

TRIPLE-M REGISTER BULLETIN

October/November 2020



THE MG CAR CLUB LTD

Prescott Long Course Hillclimb. 26th September 2020

Three of the Triple-M cars that took part in the Hillclimb which, for this year, was organised by the Bugatti Owners Club. Photos by Colin Murrell, report on page 40



Steve McEvoy's F Magna that he shared with Charles McEvoy.



Mike Ashley in his venerable and well used M-type.



James Burmester in his very smart special-bodied PA.

BULLETIN No 117 October/November 2020

Front Cover Picture:

The glorious sight of QA0251 participating in its first race meeting for many years, captured by Colin Murrell at the MGCC meeting at Mallory Park in August.

Editorial:

Welcome to Bulletin 117; approved by all political parties and recommended by the Sage committee for relieving the Covid gloom as reading it is something you can safely do while socially isolating! The garage is another good option.

In spite of the general gloom and uncertainty, things are getting better. It was not so long ago that I had to look up how to spell the virus and we were hearing tales from our Australian friends of being admonished by the police for taking test runs in their cars. Since then, we have, at least, been allowed out in our cars and the racing and speed fraternity have had a few opportunities to blow the cobwebs away. Also, many long term "projects" will have benefited from the enforced limitations on other activities; hopefully we will see evidence of this in future issues. This issue would normally be full of event reports so I am indebted to all the contributors who have stepped up to help me fill the gaps. Duncan's Mallory report demonstrates what we are missing, particularly when you see how many Triple-M cars are being actively campaigned, including some significant new cars. Fortunately, Colin Murrell continues to record these events and make his photos available. Sadly, the last event of the year at Castle Combe was a wash-out with no opportunity for Triple-M racing; just the long drive back home and a wasted day.

Technical articles are always welcome so the second part of Simon Johnson's hub article will please many. It is encouraging when Bulletin articles generate some feed-back and Jon Pedoe's response to the first part of Simon's article provides further information on this topic. More technical articles, and comment, are always welcome. Do not assume that everyone else is an expert, as that certainly is not the case; the more knowledge that can be imparted to others the better. The article by Chris Wood is a case in point; although an engineer by trade, he had no experience of the strange intricacies of Triple-M cars when he embarked on the restoration of his F-type and, like many, had to learn from others and his experiences (good and bad) are probably familiar to many.

Articles from our regular Antipodean reporter, with the added benefit of Graeme's thorough research and humour, are always welcome. The article in this issue is no exception; it has benefited from being in my pending file for a while as new information and photos have been added recently. Although not totally MG orientated, it provides an insight into the enthusiastic way our cars were used for fun when they were new.

Continuing with events, the 60th anniversary of the Register falls in 2021 and we urgently need your ideas and suggestions for the best way to celebrate this important achievement. Suggestions please through the Forum or direct to a Committee member. Also, there is a possibility that the ever popular MG (and Triumph) Spares day may have to be re-arranged. This event is very popular, with many owners travelling considerable distances to attend, so keep an eye on the Forum or the organiser's website before making arrangements.

Digby Gibbs

www.triple-mregister.org

Chairman's Jottings By Jeremy Hawke

Well, So much for trying to sound optimistic last time round; as I write these notes, things are beginning to look a little bleak and the Trials brigade seem set to have their upcoming events cancelled. With the last racing event of the year (Castle Combe) being a wash-out it looks like the season is well & truly over. At least Mike L's job of compiling this years COTY score will be simple!

Since I last wrote, we've managed to hold our AGM via "Zoom", with over 30 attendees, a substantial number more than normal.



Judged a success overall, it was a pretty steep learning curve and we definitely have a few pointers to make things better, but given the circumstances a big step forward I think. From a personal point of view, I think the combination of "Zoom" & the timing, allowed MMM members from all around the world to participate which can only be a good thing going forward.

My own list of MMM "jobs to do" continually grows, with so little time to get stuck in with everything that's going on at the moment, but a welcome break was wiling a few hours away in the garage of a local owner who's cars have been off the road for quite some time talking clutches and generally just chewing the fat as it were– and looking pretty good they were too (a welcome break from everything that's going on and an incentive for me perhaps?).

Lastly, may I take this opportunity to wish you all the best for what's shaping up to be a decidedly "different" December, Christmas and New Year. Stay safe & hopefully we'll all be out and about with our cars again before too long.

Jeremy Hawke

Subscriptions: Renewals forms will be issued with the next Bulletin. As this will coincide with the Christmas festivities and can be easily overlooked, can you try to return the completed forms to Paul White as promptly as possible to assist him in sorting out numbers for the printers. Also, if you pay by Direct Debit, can you make sure that your mandate has been updated to the current subscription level (£15.00 UK); I understand from Paul that there are a few mandates that have still not been revised to reflect the new rate.

Secretary's Update

Well, here we are with another set of Secretary's notes.

Bearing in mind the restrictions and privations brought about by you know what, this has been a remarkably busy time for the Register!

In my previous jottings I said I would feedback on the September committee meeting, so here is a brief summary:

We met via Zoom and had an almost full house, plus we were joined as guests by Mike Dalby and George Eagle, who made useful contributions.



Mike is working on an exercise to create a database resource covering trials events and competition results from pre-and post war times. This could encompass the Abingdon to Abingdon trials, the Chiltern, Kimber and other events. It may include data about these events including dates, entry lists, route cards and other material.

We discussed the workings of the website forum, received a report from Treasurer John Summers on the finances, which are in good shape. As usual the ever-changing situation of cars and ownership gave us plenty to talk about. Considering that the register of cars is merely a collection of details which we record for the Register's own purposes it is nevertheless surprising how many complications arise, involving identity, history and suchlike. One of the abiding frustrations for all of us registrars is the reluctance of many owners to engage with the Register on even basic information.

Speaking of member feedback, the MGCC has been running a weekly series of podcasts during the past 6 or more months. We have been sharing these on the Forum and there is some very good material to feast on, yet there has been an almost zero response from Triple-Mers. Does that mean that you find them of no interest – what, even the two interviews with Mike Allison? Surely not! They are still there and available to enjoy. Do let us know whether you found them useful/interesting/relevant...!

Back to the committee meeting - the competition and racing scene continues to be surprisingly active considering the constraints of the day. Well done the organisers and competitors.

Richard Stott our librarian has been even busier than usual as many of you continue to beat a path to his door to purchase the many and various publications that the Register offers.

Tony Richards gave us an update report on the plans for the Stilton and Port Pie tour which he and Ron Warr are organising. It is hoped this can take place in April 2021 – unless it has to be deferred yet again!!

And then a few days ago we had our 2020 AGM. This also took place on Zoom and we had a really good attendance, including members from Australia, mainland Europe and the USA as well as the UK. A first!

The three officers (Jeremy, John and yours truly) were elected as were two of the committee members (Cat Spoelstra and Rich Stott) who were retiring by rotation. Tim Luffingham was also elected to the Committee, so you can look forward to some fresh ideas! Feedback following the meeting has been generally very positive and if this format continues in the future in some shape or form, then we will aim to do even better next time. But seriously, it was extremely good to have such a widely representative attendance - surely a sign of how things may be done in the future?

The MGCC has been celebrating the Club's 90th anniversary. Thanks are due to the small number of Triple-M folk who braved the elements and the virus and took their cars to the Gaydon Motor Museum on 10th October for a commemorative social gathering. The UK season is drawing to a close and we can look enviously at those of you whose homes are south of the equator as your Spring and Summer gets underway. So as you relax around your barbies, spare a thought for us Brits, huddled around their firepits – socially distanced of course - evidently this is the latest 'must have' accessory back here in the old country – that and a coating of woad, of course!

Earlier I mentioned our listing of cars and in closing it would be remiss if I did not mention the sad news of the demise of Bob Clare. Bob was our registrar for ten years until 2010 and he, perhaps more than anyone else, made a particular contribution to the way in which we compile, record and publish information about the surviving Triple-M cars. Bob was a most assiduous and methodical researcher and he left us with a wonderful legacy of knowledge from which we continue to benefit to this day. RIP Bob.

Dick Morbey



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BOB CLARE: A TRIBUTE

I am probably not alone, in that Bob Clare was my first real contact with the Triple-M community when he helped locate my father's PB and get it added to the Register. I did not get to know Bob but the tributes that appeared on the Register Forum provide a good idea of his importance to the Register and the esteem in which he was held.

Dick Morbey announced Bob's death on the Forum:

"As many of you will know, Bob was our Registrar for a period of 10 years until 2010, during which he laid down very solid foundations for the Register's record of Triple-M cars. He began the process of digitising the infamous card index records, thereby establishing a database of the growing number of surviving cars. This has in turn evolved, thanks to Koen Struijk's hard work into the comprehensive database that we now have. Whereas Bob was Registrar for all the models, such was the scale of the work that when he retired the job was split among 9 people!

Bob's wife Amanda died three years ago. Latterly he was a dementia sufferer and had for some time been in a care home."



