TRIPLE-M REGISTER BULLETIN

FEBRUARY 2005

TRIPLE-M REGISTER

Ian Coxen's J at Charmy Down in the 90s
Photo: Graham Arrondelle

Abbey bodied L1 drophead coupe, and L1 Salonette at the Editor's parents' in 1970s. Drophead now in France with Uli Gassman, Salonette in Japan with Hiro Nishio
Photo: Editor

TRIPLE-M REGISTER BULLETIN

February 2005

EDITORIAL – Phil Bayne-Powell

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Welcome to 2005, and we have a packed programme for your enjoyment – as they say in the adverts!

The first major event is the Classic Kimber Trial on 23rd & 24th April, which has been promised as non-damaging and suitable for all Triple-M cars. There was a great turnout last year and a terrific atmosphere. See later for further details.

We have unfortunately been unable to persuade anyone in the North to organise a Triple-M rally for this year, so our major event will now be focussing on the Trials Reunion celebrating the 70th birthday of the Cream Cracker teams, over the weekend of 29th/30th October. This is to take place in the Chilterns, and will be based around Horwood House, Little Horwood, near Milton Keynes, where accommodation is being arranged, and where also the annual Triple-M/event dinner will be held on the Saturday night. The routes are to start and finish at the Lambert Arms, Stoke Mandeville, with route books/maps provided, as well as notes on the historic trials routes in the area.

Before that we have the Normandy Raid to Hambye on 2nd-6th June, which is based on the new residence of John and Lavinia Bevington, who always provide a great weekend for us. This is very suitable for all the family, and also because we are travelling in convoys out and back, there is no need to worry about your car breaking down, as there always will be plenty of expertise to sort out any problems. See later for more detailed information.

Due to the successful Chairman's day party last year, Peter Green has been persuade to do it again this year, and this has been confirmed as being on Saturday 26th June; more details next time.

Front Cover : Colin Biles ascending the Brooklands Test Hill in his J2, at the MCC Centenary Meeting in 2002.

MG International Silverstone is always eagerly looked forward too by most of us, and this is now confirmed as being on 22-24th July. We hope more people will take part in the sprint, driving tests and gymkhana competitions this year, as we were rather thin on the ground last year.

The following month we have the Black Horse driving tests, which is always a good low key event, with as much socialising as driving. So make a note of that too in your diaries.

Then the first weekend of September, the Dieppe Raiders are going to the Dieppe Retro with added days either side, doing our own thing. This has been very successful in previous years, and people have asked me to repeat this jolly.

Next year we are hoping to get a second New England Raid organised. The last one was in 1991, and was a tremendous event for the Raiders and their American hosts. This one is being organised by Bob Hudson and Paul Duncombe, and further details are found later on in this Bulletin.

Also in 2006, Mike Linward is organising an East Anglia Triple-M weekend, based on Caister Hall, over the August Bank Holiday weekend.

Team B-P have been out already, and Rosemary and I went in for the VSCC Brooklands driving tests. The ND managed a Third Class award, which is the first time we have got an award at this event, which we go to every year.

The C-type's engine is out and the leaking rear main bearing being sorted ready for some light competition work this year. The Arnott 160 blower is being kept for 2005, as we hope to be receiving a new No 7 Powerplus, courtesy of Curtis Liposcak, who is re-engineering these original units to be more reliable. The prototype is being assembled by Barry Foster onto a new engine, and checked out on the road before the rest are produced. I had an original No 7 Powerplus when I bought the C-type, but the casing had split, and it was impossible to get anyone to repair it, or make a new one, so the bits went over to Curtis in the States for him to redesign and update the design.

The restoration on the N-type 'faux cabriolet' is slowly moving on, with the fabric roof about to be fitted, prior to the painting of the car. Keith and I will then be bolting on all the chromed bits and other goodies, to get it finished and on the road.

VSCC Goodwood Autumn Speed Trials

16th. October 2004

From Bob Clare

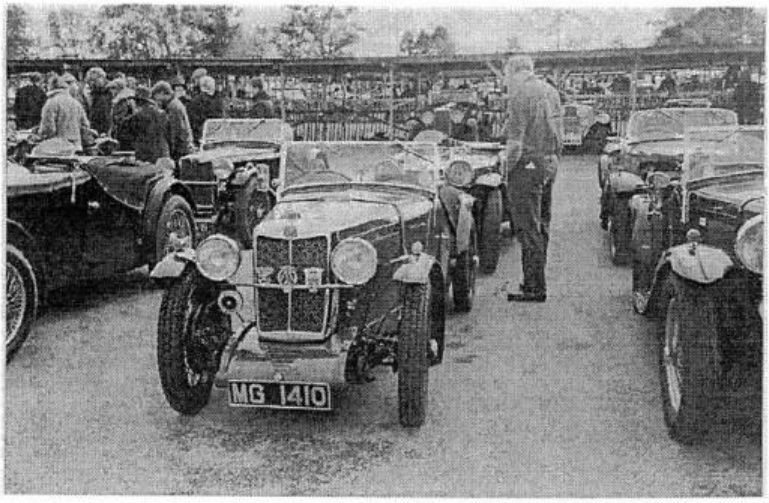
Having been to the inaugural VSCC sprint meeting at Goodwood last year, I decided the event was good enough to put firmly in the diary for 2004. Of course, October is not the ideal month for our type of motoring but then again, Goodwood is only 20 miles away from us, though it's surprising how wet you can get in 20 miles.

Anyway, I had sort of toyed with the idea of entering "Molly" the PA for the sprint, but chickened out (scrutineers, loose floor boards, oil drips with no cans to catch 'em etc., etc.), and therefore drove over in "Ernest", the NB Cresta to be a spectator. In itself this was a somewhat risky strategy since, during the return trip from Prescott Triple-M event, the dynamo on the Cresta reverted to an oil cooled drive shaft for the ohc.

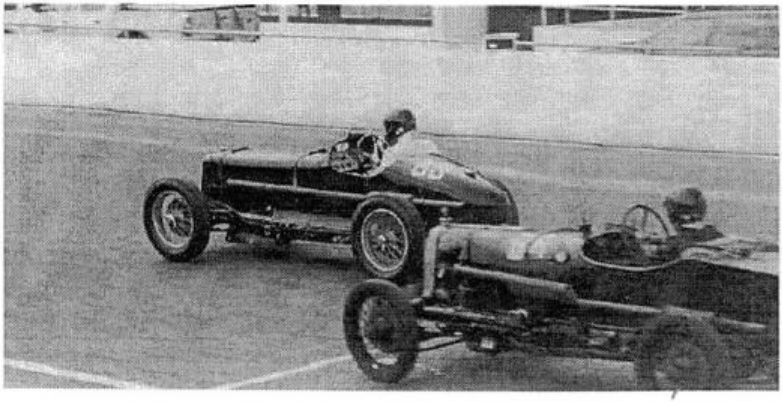
Having removed the offending article, I sent it off to Wood Auto Supplies Ltd., Cromwell Works, Colne Road, Huddersfield, HD1 3ES (the firm used successfully by Pat Gardner for his big Rotax), I borrowed (thanks to our chairman) a P Type bottom bevel, which I fitted to an old 3 brush P dynamo, and installed this in the NB. Dire warnings were heard from some about the fragility of the P dynamo armature shaft, and the likelihood of it breaking when used on a 6 cylinder engine. However, since my AA membership is up to date, it seemed worth the risk so off we went. To cut a long story short, we had no problems.

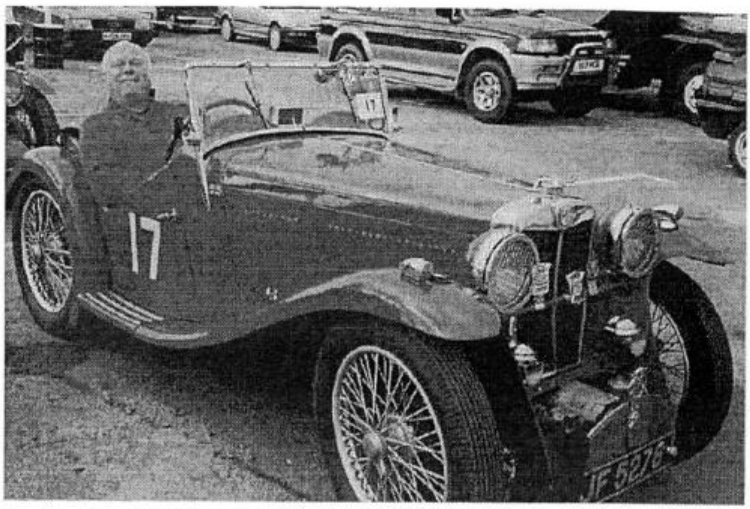
The Event

The enjoyable feature of this event was once again the relatively informal atmosphere. Any pre-war car with a VSCC badge was marshalled into the pit area, to park in the centre of the bays reserved for the competitors. This idea provided the visiting public with a great display of pre-war road-going machinery, as well as the competition cars. Triple-M cars were well represented both in the car park and amongst the competitors. I've included a shot of Roger Chamberlains F1 special (F 0399) showing the effect. (see below).

