

TRIPLE-M REGISTER BULLETIN

August/September 2020



THE MG CAR CLUB LTD



Donington Park 2020. Photos by Colin Murrell.

Above: Richard Frankel in the K3 had a good day; he achieved 3rd overall in Race One and first in Class 6 of Race Two. Richard was also awarded “Driver of the Race” in Race One.

Below: Vernon MacKenzie in Andy King’s Cream Cracker also had a good day, gaining 2nd overall in Class B of Race Two and also “Driver of the Race”.



BULLETIN No 116 August/September

Front Cover Picture:

89 years old and still racing (the car, not the driver) – Chris Cadman in the C-type leads Chris Edmondson's D-type special during the MGCC race meeting at Donington. With a very long competition history, it is no surprise that C0263 raced here back in 1935, a mere 65 years ago.

Editorial:

Firstly, my apologies for the late arrival of this issue. This is mainly due to the cancellation of the large Summer events and consequent number of blank pages to fill; an Editor's nightmare! Once again, my thanks to those who have helped by providing articles and photographs.

The return of racing to Donington provides a glimmer of hope for a slow return to normality and, fortunately other events are now scheduled, albeit mostly without the opportunity for spectators to enjoy the spectacle.

As this is an ever-changing situation I have not included a Future Events table but fingers are crossed that it might be possible for the next issue?

You should now be well aware that 2021 is the 60th Anniversary of the foundation of the Register and the Committee are urgently looking for ideas and suggestions for events and activities that owners would like to see. The chances to discuss this properly has been hindered by the Covid-19 lockdown so we all need to give this serious consideration so that we can enjoy an appropriate celebration of this important anniversary. Any suggestions, or offers of help, should be made to Dick Morbey in the first instance.

Corrections: Two errors in the last issue slipped through. Firstly, details of the previous Treasurer were printed in error on page 46 and secondly, I managed to insert an incorrect photo on page 47 where J2781 masqueraded as Mike Pancheri's PB Special. I don't know where that photo came from, I must have been confused by the matching colour scheme! I am relieved, but also disappointed, that only one reader noticed (or bothered to let me know) and that was Rob Dunsterville from Australia.

And finally, a thought for consideration; now that a few electric-powered classic cars have emerged from workshops, who is going to produce the first battery-powered Triple-M car and, perhaps, have it ready in time for the 60th anniversary? Bob Milton's fascinating article in this issue about his planned record-breaker shows that almost anything is possible in a Triple-M car when tackled seriously.

Digby Gibbs



Chairman's Jottings

By Jeremy Hawke

Welcome to the latest edition of the MMM Bulletin. When the dogs wake me up each morning it's definitely getting darker and we've had the first heavy dews in the fields; a sure sign that Autumn is on the way. The motoring season is drawing to a close and what have we achieved? Very little, that's what! The Racers have managed to get 2 races under their belts without mishap and there have been a few Speed Events, but that's about it I'm afraid. My own Centre (the South West) have Wiscombe Hillclimb planned for the second weekend in September and one Trial for October; apart from that it's been "virtual pub natters" on social media (which at least had the benefit that you could drink a pint or two whilst nattering).



That popular pastime of those who are a little less competitive, standing around in the sunshine (or rain) discussing anything and everything about "our cars", has really taken a hammering this year and yes – you really do miss those simple things in life!

So, this Covid problem is going to be with us for a good while yet and, already, the effects of the slight loosening of restrictions during the Summer are looking ominous in certain areas and things may well get worse again before they get better.

On the positive side, with many of the usual activities curtailed, Library sales are up, with Rich Stott being kept busy sending out material to members. We are also being forced into adopting new technology, your Committee is (slowly) getting the hang of meetings via the like of "Zoom" etc, though this does require a good internet connection and new skillsets for those involved (talking on "mute", dogs barking, doorbells ringing etc. we've had them all). This year's AGM will be via "Zoom" and shows all the signs that attendance will be the highest for years, with an evening (UK) time-slot scheduled, there is even the opportunity for overseas members as far away as the US, Australia & New Zealand to take part – there's progress for you.

That's probably enough from me right now, in the meantime; enjoy the Bulletin and please stick with all the safeguarding measures and stay safe – it's easy to forget and I hope to see you all out and about before too long.

Jeremy Hawke

Secretary's Update



These notes are being prepared just before our September committee meeting, when we expect to be discussing a number of topics that you may find of interest. Among these will be:

- Renewed plans for social and other events as we see some easing in the lockdown restrictions
- Surveying owner opinions to find out your wishes and expectations for what the Register and the MGCC can do for you – and how you yourself might contribute
- Our preparations for the Register's Zoom AGM on 17th October
- Planning for the Register's 60th anniversary in 2021
- All the usual admin stuff.

We'll report back on the meeting later.

The MGCC Donington and VSCC Mallory Park race meetings seem to have been great successes, much enjoyed by the participants, even if the rest of us had to experience them 'remotely'. It is an odd experience witnessing the races online through TSL Timing and similar websites – it's rather like watching a video arcade game as the timed blobs for each car circulate, overtake and occasionally disappear from the screen. It's *almost* like being there! Thanks are due to the competitors for putting on a splendid show, to Duncan Potter who organises these events and to Colin Murrell for his superb photography.

The Register's postponed 4-day Stilton and Pork Pie Tour of Rutland and Leicestershire, capably organised by Tony Richards and Ron Warr is now firmly in the diary. It runs from Sunday 25th April 2021. Anyone who may be interested in participating should please contact Tony at tony-ruth.richards@outlook.com

The latest Register Listing of Cars has now been printed (thanks to Mike Linward) and published and is now available from the Library. Even though new, it is of course always out of date, because details of the almost 4,000 known surviving cars are in a constant state of flux, but you can do your bit by ensuring that you supply the Registrars with the latest info about your car, including the one that you sold a year ago and meant to tell us about!

Our AGM on Saturday 17th October will take place at 8 pm UK time! Why so? So that not only UK MGCC members can take part but also to allow the awaking Australian Members to join us on what is their Sunday morning and likewise for the North American fraternity to be with us on their Saturday afternoon. Numbers are limited to 100 so if you would like to join the session please supply yours truly with your MGCC membership number so we can add your name to the list. Outline details of the meeting are on the website Forum.

This has been a sad time as we bade farewell to Graham Arrondelle after a prolonged period of poor health. Graham was a most knowledgeable contributor to the Register over many decades, always calm and never over assertive, but with a wonderful twinkle in his eye. His influence on the Register's progress was undoubted. An appreciation appears in the following pages.

As this note was being compiled news came through of the death of Aubrey Pavard, a popular member of our Australian fraternity. Aubrey was fortunate enough to own a very nice J2 and a PA. He and his wife Rene brought the PA to tour at events in the UK on more than one occasion. I recall well the ingenuity he displayed in replacing a damaged core plug during the 2016 Lincolnshire event; what would have been a 'stopper' for most people, he overcame without demur! Our sympathies go to Rene and the family. Despite the difficult times we are all enduring the Committee is in good heart and we all hope that you are, too.

Dick Morbey

BAYNTON JONES
HISTORIC MOTORSPORT

**Bob and Charles Jones for Restoration and Preparation of
Triple-M Sports and Racing cars**

**Engine Rebuilds for Road or Competition
Steering and Suspension Components
High Performance Camshafts for Every Triple-M Model
Forged Pistons**

available exclusively from BAYNTON JONES :
**OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.
UPRATED VALVES, VALVE SPRINGS AND RETAINER CAPS
STANDARD AND BIG BORE K,L,N-TYPE BLOCKS**

TEL : +44 (0)1747 858915 sales@baynton-jones.co.uk

Facebook Postings

Cat Spoelstra

Aware that things are happening on the Register Facebook that many of us, including the Editor, who do not “do” Facebook are missing, I asked Cat to provide a resume of any interesting posts so they can reach a wider audience. I hope this can be a regular feature and obviously welcome any feedback on the cars and owners featured.

Robin Mere, one of the MG Car Club's founding members back in the 1930s, went through all sorts of MGs and most notably a C-type and a K3. He also had an F-type at one point though; this lovely photograph of F1084 came to us by way of the pictured chap's son who was able to tell us that his Dad had been chauffeur to Robin's father and that he burnt quite a bit of midnight oil preparing Robin's cars for trials, rallies and races!



Below is a second posting from June 2020:

“We are looking for the current owner of this little gem that was rebuilt in the 1970's and sold on in the 1980's. Is it lurking in your shed by any chance?”