A sample of the other tributes follows:

"How very sad. I was Secretary to the Committee during the 10 years that Bob served as Registrar. He was just such good company and a very capable and enthusiastic Registrar. The amount of work Bob undertook in completely reorganising the Register during his tenure was immense and the current sub-registrars, and all owners, owe him a huge debt of gratitude." *George Eagle.*

"What very sad news. A wonderful and charming man and a great enthusiast. My condolences to his sons. RIP Bob." *Terry Holden.*

"Very sad to hear of Bob's passing. He was very helpful in my early ownership of a M-type." *Glen Bukin.*

"Yet again how sad that we should loose another stalwart of the Register. I was very involved with him during his tenure of the Registrar, while trying to find M-types. He will be greatly missed." *Mike Dalby.*

"So very sad. Bob gave me my first drive in a MMM when he lent me his PA 23 years ago when I changed from T-types. Living only 10 miles apart, we met often at pub gatherings where he gave me much help and encouragement in sorting my PB." *Graham Holdsworth.*

"Bob was one of my first contacts in the Triple-M world and helped me enormously. He was a gentle man of huge kindness and generosity of time, as evidenced by his role as Registrar." *Tim Phelps*.

"I am truly saddened. Bob was my mentor during the time I was cutting my teeth as the NAMMMR Registrar." *Lew Palmer (USA)*.

"I echo Lew's comments. As MMM Registrar, Bob and I frequently exchanged M-type information – more in my direction than from me to him. He was a great help and a good friend." *Ian Grace (USA)*.

"I can only echo the previous comments re Bob's willingness to help in MMM matters – when I first got involved in setting up the Bulletin subscription system Bob proved to be a great help (except when England were playing rugby)." *Paul White*.

"I first met Bob in the early 90's at a MMM gathering at a hop farm just east of Tunbridge Wells. He took time to introduce me to many fellow MG owners, and I was always most appreciative. Thanks, Bob, condolences to his sons and thanks for personalising the Marque of Friendship." *Tom Metcalf (USA)*.

"Bob was my first contact with MMM Register. I will always remember how helpful he was. So sad." *Ray White*.

Patrick Gardner, who had known Bob for many years, provided this extra information:

"Bob and I were born on the same day and both attended St Johns School in Leatherhead where we were good friends. At school he joined the Rifle Club and became a first class shot but decided to avoid such "barbarian" sports as rugby, something I played for years. Our friendship continued after school and we shared an interest in old MG cars and purchased a number of pre-war MGs and joined the MG Car Club in the early 60's. I took up racing (MGCC and VSCC events) whereas Bob joined the Register Committee and became the Registrar of our cars and took a great interest in improving this for the next Registrar.

After marrying Amanda they moved to Worthing so we did not see too much of each other, apart from the odd MGCC event and VSCC pub natters. Bob subsequently became Mayor of Worthing and retired from the MMM Committee and we sadly lost touch. Sadly I was unable to attend Bob's funeral due to the pandemic restrictions limiting attendance to five people."

THE STORY SO FAR: MG 2606



Story and photos by Chris Wood

MG 2606 is a L1 Magna which I found by chance in much the same way as has been the case for most of the other classic cars I've owned! A friend of my son, who lived round the corner from us, knew of my love of old cars and told me his father had owed an old MG for years. I paid him a visit to see the car which, at that point, was a rolling running chassis. At some point it had been driven the length of his very short drive and then abandoned where it stood.

Sadly, some years later, the owner passed away and I then approached his family with the view of purchasing it; his brother had done a little research and came up with a valuation. When I revisited the car, it had been moved and was now stored on the patio under the remains of a cover. The late owner had, in the interim, started to dismantle it again which had not done the car any favours. Although I thought the asking price was excessive, I did my own research, which included contacting a few Triple-M owners, and realised that the car was quite desirable due to the fact it was a six cylinder car. In fact two people offered to give me a profit on it if I would sell it on to them; thankfully I had not revealed the registration number so they were not able to out-bid me. After some bartering, I became the owner of a car that I knew nothing about!

When I broke the news to my girl friend at the time, who was another neighbour, her reply was that it was a continuation of my mid-life crisis having already done the divorce and now the sports car! However, she proved to be very helpful in clearing my summer house to make room for the arrival of the car and components.



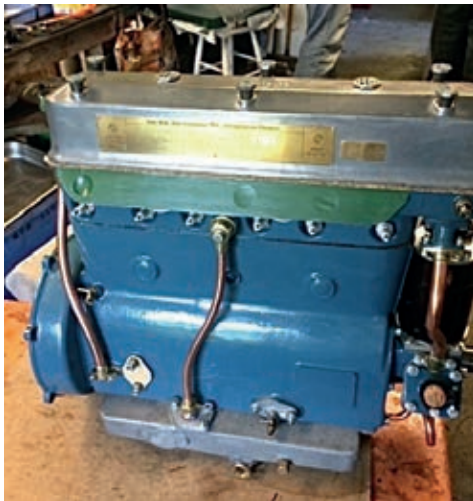
A familiar sight; how many Triple-M "projects" have started like this?



Much searching through the owner's garage was required to locate all the loose parts for the car, also had to remove most of the components from the chassis ready for the journey back home.

Once back, the process of stripping every component began. One of the main problems was with the engine; it was found that the bores had taken in water due to poor storage. On removal of the water jackets, it was evident that the bores had been sleeved and, due to corrosion, were totally exposed. The rear housing was cracked, the cam and crank had both been built up, the valve seats were patched up, and so it went on. By this time, a couple of people had told me that I needed to contact the late Peter Green and, luckily for me, he lived only about 30 minutes away. When we met up I showed him the remains of my engine and it was confirmed that I needed to purchase a new block, head, Phoenix crank, rear housing, camshaft and lots more besides! Peter helped with location of many parts over the years and we became friends. He never tired of my many random questions and always knew the answers. Sadly, he is no longer with us but I owe him a great deal.

A few years later, I decided that I needed to sub out the rest of the engine work to speed things up. I took it to Barry Foster but, not long after starting on the engine, he crashed while racing and damaged his arm and shoulder. Barry's wife suggested I should collect the engine but, after a chat with Barry, he suggested I work alongside him on the engine and I am glad I did as I learnt a lot about Triple-M engines in the process.



I finally started the engine for the first time a couple of Christmases ago connected to a test tank; with no exhaust it made a lovely sound and was a nice Christmas present to myself! The sale of my business slowed down work on the car but I recently removed the cam cover to check that it had a rev counter drive. To my horror, I discovered that the 1 hour test run had damaged the cam and fingers. A call to Barry identified the problem; apparently a bad batch of rockers which were machined out of line had been produced some time ago and I had the misfortune of buying some. The cam was cleaned up and a set of correct fingers obtained. At Barry's suggestion, these have had a special coating applied and I am now re-assembling the engine.

I had the radiator re-cored at the suggestion of the man who repaired the grill but the repair was very poor; his comment was that it was only an MG and what did I expect! He did make an attempt to improve things but it still leaked so I got my usual radiator specialist to complete the job. At the time of purchasing the car, I had to sort out a body builder and was given two contact numbers; one of these happened to have the same phone code as mine and when I called it it turned out to be Steve Gilbert! I found that I live only 5 minutes walk from his workshop so made an appointment for what turned out to be a very interesting meeting. A deposit followed and I joined the queue; at that time, regular progress was being made on the rest of the car and I was worried the body would hold up restoration.

Slowly, and when time permitted, I worked on the car but things, such as newly started rock n'roll lessons, women, family and my truck repair business, got in the way along with a Minor 1000 convertible I had acquired against a bad debt. I have now been retired for a year and the one good thing to come out of the lock-down is the time it has given me to complete the car.

After attending my first Summer Gathering at Peter Green's home, I decided that I wanted to build the car as a special; the inspiration for this was Peter's son-in-law Pat's car MG 2468 (L0313). When I asked him what it had cost him to build it he replied that he did not know and did not want to! His advice was that, whatever you do, don't add up the bills and I now know why!

The desire to replicate this car led to me needing hydraulic brakes, super-charger, pre-select gearbox, etc. Pat sold me his spare super-charger, Andy King supplied the brakes and, whilst "chewing the fat" at the local HGV test station, one of the people mentioned that he had the remains of a Riley stored in a trailer complete with the pre-select gearbox. After many weeks of waiting it finally arrived and I agreed a price. I then took it to Tom Dark for modification and checking. After months of waiting I collected it but, on trying to fit it, I found that some of the parts were not compatible and it was a night-mare sorting this out with Tom. When finally fitted, I found that the remote was in the wrong place and fouled the hand-brake so I adjusted it over the steering box.

The super-charger was given to a local MG specialist for overhaul and modification. When I went to fit the steering box I un-taped the shaft only to find that the thread was still stripped so I had to return it, pay for a new shaft which it needed all along, and got charged again for fitting. It will be the last time I will use his services. I finally got the body and panels removed from the car and took them to a local painter, Keith Chivers, who did a lovely job.

I spoke to an auto electrician, Dave McDonald, who I used when I had my truck business to see if he would make a loom for the car which he agreed to do. He is a good friend and I called him when the time came and asked him if he could pop round and wire the car up. He agreed that he would, as he had said he would, but the only problem was that he had retired some years before and moved to Wales! Two visits later, and staying with me while he did, he wired it for me but did comment that, when I had asked him, he didn't expect to be doing it 14 years later!



Top: the car in primer, as received from Steve Gilbert.



Centre and bottom: fresh from the paint shop with major components in place.



The result was a job well done. He needed a large work-bench to make the loom so we used my dining room table instead; one of the "joys" of living on your own! I also have freshly painted parts scattered around the house but it will certainly be nice to get them out of the house and fitted to the car where they belong.

During the course of the restoration I decided to give my back a treat and invested in a small vehicle lift which makes working on the car much easier. The only problem was that the MG is quite narrow so I had to make up some ramps and cross bars and this was well worth the effort. I had been working on the car in my tiny garage at home and at my truck repair workshop so, before I retired, I replaced the summer house with a purpose-made timber garage which gives a good environment for the car and for me.