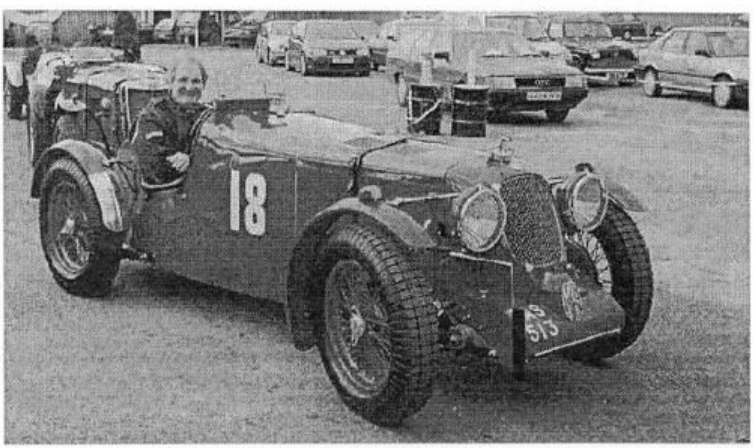


Competitors ranged from John Adams' J4 (J 4003) through Gill Collins s/c J2 (J 5379 - see photo), Stuart Evans' J1 special, John Dutton's NA 0507 (complete with the patina of age), Rod Stansfield's L1 special (L 0472 – see photo) to the various K3 copies of Peter Fenichel (K 0417), Nick Upton (KN 0286 regrettably listed as a K3!) driven by Edward Cottom, Oliver Sharp's (NA 0395) and Robin Butler's (NA 0485 – see photo below of quick start).





Gill Collins s/c J2 (J 3589)



Rod Stansfield's L1 special (L 0472)

The results were encouraging for us – as follows:

Class 02 (Standard & Modified Sports Cars 751-1000cc)

John Adams (J 4003) 2nd. overall 2mins 8.7secs

Class 3 (Standard & Modified Sports Cars 1101-1500cc)

Rod Stansfield (L 0472) 2nd. overall 2mins 15.7secs
Dr. Gil Collins (J 3589) 1st. on handicap 2mins 40.3secs

Class 9 (Special Sports cars pre-'41 - 1101-1500cc un-s/c & 751-1100cc s/c)

Peter Fenichel (K 0417) 1st. on handicap 2mins 9.1secs

Class 13 (Racing cars pre-'41 up t0 1100cc)

Robert Dean (NA Magnette) 2nd. Overall 2mins 14.5secs

VSCC Brooklands Driving Tests

16th January

Team B-P entered these driving tests, as we do every year, hoping to do better than the previous year. I took the ND, now fully repaired and sorted after its accident, and Rosemary took her Allingham as usual.

The MG turnout this year was not so good, with Patrick Gardner and Nick Benger driving their J2s, and David Rushton in an M-type. The ND was in Class 4 for modified Sports Cars, while all the others were in Class 3, for Standard Sports cars.

This year the organisers had been asked to try and reduce the amount of reversing, and indeed only two tests asked for a reversing manoeuvre. However because the tests are on the lower part of the banking there is very little room for the tests, which therefore had to be quite tight. This meant that the bigger cars had to do quite a bit of reversing to get round. I even had to do some in the ND, but managed to use its power to slide the tail round in a lot of cases, which was very satisfying.

We had to do six tests in the morning, and six after lunch. We were split into two groups (even and odd numbers) to start at different tests, so we were not all waiting at test 1, but there still was a log jam.

The tests were the usual devious one with cones to leave left or right, lines to stop astride, and garages to stop in. They took 30 to 45 seconds for the faster cars to complete, which meant there was a lot of remembering to do.

The banking surface was damp, which was made worse by patches of soggy leaves; also some tests required a stop some way up the banking, and many people slid sideways on braking for the line. Tests 6 and 12 were on a new tarmaced car park by the pits, which allowed power slides to be tried out.

There was a wonderful selection of old cars taking part, with some Veterans such as a Newton Bennett. The spectating cars were also worth an inspection, with an Atalanta, and a Trojero catching my interest.

The ND didn't like the test hill, as all the slow tests had slightly oiled the plugs, so that it didn't like going over 4000rpm, which you need to do on the Hill. You cannot change into 2nd, as when it

steepens you need 1st again. It soon cleared itself on the run home on the A3.

Patrick Gardner would have done well if he hadn't executed the afternoon's test on the test hill in the morning! However he did get the fastest time in his class on two of the tests, but also got 3 wrong tests. Nick Benger was clear on all 12 tests and gained a 3rd class award. David Rushton got 2 wrong tests, which meant he just missed out on a 3rd class award too. Rosemary was only 7 points behind him, with one dubious garage error. Your Editor got all the tests right for the first time ever, and so got a 3rd Class Award.

Results;

Class 3	Nick Benger	J2	537 pts	4th	3rd in Class
	David Rushton	M-type	604pts	7th	
	Rosemary B-P	NA	610pts	8th	
	Patrick Gardner	J2	671pts	9th	
Class 4	Philip B-P	ND	553pts	4th	3rd in Class

European Triple-M Rally
Normandy 2-5th June

I gave details of this event in the last Bulletin, but only a few of you who had said they wanted to come, have sent me your reservations and deposits. We are going out via Newhaven to Dieppe on Thursday 2nd at 7.30 am, and we return on Sunday 5th at 6.15 pm, which gets in to Newhaven at 7.30 pm, giving people enough time to get home in the daylight.

From Dieppe, we take a beautifully quiet south-westerly run through some lovely country villages, until we cross the river Seine at the Pont de Tankervillle, a spectacular bridge which leaps off an escarpment to the low lying south shore. We will stop for lunch en route, possibly in Pont L'Eveque, and then past Caen to the Bevington's new mansion, Maison Quenil, in the middle of Hambye.

We will then spend three nights in Hambye, with a visit to the old pirate town of Granville, where a conducted tour has been arranged. There are good shops and museums there, including the Christian Dior museum to interest the ladies. We are going to visit the famous Bell foundry at Villedieu, which is a fascinating place, with some of the largest bells cast in Europe The Saturday evening will be a Gala Dinner with the handing out of the prizes for the mild competitions that John and Lavinia devise for us. We have a leisurely run back on the Sunday to Dieppe, with plenty of time for morning and afternoon coffee stops, as well as a decent lunch, before we need to catch the ferry.

We hope some of our European friends will join us from France, Belgium, Luxembourg or Holland.

I have arranged reserved booking on the Newhaven-Dieppe ferry, and these are due to expire on 18th February, so please claim your place quickly, sending me (Philip B-P) a £50 deposit towards the £159 overall ferry price.

The cost of the rally itself will be 280 Euros, which includes everything from arrival to our departure. This covers accommodation, all meals, and entry to the places of interest that have been arranged. To confirm your entry to the event please send me, (Philip B-P) a £20 deposit. The 280 Euros for the rest of the rally fee will be collected on arrival at Hambye, and this need to be in Euros.

Kimber Classic Trial 23rd/24th April, 2005

As usual this event, particularly suitable for any sound road going MMM, follows a route of 80 miles through stunning scenery in Somerset and Dorset.

Based at the Sherborne Hotel (special package deal available) the weekend comprises a non-damaging road trial on the Saturday, followed by a convivial dinner. There will be approx. 12 sections off road, all of which have been specially selected and tested to ensure that they are non-damaging for a car in sound condition, driven by an owner who does not suffer from the red mist! This year it is hoped that two Tiger Moths will fly in to join us.

On Sunday there is a barbecue and driving tests in Barry Foster's field at Butleigh.

Further details and regs from Alan Grassam, Tel. 01935 863673 or e-mail aqsquarecrackers@ukf.net or Andrew Owst, Tel. 01761221893 or e-mail andrewowst@hotmail.com or from the Club Office, or the S.W. Centre website.

Future Events

20th Feb	MG Show, Stoneleigh	01568 797881
25-27th Feb	Historic Motorsport Show	01367 250001
19th March	Triple-M Register AGM, Abingdon	01280 860428
10th April	MG Brooklands	01737 762283
23/24th April	Kimber Classic Trial	01935 863673
8th May	Regency Run	01235 555552
2nd-5th June	Triple–M Normandy Raid	01483 811428
26th June	Chairman's Summer Party	01753 643468
22-24th July	MG Silverstone International	01235 555552
14th August	Black Horse Driving Tests	01372 452133
4th Sept	Dieppe Retro	01483 811428
29-30th Oct	Chilterns Trials Reunion	01252 316028

New England Raid 2006

Paul Duncombe and Bob Hudson are organising a raid to the USA in autumn 2006 for MMM cars and their owners. The cars will be shipped to Newark NY in early September, crews will fly to Newark in late September and collect their cars.

The proposed stay in America will be 21 days. The event will be centred on 2 or 3 locations in the New England States, with 4 to 5 days at each centre. A variety of tours/visits will be suggested at each location. Maximum miles in any one day will be 200, typical will be 100.