This car shows on the Register as J2755 and last owner recorded as Gerry King (1973). It has an early Register number (862) so hopefully is still in use and known to someone.



Seeking Information: My First Car - 2M2710

Chris Drewett

This appeal from Chris Drewett for information on his first car, was passed to me by Frank Ashley to see if any Bulletin readers could help. Chris is the commentator at Prescott and is interested to know if his first car still exists. DVLA records show it was last taxed in 1991 with a new V5c issued in July of that year. The car is on the Register, with an early number (902), and with owner listed as Andrew Jefferson.

My big brother had it first, just after his seventeenth birthday. It was a 1929 MG M-type and it cost all of forty quid. We called it "Zut Alors", showing off our knowledge of French exclamation.

Richard was an avid reader of old racing histories and was intrigued by the story of Nuvolari in the Mille Miglia switching his lights off in the dark so that the car in front didn't notice him creeping up behind. We tried this once along the Dorset lanes and all went well until Richard forgot the T-junction. Straight on into the hedge, the MG stopped quicker than we did and we sailed over the windscreen and hedge, landing shaken and stirred but, thankfully, uninjured. "Zut Alors" suffered a bent front axle and a loss of dignity but was quickly repaired.

The car was passed to me as soon as I passed my test and provided a couple of years of great fun, to me at least, as not many prospective girlfriends shared my enthusiasm. One adventure was a planned camping trip to Devon with my best friend. Before setting out, I topped up the oil to the full mark on the dipstick. Never having had so much oil before, "Zut" sent most of it up the bores and past the pistons, to wet the plugs comprehensively. A village garage in deepest Dorset tried to clear the plugs by revving the engine; result, two bent valves and an embarrassing tow home.

Most of the time it bumbled along nicely, even doing 42 in a built-up area and leading to a brush with the law. The cop who stopped me wasn't amused when I said how pleased I was that the old thing could achieve such a speed!

I swapped it for a Lambretta that took me to Sheffield in nine winter hours!

Chris Drewett

The Power of the Forum is such that within 12 minutes, Sam Christie had posted two further pictures of the car (DV 8901) which are reproduced here along with the photo supplied by Chris Drewett. Further information from Richard Martin is that when he met Andrew Jefferson a few years ago, he had a 1960's Aston Martin having disposed of the M-type in the early 1990's.



REAR HUB BEARINGS, NUTS AND LOCK-WASHERS

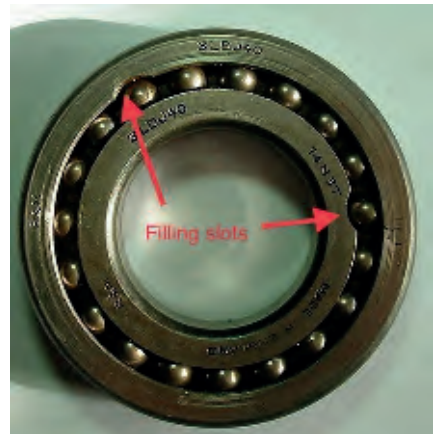
A Technical Exploration by Simon Johnston

Bearing options:

A perusal of the factory Parts Lists reveals that, while the M, D and J-types had single row ball bearings in the rear hubs, the F, L, P, and N-types had double-row bearings. I assume that the K-types also had double-row but the MG part numbers are different to the other six-cylinder cars so direct comparison is not possible. As far as I can determine, the contemporary bearing part numbers were LJ40 for the single-row bearing and 3LDJ40 for the double row one. These are Ransome & Marles part numbers and while the equivalent of the LJ40 bearing is still available today the double row 3LDJ40 has been obsolete for many years. (There is an LDJ40 bearing still available, but it is a 23mm wide double row bearing as used in the MGA and early MGBs.)

There is a widely held view in the Triple-M world that the original double row bearing is, almost by definition, a 'better' bearing than the single row one although I have yet to come across any technical explanation of what is meant by 'better'. The assumption seems to be that, because it has two rows of balls and more balls in each row (19 versus 9), it is able to carry more load but in the absence of the technical specifications of the bearing there is no evidence that this is so. Given that the double row bearing is the same width as the single row one at 18mm, then the balls must be significantly smaller in the double row one in order both to accommodate two rows and to fit 19 balls in each row, which might mean that the load carrying capacity isn't actually all that much greater, but we don't know for sure.

However, there is one aspect of the 3LDJ40 bearing that is overlooked when singing its praises: since there are significantly more balls in each row than in a single row bearing, the only way that this can be achieved is by using what are called 'filling slots' whereby slots are machined in the inner and outer raceways to provide a space through which the balls can be inserted. When conventional deep groove bearings (often referred to as 'Conrad' bearings after their inventor) are assembled the inner raceway is placed against the outer raceway on one side so that there is enough room between the inner and outer raceways on the other side to insert the appropriate number of balls, but this doesn't work if significantly more balls are required – hence the filling slots.



3LDJ40 double row ball bearing
Photo: Bruce Sutherland

It should be obvious that the filling slot bearing is weakened to some extent by the slots in the inner and outer raceways and this comment from SKF is typical of those of the major bearing manufacturers:

“Filling slot bearings have a higher radial load carrying capacity than bearings without filling slots, but their axial load carrying capacity is limited. They are also unable to operate at the same high speeds as bearings without filling slots.”

In other words, filling slot bearings aren't so good at coping with axial, i.e. cornering, loads and this may well explain why the 3LDJ40 bearing became obsolete with the standard deep groove single row bearing being used in the rear hubs of these axles right through the 1950s and 60s. The exception is the axle used in the MGA and early MGB which uses a double row bearing but this is wider than the single row one – 23mm compared to 18mm – and does not have filling slots.

The currently available equivalent single row deep groove ball bearing is generally known as a 6208 bearing, a nomenclature that is used by most bearing manufacturers. The static load capacity of the SKF 6208 is 19kN (1937 kg/4271 lbs) and its dynamic load capacity is 32.5kN (3314 kg /7306 lbs) which are more than adequate for our cars. (The equivalent bearings from other manufacturers have similar, but often slightly lower, load capacities.) It's not easy to translate these technical specifications into meaningful practical terms but as luck would have it a technical document produced by the NTN bearing company actually has a bearing rating life and load calculation worked example for a 6208 bearing. (1)

They first take the case of a bearing operating at 650 rpm with a radial load of 326 kg. A road wheel rpm of 650 equates to an engine speed of around 3,500 rpm in a Triple-M car (depending on the gearing), so about 50-55 mph. The unladen weight of an N-type (the heaviest of the open cars) is around 930 kg. If we add a driver and passenger, some luggage and half a tank of fuel we'd add around another 200 kg and with the 45/55 front/rear split the weight on the rear axle would be around 620 kg, or about 310 kg per wheel and hub bearing, comfortably within the radial load used in the example. The resulting bearing life was calculated at 19,000 hours, or almost one million miles at 50 mph!

The second calculation assumed an additional axial load of 184 kg and this reduced the theoretical bearing life to approximately 7,500 hours, equivalent to around 375,000 miles. Of course, these are theoretical figures but nonetheless they would seem to suggest that the standard 6208 bearing is more than adequate for our needs.

There is, however, one other readily available bearing that fits our hubs which is simply designated as a 208 bearing rather than 6208. This is often offered as a 'heavy duty' alternative to the 6208 and indeed it does have a 40 per cent higher static load capacity. However, its dynamic load capacity is only about 3 per cent higher, perhaps because it's a filling slot bearing and thus less able to carry axial, i.e. cornering, loads. Given that this bearing is much more expensive than the regular 6208 it doesn't seem a wise choice.

Finally, some traders do offer, from time to time, double row bearings which are claimed to be equivalent to the original 3LDJ40 ones. These are pretty expensive – often around £100 or more each compared to around a tenner for the SKF 6208 – but the one trader I enquired with was not able to give me the technical specs of the bearing, so we have no way of knowing if it is indeed better than the 6208. You “pays yer money and you takes yer chance”.

(1) NTN Ball and Roller Bearings, page A-27, NTN Corporation, 2015

Bearing Retaining Nuts:

Over the years the actual type of bearing retaining nut used has varied. For Triple-M cars, and contemporary Morris and Wolseley ones, the nut was a circular one with eight slots and a chamfer on one side. These nuts were fitted with the chamfer facing out and with a lock washer between the nut and the bearing inner raceway. Such nuts are still the norm in the bearing industry although interestingly they are normally fitted with the chamfer towards the bearing. From MG factory drawings, it would appear that the nuts were fitted with the chamfer facing out in order to ensure sufficient clearance between the nut and the splined hub. This doesn't seem to be a problem in practice as the hubs we use appear to be of a slightly different design with plenty of room for the nut should one decide to fit it the other (correct?) way round!