The most recent photos show the car just after the trimmers had returned to fit the seats and panels. Sadly, they had drilled right through the body and into the rear wheel area. Another job to sort out.

I have yet to re-start the engine due to the problem with the rockers but everything is close to being finished and I look forward to driving with a pre-select gearbox; the last one I used was in a Lanchester LD10 when I was only 19! Apart from trying the gearbox, I am also keen to complete the restoration because I have other projects on the go including a 1974 Volvo 144 (my everyday drive that is fun to drive as well as being cheap to insure and no tax), a 1950s electric invalid carriage that was given to me by the scrap man and a camper van that I had converted from a van and has over £8000 worth of airbrushing on it, including a picture of the MG! I have ordered a trailer so I can tow one of my classic vehicles behind the camper van.

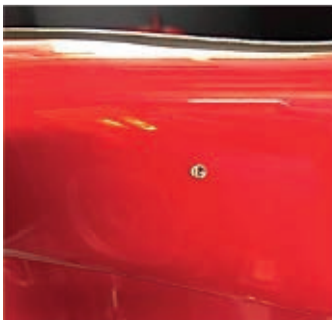
In my first discussions with the previous owner he gave me some history of the car. Apparently he acquired the car from someone in Chiswick by part-exchanging a motor bike and side-car for the car. He bought the car in June 1973 and the MOT that came with the car was dated a few days earlier. That owner, Patrick Strachan, registered the car in his name on 5th August 1968. That log book shows the change from 4-seater to 2-seater and colour change from green to the blue colour it wore when I purchased it. I suspect these changes may have been due to accident damage as, on closer inspection, the axle eye on one side has been welded up, the steering arm on that side is cracked and there are other signs of repair.

The only other owner listed is William Mullen who owned the car from October 1953. The car came with a Junior Car Club badge which I have tried to trace but with no success. Any other information on the car or it's previous owners would be very welcome.

I have been a mechanic all my working life and I have to say that the MG is the most frustrating vehicle that I have ever worked on but I have met some lovely people, and some not so nice, along the way and it will be nice to join fellow Triple-M owners when the car is at last finished.



Nearly complete: paintwork and upholstery complete but “bullet hole” sustained during the upholstery works shown in the bottom photo remains to be repaired or disguised





The camper van that Chris converted from a van will be used to tow the MG (or one of his other classics) to events. He has recently added the racy MG image (inset) to the already extensive (and expensive) airbrushed artwork.

Postscript

Chris has recently met the widow and daughter of the previous owner of the car. They had not seen it since it was taken away in pieces so they were delighted to see the completed car. So much so that they have asked Chris if he would take the daughter to her wedding in the car! Chris hopes that the Covid situation will have improved by then so that he can oblige.

Chris also advises that in the early days there was some confusion over the model and it was the late Peter Green who did confirm that it was a F1 and interestingly would appear to be the last F1 as F1372 is the well known F2 used by MG as a publicity car.

REAR HUB BEARING NUTS - PART 2

How Tight Is Tight Enough?

Simon Johnston

Introduction

The guidance from many M.G. suppliers and workshops is that the nut securing the rear hub bearing on the axle should be tightened to at least 120 ft. lbs. which seems, on the face of it, to be alarmingly tight. None of the guidance offered provides any technical justification for such a high torque figure and I get the distinct impression that people are simply repeating without query what someone else has said. The figure of 120 ft. lbs seems have acquired a life of its own and is repeated and repeated, so it must be true. But is it? Faced with removing and refitting the rear hubs on my J2 I was more than a little concerned at the prospect of tightening the nuts that tight so I did my own research and concluded that in fact the nuts should be tightened to not much more than about half to two-thirds of that figure. However, I'm not an engineer so I would welcome anyone more qualified than me (which is probably just about everybody!) to offer an alternative analysis as my conclusions are so strikingly at odds with the received wisdom that I have perhaps missed some really significant element. Or there again, perhaps I haven't.

Terminology ⁽¹⁾

As a starting point let's clarify the terminology so that we are not working at cross purposes. We'll begin with 'torque' and in this exercise we're using the readily understood concept that torque is the product of a rotational force and the distance of the line of action of the force from the axis of rotation. I think we're all familiar with this, i.e. a pull of 30 lbs on a spanner that is 1 foot long will give a torque of 30 ft. Lbs. When we 'torque up' a bolt we are tightening it to a predetermined value, e.g. perhaps 35 ft. lbs. for con rod bolts. But tightening to a torque figure is simply a way of tightening a nut or bolt to generate the required clamping force determined by the designer of the fastener in question. The ability of a bolt to generate a clamping force is a function of its tensile strength (expressed in pounds per square inch) and its diameter so for any given clamping force, a certain size, and perhaps a certain number, of bolts or studs is needed. For example, an M Type cylinder head needs ten 5/16" studs to secure it, but the J Type engine with crossflow head develops more power so the head has to be more tightly secured and thus needs ten 3/8" studs while a P Type head, with the extra length necessitated by the centre main bearing, needs twelve 3/8" studs.

When a bolt is progressively tightened it will stretch but provided it is not tightened too much it will return to its original length. The point beyond which a bolt will stretch permanently is known as its proof load and as a general rule the maximum clamping force applied to a bolt is around 75% of proof load and this is referred to as preload. Clearly, the bigger the diameter of bolt, the greater the preload and that's why, in simple terms, to maximise the clamping force a 3/8" cylinder head nut needs to be tighter than a 5/16" one – the tighter the nut, the greater the preload and the less likely the nut is to come undone..

(1) See also *Analysis of Threaded Fasteners and Bolt tightening torques*, both to be found in the Technical Documents section of the Register website - <https://www.triple-mregister.org/techindex.asp>
Fastener Standards. 5th ed., *Industrial Fasteners Institute, Cleveland, OH, 1970.*

The challenge for the home mechanic is how to know when you've tightened a nut or bolt enough. Those of us who have been working on our cars for the last forty or fifty or sixty(!) years will probably have developed a 'feel' for how tight to tighten things although, having said that, research would suggest that the accuracy (inaccuracy?) range of 'feel' is as much as +/- 35%.⁽²⁾ Nevertheless, the 1/4" nuts on the inlet manifold studs need a more delicate touch than the 3/8" cylinder head nuts and over the years many of us have learnt how to judge just how hard to pull on the spanner. It's probably fair to say, however, that the larger the thread, and the greater the tightness required, the harder it is to judge how tight is just right. If you're pulling with some considerable force on a socket with a breaker bar to tighten a 3/8" or 7/16" nut or bolt you probably won't have the same sensitivity to how tight it is as you will with a ring spanner on a 1/4" or 5/16" nut or bolt. A way of measuring how tight things are is therefore going to be very helpful – enter the torque wrench.

The torque wrench is essentially a lever, usually with a square socket drive at one end, with a mechanism incorporated in it that can indicate the torque being applied. So how is the rotational force of the torque wrench related to the clamping force being applied by the bolt? I'll confess here that the detailed mathematics involved in calculating these things goes way over my head but fortunately there is a simple short form equation that I think most of us can cope with, even if the underlying applied mathematics is beyond us. This equation states simply that the torque required (T) is the product of three elements: the clamping force required (P), the diameter of the bolt being used (D), and a dimensionless element known as the nut factor and referred to as 'K'. Thus:

$$T=P*D*K$$

The nut factor, K, is, frankly, a bit of a fudge as it seeks to combine a variety of variables that can affect the torque-tension relationship such as material, plating, surface finish, thread lubricants, thread pitch, corrosion, etc. Having said that, it would seem that a value for K of 0.20 is a pretty good fit for dry un-plated steel components while a value of 0.15 is suggested for a steel fastener lubricated with oil. If a moly type thread lube is used this can reduce K to perhaps as little as 0.10. ⁽³⁾

And so, to our hub bearings ...

The Problem

Although the same style of three-quarter floating rear axle was used by the Morris Group in the 1920s, 30s and 40s and by BMC and British Leyland in the 1950s, 60s and 70s, there is no official 'torque' figure for the nut that secures the hub bearing and carrier to the axle casing, not even for the Midgets of the late 1970s.⁽⁴⁾ Looking through the owners' instruction manuals of the Triple-M cars it's interesting to note that this nut and its locking tab washer are specifically referred to and, for all models (except, oddly enough, the P and N Types), the advice is: 'If ever the ring nuts have to be slackened they can be driven off by a brass drift and hammer. Steel punches should never be used, except in absolute emergency.'

(2) Fastener Standards. 5th ed., *Industrial Fasteners Institute, Cleveland, OH, 1970.*

(3) Handbook of Bolts and Bolted Joints, Chapter 7, Table 7.1 Nut Factors (K), Ed. John H. Bickford, 1998

(4) Note that the Salisbury axle used in MGB roadsters from 1965 and in the MGB GT, MGB GT V8 and MGC semi-floating and uses a completely different method of locating and retaining the bearing so the Torque figure for the rear axle shaft nut (150 ft. lbs.) given in the workshop manuals for these cars is not in Any way relevant.