The cost is estimated at £6000 to £7500 (converted at 1.8$/£1) for a car and two passengers; this cost includes a 10% contingency/spending allowance and will be very dependent on the £/$ conversion rate at the time.

Numbers will be limited to about 30 people.

IF YOU ARE INTERESTED PLEASE CONTACT BOB HUDSON NOW. At 228 Shinfield Rd, READING RG2 7DU.

E-mail:- Robert.hudson34@btinternet.com

You are not committed to coming at this stage, but we need an idea of possible numbers to progress our planning.

We will have a preliminary information folder to send out by early April.

C.O.T.Y. 2004
Final Scores

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	119
2nd	1140	J2	JL 753	Mike Linward Neil MacKay	100
3rd	1595	M	PG 1045	Frank Ashley	86
4th	3	J2	DG 5404	Mike Hawke	82
5th	2694	J2-PA/s	Kayne Spl.	Mike Painter	69
=6th	27	J2-PA/s	DRV 740	Carol Cooper	64
"	691	NA All'ham	BYU 271	George Cooper Rosemary Bayne-Powell Jeremy Bayne-Powell	64
8th	2695	J1-J2/s ss	-	Anthony Howat	61
9th	1976	J2/s	JF 5278	Gilbert Collins	54
10th	920	PA/s	TG 8337	George Ward Jo Ward	52
11th	2000	K3/s	MG 3570	Peter Green	47
12th	2134	K1/s	MG 3094	Peter Fenichel	44
=13th	2591	PA	MG 3242	Colin McLachlan	42
"	2175	PB	JB 7524	Elizabeth Taylor Andrew Taylor	42
"		PA/s		Alan Painter	42
16th	605	L1/s	MG 2802	Bob Jones Charles Jones	39
17th	2011	K2/s	JO 7531	John Dutton	38
18th	2361	NA/s ss	EP 5892	Robin Butler Robert Dean	35
19th	3315	L1/s	TAS 513	Rodney Stansfield Wayne Stansfield	34
20th	212	NE	JB 4750	Peter Green Gunther Stamm George Eagle	33
=21st	656	PB/s	JC 3269	James Gunn Rebecca Gunn	32
"	600	J2/s	WJ 7070	Ken Robinson	32
"	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	32
24th	789	NA	YS 7798	Keith Hall	30
=25th	1642	K3/s	JB 7531	Colin Alderman Pat Boghossian	29
"	105	KN/s	BFY 658	Michael Coles	29

=27th	1533	PA-PB	WV 5012	Dick Morbey	27
"	209	J4/s	AGP 291	John Adams	27
29th	1428	J2	DG 6142	Nick Benger	26
30th	1278	F1	MG 1313	Ian Goddard	25
=31st	162	ND/s	BKL 265	Charles Goddard Philip Bayne-Powell	24
"	2170	PB	CLX 112	Tony Dalton	24
"	3070	K3/s ss	-	Richard Last	24
"	949	L1	OD 6008	Andrew Morland	24
35th	1600	D	PO 5751	Ted Hack	23
=36th	676	PA/s	WP 5939	Roger Thomas	21
"	2123	PA	MG 3441	Russell Thomas Ron Spinks	21
"	1049	PB/s	VH 8637	Gerald Burridge	21
=39th	2229	PA	JK 4823	David Stewart	20
"	1270	NB Cresta	MG 4750	Bob Clare	20
"	2200	C/s	RX 8306	Philip Bayne-Powell	20
"	670	PA	BFY 711	Richard Holl	20
"	1208	PB	BOK 244	Keith Leaver	20
"	2229	PA	JK 4823	David Stewart	20
=45th	81	C/s	JK 1932	Bob Hudson	19
"	1171	NA	MG 3538	Keith Portsmore	19
=47th	65	All'ham PA/s	DPH 228	Nigel Gibbons	18
"	1334	NA	AVG 865	John Neighbour	18
"	3272	J2/s	APG 718	Colin Bird	18
"	1829	J2	TF 9579	Tim Bekh	18
"	968	PA	BU 8079	Tom Mason Roger Davies	18
"	1659	PA	VL 5643	Terry Davies	18
"	73	PA/s	US 8752	Mike Pancheri	18
"	1187	PA	EO 5823	Colin Wallace	18
"	1823	PA	WO 9320	Terry Andrews	18
=56th	2538	M	YJ 42	Nicola Walker	17
"	664	PA	BLB 209	Paul Duncombe	17
"	1162	PA	RC 1904	David Furnell	17
"	1168	PB 4str	MG 4283	Chris Lewis	17
"	123	PA 4str	MG 3322	Nick Benger	17
=61st	310	NA/s	BLL 492	Dean Butler	16
"	158	PA	BJO 800	Michael Windsor-Price Peter Down	16
"	2070	J2/s	JY 1146	Frank Allocca	16
=64th	724	J2	HS 7065	Rodney Lambert	15

"	1463	NA/s	BUU 964	David Downes	15
=66th	1081	J2	AMB 787	Graham Ash	14
"	2715	KN/s	CG 8379	Nichols Upton Edward Cottam	14
"	1931	C/s	VD 30	Barry Foster	14
=69th	541	PA Airline	TH 6498	Gert Jensen	13
"	3225	M	PJ 795	Richard Bishop-Miller	13
=71st	1521	C/s	RX 8591	Dave Cooksey Oliver Richardson	12
"	377	PA	ATU 634	Geoff Rawlings	12
"	2992	M	GF 7859	Carol Corry	12
=74th	330	M	VK 5424	Tom Dark	11
"	1516	K3/s ss	-	Jeremy Hawke	11
"	2028	NB/s	MG 3694	Tim Metcalfe	11
"	1870	PA	AYY 38	Malcolm Kirby	11
"	1591	J2	YJ 892	David Stansbie	11
=79th	2141	PA/s	RC 3349	Derek Richards	10
"	1650	M	DV 4449	Henry Catchpole	10
"	2227	KN	MG 4282	Peter Hemmings	10
"	782	PA	ABP 497	Ian Coxen	10
"	1997	NA	MG 3271	John Dutton	10
"	957	L2	MG 2799	Derek Smith	10
=85th	815	KN/s	MG 4314	Martin Warner	9
"	3246	J2	AL-37-86	Bart Spoelstra	9
"	1460	J2	AGY 339	Keith Hall	9
"	907	K1	ADH 360	Ian MacKay	9
"	2789	PA	VYC 529	Keith Jackson	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	1	NA/s	JB 3852	Mike Allison	9
92nd	80	J2	DE-46-64	Henri de Jong	8
93rd	2891	M	SV 8647	Peter Relph	7
=94th	1537	PA/s	LV 8989	Tim Beckh	6
"	2821	F1	MG 1375	Norman Williams	6
"	625	F1	OV 9757	Ewan Harris	6
"	423	J2	DU-FG 86 H	Christian Höptner	6
=98th	538	NA	NV 4207	David Sharp	5
"	1571	NB/s	JAS 922	Reed Yates	5
"	397	M	SC 9559	James Peacop	5
=101st	348	M	VU 4037	James Mumford	4
"	1985	K3/s	CS 3009	Pilippe Douchet	4
"	1966	PA	JW 4625	John Joynes	4
"	1985	K3/s	CS 3009	Philippe Douchet	4

"	2816	K1/s	RD 5278	Bob Pattison	4
"	1164	PA	YSV 703	Hamish McNinch Fred Boothby	4
"	843	M	ST 6963	Tony Margel	4
108th	182	K3/s	JB 4184	Dean Butler	3
"	3311	F1 Stiles	WM 7730	Patrick Gardner	3
110th	1896	M	VSJ 285	Gillian Carr	2
"	534	NA	HH 8103	Bill Bennett	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	705	PA	AVP 342	Derek Moore	2
"	1189	M	JY 8840	Keith Portsmore	2
"	3072	PB/s	WSJ 159	Neil Skerratt	2
"	2761	K1/s	MG 2794	Paul Mullins	2
"	477	C/s	JO 2286	Mark Green	2
"	1917	J1	VSV 521	Stuart Evans	2
"	749	PA/s	MG 3394	Peter Warne	2
=120th	2769	12/12 Rep	GG 3340	Colin Lambert	1
"	338	NB	ADG 886	Alan Grassam	1

Results from the following events are the only ones included in the 2004 COTY scores:

10th January	MCC Exeter Trial	Partial
11th January	VSCC Brooklands Driving Tests	Full
18th January	MAC Clee Hills Trial	Partial
25th January	VSCC Measham Rally	Full
25th January	North Devon MC Exmoor Trial	Partial
1st February	S&DMC Cotswold Cloud Trial	Partial
21st Feb	VSCC Pomeroy	Full
21st Feb	MGCC Midland Spring Trial	Partial
6th March	VSCC John Harris Trial	Full
14th March	MGCC SE Naviscat	Partial
21st March	VSCC Herefordshire Trial	Full
27th March	Fellside MC Northern Trial	Partial
4th April	MGCC Midland Curborough Sprint	Partial
10th April	MCC Land's End Trial	Partial
11th April	Gosport Show for Classic Cars	Partial
24th April	VSCC Silverstone Race Meeting	Full
24th April	MGCC SW Kimber Classic Trial	Full