By all accounts, while the T-types used the same bearings and similar carriers, the TAs, initially at least, were fitted with an octagonal nut rather than the circular slotted one. The rationale for the nut being octagonal rather than hexagonal isn't clear but may be related to maximising the bearing surface of the nut on the inner raceway while still leaving room for a box spanner to fit within the carrier which is deeper than the Triple-M one. It would also leave room for a lock washer that is bent over one of the flats of the nut as the type used on the slotted nut wouldn't be effective on an octagonal (or hexagonal) one (see below). I understand that MG reverted to a circular slotted nut for the TC, although it is slightly larger in diameter at 2.250" compared to 2.125" of the Triple-M nut.

I believe that the MGA and MGB also had octagonal nuts, but the Midget used hexagonal ones. Special spanners to fit the octagonal nuts are available from

One often finds that, in the absence of a proper spanner, these slotted nuts have been removed, and tightened again, with a hammer and chisel which tends to leave them looking a bit battered. New ones are available, but I found that the slots had been cut too deep so that they extended into the face of the nut which bears onto the lock washer and thus the bearing inner raceway. Apart from reducing the bearing surface area of the nut this also, to my mind, weakens the nut and is best avoided.

The third option is to fit the hexagonal nuts with integral oil seals developed by Roger Furneaux which can be tightened with an easily obtainable 50mm socket. However, you may find, as I did, that your hubs won't accommodate these nuts as they protrude over the end of the axle casing and while the hubs can usually be machined to provide the necessary clearance, this isn't easy to do if the half shafts are already pressed into the hubs.



The slots in the new slotted nut (bottom) are much deeper than in an original style nut (above) which reduces the bearing surface area and potentially weakens the nut

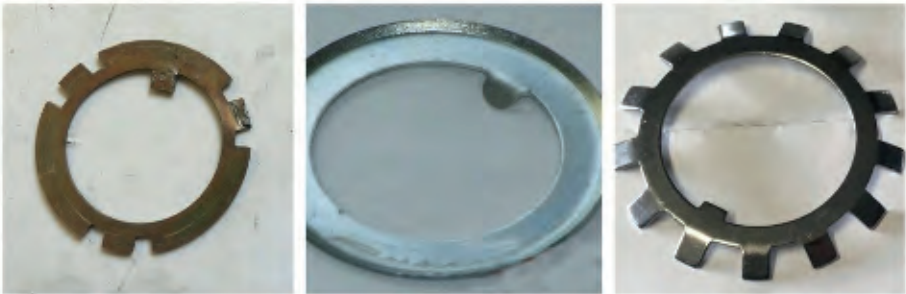
Lock Washers:

The lock washer for the circular slotted nut has an internal tab that is located in the slot on the axle casing to keep the washer from rotating and three tabs around the outer circumference, one of which, once the nut is tightened up, is bent into one of the slots in the nut in order to prevent the nut from coming undone. The washer is flat so that the larger, non-chamfered face of the nut can be tightened against it.

For the octagonal nuts, a lock washer using tabs like the original style wouldn't be that effective as just a small tab would be bent over a flat on the nut and wouldn't offer the same locking effect as when it is bent into a slot. So for these nuts a washer with a raised circumference is used, still with the internal tab that locates in the slot in the axle casing, and once the nut is fully tightened, the outer edge of washer is bent fully over a flat on the nut (the raised edge allows a suitable tool to be inserted underneath the washer to bend it) and provides much more security than a small tab would.

The third type of lock washer, which is commonly used when fitting purpose-made hexagonal nuts, is a modern one with angled tabs all the way round its circumference and a rather small internal tab to locate in the slot in the axle. This sort of lock washer is widely used in the bearing industry and in the metric M40 size is a pretty good fit on the axle. However, the internal tab is smaller than the factory lock washers so mightn't be as good at preventing the washer from rotating and while there will always be one or two tabs adjacent to a flat on the nut, as with using the original style washer, it's debatable how good it would be at actually securing the nut.

These three types of lock washer are illustrated below.



I imagine that many people will also opt to use some sort of thread locking liquid, such as Loctite, but be careful – these are mainly designed for use on much smaller threads than our axles and Loctite or similar applied to the threads across the full depth of the nut could make the nut very difficult to remove in the future without applying a substantial amount of heat. Loctite do make a thread-locker for large threads but it seems only to be readily available in the United States. In truth, however, a proper lock washer is quite sufficient as we'll see in the next episode: *Rear bearing hub nuts - how tight is tight enough?*

MGCC DONINGTON PARK



Above: Triple-M racing underway at last...

Below: Winner of the Mary Harris Trophy, Teifion Salisbury in the K3.



The Ultimate Driving Machine



Ladies and Gentlemen, please 're-start' your engines.....
DONINGTON PARK: 12th July 2020

Report by Duncan Potter

Photos by Colin Murrell and Steffi Broch

As the restrictions affecting our lives began to lift it was to Donington Park that the racing department headed. With the cancellation of Silverstone, Oulton and Cadwell Park this was the first opportunity of the year to get the oil temperature and engine revolutions into the red.

An impressive line-up of seventeen cars and crew arrived to enjoy the splendid Donington Park circuit which, along with Brands Hatch, must be one of the most suited to our cars. The fast downhill swoop through the Craner Curves to the Old Hairpin and the uphill blast through Starkeys Bridge to McLeans being the most exhilarating tests of a cars handling, braking and power delivery.

As is becoming a regular feature with the popularity of Triple-M racing, more new drivers were welcomed. Vernon MacKenzie joined Equipe Frankel as works driver in the PB Cream Cracker and Ellie Reece made her racing debut in the family's supercharged PB. Being one of the oldest motor racing circuits in the country, it was no surprise that a number of our cars were returning to Donington having raced there 85 years ago. In total four cars, the K3s of Richard Frankel and Teifion Salisbury and the Montlhery Midgets of Chris Cadman and Emma Potter, retook to the tarmac as they did on many occasions collectively between 1934 and 1938.

The sun rose on what was to be a glorious day of sunshine as the engines were coaxed in to life for qualifying. For those successfully completing qualifying, the day's work ahead would be the Mary Harris Trophy race sponsored by Baynton Jones Historic Motorsport and then the Triple-M Challenge scratch race.

So, after some nine months, it was a real pleasure to finally be heading onto a race circuit with a full grid of Triple-M cars. Qualifying suggested that Charles Goddard and Tony Seber were going to have a close battle at the top, their fastest laps being within one second of each other. Joining Richard Frankel's K3 on the second row was the very rapid Henry Hichens driving the, now blown, J2 in his second season of Triple M racing; impressive indeed. Unfortunately, rear axle woes struck for Andrew Long in his KN resulting in a very short days work. Bringing up the rear were the brace of C-types from Team Potter and the cars of Team Reece including their PB being driven very sensibly by Ellie in her first race meeting.

So, to the Mary Harris Trophy. It was Tony Seber who took the early lead with brother Rodney and Richard Frankel getting past Charles Goddard who found himself in fourth place after the first lap. However, there followed a tremendous drive from Charles that saw him pedal the rapid P-type into the lead by the fifth lap. Holding the lead for a couple of laps, Tony Seber was, however, not to be denied and eventually re-took the top podium position and completed the race in first place just 4 seconds in front of the Team Goddard car.

Richard Frankel had an epic battle with the other Hornet of Rodney Seber; chasing him for the whole race, Richard finally managed to position his fabulous K3 into the third podium position on the last lap, crossing the line less than a second ahead of his race rival.

Simon Jackson (PB) led Teifion Salisbury(K3) and Andrew Morland (PA) home in a closely fought mid-field battle with Mark Reece leading the 2-bearing brigade home in his J2 in front of Chris Cadman (C-type), Chris Edmondson (D-type), Emma Potter (C-type), Duncan Potter (C-type) and Ellie Reece (PB). And yes, Emma did indeed finish in front of husband Duncan!

Unfortunately the race was not without mechanical issues with Henry Hichens, Vernon Mackenzie and Andy King all having to retire early in the race.