In the manual for the KD there is even a picture of the 'correct type of tool to use for removing the bearing nut' (*right*). There is also a picture of a similar tool in a contemporary Wolseley parts list. It would seem to me, therefore, that while the style of the tool with what appears to be a long tommy bar clearly envisages the nuts being done up tight, the advice to 'slacken' them, if need be, with a hammer and brass drift would suggest that they are not done up *really, really* tight

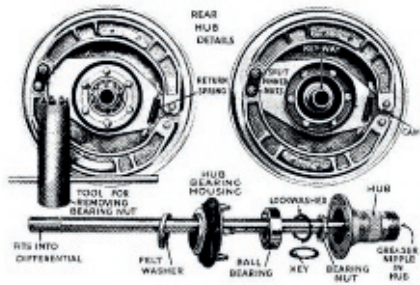
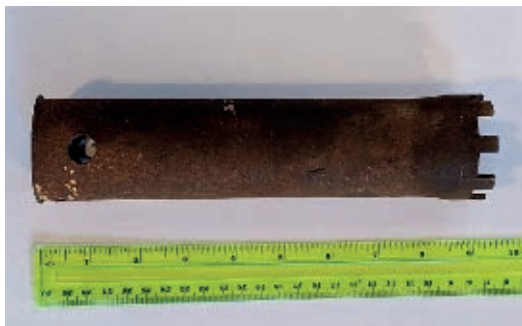


Illustration 68.—The left-hand illustration shows the type of tool employed for removing the rear axle hub bearing nuts. These bearings are held in position and locked with a felt washer. The components of an axle shaft are shown along the bottom of the illustration. The brass neppel can be regulated in this illustration.

Furthermore, the several references to the lock washer would suggest that it, rather than the tightness of the nut, is the critical element in keeping the nut securely fastened.

So how tight should the nut be? As I noted in my introduction, current thinking would seem to be that the nut should be tightened to at least 120 ft. lbs., and preferably more, which is tighter than probably any other nut on the car, even tighter than the nut holding the flywheel flange onto the crank. That is seriously tight and to my mind would not be possible with the special tool shown above. Imagine trying to maintain that sort of leverage while keeping the tool located securely on the slotted nut, especially with the chamfered side outwards!



120 ft. lbs. with this? Really?
Photo courtesy of Rob Paisley

I have been unable to find any sound technical justification for the figure of 120 ft. lbs. The nearest I could find was on the MGA Guru website (the MGA uses the same axle design, albeit with wider, double row bearings) - see www.tinyurl.com/mgaguru. The 'logic' seems to be that since a bolt of 1 1/2" thread diameter (approximately the size of the thread on the axle casing) could be tightened to something in excess of 2000 ft. Lbs (5) then even 120 ft. lbs. is barely adequate. This seems to me to be a flawed argument for a number of reasons.

First, the figure of 2000 ft. lbs. or more is based on tightening a nut on a 1 1/2" bolt, but on the M.G. axle the nut is not being tightened on a large bolt – it's being tightened on a tube, namely the axle casing, so the proof load is going to be much less. A more relevant comparison might be with the torque figures for carbon steel pipes where a fastener on a 1 1/8 BSP pipe (which is of roughly, and I emphasize 'roughly', similar size in terms of inner and outer diameter and thread pitch as the M.G. axle) would have a torque figure of around 300 ft. Lbs. (6)

- (5) Standard torque tables for threads of this size would give torque figures well in excess of 2000 ft. lbs.
- (6) SAE Fluid Conductors and Connectors Standards Manual, *Society of Automotive Engineers, Revised 26/2/2015*

The second reason why I think this logic (logic?) is flawed is that it overlooks the fact that a torque figure is, or should be, calculated to achieve a desired clamping force and simply trying to tighten a nut as tight as possible 'because you can' is not the right approach. We're not clamping two pieces of solid metal together and thus the tighter, the better; we're clamping a precision ball bearing, made to an accuracy of one ten thousandth of an inch, and in applying the sort of clamping forces that the nut can generate at the torque figures recommended (around three tons) we run the risk of actually distorting the bearing.

A final observation would be that if the inner raceway has to be secured so tightly, why is there no similar requirement for the outer raceway which, after all, takes the initial driving torque and braking torque via the splined hub? Yet the outer raceway is simply clamped in the carrier by the lip on the splined hub which is itself secured only by the thin nuts holding the brake drum on the six 3/8" studs which are tightened 'spanner tight' with no talk of high torque figures. Perhaps the reason for the nuts being so thin is not to ensure that they clear the inner part of the wheel hub (there's plenty of room for a full height nut) but to ensure that they are not overtightened and thus placing too great a clamping load on the outer raceway of the bearing?

The problem, therefore, is not so much how tight can you tighten the nut, but rather, what clamping force is needed and what does that translate into in terms of the torque required?

Analysis

Rather than rely on the largely (completely?) uninformed comments on the *ol' interweb* I asked SKF whose bearings I am fitting to the J2. Their response was as follows (my emphasis in **bold**):

"As an old rule of thumb the recommendation was to ensure the clamping force across a bearing ring did not exceed 0.25x the static load carrying capacity of the bearing. For a 6208 the static load capacity is 19kN. So this would mean the recommended clamping force is up to 4.75kN. In truth this is overly conservative, and a greater load could be tolerated without fear of deformation of the bearing ring/internal geometry, possibly 2-3x.

*The max clamping force across a bearing ring isn't something that is normally a concern. **The retaining nuts normally have other locking methods so don't rely on preload to avoid coming undone due to dynamic loading/vibration and therefore don't have to be tightened to >60-80% proof load.** As long as the nut is capable of coping with the maximum static axial load applied which is normally limited by the bearing then the tightening torque is not really a concern, hence our recommendation to tighten the nut firmly with no specific torque value."*

Other bearing manufacturers would put a maximum of 50% of static load as the maximum bearing clamping force. (7)

The rationale for using the high torque figures generally recommended seems to be primarily about ensuring that the nut doesn't come loose but it's clear from the bearing manufacturers that using a lock washer is the correct approach rather than relying on preload. This is consistent with the Triple-M instruction manuals which specifically refer to the bearing being secured on the axle tube by a ring nut and locking tab washer.

(7) See, for example, 'Bearing Clamping Force', *GMN Bearing USA Ltd., December 2015*

So what does this mean in practice? If we use the limit of 50% of static load bearing capacity, this would give a maximum clamping force of 2135 lbs. Plugging that into our formula we get:

$$T = 0.20 * (1 \frac{9}{16} / 12) * 2135 = 55 \text{ ft. lbs.}$$

If we apply the 75% limit suggested by SKF as being permissible, this translates into a maximum clamping force of 3200 lbs. Plugging that into our formula we get:

$$T = 0.20 * (1 \frac{9}{16} / 12) * 3200 = 83 \text{ ft. lbs.}$$

Lubricating the threads and under the nut would give a K value of, say, 0.15 which would reduce these figures by 25%. It has been suggested that a K value of 0.30 might be more appropriate and that would give a torque value of 125 ft. lbs. or pretty much what is generally recommended. However, in my research the only time I came across a K value of 0.30 was in relation to rusty or galvanized threads, hardly the conditions we would expect our axles to be in when assembling them.

Conclusions

While the maximum clamping force is not a precise figure (and nor is the calculated torque required) the calculations above would suggest that with dry threads the torque figure should be significantly less than the 120 ft. lbs. usually recommended and a figure between, say, 60 and 80 ft. lbs. would seem to be more than sufficient. I personally opted for torquing to 60 ft. lbs. and then applied sufficient additional torque to align a slot in the nut with one of the lock tabs.

Can anyone offer a different analysis and conclusion?

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FACEBOOK POSTINGS

Supplied by Cat Spoelstra



This posting by Jon Albert first appeared on the MG Octagon Car Club page and is worth repeating here to see if Bulletin readers can provide any extra information on this very early PA. The side view is particularly interesting as it is a very 1970's photo and could almost be posed for an album cover of that era. The Register shows the owner as Gerry Weber (December 1978).

"I am posting this for a friend of mine who previously owned this car. It is PA0297, currently undergoing restoration with Tom Metcalf at Safety Fast Restorations in Ohio. One of the owners is a very close friend, Andrew Hazel, who used it as his daily driver on the campus at Case Western University/Cleveland Institute of Art in the early '70s. He acquired it locally from a seller who had imported it from the UK. The MOT (*sic*) is original to the car.





It would be great if someone had any background information on the provenance of this car, particularly the identity of the driver pictured in the UK photo. Please share this information within your network of MG compatriots – maybe we can get a more complete story about this car's history. Tom is currently doing a complete restoration on the car and the engine has been fired-up recently after assembly.

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This charming period photo supplied by Andrew Fock from Australia shows Miss Mary Kenny in PA1300 receiving assistance from spectators during the Gembrook Trial circa 1937. See Graeme Jackson's article on the following pages for more details of the car and driver.

The Light Car Club of Australia, Women Drivers' Reliability Trial and Other Ripping Yarns Story by Graeme Jackson with a little help from his friends.

Sometimes, when we are sifting through the scattered fragments of the archival record for scraps of information to fill a gap in the history of our MGs, we stumble across a gem of a story. So it was, by pure accident, that Tim Jackson happened upon a social magazine which featured a 1937 competitive motoring event, which mentioned our MG P-type taking part in the contest, driven by a lady.

Table Talk (1885-1939) was a Melbourne-published weekly social magazine for men and women that included articles about politics, finance, literature, arts, and social notes. It's gossip style attracted readers with articles about local notables and famous people from overseas commenting on, amongst other things, their fashion, relationships and social engagements. In 1937 it reported on a car trial for ladies that ran to the Rob Roy Hill Climb at Clinton's Pleasure Gardens in the leafy Yarra Valley 25 miles north of Melbourne. The popular hill has been in the active custodianship of the MGCC since 1992.