25th April	MGCC SW Kimber Driving Tests	Full
25th April	Ross & District MC Kyrle Trial	Partial
2nd May	Monklands SCC Forestburn Hillclimb	Full
2nd May	VSCC Curborough Sprint	Full
1st/2nd May	MGCC Caledonian Weekend Rally	Partial
1st/2nd May	MGCC Caledonian Weekend Concours	Partial
3rd May	MGCC SW Colerne (Wessex) Sprint	Full
9th May	VSCC Wiscombe Park Hillclimb	Full
16th May	Swansea MC Llys Fran Hillclimb	Full
22nd May	BRC Cornbury Park Sprint	Full
6th June	MGCC SW Charmy Down Gymkhana	Partial
5th-6th June	VSCC Silverstone Historic Tribute Race	Full
6th June	MGCC SW Charmy Down Gymkhana	Full
12th June	VSCC Eastern Rally	Full
19th June	Grand Prix de l'Age d'Or Montlhery	Partial
27th June	MGCC SW Oaksey Concours	Full
27th June	MGCC SW Oaksey Gymkhana	Full
4th July	VSCC Shelsley Walsh Hill Climb	Full
10th July	VSCC Colerne 1Km Speed Trial	Full
11th July	MGCC SW Dorset Run	Partial
22nd July	MG Club de France – Le Mans Anniversary	Partial
24th July	MGCC Silverstone Race 8	Full
25th July	MGCC Silverstone Sprint	Full
25th July	MGCC Silverstone Gymkhana	Partial
25th July	MGCC Silverstone Driving Tests	Partial
25th July	VSCC Mallory Park Race Meeting	Full
31st July	H&DLCC Loton Park Hill Climb	Partial
1st August	MGCC Midland Curborough Sprint	Partial
7th/8th Aug	VSCC Prescott Hill Climb	Full
14/15th Aug.	Classic Car Festival – Assen	Partial
16th August	VSCC Elvington Sprint	Partial
18th August	VSCC Harrogate "Champagne Tour" Rally	Partial
21st August	VSCC Harewood Hill Climb	Full
22nd August	Monklands S.C.C. Forrestburn Hillclimb	Full
22nd August	MGCC SW Chew Valley	Full
27/29th Aug.	Triple-M Prescott Weekend	Full
5th Sept	VSCC Madresfield Driving Tests	Full

11th Sept	MGCC Wiscombe Park Hillclimb	Full
11/12th Sept.	VSCC Donington Park Race Meting	Full
25/26th Sept.	VSCC Loton Park Hillclimb	Full
2nd October	MCC Edinburgh Trial	Full
16th October	VSCC Goodwood Autumn Sprint	Full
17th October	MGCC SE Centre Autumn Naviscat	Full
14th Nov	Triple-M Register Concours	Full

SLADE TROPHY 2004
Final Scores

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	36
2nd	PB/s	Gerald Burridge	21
3rd	J2/s	Colin Bird	13
4th	J2	Mike Linward	12
5th	PA/s	George Ward	9
6th	KN/s	Martin Warner	8
7th	PA/s	Roger Thomas	7
8th	PA	Tony Dalton	6
9th	PA/s	Tim Beckh	5
10th	PA/s	Nigel Gibbons	4
11th	PA	John Joynes	3
12th	J2	Bart Spoelstra	2
13th	PA	Derick Moore	1

The final scores for the 2004 Car Of The Year have now been compiled, and after double-checked (and triple checking!) the entries, I am delighted to say that Bill Bennett's J2, FW 3909, is the 2004 winner. Not only that, but Bill has achieved a double this year by coming out top in the Slade Championship for Trials competitors. Of

course Bill's main event interest is trialing and he is also to be congratulated for gaining, in 2004, the "Holy Grail" for trialists, an MCC Triple award for achieving Gold Medals in the Exeter, Lands End and Edinburgh trials in the same year. Many congratulations Bill, and I hope your success continues into 2005.

My thanks also go to Neil MacKay who helped my J2 into second place in the COTY 2004 table. Third place goes to Frank Ashley's M type who put up consistent performances in a number of speed events throughout the year.

Bill Bennett's winning way has continued into 2005 with a Gold award at the recent MCC Exeter Trial on 7th and 8th January. Also gaining Gold in Class 2 were Ian Williamson, PB and Gerald Burridge, PB. Collectively they form the team "Half Crackers" and notched up a maximum 30 points towards the end of season Team Championship. Colin Bird, J2, and John Wells, J2 also in Class 2, gained Silver awards, after both had a fail at the first part of Simms

C.O.T.Y. 2005
To 27th January

Position	Register Number	Car	Registration Mark	Driver/s	Points
=1st	909	J2-PA/s	FW 3909	Bill Bennett	10
"	1049	PB/s	VH 8637	Gerald Burridge	10
"	1000	PB/s	JB 7521	Ian Williamson	10
=4th	3272	J2/s	APG 718	Colin Bird	8
"	1367	PA/s	MG 3921	John Wells	8
"	1428	J2	DG 6142	Nick Benger	8
"	162	ND/s	BKL 265	Philip Bayne-Powell	8
8th	341	M	PJ 7970	David Rushton	5
9th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	4
10th	1829	J2	TF 9579	Patrick Gardner	3

Results from the following events are the only ones currently included in the 2005 COTY scores to date:

8th/9th January	MCC Exeter Trial	Full Results
16th January	VSCC Brooklands Driving Tests	Partial Results

SLADE TROPHY 2005
To 27th January

Position	Car/s	Driver/s	Points
=1st	J2-PA/s	Bill Bennett	7
"	PB/s	Gerald Burridge	7
"	PB/s	Ian Williamson	7
=4th	J2/s	Colin Bird	6
"	PA/s	John Wells	6

A SUPERCHARGER INSTALLATION
By Paul Duncombe

When I purchased my PA in 1999, I kept myself busy for fourteen months sorting out the basic mechanics, and my general philosophy was to keep everything standard. I decided to have the new block bored to 57mm, rather than open it out to PB size, to gain a little more power. By the time I had run in all the new bits, and listened in amazement to the whine generated by second gear at 4000 plus rpm up hills, I began to think that this was not the ideal road car. However, it was over sixty five years old and that's how they were made, so I would enjoy it as it was.

And I did, until last year. By then I was hankering after a car which would at least climb hills with some agility. When your ever patient navigator agrees that even a little extra power would be welcome, and expresses a dislike for the ever present possibility of

being overtaken up certain hills by racing cyclists, there is inevitably some pressure to act. Changing cars might be possible, but this action would, knowing me, involve at least a complete mechanical rebuild, and incur significant overall cost. Besides, I liked my car. I was clear that I had no wish to drive faster, the PA performance on the straight and level, bearing in mind steering, brakes and suspension, was adequate. I figured there were two ways I could go, using the same car. First, after discarding the possibility of nitrous oxide injection (don't laugh, I did the research!), I could go in for conventional tuning, but this seemed to suggest lots of work for a relatively small return.

The second method was to fit a supercharger, a blower. This had the benefit of being traditional, well tried and capable of providing a significant increase in power. It was an easy decision to make. But it wasn't the only decision. Basically the choice was between a side mounted, belt-driven, unit which sits under the bonnet, or one mounted between the dumb irons in front of the radiator, and driven straight off the crankshaft. This latter arrangement requires a lot more engineering, and since the speed of the blower is usually the same as the crank, the capacity of the blower needs to be matched carefully to the size of the engine. I thought that the choice to be made was again easy.

The speed of a belt driven side-mounted blower could be altered, by changing the pulley sizes, and the installation was relatively simple. This was the way to go. At this point I needed to carefully sift the information I accumulated when asking around, and reading up on the subject. Engineering wise, with respect to blowers, I was a greenhorn, so I spent a lot of time mulling over what I was told. Although it is difficult to generalise, those that go racing have different views to those that don't! The racing types seem to prefer as much boost as possible (on petrol around 13 psi, I'm not splitting hairs), whilst the tourists will tolerate less than this, and I have read of as little as 4psi being used. These figures are those obtained at maximum engine rpm and full throttle. I wanted extra power, but did not want to place any more load on the engine components than was necessary, to achieve a reasonable increase in performance. There is a consideration regarding the bhp, which is absorbed in turning the blower, but the higher the boost pressure

the higher the cylinder pressures; for the tourists among us there has to be a balance.

Anyway, at about this time I was offered a ride in a blown J2 owned by Ken Robinson. With a Volumex blower and hydraulic brakes, it was supposed to go, and stop, quite well. If I needed anything to whet my appetite for supercharged motoring this might be it. This J2 is used as a sprint car, and to say I was impressed is not an entirely adequate term. With the further addition of a large hot cam this car really motors.