So history records the following for the Mary Harris Trophy Race 2020: Winner – Tony Seber (Wolseley Hornet)

Runner up and winner of the Kimber trophy – Charles Goddard (PA Special)

3rd Place – Richard Frankel (K3)

1st Handicap and Winner of the Mary Harris Trophy – Teifion Salisbury (K3)

Driver of the race – Richard Frankel (K3)

Next up was the Triple M challenge which saw Vernon Mackenzie and Andy King re-join proceedings following successful engine repairs. Being the first outing for Andy Kings KN to K3 specification it was great to see him retake his place on the grid. The result shows the podium positions unchanged with a second victory for Tony Seber ahead of Charles Goddard and Richard Frankel who held second place early in the race. The closest battle was between fourth placed Vernon Mackenzie and Simon Jackson who, having led by fractions of a second for the whole race, was eventually overtaken by the MacKenzie Cream Cracker on the final lap. A performance which earned Vernon the 'Driver of the Race' award. Teifion Salisbury was next home in the K3 followed by the four cylinder brigade led by Andrew Morland.

Final honours were as follows:

- Winner – Tony Seber (Wolseley Hornet)
- Runner up – Charles Goddard (PA Special)
- 3rd Place – Richard Frankel (K3)
- Driver of the race – Vernon MacKenzie (PB Cream Cracker)

With racing completed there followed a socially distanced prize giving for all outright and class winners followed by a presentation of the splendid Betty Haig Racing Championship cup to Team Goddard for their victorious 2019 season. A well deserved accolade for Ian and Charles Goddard.

A great day of Triple M racing; well done to the MGCC for successfully navigating the 'current situation' and holding a safe and successful race meeting.

Donington Park, a “spectator’s view” by Colin Murrell.

As only limited numbers of spectators were allowed at the Circuit I thought it would be of interest to print some of Colin's reflections on this first “proper” competitive event for the Triple-M racing fraternity.

"We did it!" The weekend of 11th and 12th July saw the return of MG Car Club racing at the delightful Historic Donington Park Circuit, with Triple-M action on the Sunday. Several of the cars competing at the weekend also raced here back in the 1930's.

Many congratulations and thanks go not only to the competitors and MG Car Club organising team, but also to the Marshalls and the MSV Team and all others involved for enabling this to happen.

Donington is a firm favourite with competitors, and the spectator viewing is excellent. Spectators were allowed (with pre-booked entry only) as was the possibility of competitors staying overnight which made it a lot easier for those travelling distances and enabled a little socialising albeit from safe distances for those wanting to mix with fellow competitors. Sadly this did not extend to our usual large social BBQ gathering, but we were blessed with a glorious summers weekend.

Mark Reece was an especially proud father as he took to the track with his daughter Ellie who was joining the grid for her very first race. That really added something extra special to the day in addition to the fabulous line up, both in the paddock and in action on the track.



The Donington Podium, clockwise from top left:

1: Teifion Salisbury, whose name will now join such prominent names as Charles Goddard, John Gillett, Andrew Taylor, Jane Metcalf and, of course, the late Peter Green, on the highly prized Mary Harris Trophy. 2: The ever-consistent Charles Goddard with the Kimber Trophy awarded for first MG home in Race One. Charles finished off a successful day by coming second overall and first in Class B in Race Two.

3: Richard Frankel with the Driver of the Race award for Race One.

4: Vernon MacKenzie was awarded Driver of the Race for his exploits in Race Two.

5: and finally...Ilan Goddard gets his hands on the Betty Haig Trophy that was awarded to him for the 2019 season.

Photos by Steffie Broch

Correspondence: Graham Arrondelle and NA0793
From David Allen

I was very sorry to read of Graham's passing in the current Bulletin. Although I did not meet him personally, I exchanged lots of correspondence with him about the provenance of my NB 4 seater and the conflict with the NB 4 seater belonging to the Beer family. He was always most helpful and friendly despite my stream of questions trying to get at the facts.

If you talk to any of his family please pass on my condolences.

CYF 756, as it now is, is fully restored and raring to go having only done some 400 miles. I am on the list for a new right hip so, at present, it is not safe for me to drive it since the cable brakes require a good shove, especially in an emergency!

The photo is a recent one and shows the car just after it acquired a set of aero screens.

Hope you are all well and surviving lockdown.
Best regards.



Graham Arrondelle.

A personal appreciation by George Eagle



With the passing of Graham, the Triple-M world has lost a keen owner and knowledgeable enthusiast.

Graham was a Trials enthusiast who regularly spectated at various VSCC events and submitted numerous photos which were used in the Yearbook and other publications. He was also well versed in the history of Trials, and MG competition activities generally, and I think he must have accumulated quite a library. Graham was also a regular participant on the Register Forum where his posts were always informative and well thought out.

Graham's wife Sylvia has advised that Graham bought his PA (chassis PA2052, Registration DPB 140) when he was aged 18 which, from what I recall him telling me, was in the mid-1960s. It was the only Triple-M car he owned and was the car he used in some competitions. He trialed the car and I am fairly certain he also raced it at Silverstone. At various times the car was fitted with a side-mounted Centric supercharger. Recently Oliver Richardson installed a belt driven unit which was period correct and Graham was very pleased with the result. *(Editor: full details of this installation (an Arnott blower similar to one that had been removed by the previous owner, a WW2 RAF pilot, after it seized) are covered in Graham's fascinating article in Bulletin 97)*

Graham had been a member of the MG Car Club for over 50 years, his membership number was 32806. He was a regular attendee at the Swindon Noggin & Natter which I suspect he may also have organized. His first major contribution to the Register was as Editor of the Yearbook which lasted from the 1994 edition through to 2000.

Heading photo: Graham and his PA taking it easy at Pre-war Prescott in 2015

This stint of 7 volumes is longer than any other editor so far. Graham then followed other interests and for a period, was the Editor a Geographical magazine. It was when he gave up that voluntary task that I was able to persuade him to return to the Committee and take over from Robin Hamblett as Triple-M Registrar. This was a major undertaking which Graham undertook with his characteristic enthusiasm and attention to detail; this involvement subsequently caused him some concerns, particularly due to his health problems.

The Committee then acknowledged that the task of Registrar had grown too large for one person to handle so all the Committee took part in a major reorganization of the Register records. This involved dividing out the files, which had been filed in Register number order, into model categories and then set about appointing sub-registrars to deal with each model group. Graham stepped down from his second stint on the Committee when Barney Creaser was appointed as Register Co-ordinator but was content to continue with the PB records which he managed until very recently.

I first met Graham in early 1973 when my job took me to Swindon. As others will have noted, Graham was a popular and gentle soul who was always very interested in all matters concerning classic cars and Triple-M history in particular. Graham was always very conscientious and took care in all he the work he did for the Register including his last role of Registrar for the PBs.

He will be sadly missed and our sympathies and thoughts go to Sylvia and daughter Donna.

George Eagle





Graham was a loyal supporter of the Register and is seen here at the 2018 AGM with his well used PA lined up with some of the other MMM cars that made the trip to Kimber House.

It was a privilege to get to know Graham during our time on the Committee. I joined the Committee back in 2014 which was not long after he had returned as Registrar. He was always very friendly and helpful to me which was much appreciated when I was a comparative newcomer to the Committee and this continued right through until the last time we met which was not long before lockdown.

Graham suffered from an acute respiratory disease for many years, but his death was a surprise to many. He passed away in hospital on 11th June 2020.

There are some sincere tributes on the Register Website but I would like to quote from a letter that Dick Morbey wrote to Sylvia Arrondelle shortly after his death which sums up Graham very well: "I will always remember Graham as a person who took his responsibilities seriously and thoughtfully. He was always measured in his demeanour, always understanding of those around him but often with a lovely twinkle in his eye."

At my request, Sylvia has provided some more information about Graham's life outside the Triple-M world.

Digby Gibbs

"Graham was born in Kent, one of four children and, in his younger years, played bass guitar in a band. He had his 15 minutes of fame when he was interviewed by the other Peter Green (the less famous one from Fleetwood Mac who shared Graham's love of Blues music!)."

From 1976, Graham worked for IBM, initially as a typewriter engineer (remember typewriters?) and ended up working on large computers. Graham enjoyed fixing things and had many hobbies and interests, these included Science and Geology for which he obtained Open University degrees. Geology was a particular favourite and he was an enthusiastic member of the Oxford Geology Society.

Graham purchased his PA (known as Mable) when he was only 18 and was keen on competing in all sorts of MG events; the photograph opposite shows him at Silverstone. He used to marshall at Prescott and was involved with other Hill Climbs, Kimber Trial, "Wiggle-waggles" and Gymkhanas. This was mostly in his younger years and in better health but we still have a number of small cups from Silverstone events.

Those who knew Graham will know that he was a "bookaholic" and never went anywhere without a book and consequently the house is full of books to satisfy his enquiring mind. This was put to good use in researching his Grandfather who was a stage comedian who travelled around the world with his partner as Dale and O'Malley. This may explain Graham's sense of humour which his Triple-M colleagues appreciated but sometimes got him into trouble!"