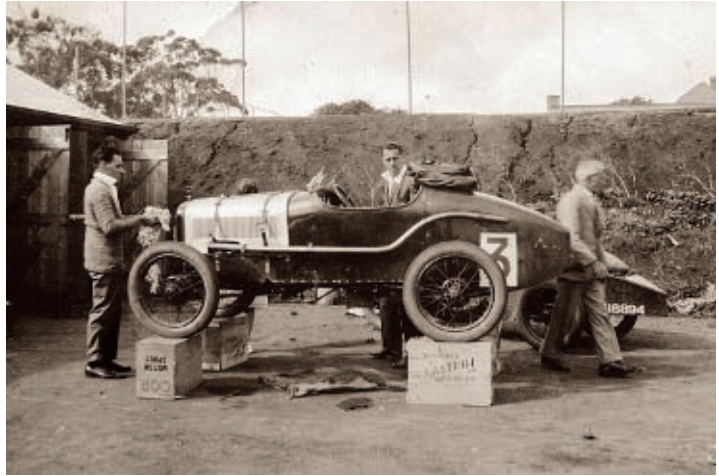
The Light Car Club of Victoria was formed in 1924 by group of sportsmen who wished to engage in competitive motor sport. It ran the Australian Grands Prix from 1928 until 1935 when it became The Light Car Club of Australia which continued to run the AGP until 1978. A number of pre-war AGPs were won by MGs. In the between war period the Light Car Club also conducted a host of competitive events which catered for the full spectrum of motoring interests. After promoting two race meetings at Melbourne's Sandown race track in 1984 and 1988 which returned huge losses, the LCCA was bankrupted in 1992.

The edited Table Talk account of the 1937 LCCA Women Drivers Reliability Trial
"A day of fine driving, good sportsmanship, some thrills and lovely routes was provided by the second annual Reliability Trial for women drivers, conducted by the Light Car Club of Australia, and sponsored by Table Talk. The competitors, and their 72 passengers played the greatest part in making the event succeed. From the very start at the Bouverie Street weigh-bridge in central Melbourne, it became obvious that all competitors, and passengers, would prove themselves good sports and good mixer.

The Morning Section:

From Bouverie Street, with 60 minutes allowed for the cars to traverse 24.3 miles, the contestants drove at one minute intervals to the Warrandyte control. With the weather warming up, the only obstacle was dust. Later, this became denser, and on the highroads dust was often lifted into high vertical pillars as the cars crossed exposed, unsurfaced sections. Crossing the Yarra River at Warrandyte, the cars headed across rolling country, in places a sea of ripe wheat, in others already cut and loosely stacked in fields of yellowing stubble. It was beautiful going now, with many of the narrow roads having an almost English appearance with grassy ditches and deep grass bordering them or fences hidden under wild roses in profuse bloom and great masses of Hawthorn.

Then came the last morning control and the winding drive down and around the natural amphitheatre at Rob Roy at Clinton's Pleasure Grounds, the big hill climb, and an excellent and pleasingly served lunch.



Some non-MMM subjects to set the scene -

Top: From the Steinfort collection this lovely period view of an Austin 7 precariously balanced on old motor oil boxes for servicing.

Centre: These unidentified competitors and car give an idea of the costumes of the time.

Below: For those who, like me, wondered what a Terraplane was. Graeme advises that it is a Hudson Terraplane which had a large straight-8 engine of about 4 litres. Apparently Reid Railton favoured Hudsons as a basis for his Anglo-American hybrid Railton cars in the pre-war period.



Terraplane Equals Ford:

On the hill Mrs Gaze in her Ford V8 coupe met an unexpected equal for fastest time honours in Mrs J. Ware whose Terraplane, although a sedan, also took only 35.2 seconds for the difficult climb. Equally obvious was the very close match between the drivers of sedan Studebakers, Chevrolets, Plymouths, and the keen fight that was in progress between the Hillman Minx and the two Fiat Balilla sedans. Very good pace also was being shown by Miss Syme's Chevrolet utility, but it seemed that Mrs K. Halley's Chevrolet had an edge of pace on all other cars of that make.

Fashions for Drivers:

It was here at Rob Roy (after the dust coating gathered in the morning had been washed and brushed away) that the neat and sensible frocking of the contestants and passengers could best be seen. Generally blouses in light tones, sports skirts, and tiny hats were the rule, but a few colourful ensembles provided relief, and Miss K. Thornburn and her passenger in the scarlet sports Singer made a neat team in sporting riding kit. Very attractive too was Mrs Forbes McKenzie's very young passenger in the Austin 7 in her scarlet sweater and shorts and white sun helmet.

The Puzzle Section

With lunch over, contestants faced the novelty events established by Mr. A. Terdich, race and trials driver. On a grassy slope overlooking the main dam and hill, roped off lanes and beflagged lanes had been made to form "The Pendulum" (an acceleration and reversing test) "The Infernal Triangle" (reversing round three sides of a triangle with sides of 25 yards) "The Shandy Gaff" (quarter circle reverse, stopping between flags, then acceleration to a set mark) and the "Stone the Crows" (accelerating round a square with stones to be thrown into tins at each corner)

From the start, with contestants all cheering or criticising their rivals from vantage points, the four tests proved far from simple, and until the two MGs of Mrs Cohen and Miss Kenny, and the two Balilla Fiat sedans got into the swing of things. There was a thrill when Mrs Cohen trod hard on the accelerator of her low back MG and did the triangle in reverse in 27 seconds. But hardly had the cheers ended than Miss Kenny swept around in her yellow MG in only 25 seconds.

The next thrill came in "Stone the Crows." With Miss McLachlan's MG holding best time with 20.6 seconds (and all four stones in tins) Miss Rennie, with a brilliant drive in the smart black and green Balilla Fiat put the record at 20.4 seconds and appeared a winner when Mrs Cohen, MG clocked at 20.6. Last through the test came Miss Kenny, and again magnificent handling of the fleet yellow MG gave her victory, her time being 0.1 second better than the Balilla's.

Then the trial moved on again, but now with only maps and clocks as guides, and with drivers allowed to choose their own routes, but required to be in certain townships at certain times. Along hill roads, now often lined with cheering spectators, or picnic parties, the cars threaded their various ways back to Melbourne, and the finish at the club rooms in Brunswick Street. There with the cars waiting to check in 15 minutes and more ahead of time, the 120 mile most enjoyable event ended, only two of the starters failed to clock in."



Some of the ladies referred to in the article are shown in these period photos.

Top is Mrs Cohen and Miss Wilson with J3767.

The photo below shows PA0595 during the Trial, driven by Miss McLachlan. The car is now in the care of the Jackson family and, 83 years later, is still being enthusiastically campaigned by Tim Jackson.



The 1937 Women's Trial MGs Identified:

J3767: A J3, owned from 1935 until the war by Hugh Syme, whose family published "The Age" newspaper. The car had been successfully driven in the previous year's 1936 LCCA Women's Reliability Trial by his sister Miss Barbara Syme navigated by his other sister Miss Maisie Syme. For 1937 Hugh had lent the car to Mrs Cohen who is photographed with a Miss Wilson. The driving Miss Maisie conducted the family Chevrolet Utility.

Hugh Syme had regularly entered the Duotone Blue J3 in races at Phillip Island, often driven by Tom Hollinrake. Originally a New Zealander, Tom had spent three years working in the competition department at Abingdon before immigrating to Australia in 1934, accompanying J3763, the MG J3 that had been modified by the factory to J4 specifications. Syme frequently drove J3767 in competition including, for instance, the inaugural Rob Roy Hill Climb meeting on 1st February 1937 where he achieved first in his class.

A keen yachtsman, in 1940 he responded to a British Admiralty advertisement and volunteered for the Royal Navy Volunteer Reserve. He travelled to England to serve in the Royal Navy's Rendering Mines Safe section based at HMS Vernon in Portsmouth, which had been established to disarm unexploded and often booby trapped bombs and mines scattered across Britain by the Luftwaffe. He was awarded the George Medal in 1941 for his courage and initiative in dealing with ten mines. Then, in 1942, he earned a Bar to his George Medal for disarming a bomb which had lodged deep in clay in a reservoir embankment at Primrose Hill, London. In March 1943 Hugh Syme was awarded the George Cross, the highest award for bravery that can be bestowed on a person not actually facing the enemy, for carrying out nineteen mine recovery operations. The most significant had taken place at Weston-super-Mare, Somerset.

When defusing a new type of booby trapped mine, he endured painful electrical shocks while isolating the detonator wires, and at one stage during the operation hung upside down in a mud hole. On another occasion at Pembroke Dock in Wales he was disarming a 1500 pound magnetic mine, designed to be fired by the steel hull of a ship. This monster was booby trapped with a photo-electric cell so Hugh tackled it on the next dark moonless night. He had removed the cover plate to get access to the fuse mechanism when a fierce electrical storm with intense flashes of lightning coincided with a barrage balloon going up in flames. There being no possibility of retreat across the mud flats, Hugh lay over the mine's exposed aperture until darkness returned. Hugh amply demonstrates a level of courage still exhibited, perhaps to a lesser degree, by J-type drivers to this day! J3767 was reduced to a chassis by 1970, but has since been rebuilt, and resides in Melbourne owned by the Batkin family.

P0595: An Australian Aspinal bodied P-type that had been the Lane's Motors team car during 1935, having been ordered from Abingdon with an ENV pre-selective gearbox from new for racing. Then, following a crash at Phillip Island, the car was repaired and equipped with full swept mudguards and sold on to Colin McLachlan, a committee member of LCCA who used it extensively in trials and speed events including an appearance at the second Rob Roy Hill Climb in March 1937.