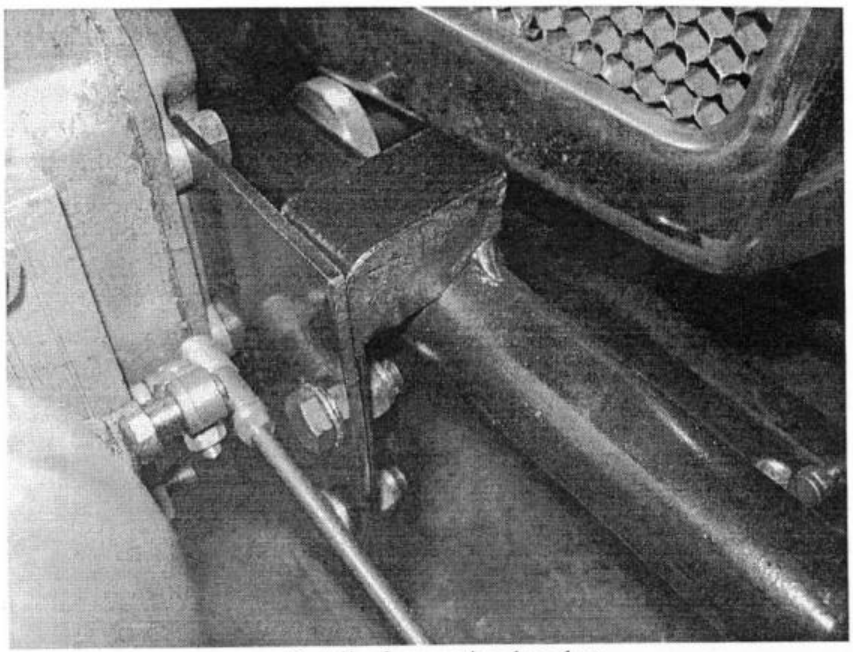
On my run in the car, Ken shouted something about 72bhp at goodness knows what rpm, but I didn't care at the time whether this was at the road wheels, flywheel or spare wheel. The speedometer, I think, was indicating around the 70mph mark (twice, because my eyeballs were not in sync at the time). I was just hanging on for dear life, and got busy telling myself that he was meticulous with his engineering, and that brakes and steering would continue to function in a safe manner. After the run I walked up my driveway thinking bye-bye standard PA! I wanted a blower.

Last winter I thought that I had the blower installation sorted in my own mind, and was ready to start. I then changed my mind on one basic aspect. I threw out the relatively easy option of a side-mounted blower, and went for a front mounted version. I had come to the conclusion that MMM cars with front mounted blowers looked more interesting. All of a sudden the extra work I was faced with faded into insignificance, and my mind was made up.

I decided to obtain the bought-in items during March 2004. All self-made items would be dealt with in April, so that I could start assembly on the car in the beginning of May. I started with the chunky bit, and purchased a Volumex blower ripped out of the heart of a Lancia. Ken's blower had been modified to give a maximum boost of somewhere around 9psi, so I decided to have the same mod done to mine. The rotors were shortened and a corresponding plate fitted inside the blower housing. New bearings were fitted at the drive end, and the drive shaft and constant velocity joint were modified to take a key. This key is vital to ensure that if a blow-back occurs in the induction tract, the constant velocity (CV) joint can't turn, and slacken the nut holding it on. Other bought in items would be an inch and five eighths carburettor, cylinder head manifold, two CV joints and two splined shafts (one a spare), rear blower

mounting flange, blower outlet manifold, blow off valve and boost gauge.

After some deliberation, I decided on a fabricated Jackson type inlet manifold. This is a one-into-two-into-four design and seemed preferable to a one-into-four, which seems not to provide the best distribution of the ingoing charge. I had formed the impression that one-into-four designs were susceptible to plug fouling problems.



Detail of mounting bracket

I ordered the manifold on a two week delivery, and got it in six – it held the project up. It was then promptly returned to the supplier to get the position of the inlet pipe changed, so that it wasn't immediately above the distributor top, a position which would prevent connection with the induction pipe from the blower. After taking delivery for the second time of what should have been a serviceable item, I then discovered I had to get the flanges ground flat, grind a bevel on the head side of the flange to avoid fouling the rocker cover, file out four stud holes, before being able to fit it to the head, and repair two leaks in the welded joints, which became

apparent after engine start. For this latter problem I made a bubble tester to accurately locate the leaks, before sealing them with silver solder.

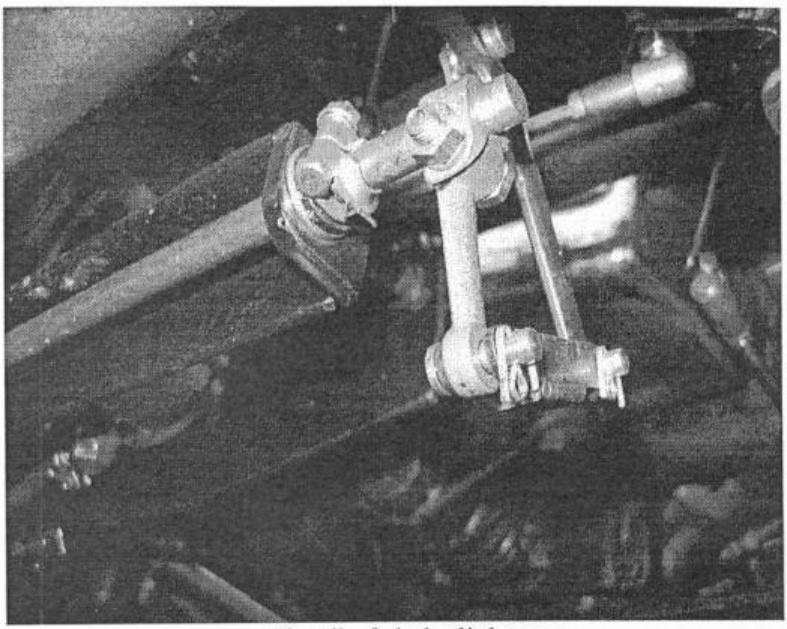
The SU carburettor was sourced from Southern Carburettors and Injection in Wimbledon. I called them and asked if they had an inch and five eighths SU. There was a short delay before I was told that they had a body, which they could build up into a complete unit with a 100 jet and RA needle. A substantial price was quoted, and I arranged to visit them to ensure this was what I was looking for. Imagine my surprise when on arrival I was shown a dirty brown body, and realised that I was looking at a bronze version of what I required. I acted as if I expected a bronze body and agreed to buy it. Having agreed a two week delivery (which they met), another major component was sourced.

From our register chairman I acquired a blower outlet manifold with an MG logo, and a superb mounting plate, laser cut to fit the back of the blower. The CV joints and shafts, along with a boost gauge and blow off valve, were obtained from the usual sources. This left me with the job of making the induction pipe to link the Jackson manifold with the blower, an extended throttle shaft on the fire wall, a choke mechanism, a bell crank linkage for the carburettor, a carburettor manifold, and additional metal work for supporting the blower in the chassis. Oh yes, and the blower cowl.

I now had a pile of bits in my minds eye, if not on the bench. There seemed to be a fairly logical sequence to the build, and assembly would not take long – except for the thinking time required. With no drawings for anything this was quite astronomical. Think twice, cut once is an unbeatable maxim (what about think five times!). I had one piece of information that was very useful, given to me by Peter Green – for a P type the centre line of the blower driven shaft has to be 3.25 inches above the top surface of the front chassis cross tube to align with the crank. After setting the ignition timing to a total maximum advance of 36 degrees, I switched off the engine and got started.

A CV joint had first to be fitted to the nose of the crank. The front half of the engine mounting bracket and pulley was removed, and a spacer produced to fit onto the crank to ensure the CV joint sat nicely in the space left by the pulley, without fouling the rear section of the engine mount. At this stage I replaced the lip

seal in the engine mounting on which the CV joint would run. The nut holding the CV joint was tightened, before finally bolting up the radiator bracket to the engine. The nut requires a special socket wrench with two lugs, and this can be produced by grinding a spare socket to fit. Using a block of wood jammed into the bell housing to lock the crank, and some Loctite on the nut, I whacked it up tight. At this point I omitted to enlarge the hole in the radiator bracket (used normally for the starting handle), and had later to remove it to make enough room for the drive shaft to pass through with a decent clearance.