These atmospheric photos were taken at Silverstone in the early 1970's. The picnic photo shows Graham with wife Sylvia and long-term friend and fellow MG conspirator, Adria Mott. Adrian advises that he had known Graham from school days in Bexleyheath and they spent a lot of time working on the PA. They also knew and visited the Bone Brothers and attended the Nuthurst Natters which involved long, night-time journeys in unreliable and old MGs; Adrian describes this as "great fun when you are young". The second photo shows Graham and "Mabel" on the track.





A historic outing at Donington Park captured by Colin Murrell; father and daughter competing in the same race. Mark Reece (J2 number 10) and Ellie Reece (PB number 16).



EX149: Progress photos –
Chassis and rear axle.



EX149: A RECORD-BREAKING MG FOR THE 21ST CENTURY?

Notes and photos by Bob Milton

Many of you will have seen Bob's posting on the Register Forums about his decision, for health reasons, to give someone else the opportunity to complete his amazing and ambitious replica MG record-breaker project (code name EX149). Bob has prepared a detailed report on the background to the project, the considerations for a record attempt and the technical specification of the car. This is an edited version, the full details are available from Bob (contact details at end). Bob is seeking expressions of interest from anyone who would like to acquire the car and continue the project through to completion.

Some background to my unfinished project: It was the request by the widow of the late Charles Duerden to dispose of his C-type and associated motoring memorabilia that re-awakened my interest in all things Triple-M after having sold my two R-types in the 1970's. (See the Triple-M Year Books 2010 & 2011)

I decided that a small, 4-cylinder model, either two or single seat, would be an ideal project for me and my son in which to enjoy some light competition in sprints and hill climbs. With the help of Oliver Richardson, Dave Cooksey, Alan Witham, Barry Foster and Mike Dowley of Sports & Vintage Motors I acquired new C-type chassis rails, new cylinder block pilot bored, new cylinder head, chassis castings and major engine castings, Phoenix crankshaft and Adamant steering box and column.

This was a good starting kit but, it was probably inevitable that I should start wondering what the current situation was with the records that I was going to attempt all those years ago in RA0257. Much to my surprise, the records had not changed very much, if at all, so my original idea changed into building a potential Class H record breaker. The design, sourcing and building to be a hobby in between the normal domestic needs of a family, garden, home, holidays, etc.

To ensure that this idea was feasible, I decide to visit Bob and Chaz Jones of Baynton Jones who are probably two of the most successful Triple-M engineers with record and racing experience. To my delight they were very enthusiastic, saying this was just the type of project they liked.

The record objectives were as follows:

UK National Records.

Standing Start ¼ mile: B.Parkins driving a Keele-Triumph at Elvington on 18/10/1969 in 12.715 secs an average speed of 70.78 MPH

Standing Start 500 metres: B.Parkins driving a Keele-Triumph at Elvington on 19/10/1969 in 15.665 secs an average speed of 71.39 MPH.

Standing Start Kilometre: B.Parkins driving a Keele-Triumph at Elvington on the 19/10/1969 in 25.115 secs an average speed of 89.06 MPH.

Standing Start One Mile: C.J.Dodson driving an Austin 7 monoposto at Brooklands on 05/11/1936 in 38.67 secs an average speed of 93.09 MPH

Flying start ¼ mile: B.Parkins driving a Keele-Triumph at Elvington on 18/10/1969 in 8.330secs a speed of 108.40 MPH

Flying start 500 metres: Barry Foster driving a C-type MG at Pendine on 27/09/1992 in 11.985 secs. a speed of 93.32 MPH.

Flying start one kilometre: L.P.Driscoll driving an Austin 7 Monoposto at Southport on 23/03/1934 in 18.260 secs a speed of 122.50 MPH.

Flying start one mile: L.P.Driscoll driving an Austin 7 monoposto at Brooklands on 24/10/1936 in 29.700 secs a speed of 121.21MPH.

Out of these eight records, three would also be International records i.e. the Standing Start; ¼ mile; 500 metres and one kilometre. The Flying Start; ¼ mile; 500 metres and Standing Start; one mile are no longer recognised by the F.I.A. for International Records. The Flying Start, International mile and kilometre being far in excess of this project. The two short Standing Start distances only have to be run in one direction.

These eleven records are the objective and it would be nice to get the MG name back in the Class H record book where it surely belongs and maybe exceed the speeds of EX127. In addition, what a wonderful way to celebrate the 100th. Anniversary of MG. I have also ascertained that Elvington is the only recognised venue in the UK for Record attempts.

Having considered the objectives, it was realised that the SS ¼ mile time was somewhat ambitious as a good 6-cylinder Triple-M racer was doing this distance in 13 secs. In addition, we were trying to tackle two differing disciplines i.e. SS and FS records with the same car! I therefore decided to build a small version of EX135, fully enclosed and as light as possible with an engine output approaching or exceeding 200 BHP per litre. Particular attention being paid to the rear suspension and axle.

Using the 2-bearing crank engine would save some weight and crank windage resistance in comparison to EX127; this was the only real comparison that I had apart from Syd Enever's comment to me, when I was preparing the R-type, that he wished he had available a 4-cylinder engine after the war to attack the Class H records, thus achieving a greater compression ratio than the 5:1 achieved and with less weight.

Mentioning Enever reminds me that I have called the car EX149, not suggesting in any way that it was a product of Abingdon, but the number happened to be unused in the factory EX files and it was at about the correct date period just prior to the demise of the racing department when they might have been considering more record attempts and as a tribute to Enever, Charles, Jackson and company.

Editor: The technical specification in Bob's full report is highly detailed so I have edited these down to highlight the main points of interest and provide an indication of the fascinating detail that has gone into the planning of this unique car.

Specification:

- Chassis: C-type chassis assembled from new components with dumb-iron from J2108 (WJ4550). The car is on the Register as a J-type Special.



EX149: Progress photos –
Front axle, engine and supercharger.

- Back axle: MG Midget axle with Front-line Developments 80-ton half-shafts and plate-type LSD. Set up designed to make the axle as strong as possible for the Standing Starts. Various Final Drive ratios available but aim was to use different size wheels/tyres to allow one ratio to be used for all attempts.
- Brakes: 7" drums with hydraulic activation.
- Rear suspension: C-type springs with one leaf removed to soften suspension and give maximum traction. Front anchorage changed to a swinging trunnion. Axle location is improved by fitting a pair of Radius Arms. Andre Hartford shock absorbers are utilised (506) but mounted behind the axle centre-line.
- Front Axle: N/T-type axle with 1" deep tapered packing pieces to reduce height of chassis. Axle is restrained by a T/N torque reaction kit from Andy King.
- Front Suspension: standard C-type springs in standard mounts with Type 506 shock absorbers.
- Steering: Adamant steering column and box with machined drop arms from Barry Foster.
- Gearbox: J2 gearbox options with choice of close ratio gears.
- Clutch: Ford Escort 165mm diameter on 215mm dia. lightened steel flywheel.
- Engine: 4-cylinder 746cc (57 bore x 73 stroke) with Phoenix crank, forged pistons and Carrillo rods. New cast-iron head incorporating Westlake shaped chambers. Vertical drive to camshaft is purpose-built splined shaft (no dynamo).
- Supercharger: Shorrock C142B purchased from the original manufacturers, Allards, as "new old stock" but upgraded to latest specification by Derek Chinn. Runs at 78% engine speed driven by multi V-belt on taper blocks to allow easy change of ratio. SU H8 carburettor.
- Fuel: high percentage of Methanol with addition of Ether or Acetone to aid starting.
- Body: intention is to replicate the EX135 body as near as possible utilising the original drawings.

More details of this fascinating project and information on the Record Attempts can be obtained by contacting Bob Milton: Email: bobmilton03@gmail.com
 Telephone: 01359 221397
 Mobile: 07816 903064.

Goldie Gardener, Jack French and EX135.

As an appropriate tail-piece to Bob Milton's project, the following letter from Goldie Gardener to Jack French makes for interesting reading. The original letter is full of character and, fortunately, there is a transcript to save having to decipher the great man's writing! We believe this relates to post-war record attempts in Germany and Italy and that the car is probably the later version of EX135.