J3 J3767 as driven in the Reliability Trial by Miss Barbara Syme.

Top: the car in period. Photo supplied by Tim Jackson.

Centre: J3767 as restored by John Hunting. Photo taken by Brian Hussey when he purchased the car about 20 years ago.

Bottom: J3767 repainted in green by Brian Hussey; the car is now owned by the Batkin family. Photo B Hussey.

For the November 1937 LCCA women's event, the MG was well driven by Colin's sister, the back of whose head is depicted in the photograph. The P-type has survived pretty well intact, thanks in part to the durability of its angle iron Aspinal frame. It was restored by the Jackson family in 1993 and now frequently driven by Tim Jackson who delights in operating the pre-selector!

PA 1300: Imported by Lanes Motors in September 1935 and clothed in a locally built body in the style of a common-or-garden English P-type and then sold to G. Little with registration number 219-564. In October 1937 the MG was re-registered as 258-857 and passed into the hands of Miss Mary Kenny. Winning this LCCA event in the "fleet yellow MG" after owning the car for just one month, marked the continuation of an active competition career with MG which included trialling and racing at Phillip Island. In 1939 Mary was in transit to England to compete in the Monte Carlo Rally for SS Jaguar when the war broke out and she was forced to return to Australia. She joined up, serving with the Ministry of Information, and was fortunate to have been repatriated at the fall of Singapore. She then joined the RAAF serving with the rank of Flight Officer and Camp Commandant. She died in NSW in 2005. Sadly the mellow yellow PA 1300 is not known to have survived.

The Remarkable Gaze Family

Mrs I. Gaze, who made equal best time of 35.2 seconds up Rob Roy in her Ford V8 coupe in the 1937 LCCA Women's Trial, is also of great interest. She is Freda Gaze, wife of Irvine Gaze and mother of Tony Gaze. Freda and Irvine were keen, active participants in motor sport in Australia between the wars.

With their two sons Tony, then eight, and Scott six, they are recorded as having attended the first LCCV Australian Grand Prix at Phillip Island in 1928 to witness the winning Austin 7 driven by Herbert Austin's Australian born son-in-law, Arthur Waite. This is mentioned because there is a tenuous connection with MGs and it gives the writer the lame excuse to publish some photos. The winning Austin Seven racer's major components were collected and the car rebuilt by Graeme Steinfort. The Austin now resides in Melbourne in Graeme's eclectic car collection with a gaggle of other Herbie's Heroes, and in company with P1298 and P1427. Both MGs were originally imported by Lanes Motors in chassis form and clothed in Australian Aspinal bodies. P1298 was imported in October 1934 and purchased by H.N. Reeve who often raced it and, on occasions, competed against Syme's J3767 at Phillip Island. Today the handsome door-less green MG with its distinctive square back that conceals the petrol tank, frequently participates in club events. In 1936 Les Murphy won the AGP at Victor Harbour in South Australia in P1427. Graeme acquired and restored this important MG in pointed tail racing trim in the 1970s, and the MG continues to be driven competitively, nowadays by Graeme's son Stuart, overseen by his proud dad.

Irvine Gaze joined Shackleton's third Antarctic expedition in 1914 and sailed aboard the **Aurora** to establish a base at Ross Island to support Shackleton's intended traverse of the southern continent via the South Pole. It all went wrong for Shackleton whose ship **Endurance** became entrapped and crushed in the ice. He and the crew floated around on an iceberg for five months before rowing 1300 miles to South Georgia in the South Atlantic Ocean. Meanwhile Gaze's party lost three men, their ship the **Aurora** suffered

damage, but repairs enabled a safe return to Australia after being stuck in the Antarctic for two years. Irvine immediately sailed to England to join the Royal Flying Corps 48 Squadron, and flew Bristol Fighters on the Western Front. He was shot down twice; both times by German aircraft of the Flying Circus commanded initially by Manfred von Richtofen, the Red Baron, and later by Hermann Goering. With impeccably poor timing, Irvine was posted missing on 4th November 1918 and spent the remainder of the war in a prisoner-of-war camp. On return to England he met and married Freda Saddler, a RFC driver, whose grandfather had owned the Westhampnett Mill in Sussex.



Top: PA0595 with Tim Jackson on the pace at Rob Roy in 2019. Photo Robin Page.
Centre: PA1298 now owned by Graeme Steinfort and seen here at a MGCC Concourse event in 2020. Photo Robin Page.
Bottom: Another MMM car from the Steinfort stable, the 1936 Australian Grand Prix winner, PA1427 in action at Winton in 2019 with Stuart Steinfort at the wheel. Photo Robin Page.

Their son Tony Gaze attended Geelong Grammar in Victoria, and on 13th June 1938, just before going to Cambridge University, met a wealthy young Englishman, Peter Whitehead at Rob Roy Hill Climb. Peter, fresh from winning the 1938 AGP at Bathurst, was competing in his ERA, R10B, setting a new record of 31.46 seconds. R10B is the car owned and raced in the 1980s by Nick Mason of the Pink Floyd. A long standing friendship developed between Peter Whitehead and Tony Gaze until Whitehead's death in a rally accident in 1958. Tony flew Spitfires throughout World War 2 "an exceptional fighter pilot", and was stationed for a time with Douglas Bader, at Westhampnett aerodrome which was acquired from the Duke of Richmond's Goodwood Estate. He became a Squadron Leader, and was awarded the Distinguished Flying Cross. While stationed at Westhampnett he owned an unidentified MG J2 as transport to and from base. He tells the tale in his biography of returning late one night after visiting a lady friend, when the MG ran out of petrol at a railway crossing. Tony "borrowed" the kerosene from the lamps on the crossing gates to get him home.

Following the family tradition, he was shot down over occupied France but escaped with the help of the French Resistance. After the war Tony established an impressive motor racing career debuting in 1952 at the Belgium GP driving a HWM-Alta. He was Australia's first international Grand Prix driver, no doubt drawing on the skills acquired during his paraffin-powered MG J2 ownership. Through his friend Lord Freddy March, Tony was a driving force behind the establishment of the Goodwood Motor Racing Circuit, nowadays quite an attraction for car buffs! It should be recorded that several Australian visitors, heavily disguised with dark glasses and false beards, clad in Homburg hats and trench coats in order to be indistinguishable from the locals, have searched the hedgerows around Goodwood for Tony Gaze's MG but no trace remains!

Now, for those readers who have travelled in their imaginations from Bouverie Street, Carlton to Rob Roy with the MGs and the lovely ladies, have disarmed a German mine in Somerset, gone to Antarctica with Shackleton, been shot down by fighters of the Red Baron's Flying Circus, flown Spitfires with Douglas Bader and built Goodwood, and who wish to read some more, Tony Gaze's biography, ***Almost Unknown, by Stewart Wilson***, publishers, Chevron Publishing Group in 2009, ISBN 978 0 9805912 1 7 is highly recommended reading.

Also, ***One False Move, by Robert Macklin***, the story of the Australian Mine Defusers in World War 2, published in paperback by Hachette Australia in 2012, 978 0 7336 2794 1 is endlessly fascinating and quite hair raising.

Acknowledgements: The author appreciates the assistance of Andrew Fock, forensic fact finder, who discovered the real Miss Kenny and PA 1300 when others had been comprehensively misled. Malcolm Robertson helped with some words, as he does, and Tim Jackson has accessed his archives of MG photographs for our benefit. They all enjoy a Rippling Yarn and have copies of Boy's Own Annuals on the book shelf next to their oil smudged copy of Blower. The writer also values the co-operation and forbearance of Digby Gibbs, with whom it is a delight to work.

NEXT STOP LEICESTERSHIRE.....
MGCC MALLORY PARK 23RD AUGUST
Report by Duncan Potter, Photographs by Colin Murrell



Following the successful Donington Park meeting in July the racing department arrived next at Mallory Park in rural Leicestershire. A total of fourteen cars with associated racers and supporters arrived to take on all comers at what would be the VSCCs only race meeting of the year.

Again, continuing a positive trend, new cars were in evidence with Adrian Moores' F-type, Andrew Long's N-type and last but by no means least the Daniell family's Q-type. The Q Type deserves special mention as this meeting was to be the cars first race meeting for many, many years. The car, QA0251, is a most historic racing car with significant pre-war history at Brooklands, Donington Park, Nurburgring, Pescara, GP d'Albi amongst other venues of the time. Restored with bodywork as driven by G.F.A. Manby Colgrave and Dudley Froy in 1935 the car looked and sounded spectacular. No doubt more will be written about the cars re-appearance....

As the 9am curfew lifted and the sun shone it was time to fire up race engines for the first of the qualifying sessions. For team MG these passed without incident, all cars successfully completing the exercise. Following an excellent luncheon 1pm arrived and the racing began. MGs were to appear in seven of the nine races, all those eligible, only sitting out the two races for Formula Juniors and bicycle chain driven cars.

The first race was the All-comers scratch which saw the Painter boys, Harry and James, joined by Andy King in the first of his brace of P-type Cream Crackers. The result was to provide the first podium of the day for team MG with Harry Painter bringing his rapid and well driven P-type into 3rd place behind some pretty rapid opposition in the form of Wolseley Hornet and 12/4 Riley TT Sprite.

Heading photo: Rumours of his retirement were much exaggerated; Fred Boothby still showing the youngsters how it should be done!



Mark Daniell in QA0251.



Andrew Long in N Magna



PB0395, a recent addition to Andy King's stable.