Detail of choke linkage

The blower was then mounted on a box, which I used previously for a gearbox extraction, and chocked into position. U-bolts and short vertical steel bars were then made to fit the front blower mounts and chassis cross tube, and to ensure the shaft height was correct with respect to the chassis cross tube. To align the rear end of the blower, the level of the cylinder head (and therefore the crank), was checked with a spirit level, after removing

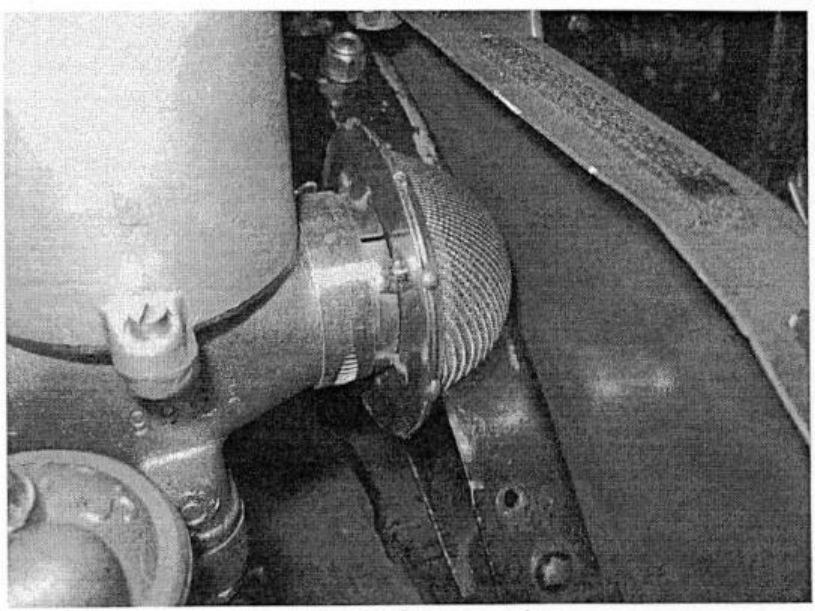
the camshaft cover, and the position of the bubble noted. Next I made a level gauge bridge (to clear the engine mount cross tube) from a piece of wood, which sat on both top surfaces of the CV joints. The blower CV joint height was then adjusted, until the bubble indicated the same level as the head. I knew then that the blower driven shaft was in line with the crank. To support the rear of the blower I decided to make a cross tube (27mm OD x 3.5mm wall thickness, obtained as an offcut from the local Pipeline Supplies depot, in exchange for a beer voucher), which would be bolted under the chassis top rail in front of the radiator. This cross tube would have two angle iron hangers (¾" x ¾" section) welded to it, onto which would be bolted the laser cut rear blower flange.

This was a tricky job. The cross tube had to be forward far enough to allow the nuts, which would be on the top of the chassis to be below the level of the blower cowl top surface, but not so far forward to clash with the rear bearing housing of the blower. Included in this was the fact that I did not want to mount the blower any further forward than necessary,and the further forward the blower went, the closer the cross tube got to the CV joint top surface. As it was, I had to grind out a small amount from the cross tube underside to clear the CV joint.

With the blower fastened to the front cross tube and chocked underneath at the rear, I tack welded the hangers in place on the cross tube. The hangers were shaped to hang on the cross tube, so the welds were not strictly the only means of support for the blower. Mounting plates were welded on each end of the cross tube with two holes each, which married up with two holes drilled in the chassis top surfaces. The chassis steel work hardens very readily, so a sharp drill and a steady cut was needed to drill the holes. After drilling and bolting the hangers to the blower mounting plate, I now had the blower mounted in the chassis, and could measure the length of drive shaft required and arranged to get two of them made, one for a spare.

The accelerator extension required an extra length of rod butt welded to the existing shaft at the n/s end. Perhaps I was just lucky, but after tack welding, then completing the weld, the shaft was dead straight! An original bronze bush was bolted to the firewall, and then a slot cut in the fire wall to allow an extended throttle lever to project through and down to just above the starter motor. The lever

was fabricated from steel bar. The boss used to attach it to its shaft was made from a piece of old half shaft steel, drilled and welded to the lever, and fixed to the shaft by a hexagon grub screw (from underneath, where it cannot be seen!). The bell crank bracket was welded to the blower cross tube just in from the chassis rail edge. The bell crank dimensions were drawn to scale on paper after measuring the respective travels of the carburettor butterfly lever and the extended throttle lever – this meant that only one hole in each arm of the bell crank was required (neat eh!), instead of a series of suck it and see holes. The bell crank was fabricated from two short lengths of bar, and I machined a nylon bush for the pivot which was Araldited in position in the crank. This gave a very smooth action on a 10mm spindle made from a bolt, with the thread cut off. The bolt shank was turned down at the end and threaded 8mm for the locating nut.



Tea strainer filter to carburettor

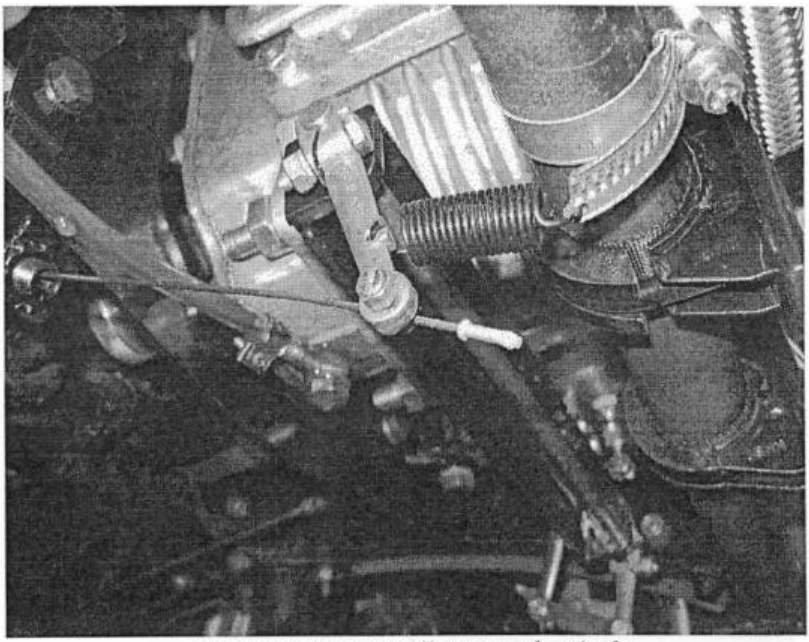
It is obviously essential that there is no possibility of any kind of failure preventing the throttle from closing whilst on the road, so I

put a split pin through the end of the spindle to ensure that if the nut loosened, it could not actually fall out. With regard to this aspect of the installation, it is worth noting that the small coil spring supplied on the carb throttle spindle is there only as an emergency throttle return if the rest of the mechanism becomes disconnected at some point; it is not there to act as a regular return spring. For regular closing of the throttle, I rely on the spring attached to the original, but now redundant, throttle lever up at the firewall. Two stainless steel rods were cut to length, and threaded to fit the ball joints, and link the throttle arm to the carb via the bell crank. The rod from the throttle arm needed to have a dog leg bend to clear the chassis side.

Because I had decided not to fit a petrol injection device to the manifold I needed at least to be able to operate the normal choke on the carburettor. It was not practicable to make a rod only operated choke but I wanted to use the normal choke knob situated on the gearbox remote. I therefore resorted to a cable and lever arrangement. What is best described as a yoke lever, was made to fit over the existing choke lever situated at the firewall (which normally pushed the choke operating rod). With one end of the yoke bolted to the top of the normal lever the other, lower, end would "pull" when the choke knob was pulled. All that was needed was a suitable hole making in the firewall to accommodate a Bowden cable, and the end of the yoke lever being made with a nipple fitting. This was easily achieved by building up with weld, dressing back to shape, drilling a hole for the nipple and cutting a slot for the cable. Down at the carb end, a cross shaft was made from 6mm brass rod, and mounted via an angle iron bracket to the rear, bottom, unused blower mountings. Standard levers and links were obtained from Burlen Fuel Systems to connect the Bowden cable to the cross shaft at the offside end, and to the carb at the near side end. A spring attached to the front chassis cross tube and the o/s lever ensures proper return of the choke lever, while avoiding most of the spring loads on the shaft and carburettor levers. This assembly works extremely well.

With the blower installed I needed to join it to the engine manifold. I wanted to have the induction pipe sneak in as closely as possible to the bottom front corner of the right hand bonnet side. In particular I wanted to retain the front bonnet catch handle – even if it

could not be used in the normal way (which it couldn't – the catch mechanism had to be removed). With the induction manifold mounted on the engine, I could envisage the shape of the induction pipe needed to join the two. I had already purchased a length of hot water pipe foam insulation, which was of similar diameter to the induction pipe I needed of 2 inches. By cutting this into various lengths with angled ends and using gaffer tape, I made a rough mock up of the induction pipe from which I could measure, using lengths of bent wire, the three angles to which the finished pipe would need to conform.