Rt. Col. RA. Scheme
70 West Parade
Rhyll
N Wales

May 20

Dear Mr. French,

Very many thanks for yours of the 12th May - yes, as you say I still have another job to do with the M.G. before I consider selling it - : just before the war broke out, we had finished a new 750 cc engine with an eye on 200 mph in that class as well - and as soon as I by any chance of getting going again I intend wheeling it out - will you keep in touch with me through my permanent address:

c/o Milne & Russell Ltd.
1 Brighton Road
South Croydon
Surrey

And I shall be very pleased to give you first refusal if I decide to sell. The car with the second body removed, could very easily be converted into a road model!

With best wishes
Sincerely yours
A.T. Goldie Gardener
Lt. Col. RA

Dear Mr. French,

Very many thanks for yours of the 12th May - yes, as you say I still have another job to do with the M.G. before I consider selling it - : just before the war broke out, we had finished a new 750 cc engine with an eye on 200 mph in that class as well - and as soon as I by any chance of getting going again I intend wheeling it out - will you keep in touch with me through my permanent address:

c/o Milne & Russell Ltd.
1 Brighton Road
South Croydon
Surrey

And I shall be very pleased to give you first refusal if I decide to sell. The car with the second body removed, could very easily be converted into a road model!

With best wishes
Sincerely yours
A.T. Goldie Gardener
Lt. Col. RA

RAMT school
70 West Parade
Rhyll
N Wales

May 20 (assumed 1946)

Dear Mr. French,

Very many thanks for yours of the 12th May - yes, as you say I still have another job to do with the M.G. before I consider selling it - : just before the war broke out, we had finished a new 750 cc engine with an eye on 200 mph in that class as well - and as soon as I by any chance of getting going again I intend wheeling it out - will you keep in touch with me through my permanent address:

c/o Milne & Russell Ltd.

1 Brighton Road

South Croydon

Surrey

And I shall be very pleased to give you first refusal if I decide to sell. The car with the second body removed, could very easily be converted into a road model!

With best wishes

Sincerely yours

A.T. Goldie Gardener

Lt. Col. RA

This letter is part of the Jack French archive that was donated by Jack's son Roger and is now lodged in the Archives at Kimber House. Further information about Jack French and his cars, as well as further correspondence with Goldie Gardener, will appear in a forthcoming issue.

Technical: The Business of Powder Coating.

Keith Pilgrim

Over the years I have read, and listened to, a variety of voices commending or berating the use of Powder Coating. I am not in the business to like or dislike the use of this process on our cars; there are however, a number of misunderstandings which come to the fore. Like most things there are pros and cons and readers must make up their own minds as to what is right for them.

The powder-coating industry has grown significantly over the years and often a company is set up to provide the type of product and material that the local industry wants to powder-coat. The largest stand-alone companies will have conveyer-belt systems where they can have an extended run of single colours such as black or green for railings. The companies that we should be more interested in are the smaller units that can provide endless variations of colour in small batch runs.

Over the years I have worked with many; I send around 50+Tonnes of mild steel and stainless steel to the coaters on behalf of some super-critical customers. These are my findings which may help to clear the fog.

I started years ago sending my steel to a small and relatively cheap, but belligerent, company who broke every Health and Safety rule in the book. Because of the quantities, we had a degree of control over what they did and when they did it.

The attraction for us was that they had a sand blasting plant and all the product was immaculately clean, accepting the need that steel, once cleaned, should not be handled without gloves (natural grease and sweat) and be powder-coated not longer than 1 hour after cleaning. The work they did was usually good but they found it hard to keep up. They were also not averse to overlooking the fact that the colour requested was not UV resistant and the result was a rather angry customer whose job turned from bright red to matt brown.

The next company I used majored in extruded Aluminium and was delighted to offer a competitive and efficient service but...disaster! This time, although the components looked immaculate when delivered, we had a multitude of complaints that "the coating is coming off in ribbons". Expensive mistake. We knew that they cleaned everything down with a solvent before coating but it became apparent that this was an example of the oily-rag syndrome as all they were achieving was to spread the contamination around. What was worse was, having sent them out to clear up their mess, they found that the areas that had been cleaned with a fresh cloth had bonded so well that the coating would not come off!

On to the next supplier who saw great potential for profit. It was a big outfit with a conveyor system and our first order was fifty parts of the same colour. Cleaning was done using solvents and mist sprayed onto the product. Turn round was around 3 days, excellent! The next order was a series of ones and twos of various sizes and, much worse, six different colours. They didn't stock all those colours and to buy them in was £100 per box. They used a shovel full and then kept the rest. Good business!

Finally, after working through various powder-coating companies where a crane was required to manipulate some very awkward large units, or very slim units like a 6 metre post (that's a very big oven with almost nothing in it), we found a company with the integrity to handle everything but the super-large stuff. Not cheap, not always very fast, but you knew when it was delivered to customers it was not going to be coming back.

THE RECIPE FOR SUCCESS:

A medium size company willing to take on all manner of objects; they have to be able to sand blast (not bead blast); they are required to phosphate spray the product first, which is an anticorrosion agent, and then powder-coat with a UV protected powder to the RAL number required.

That was not quite all. Some of our products are specified as galvanised and powder-coated. If you have ever had that process done you will know that the result is usually a very uneven and blistered finish. The powder-coating companies, almost to a man, will chemically treat the galvanising with "Mordant Solution or T wash". Galvanising is achieved simplistically by putting steel into a molten bath of Zinc the grain structure of the zinc on steel grows its crystalline surface over a period of months. Mordant Solution kills the growth and turns the surface black. This does not work for powder-coating and the finished surface will be pock-marked and uneven.

The answer came from our new-found (at least 15 years ago!) powder-coaters; when the powder-coated product is in the oven the galvanising will start to gas off at around 200 degrees and leave an uneven finish. But if it is left in the oven when the next batch goes in, then the coating heats up a second time and the result is a nice clean glossy finish. That bit of information is worth its weight in gold.

CONCLUSIONS:

A clean surface is everything and, if this is achieved, then even after 20 years I would be surprised if you can get the B----- off. It is flexible so you should not see crazing.

It won't fill your rust spots; you can only do that when it comes back with filler and paint alternatively metal-fill the surface (braze or weld) first.

Whatever you do, do not send your tie-bars, drop-arms or drag-links unless both inside and outside threads are properly masked off. Cleaning the coating out of the fine threads is a nightmare and will forever give you trouble particularly when adjusting the tracking. Also, do not forget that the bars will be sand blasted and heated so it is important to talk to the powder-coaters about screening the threads.

Finally, from bitter experience, ensure that you have a threaded earth post brazed or welded to the chassis before coating (a brass or copper post is the best). Otherwise trying to get a good earth onto a powder-coated chassis can be very frustrating!

Correspondence: J0575 From Allan McNab

I have just acquired J1 (J0575) and with it came two "Instruction Manual of the MG Midget (J Series)". One was, presumably, originally issued with J0281 as it has the chassis and engine numbers on the first page (see picture below).

This manual was for one of the early cars and has the following advice on running in:
"Under no circumstances should the Car be driven fast on the lower gears or exceeding 35 miles an hour on top gear during the first 500 miles"

By comparison, the other book, which is obviously much later, advises:
"Under no circumstances should the Car be driven fast on any gears or exceeding the figures quoted in the table below during the first 2000 miles:

GEAR	0-1000 miles	1000-1500 miles	1500-2000 miles
TOP	35	40	55
THIRD	26	30	41
SECOND	17	19	26
FIRST	10	11	15

I particularly love the precision of 41 and 11 miles per hour! The warranty claims must have been horrendous!

Chassis No. J0281 Must be quoted
Engine No. 74 AJ in all
correspondence

Owner: _____

Name: _____

Address: _____

Car Registration No. _____

Licence No. _____

Renewal Date: _____

In response to my request, Allan has provided a current photo of J0575 (opposite) and some further information:

MGCC have sent me the records for both cars. I was relieved to find that J0575 was originally green when it left the factory and not the horrid "Old Ivory and Fawn" which it has carried since the 1960's. I have no intention of repainting it now but....perhaps one day!

J0281 has some warranty correspondence but the owner must have abided by the running-in instructions as there is no record of the usual broken crank or run bearings; just a leak from the front of the crank when it was just 12 days old!

Editor's note: J0281 is not on the Register so any information on the car's early days or it's fate would be appreciated.



J0575 as recently acquired by Allan McNab

Correspondence: C-type anniversary in 2021

From Barry Foster

I am starting to sort out a 90th event, or events, for C-types next year; I would also like to think I will be doing the 100th celebrations in 10 years time!

Outline is to try and get as many C-types as possible to Brooklands, Donnington and Montlhery. This will provide a mix of social, competitive and holiday events during next summer.

