7/259 was on a J4 not a C Type. The SU interface has four studs indicating a larger SU may have been fitted. The photograph provided by Karl of his No 7, has a two stud interface for a similar 1932 spec HV4 carburettor fitted to C0294.



The 1/4 inch diameter, linking pipe between manifolds, is a tight fit around the Vertex Magneto.



The inlet manifold pipe is 1 ¼ inch internal diameter to match the original 90 degree outlet manifold and much larger than the 1 ½ inch of the original J3 installation fitted for the past 45 years. The same SU and needle specified for the supercharged 1932 - C Type which came with the J3 Marshall installation was retained.

After more than 50+ years under my work bench and several house moves, a short crank on the original lethargic 6 volt starter motor, was all that was needed for the engine of C0294 to bust into life and PJ 6183 has since run well and reliably. It does however provide all those challenges, especially anxiety, needed to make every outing memorable! The installation is suited to open road driving compared to the Marshall 50, which was so easy to use and provided similar performance and much better response yet always happy in traffic. In the 1980s I competed in both Sprints and Hill Climbs and the response and acceleration provided by the small Marshall was more than sufficient.

The power consumed at low revs by the mechanical design of the POWERPLUS is noticeable, but once past 2500 rpm the engine picks up rapidly and performs as expected of a car set up for the race track.

Development at MG of a K3 engine showed that the ZOLLER compressor would provide better potential so this was adopted for the Q & R Type engines in 1934. The technical details of the ZOLLER will be covered by a second article on supercharging (1934 – 1935) + EX127

Allan has written this article specially for the Bulletin as we both agreed that his definitive article on supercharging the competition cars was better suited to the Yearbook format. That article appeared in the 2017 Yearbook and is well worth reading. We also have the prospect of a further article that will cover the use of Zoller superchargers by MG. Photo below shows C.0294 in earlier days, complete with prominent supercharger housing.





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## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

As a consequence of the delayed publication of Bulletin 104, there have only been a few results received by Mike to be added to the tables. Mike has updated the tables as far as possible and I have included edited versions for this issue. Mike will be finalising the full year-end tables over the next few weeks and we will publish those in full once available. If you think that you are missing some points please let Mike know as he does not necessarily receive results from all organisers.

<b>Racing Challenge Trophy 2018 - The Betty Haig Cup</b>				
<b>Scores to 3<sup>rd</sup> October</b>				
	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
	J2-PA/s	Mike Painter		0.212
	J2/s	Fred Boothby		0.244
	PA-PB/s	Charles Goddard		0.283
	PA/s	Harry Painter		0.291
	K3/s	John Gillett		0.332
	PB	Simon Jackson		0.376
	L1	Andrew Morland		0.421
	J2/s	Mark Reece		0.443
	KN/s ss	Malcolm Hills		0.456
	NA/s	Roger Tushingham		0.487
	QA/s, C/s	Barry Foster		0.552
	C/s	Chris Cadman		0.592
	PA, J2/s	Hamish McNinch		0.614
	PA	Mike Davies-Colley		0.665
	D/s	Chris Edmondson		0.749
	PB/s	Andy King		0.827
	J2/s	Nigel Stroud		0.852
	PA	Anne Boursot		0.878

<b>SPEED CHAMPIONSHIP 2018</b>			
<b>Scores to 5 October</b>			
Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2	Brian Galbraith	36
2 <sup>nd</sup>	PB/s	Tim Sharp	35
=3 <sup>rd</sup>	C/s	Duncan Potter	30
"	NA/s	Roger Tushingham	30
	L1/s	Charles Jones	25
	PB/s	Rachael Holdsworth	24
	J2	Colin McLachan	23
	C/s	Barry Foster	22
	PA-PB/s	Ian Goddard	19
	L1	Andrew Morland	16
	J2	Toby Galbraith	16
	J2	Andrew Harrington	15

## CAR OF THE YEAR 2018

Table below shows the more recent events that have been received and used for updating the Tables. Refer to previous issues of the Bulletin for events earlier in the year; a full table will be included with the year-end results. 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:

1 <sup>st</sup> July	MGCC SE Centre, Newdigate Pride of Ownership	Full
1 <sup>st</sup> July	MAC/VSCC Shelsley Walsh Hill Climb	Full
8 <sup>th</sup> July	Triple-M Summer Gathering, Concours & Gymkhana	Full
15 <sup>th</sup> July	MGCC Donington Park, Baynton Jones, Triple-M Race	Full
16 <sup>th</sup> July	MGCC SE Centre, Reigate Pride Of Ownership	Full
22 <sup>nd</sup> July	VSCC Cadwell Park Race Meeting	Full
4 <sup>th</sup> /5 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
11 <sup>th</sup> August	VSCC Mallory Park Race Meeting	Full
18 <sup>th</sup> August	VSCC Goodwood Sprint	Full
25 <sup>th</sup> /26 <sup>th</sup> August	VHC Etretat/Benouville Hill Climb	Full
26 <sup>th</sup> August	Truro Motor Club, Portreath Sprint	Full
8 <sup>th</sup> September	MGCC SW Centre Wiscombe Park Hill Climb	Full
8 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
9 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
22 <sup>nd</sup> September	VSCC Snetterton Sprint	Full
23 <sup>rd</sup> September	VSCC Snetterton Race Meeting	Full
29 <sup>th</sup> September	VSCC Prescott Long Course Hill Climb	Full
7 <sup>th</sup> October	MGCC SE Centre Autumn Navisat	Full

### C.O.T.Y. 2018 – Scores to 30 October

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	2692	J2	SW 4156	Brian Galbraith Colin McLachlan Toby Galbraith	107
2 <sup>nd</sup>	949	L1	OD 6008	Andrew Morland	105
3 <sup>rd</sup>	2226	NA/s	MG 3701	Roger Tushingham	102
4 <sup>th</sup>	545	K3/s	K 3030	John Gillett	101
5 <sup>th</sup>	3534	J2/s	WF 5494	Fred Boothby Hamish McNinch	98
6 <sup>th</sup>	1931	C/s	VD 30	Barry Foster Adrian Moore	89
7 <sup>th</sup>	3610	PA-PB/s	RC 2206	Ian Goddard Charles Goddard	88
8 <sup>th</sup>	2912	C/s	GX 9693	Duncan Potter Emma Potter	74
9 <sup>th</sup>	605	L1/s	MG 2802	Charles Jones	73
10 <sup>th</sup>	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	71

<b>SLADE TROPHY 2018 – Scores to 30 October</b>			
<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	25
2 <sup>nd</sup>	J2	Mark Smith	17
3 <sup>rd</sup>	PB	Roger Tushingham	9
	M	Oliver Richardson	8
	J2	Mike Linward	7
	J2	Jeremy Hawke	6
	J2	Patrick Gardner	5
	M	David Rushton	4
	M	John Haine	4
	PB	Tim Beckh	3
	NA	Richard Jenkins	2
	PA	Colin Butchers	1
	PA	Marcel Koreman	1
	M	Kim Jenkins	1

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## VSCC Prescott Long Hill, 29 September 2018

### Notes and photos by Colin Murrell

On Saturday 29th September the stunning Prescott Hillclimb venue came alive with the sights and sounds of the Vintage Sports Car Club's (VSCC) final round of its Speed Championship, in the form of the Prescott Long Course Hill Climb. Triple-M cars competing were:

No 12	Brian Galbraith	1933 J2
No 712	Toby Galbraith	1933 J2
No 30	Tim Sharp	1936 PB
No 104	Ian Goddard	1934 PA-PB "Red Mist"
No 121	Maurice Gleeson	1933 L Type
No 721	Andrew Briggs	1933 L Type
No 128	Roger Tushingham	1934 N Type Special

Class results achieved as follows:

- Toby Galbraith 2nd Handicap: Class 2
- Roger Tushingham 2nd Overall: Class 10
- Maurice Gleeson 1st Handicap: Class 10

In addition to those cars competing, there was a good display in the car park, including J2084 "JJ5117" (photo below)





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**The secret of the Rat's performance is revealed. Barry Foster testing his new eco-friendly steam powered engine at Castle Combe!**  
Photo Colin Murrell



**Fred Boothby powers through the gloom at Castle Combe.**  
Photo Colin Murrell





To tie in with Alan Bentley's article on superchargers, here is the rear end of C.0294 in earlier days. Photograph is believed to be when the car competed in a 6 day trial in the Italian Alps.