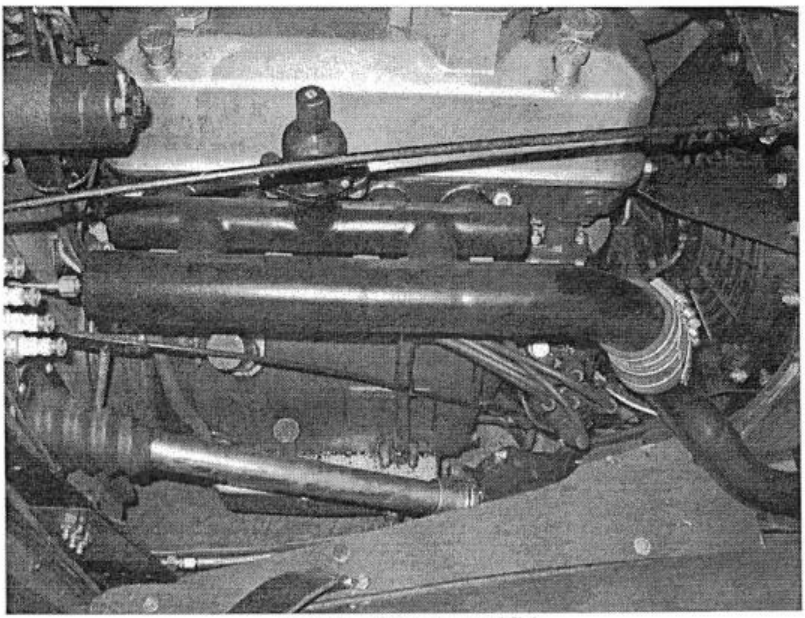


Choke linkage detail to transfer shaft

Again, with helpful advice from Peter Green for material sourcing, I visited a classic car exhaust manufacturer and got them to produce (for a few beer vouchers) three pipe bends each with six inch stubs at either end. By carefully cutting the stub ends, and orienting these pipe bends using more gaffer tape (needed unless you have a minimum of three hands, preferably four) I finished up

with an induction pipe, which appeared to fit and tacked it together with the MIG welder. The fit was then tried again – it was okay. The wall thickness was sufficient to then autogenously (i.e. without filler) gas weld the remainder of the joints, and they were air tight when checked at 30psi using the previously mentioned bubble tester.

The blow off valve was fitted next, but required the valve seating to be lapped before a proper seal could be made. The valve stem also needed a slot cutting in the end so that, after fitting, the valve itself could be rotated, and seated, using a screwdriver. Only then was the valve air tight.



Detail of inlet manifld

The installation requirements of low pressure SU pumps showed that leaving the LP (AUA66) pump on the fire wall in its original position would mean that the head at the float chamber exceeded recommendations. A phone call was made to Burlen Fuel Systems, and I was assured that all would be okay. I ran a copper

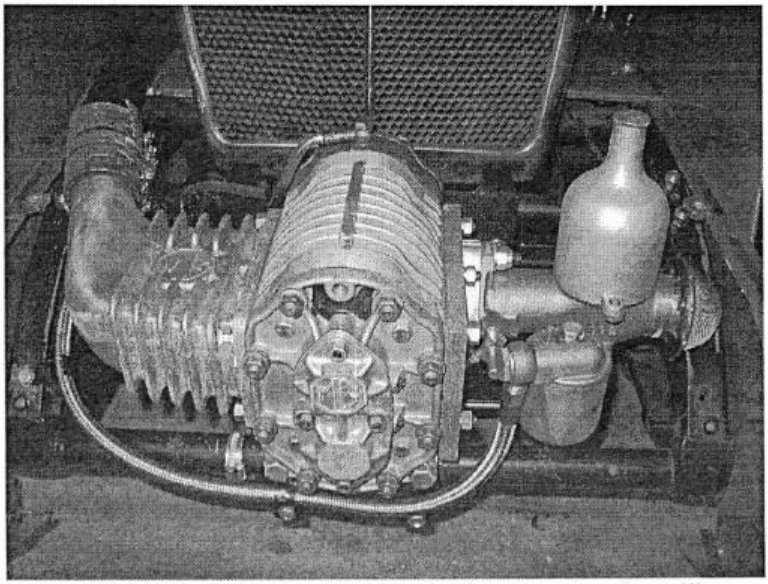
pipe off the pump, down the firewall, with a bend forward at the bottom, terminating with a pipe connector, and attached a flexible braided hose from there to the float chamber. Three supports were positioned along the chassis rail, and one on the U-bolt fixing on the chassis cross tube. Having looked at a number of blower installations, I was dismayed at the number of carburettors that had nothing at the intake to prevent fairly large rocks from entering an area with some very close running tolerances. Two smallish intakes up on top of the engine seemed a very different proposition than a gaping hole a foot or so off the ground. I had decided to fit at least a stone guard over the intake, since I was unable to find an air filter which would fit in the space available. The question was how to make it? A stainless steel tea strainer would do I thought, so my navigator offered (ever ready for some retail therapy of any kind) to raid Messrs John Lewis armed with the approximate size required. And she came up trumps! With the handles cut off, a back plate with a hole in it, made to fit the top of the strainer, and a collar made to fit the carburettor inlet, all in stainless steel, it was only a minutes job to MIG weld the bits together (using stainless wire) and, hey presto, I had a handsome stone guard which could be attached with a Jubilee clip.

My next task was to manufacture the cowl and side panels (a separate project in itself), and spray them body colour then at last I was ready to fire up the engine. Switch on, pull the choke and hit the starter button. Due to the long induction pipe, there was a delay before the engine fired, but the sound from the exhaust was satisfying, very, very satisfying! A few yards run up the road gave a good indication that engine power had increased substantially. Letting out the clutch now accelerated the car, instead of as before, reducing engine rpm. Proper tuning was now the priority. A supercharged engine generates much more heat than a normally aspirated one when the extra power available is being used.

When excessive temperatures are reached due to poor mixture settings, they have been known to cause piston crowns to melt, and at that point a supercharger is not of much use to you. Because excessive temperatures can be the result of too weak a mixture tuning the carburettor is important. Back in history, when production cars were being developed to run with SU carburettors, much time was spent on selecting suitably sized carburettors and needles to

produce as good a balance as possible between power output and economy. However, when fitting a supercharger and SU carburettor to an engine, there may well not be any firmly established data, and there is a need to do a little development work.

In my case I had asked around to try to establish what size carburettor I needed, and settled on an inch and five eighths. Information I gleaned on the question of jet and needle sizes indicated that a 0.100inch jet with an RA needle was favourite for starters. Bearing in mind that Burlen have a needle book with over 125 needles for a 100 jet, this promised to save a lot of time! The car was started with an RA needle installed. And it worked – just about. By the time I started the engine, I had realised that having experience of fitting new seals and tuning a standard set up was not sufficient for the present task, in any case the supplier had done this for me – I needed more information. The easy way out would be to deliver the car to someone with a rolling road, and let them do the job, but that would not result in me learning very much. I decided to leave the rolling road until later, and at least do some initial tuning myself.



Volumex blower as installed looking very businesslike

It seemed that the tuning had to be done in two, not entirely separate, stages. The first stage required that the carburettor needed to be matched with the air volume demand of the engine. Put another way, the piston in the carburettor needed to be at, or near, the top of its travel at the point of maximum air demand – full throttle at, say, 5500 rpm. An excellent example of this requirement is what happened when the TF (1250cc) prototype was first sent to SU in May 1953 to have the carburettors checked. The car was fitted with inch and a half carburettors (H4s) and A1 needles. Tests soon showed that at full throttle at 70 mph, the piston lift was only half an inch, comfortably less than half what it should be. This meant, for a start, that only half an inch of needle length was being used to meter the fuel. The carburettors were too big. If you want to know the whole story, and more, buy "Your SU Companion" from Burlen costing just a few pounds, it is an interesting read. If piston travel is insufficient, the average needle will have an insufficient taper to provide the correct air fuel ratio, and the engine may well end up being "choked". But there is another factor other than carburettor size, which determines piston lift.

I had concluded from what I had gleaned from various sources, that a heavy carburettor piston was synonymous with a supercharger – the heavier the better seemed to be the motto. Stuffing the piston full of lead was apparently the answer, so I cut a number of discs from a spare roll of lead flashing to fill the hollow piston, and finished up with a 5.5oz piston, and something like 8ozs of lead sitting inside it. That should do the trick, I thought.

When I first fired the engine, it was with this 13.5oz piston and the car was found to accelerate very briskly – until the engine speed built up a bit and a very bad misfire set in. Now, if testing on a rolling road at this point, I could have strolled round to the front of the car and measured the piston lift. As it was, I purchased a rear brake cable for a tandem bicycle, sweated one end into a spare brass dashpot cap, and fixed a piece of wood, with one eighth inch graduations marked on it, to the other. Having tinned the inner cable (to keep it stiff) where I intended to stuff it down into the hollow piston shaft, I had a crude piston lift gauge. This I taped to the n/s windscreen bracket and I could then read it from a driving position. Of course, it needed resetting manually.

Driving out onto the road once again, I soon discovered that I had barely three eighths of an inch travel, when the misfire started. Examination of a plug showed a considerable amount of soot, so I came to the conclusion that the engine was being choked (the RA needle was in the top 10% richest needles available), and I needed more air through the carburettor; the piston needed to be lifting higher under those conditions.