The plan would be to extend the invitation to D, J and F-types that have been rebuilt in the style of the C-type. The D and F-types will also be celebrating 90 years since start of production.

Further details and dates of which events are to be included will be sorted out soon but in the meantime I would welcome any expressions of interest via my usual email address. The venues have been selected because of their pre-war history and the intention is to persuade event organisers to let us have a special class for these cars.

Contact: montlherygarage@yahoo.co.uk



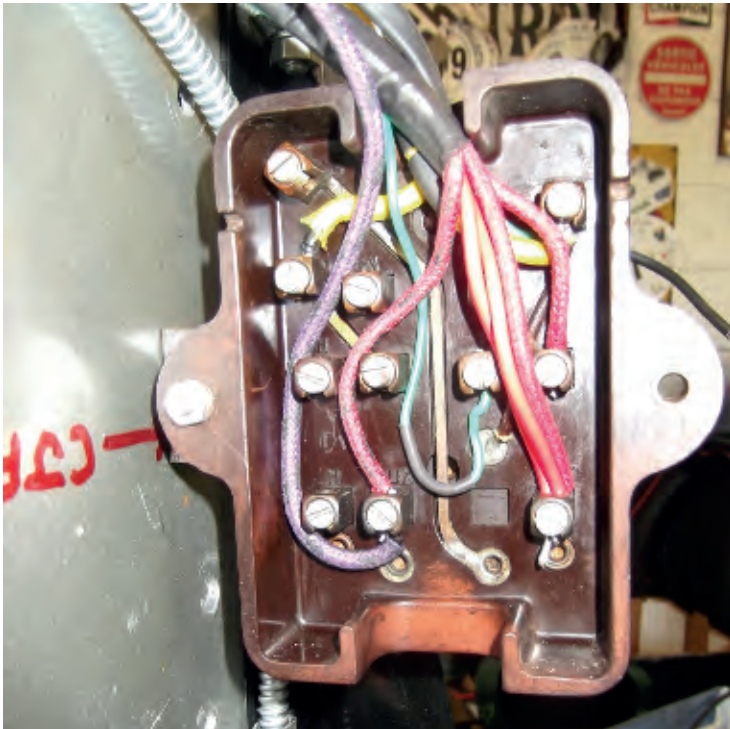
Sisters (or brothers) under the skin; sharing the Anniversary but otherwise quite different! C0280 and D0377 at Butleigh. Photo supplied by Barry Foster.

Technical Tips: Keeping your wiring under control. **From Barry Foster**

When I was doing the wiring on the Q-type, using my usual methods, I happened to send this picture to an electrical “wizard” with a question.

Apart from answering my query, he commented on my way of holding it in the right place; this was a tip I received from an auto electrician from a bygone age many years ago and, like so many things, seemed so obvious when told!

The panel stays in place during the whole process of cutting and soldering and then bolts back into place without any fuss.



This is one of those very simple techniques that can make all the difference when doing a tricky job. I am very grateful to Barry for sharing this and might even forgive him for referring to this “serious” journal as “the comic”!

Technical: Carburettor Trouble Part 2

Martin White

Symptoms:

The car is running beautifully but the engine will just not tick-over slowly enough.

Solution:

Before you pull the carburettors apart and fit new butterflies and spindles, check the distributor.

As you probably know, if you loosen it off and then turn it by hand with the engine running, the tick-over speed will vary depending on which way you turn it. Although there is nothing wrong with the Lucas distributor it can need some work, so here are a couple of things to check.

Set the ignition timing by retarding it until the tick-over is ok and then drive the car. If it has lost performance then there is a problem. Next, advance to ignition in stages to get performance. Firstly the tick-over will rise and also you may find the engine “pulls back” when travelling along in low gear because of over-advance at low revs. These are all signs that the advance/retard mechanism is faulty.

I have found two faults with these distributors that are not obvious. Firstly they advance too quickly and secondly they may not advance enough. If both these problems exist, the total advance could be only 10 degrees instead of about 20 degrees (say).

Regarding the first point, look at the bob-weight mechanism and in particular the two small springs. They are usually a bit slack and allow the bob-weights to move somewhat without any sprung resistance. Sometimes they move more than “somewhat”. The problem with this is that, although the timing is fine for starting the engine, the moment it starts to run the bob-weights fly out unresisted, the ignition advances and the tick-over goes up. If you set back the timing to try to correct this, you lose the advance higher in the rev range and thus lose performance.

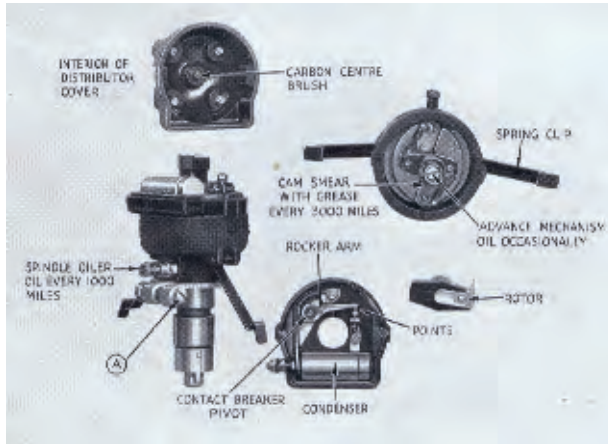
The fix is simple but fiddly; “tamper” with the springs so that they hold the bob-weights firmly in their zero position.

Regarding the point about not enough advance, look at the bob-weights again. They have a small round boss protruding from them that locate loosely in two round holes in the revolving plate. These holes restrict the amount the weights can fly out, thus restricting the advance. These plates are drilled differently for different applications of the same distributor. We need the maximum advance we can get; that is with the bob-weights flying out and not stopping until they almost touch the distributor casing.

Again, the fix is simple – file the two holes out, but be careful you don't go too far.

So, having done both of these fixes, you now have a distributor with the maximum advance available and you won't need to fit a non-original unit. If you are lucky, as I was, you can now set the timing to give an acceptable tick-over without loss of performance.

If you still cannot get a reasonable tick-over then go to the spindles and butterflies but one more check before you get your wallet out. Having removed the carburettors, remove the dashpots and pistons, back-off the tick-over screws, hold the carbs up to the light and see if you can see gaps around the butterflies. Gaps visible top and bottom usually indicate that the butterflies have not been centred correctly. Gaps side to side by the spindles usually indicate ovality in the carburettor body which cannot be rectified.



Extract from the PA/PB Manual showing the essential components of the distributor.



BARRY WALKER Estd. 1968



.....for the very best in vintage MGs.....

**Thinking of buying or selling a pre-war
or early post-war MG?**

**We offer a professional, no hassle service
to both buyers and sellers alike.**

ADVICE, INFORMATION, COLLECTIONS, DELIVERIES

PLUS Commission Sales: Our highly regarded service is always available to you.

**In addition we can offer nose-mounted and side-mounted superchargers,
tool kits and mascots for the cars we sell.**

www.barrywalker.com

Tel: 01789 400181/Fax: 01789 400230/Mob: 07836 244103
Email: barry@barrywalker.com Web: www.barrywalker.com

Please phone
before visiting

The John Kidder Memorial Trophy:

In addition to the various awards for competitive events that Mike Linward carefully tabulates throughout the year, there is the John Kidder Memorial Trophy. This is awarded to the person who, the Triple-M Register Committee considers, merits the award on the grounds of either:-

- A notable performance during the year or,
- A noticeable contribution to the Register during the year.

The list of past winners reads like a Who's Who of the Triple-M world:

2001 Mike Hawke
2002 Andrea and Malcolm Green
2003 Alan Grassam and Derek Richards
2004 Ted Hack and Bill Grayling
2005 Jos Wantz
2006 Terry Hartley and Bob Walker
2007 Stefaan Vernyns
2008 Not awarded
2009 Paul White
2010 Nick Feakes
2011 Phil Bayne-Powell
2012 Ged Segrave
2013 Bruce Sutherland
2014 Colin McLachlan
2015 Koen Struijk
2016 Simon Johnston
2017 John Gillett
2018 Bruce Weston
2019 Colin Murrell and Steffie Broch



Correspondence: K3003

From Rob Dunsterville

I continue to enjoy reading the Bulletin and some of the people and scenarios are familiar.

I know an editor's task is always tricky with words/facts provided by correspondents. On page 32 there is mention in the caption that Otto Stone's K3 was in the USA. This is K3016 and, after the 1934 Mille Miglia, it came to Australia where Otto had it for 26 years and competed in it extensively hence its nickname 'The Otto Stone K3'. It subsequently went back to the UK to Peter Green and thence to Howard Maguire - so it was never in the USA!!