The John Holland Trophy race for Vintage and Pre '61 Racing cars saw a lone MG combatant in the form of Teifion Salisbury in his splendid K3 looking very purposeful in racing trim. With the grid containing examples of ERA, Cooper, Grand Prix Bugatti, Alta and even a 200hp Darraq it was always going to be a tough assignment, even for a K3. ..Undaunted, even with the arrival of heavy rain, the K3 went very well, looking and sounding fabulous as it swept through the John Cooper Esses.

As the pre-match nerves started to appear before race four it was left to Fred Boothby and Andrew Morland to calm proceedings as they headed to assembly for Race 3, The Mallory Mug for Standard and Modified Sports Cars. This is a grid that seems to attract faster and faster cars every year, and this year was no exception. With the quick Frazer Nashes and Riley (specials) filling the top end of the results it was then down to the more standard cars such as Riley Brooklands, Alvis and Railton to join our MGs in competition. In a very wet race it was Andrew Morland who came over the line as the leading MG, ahead of John Guyat's Talbo Lago, no less, immediately followed by a pair of Brooklands Rileys and then Fred Boothby in his J2. It must be noted that, following a rotation at Shaws hairpin, Fred had to watch as the whole field passed him on Lap 6. There followed a heroic charge back up the field before the chequered flag fell.

So it was then that the MG v Austin Challenge came to pass. The invitation to the 750 Motor Club, and a general level of over-subscription, resulted in team MG graciously conceding grid places and bringing just nine cars to the start-line against a field of fifteen Austins. It certainly produced a real mix of cars with the heavily modified (and non-VSCC compliant) Austins looking quite incongruous in a field of otherwise vintage sports and racing cars. The flag fell and with a terrific noise they were off! Contender for 'moment of the day' must have been the spectacle of watching the Q-type of Mark Daniell take the lead round Gerrards and then scream down the Stebbe straight leading everyone into the Esses for the first time.

The rain was pouring down and clearly the Austins were struggling for grip as at least three span on the first lap. Steady and patient driving meant that no collisions occurred as the field started to spread out after the initial couple of laps. At the front, Charles Goddard managed to pass the Q-type and thereafter the two cars sped around with Mike Painter next in pursuit. The quickest of the Austin Sevens was trying hard to prevent a clean sweep of the podium by MG and did indeed finally manage to overhaul the Painter Kayne Special on the penultimate lap. So, it finished with Goddard (MG) taking 1st place, Daniell (MG) 2nd and Mark Elder (Austin) in bronze medal position. Five of the next seven cars home were MGs, completing a comprehensive conclusion to the MG v Austin Challenge. In fifth place, Adrian Moore brought his very attractive and newly restored F-type home only two seconds ahead of Simon Jackson's PB.

Race Six saw the inaugural drive of Andrew Long in his newly acquired N-type and James Painter piloting the, already warmed-up, Kayne Special. Both cars went very well and finished without incident. The race was a handicap but with all cars leaving the grid at the same time. At the race end it was then left to a delegation from Bletchley Park to determine final positions. No honours for MG on this occasion.

The penultimate race of the day saw the return of Charles Goddard's P-type, Teifion Salisbury's K3 and Chris Edmondson's D-type. They were joined by Mark Dolton and



Top: Painter brothers Harry (PA) and James (Kayne) pushing hard. In Race 1 the brothers achieved 3rd and 6th respectively.
Below: Andrew Morland's PA and Duncan Potter's C-type in close combat with Andy King following up.

Emma Potter who had been waiting patiently all day for their chance to take the lap record. There was a great mid-field battle between the MGs of Emma Potter and Chris Edmondson who were also holding off Austin and Riley opposition. With places ever changing, largely it seemed as a result of how well the hairpin could be executed, the race ended with Emma Potter's C-type leading home the D-type of Chris Edmondson. It was noted by the MG camp that Mrs. Potter was now lapping at 1:15sec, only a second slower than Mr. Potter. There could well be team orders in place next season we are told! Charles Goddard went well at the quick end of proceedings whilst Teifion Salisbury continued to get quicker in the K3. The only slight disappointment was the retirement Mark Dolton when the PB was forced to operate on three cylinders following a faulty plug lead connector, bad luck indeed.

The final race saw Andrew Long return to the track to take on the field single-handedly in his N-type. Clearly starting to get used to the car, he managed to take three seconds off his best lap time and thus finished a successful days racing. Mr. Long will be one to watch next season.....

So concluded an excellent day of racing and a very successful weekend at Mallory Park. New racers, new cars and an ever-growing band of Triple-M racing supporters. Thanks must go to the VSCC team for putting on such a great event in these unusual times. Well done to The Old Post Office team !



Above: The familiar shape of Charles Goddard's PA-PB. Charles was victorious in Race 4, the MG v Austin Challenge. Right: Good to see Mark Dolton back on the track, sadly unable to get full power from the PB because of a faulty plug lead connection.



PRESCOTT VINTAGE LONG COURSE EVENT

26th September 2020

Notes and photos by Colin Murrell

The Long Course event is, traditionally, the closing event of the VSCC Hillclimb season but, with all events in this strange year, the setup was far from normal. The event was organised by The Bugatti Owners Club on behalf of the VSCC and results were produced by BOC. Given the circumstances, a reasonable number of MMM cars made the journey to Prescott and Colin Murrell was there to record the event and allow us to see what we are missing.

See photos page 2

The Prescott Long Hill event on the Sunday was a real treat. Hosted by Prescott Speed Hillclimb, which is set in the stunning Gloucestershire countryside in the grounds of the Bugatti Owners Club.

We were greeted by a lovely late summer's day despite a very cold start and quite an interesting mix of MGs competing (details taken from the competitors entry list):

CLASS/NUMBER	DRIVER	CAR	BEST TIME
Class 2			
12	Frank Ashley	M-type	73.06
Class 9			
68	James Burmester	PA	63.12
Class 10			
70	Steve McEvoy	F-type Magna	64.51
74	Roy Newton	J2/Riley special (J4346)	63.14
770	Charles McEvoy	F-type Magna	68.79
774	Richard Newton	J2/Riley special	59.98 (2 nd)
Class 14			
110	Andrew Craven	MG/Riley	63.93

I would like to thank the Bugatti Owners Club, Prescott Speed Hillclimb, the Vintage Sports Car Club, the Marshalls, the Competitors and all the Volunteers for enabling a really good event to take place.

The Triple-M competitors were up against a selection of serious cars in all classes but still achieved some very respectable times. For comparison, the fastest time of day was achieved by ERA 4D with a best time of 49.41.

Rear Hub Bearings: A Response to Simon Johnson's Article in Bulletin 116

Jon Pedoe

I read with interest Simon Johnston's article on rear hub bearings etc and having just fitted Roger Furneaux's oil-seal modification thought I would pass on my experience so far as fitting it is concerned. As stated, the hubs need to be machined to accommodate the larger hexagonal nuts which carry the oil seals. I think it's a very good modification, but as always, there are a few things to take into account.

In my case, I had the original double row rear hub bearings (R&M 3LDJ40) which appeared to be quite OK, and I wanted to retain them. So I first repaired the bearing carriers with new studs and oil seals, then re-fitted the bearings. The studs were installed with Loctite 638.

Some measurements and a pre-assembly showed what was required to provide the necessary clearance in the new wheel hubs, and the chosen dimensions are shown in the sketch.

When the hexagonal nut with oil seal is fitted, naturally, the threaded end of the axle casing must not interfere with the oil seal inside the nut, and I aimed for a nominal 3mm axial clearance here. In my case, with the original bearings which are 18mm wide, and with a 1mm thick lock washer, this required a spacer ring 2.5mm thick to be fitted under the nut, which was made $\text{Ø}40\text{mm}$ bore x $\text{Ø}49\text{mm}$ OD. The need for such a spacer will vary a little with each assembly and combination of parts, and anyway must be determined by pre-assembly and measurement.

The increased depth of the hub thus enables these clearances to be achieved.

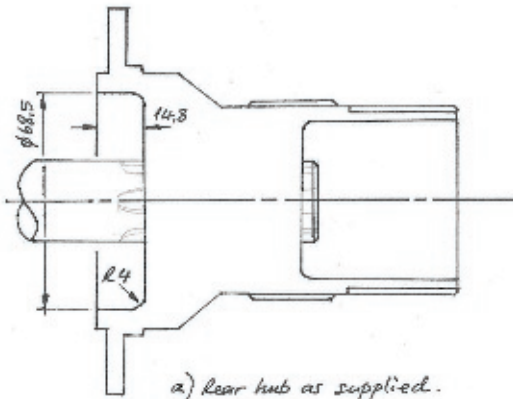
I bought the hubs with half-shafts direct from the manufacturer who carried out the machining before pressing in the half-shafts. This gave an axial clearance of 4mm between the internal face of the hub and the nut, with the nut in its tightened position with lock-washer fitted. The length of engagement of splines in the hub, despite being reduced by 9mm is still more than sufficient at about 42mm.

Lastly, before it is "glued" in place on the half shaft, it should be checked by pre-assembly that the new sleeve will run at its desired position in the oil seal. The sleeves supplied to me were 14.3mm long, and with the sleeves assembled on the half-shaft fully down on the new internal face of the hubs, engaged with the sealing lip in the oil seal at somewhere near mid-length on the sleeve, as determined by the pre-assembly and which of course was fine.