K3020 was the first K3 to have a pointed tail body fitted as new and had an early competition career in UK and Ireland. It went to the USA in about 1958 and around 1968 it was owned by Gary Schonwald who re-bodied it as a 2-seat slab tank K3 as part of a complete rebuild. It is now with Alan Beardshaw in the UK according to the Register. If Peter and Len got their plans from Gary, it raises the question as to where he got his plans from. I understand that Peter Briggs has had the body of K3003 restored again

I spotted your deliberate caption error on page 47 (two different cars) to ensure readers stayed alert right up to the last page!!!

You seem to be enjoying using classic cars in the UK more than we are due to our severe lock down and restrictions to gatherings of people and thus our cars.

Keep safe,

Rob Dunsterville. Newcastle, Australia



This well-known Factory photo, used for publicity purposes, shows K3003 in original trim with that distinctive number plate.

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

From a competition point of view, there has been little to report since the UK went into 'Lockdown' at the beginning of March when Motorsport UK suspended the issue of competition permits until the end of June. Since then, a small number of events have been allowed, albeit with restrictions designed to encourage 'social distancing' where possible. The biggest impact has been the prohibition of spectators to these events and only allowing a restricted number of competitors and vehicles.

Events like the VSCC Prescott Hill Climb in early August were changed to be more like a practice session where timing took place, but no competition was allowed. The MGCC Midland Centre, in conjunction with the Shenstone & District Car Club, were able to put on a sprint event at Curborough but again, this was only an extended practice session in which Tim Sharp in his supercharged PB took part. However, MGCC Donington did go ahead as a full-blown competition event on the 11th and 12th July resulting in two Triple-M races, the first of which provided winners of the Mary Harris and Kimber Trophies.

The Midland Automobile Club were also able to run a Shelsley Walsh "Summer Spree" hill climb on 25th and 26th July which Tim Sharp entered, followed by the MAC/VSCC Shelsley event on 8th August, again entered by Tim Sharp.

Ian Goddard was able to get an entry to the Pembrey Sprint, organised by the Bristol Motor Club on 16th August, in a class dedicated to the MGCC Speed Championship, in which he finished third in his PA but the other two cars in his class were modern MGFs!

The VSCC organised their first race meeting of the year at Mallory Park on 23rd August, putting on nine races during the afternoon including a 'MG vs Austin 7 Challenge Race' in which nine MGs took part, including Mark Daniell in the single-seat Q type, which finished second in its first event for many years. The Challenge was won by Charles Goddard in his PB engined PA. Provided that reports on these few events are favourable to MSUK, we can expect further events to be run from September onwards but probably still without spectators.

The MGCC South West Centre still hope to run their Wiscombe hill climb on 12th September and there should be another race meeting at Castle Combe on 4th October which will include a class or classes for vintage cars. We can only hope for better things in 2021.

Opposite:

Rachael Holdsworth in the familiar PB (PB0602), a Prescott regular.
Chris Smith's purposeful looking J2 is supercharged and fitted with 12" brakes (J2157).
Frank Ashley's M-type could probably tackle Prescott on its own but seen here with Frank and Thelma Grose.

VSCC Prescott: August Track Day Photos by John Staveley





K-types in Dresden: Walter Kallenberg has forwarded this picture of his K-type (K0311) along with K0317 (Teja Fischer) and K0343 (Bernhardt Kaluza) during a one week tour around Dresden. The picturesque building in the background is the Schloss Moritzburg. Walter has suggested that this area would be ideal for a Triple-M tour; any offers to organise?

Ted de la Riviere: A tribute.


This tribute, originally penned by George and Jo Ward, appeared on the Forum and, although Ted was probably not that well known in Triple-M circles, he will be remembered for his long involvement with the VSCC and ownership of Beech Hill Motors that was a mecca for owners of more "modern" MGs. Ian Grace, who knew him for a long time, has collaborated with the VSCC in preparation of a full obituary that will appear in the VSCC Bulletin.

"It is with great sadness that we are letting you know that Ted de la Riviere has died. He had been battling Alzheimer's disease for 5 years and this wretched disease finally took him. Ted and Sally have been stalwart members of the Phoenix (Hartley Witney) Natter since the early days and have supported BBQs, Gribble Runs and the annual dinner. As many people will recall, Ted was the owner of Beech Hill Motors for many years until he retired and their son Will took over the business. He will be sadly missed and we were delighted that Sally was able to join us at our renaissance Phoenix Natter lunchtime meeting a few weeks ago."

Ian Grace added some personal reflections to the post:

"Ted and Sally were among my very first, and very best, vintage car friends back in the Seventies when I was a student and finding my way in the sport, meeting at the Phoenix on the first Thursdays and at their house many weekends. Sally worked at the VSCC office in Newbury with Peter Hull and Rosemary Burke; those were the best VSCC days. Ted was rebuilding a magnificent Arrol-Johnston and Sally had a little Austin 7 Box saloon painted yellow and black and called "Bumble".

I think Ted had been a Formula 1 mechanic in the past and then worked for a bearing company so could always get hold of any rare items required. Everyone called him Ted Rivers, which he preferred, and I probably knew him for some time before I discovered his formal name!"

	MIDGET		MAGNETTE		MAGNA
50 YEARS OF SERVICE	MMM				50 YEARS OF SERVICE
THE SPARES SERVICE YOU CAN RELY ON!					
Phone on 01948 840899 Fax on 01948 840897					
For prompt despatch of stock orders					
Parts for all OHC Models 1929 to 1936					
View our Website www.sportsandvintage.co.uk					
which is regularly updated with special offers					
Illustrated Catalogue			Visa - Mastercard Welcome		
		 SPORTS & VINTAGE MOTORS LIMITED		Gorse House, Whitchurch Road, Prees, Shropshire, SY 13 3JZ  	

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

CONTACTS:

PRESIDENT - Mike Allison, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel: 01635 40724). E-mail: mgmikeallison@gmail.com

CHAIRMAN - Jeremy Hawke, 27 Spencers Orchard, Bradford on Avon, Wilts BA15 1TJ (Tel: 01225 863934; 07590 272544) E-mail: mgk3007@btinternet.com

SECRETARY - Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel: 01494 883112. E-mail: richard.morbey@gmail.com)

TREASURER - John Summers, Woking, Surrey. (Tel: +44(0)1483 833233, mob: +44(0)7774 796073 [E-mail: treasurer@triple-mregister.org](mailto:treasurer@triple-mregister.org)).

REGISTRAR CO-ORDINATOR - Barny Creaser, 53 Park Road, Wellingborough, Northant NN8 4QE Tel: 01933 226806

E-mail: barnycreaser@yahoo.co.uk

COMPS SECRETARY - Mike Linward, 18 Victoria Road, Chingford, London, E4 6BZ. (Tel: 0208 529 3241 E-mail: mikelinward@yahoo.co.uk)

RACING CO-ORDINATOR - Duncan Potter, Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP 01986 785096 E-mail: potterduncan@gmail.com

YEARBOOK EDITOR - Simon Johnston, 15 Finchley Vale, Belfast, BT4 2EU (Tel: 02890761884 E-mail: mmmyearbookeditor@gmail.com)

YEARBOOK ADVERTS - Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel: 01628 665055 E-mail: e.taylor@oakend.net)

LIBRARIAN - Richard Stott, 35 High Street, Long Buckby, Northamptonshire NN6 7RE (Tel: 01327 842549 e-mail: mg_roadster@yahoo.com)

BULLETIN EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 Email: Digbygibbs@icloud.com)

BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652

E-mail: mmmbulletin.sub@btinternet.com)

SAFETY FAST SCRIBE - Cat Spoelstra, Havenstraat 44A, 2681 LC Monster, Netherlands. (Tel:00-31-6412-16600 email: info@mgworkshop.nl)

(115)



In deepest Somerset, a 90 year old car is considered to be a modern form of transport, as demonstrated by these photos submitted by Barry Foster.

Butleigh is well known as a hot-bed of Triple-M activity but, surprisingly, this sleepy village's connection with passenger vehicles goes back to 1875 when this steam carriage was built in the village by Robert Neville-Granville and is considered the oldest working self-propelled passenger carrying vehicle in the world. The carriage is housed at the National Motor Museum at Beaulieu and was loaned to the village to be the centrepiece of the opening ceremony for the Butleigh Heritage Trail in 2019 . A further Triple-M connection is that the kitchen in Barry and Maisie Foster's barn-conversion home originally housed a steam engine that powered machinery on Neville-Grenville's farm.