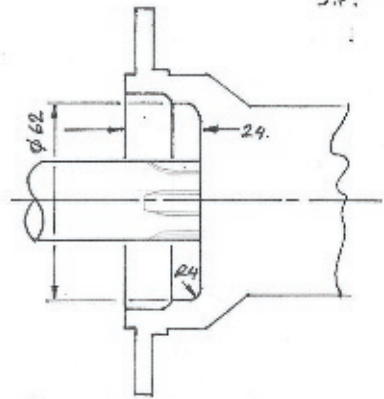
After that, the assembly requirements are no different to normal, with the need to ensure full closure (face to face) of the bearing carrier with the wheel hub flange, achieving a zero or tiny gap only with the wheel hub spigot on the bearing outer race.

HA PB 0873
January 2017

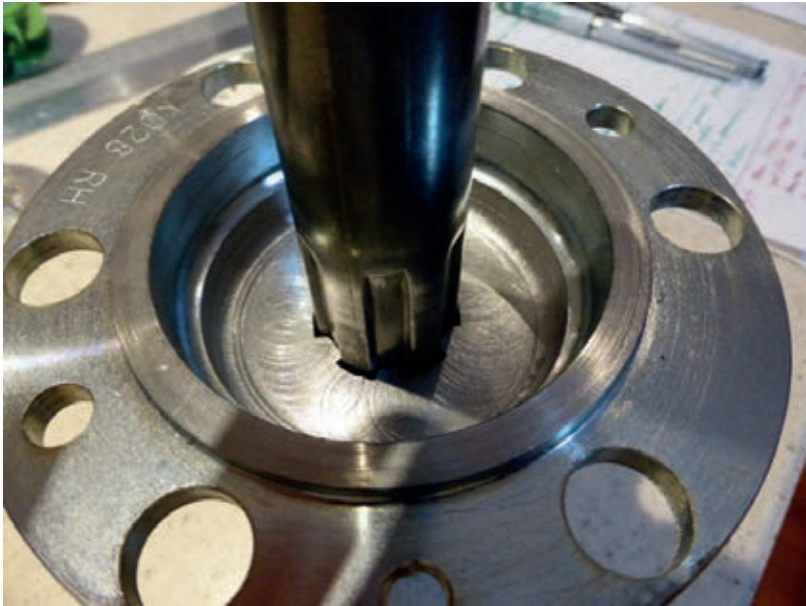
J.P.



a) rear hub as supplied.



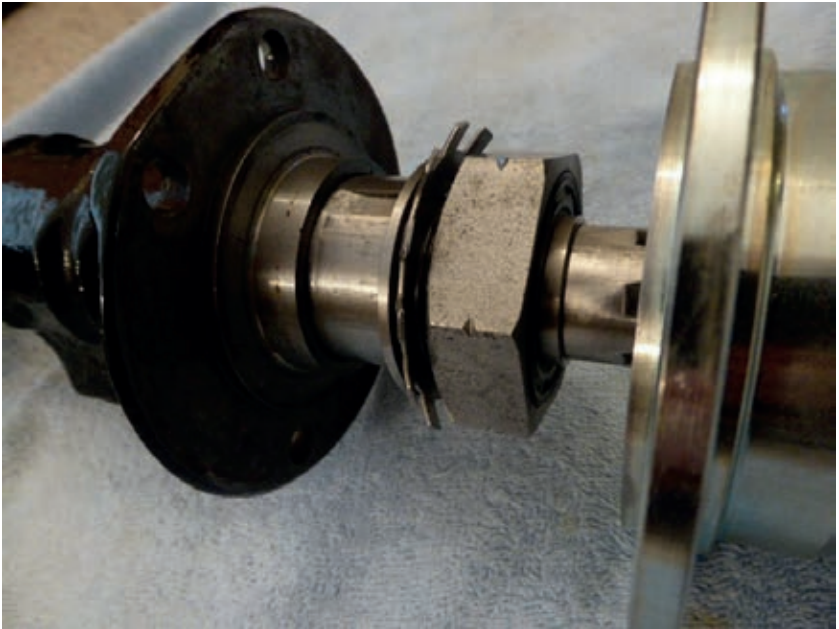
b) Modification to allow fitting later type oil seal.



Rear hub machined to accommodate the hex nut and oil seal.



Rear hub with sleeve fitted



Rear hub pre-assembly

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

There have been no trials events featuring Triple-M cars since the VSCC Derbyshire trial back in March. With the Lakeland and Cotswold trials, due in November, also cancelled, The Slade Trophy competition has shuddered to a premature halt.

Frank Ashley had managed to enter several Bugatti Owners Club hill climbs at Prescott which has helped him climb the Speed Championship table, but following Wiscombe Park hill climb on 12th September, there are no other competitive speed events in the pipeline. Results from the Wiscombe Park event show there were four Triple-M cars entered; Frank Ashley M, Andrew Morland 750cc, PA/s, Keith Riches PA/s and James Burmester single seat PA/s new out this year. Tim Sharp was able to enter one of the Loton Park hill climbs and two Shelsley Walsh hill climbs while Ian Goddard entered the Pembrey sprint in the middle of August.

Unfortunately the weather intervened during the Castle Combe race meeting on Sunday, 4th October and the torrential rain forced the termination of the two-day event, meaning the two races scheduled for the Sunday, and featuring Triple-M cars, was cancelled. Therefore the only two races, so far, to count towards the Racing Challenge are the MGCC Donington and VSCC Mallory events.

Philip Bayne-Powell reported that the South East Centre Autumn Navisat did go ahead on 4th October, in spite of the weather and that earlier in the year, the Spring Navisat was also able to take place, just before Lockdown took hold.

We shall have to keep our collective fingers crossed that 2021 will see an improvement.

SPEED CHAMPIONSHIP 2020			
Scores to 6th October			
Position	Car/s	Driver/s	Points
	M	Frank Ashley	23
	PA/s ss	James Burmester	11
	PB/s	Tim Sharp	9
	PA/s	Andrew Morland	8
	PA- PB/s	Ian Goddard	7
	PA/s	Keith Riches	5
	F1/s	Steve McEvoy	2
	F1/s	Charles McEvoy	2

SLADE TROPHY 2020			
Scores to 20th October			
Position	Car/s	Driver/s	Points
	J2-PA/s	Bill Bennett	6
	M	David Rushton	3

Racing Challenge Trophy 2020 - The Betty Haig Cup				
Scores to 20th October				
	Car/s	Driver/s	less than 5 Races	Index of Performance
	PA-PB/s	Charles Goddard	4	0.192
	PA/s	Andrew Morland	4	0.354
	D/s	Chris Edmondson	4	0.703
	K3/s	Teifion Salisbury	4	0.797
	PB/s	Simon Jackson	3	0.450
	C/s	Duncan Potter	3	0.672
	C/s	Emma Potter	3	0.700

C.O.T.Y. 2020 Scores to 17 th October					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	1595	M	PG 1045	Frank Ashley	58
	3610	PA-PB/s	RC 2206	Ian Goddard Charles Goddard	57
	2913	PA/s	MG 3855	Andrew Morland	45
	3614	PB/s	VXS 544	Tim Sharp	28
	3458	PB/s	6 KPK	Simon Jackson	26
	48	K3/s	JB 3180	Teifion Salisbury	25
	2912	C/s	GX 9693	Duncan Potter Emma Potter	24
	2631	K3/s	JB 1472	Richard Frankel	22
	2931	D/s	UG 281	Chris Edmondson	22
	2049	J2/s	JK 3233	Mark Reece	20
	2200	C/s	RX 8306	Chris Cadman	18
	3627	PA/s ss	-	James Burmester	18
	2215	PB/s CC	JB 7525	Andy King Vernon MacKenzie	17
	2694	J2-PA/s Kayne Spl.	NV 3709	Mike Painter James Painter	17

19 th January	VSCC New Year Driving Tests	Full Results
2 nd February	Stroud & District Motor Club, Cotswold Cloud Trial	Full
7 th March	VSCC John Harris (Derbyshire) Trial	Full
8 th March	MGCC South East Centre, Spring Navisat	Full
12 th July	MGCC Donington Triple-M Racing Challenge	Full
25 th July	MAC Shelsley Walsh Summer Spree Hill Climb	Full
2 nd August	MGCC Curborough "Non-Comp" Practice Sprint	Full
8 th August	MAC/VSCC Shelsley Walsh Hill Climb	Full
16 th August	Bristol Motor Club & BARCW, Pembrey Sprint	Full
22 nd August	Bugatti Owners Club, Prescott Hill Climb	Full
23 rd August	VSCC Mallory Park Race	Full
30 th August	Hagley & District Light Car Club, Loton Park Hill Climb	Full
5 th September	Bugatti Owners Club, Prescott Hill Climb	Full
12 th September	MGCC South West Centre, Wiscombe Park Hill Climb	Full
26 th September	BOC/VSCC Prescott 'Long Course' Hill Climb	Full
3 rd October	Bugatti Owners Club, Prescott Hill Climb	Full
4 th October	MGCC South East Centre, Autumn Navisat	Full

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(115)



QA0255 Ready for the road. (This page and back cover)

Barry Foster has shared these photos of Michael Bystrom's Q-type back in its original colour and ready for return to Sweden. The top photo shows the body removed for access. This is as designed by the factory and can be removed in about an hour. The second photo shows the car in road trim so some differences from race trim. Originally the car did not have a spare wheel carrier but this has now been fitted; the jack and wheel hammer fit inside/under the "mechanics" seat cushion. A 1/4" BSF spanner is attached to the exhaust with a wing nut for quick access. There is no space in the cockpit so tonneau and tool roll are strapped in the tail. The finish and detail on the car is exceptional and further pictures will appear in a subsequent issue.