It was then that I decided to apply the drop test to the piston and dashpot. This test gives a measure of air leakage around the piston. With the dashpot removed from the carburettor, the piston is placed inside, and the whole lot inverted. Holding the piston with a finger over the air bleed hole, the dashpot is allowed to drop (not onto the floor!), and the number of seconds it takes to drop free of the piston indicates how good is the seal. I compared the blower carburettor with the two I had removed. The inch ones were excellent, taking some four seconds, or more, before coming free from the dashpot. The drop rate on the big carburettor was much more rapid, and counting would hardly begin, before the dashpot fell free. This test illustrates that for two carburettors of the same size, the one with the higher drop rate will require a greater vacuum, or a lower weight piston to achieve the same lift.

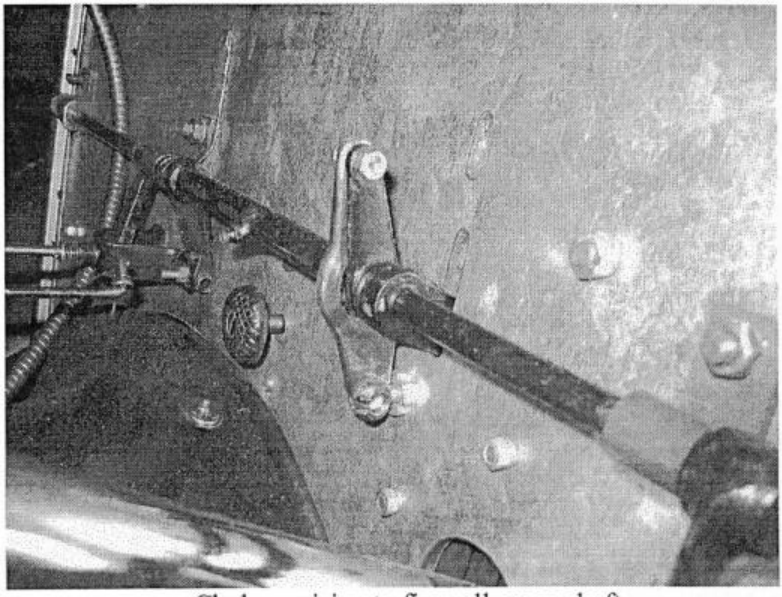
Before any proper mixture control could be obtained, it was obviously important that the piston should lift over its full range of movement. Although I had not tested the engine at full bore and high rpm at this point, I felt that the piston lift was inadequate. I decided to take out all the lead weights from the piston and do another road test. Brilliant move!

This time the engine took a lot more throttle, and overall felt fairly happy. A check of the piston height showed so much increased travel, that I put back one of the lead discs, adding about 2.5ozs to the piston. After a run on the level all seemed OK, and examination of a plug showed a more normal appearance. I felt I had made progress.

I was obviously aware that any needle tuning must start with a weak needle, because you will need to remove metal, so I approached the next stage with some care, so as to try to avoid running the engine hard on a weak mixture. I also had to allow for the fact that steep hills with a normally aspirated car become much less steep when supercharged! I now started a series of top gear

hill climbs and plug examinations. I went up steeper and steeper hills at higher and higher revs, each time cutting the engine dead after running at a particular fixed throttle/rpm position for a reasonable time. Caution dictated that at this stage I would not run it flat out, and never for too long at the higher loads. These tests showed that the RA needle was fine at lower revs, but as the throttle opening, and revs, increased the mixture was too weak, with too much white showing on the plugs.

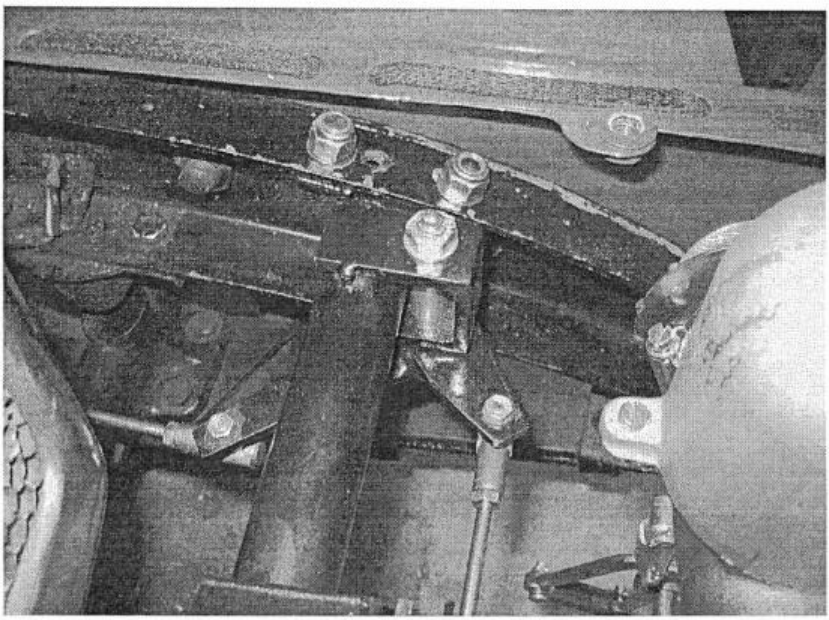
This resulted in a number of sessions with the needle in an electric drill being reduced in size by a piece of fine emery paper. I was careful to leave untouched the very top section of the needle around the idle area, and a bit beyond, because the diameter of the needle at this point is extremely sensitive in terms of altering the mixture, and I already knew that at small throttle openings the mixture was about right. I found that I could move the 'on the rich side' plug reading further and further down the needle as I altered the tape,r until I felt somewhere close (when the engine seemed to be happy and the plugs were on the black side of brown).



Choke revision to firewall cross-shaft

At this point I felt happy to take the car to the Register weekend at Prescott, but ran it carefully to try to avoid any high temperature complications. I ran it up the hill once, just to be able to say the blower had been there.

Next, since I felt that I had done as much as possible, I wanted to put it on a rolling road, to either confirm the settings or to introduce some further alterations. Partly because I had purchased the carburettor from Southern Carburettors at Wimbledon, I decided to use their rolling road for final checks. Regrettably, I discovered they do not allow non-employees to enter the test area (Health & Safety reasons), so on the appointed day, after some form filling which included my choosing to limit the test rpm to 5000max, I left the car with them, and asked my navigator to steer me in the direction of lunch.



Detail of accelerator linkage

An hour and a half later, a phone call confirmed the car was ready. I was given three test graphs showing bhp vs rpm at the wheels and flywheel, torque vs rpm and three emissions figures. I was told that all was okay, but that they had changed the number 6 plugs for number 7s, because under high loads the 6s were running too hot and misfiring. (Even in bitterly cold temperatures in November I am still running happily on those 7s). The maximum power at the wheels at 4900rpm was 54bhp, and torque was pretty well constant at 75lbft from 2700rpm to 3800rpm when it tailed off slightly to 70 at 4900rpm. The graphs showed that the slope of the power curve reduced slightly between 4000 and 4900rpm.

On reviewing the data later, I was disappointed with some of the detail. Although the printouts had space for the owner's name, registration number and mileage, none of these had been filled out and the capacity of the engine was recorded incorrectly as 750cc. There were only three measurements for emissions, Lambda (relevant only for measuring oxygen on a lean burn engine) 0.75, CO 10%, Hydrocarbons 400ppm, and none were related to any rpm I was told that that was the result all the way up the rev range – with a home made needle I asked? However, the reply was the same. I was concerned also with having only two usable emissions measurements, whereas I might have expected a whole series of data through the entire rpm range. This left me feeling both pleased (with the power output) and a little uneasy at the same time and on balance I would not use them again. I paid them £139 inc VAT.

Where did this leave my tuning efforts? At 12% CO content an engine will hardly run – this is the practical limit of richness for a petrol engine. My engine, according to the scant data I had, was running at 10%. Should it be lower than this? Other emission results on a six cylinder blown MG showed 6-8% CO, and around the 200ppm HC, and this engine is occasionally driven hard and performs satisfactorily. From this I figured that my engine was probably running a bit on the rich side. During this winter I shall measure the precise taper of my present home made needle, and produce another to provide a slightly weaker mixture. The Burlen needle book provides the graphs to do this, and I might aim for 8-9% CO and around 300ppm HC. I shall then put my car on another rolling road where I can get emissions data over the whole rpm range.

Would I do the whole exercise again? Yes, definitely. With the power increased by a factor of around two, I now own a wholly different motor car which is a great deal more fun to drive. What about fuel consumption? Who cares, most hills have become slight inclines and my navigator now has a very wide smile on her face!

The beautiful finished article

Our Librarians, Jackie & Charlie Hayter, have printed copies of the 2004 MMM register listings, at £6 if picked up - or £7.50 posted UK - £9 overseas. They are getting low (single figures) on 1973, 1984, 1989 &1990 Yearbooks, so if you want these get your order in quickly, "when they are gone, they are gone!!" as they don't get reprinted.

If you want a quantity of items, they would be pleased to parcel these up and charge the actual postage and packing cost, rather than the individual P&P figure.

"Sporting Motorists Bargains"

Bryan Ditchman has been culling information from the 1937 Sports Car magazine adverts, under this title. The following cars are on the Triple-M Register, and were published with their chassis numbers, as for sale, in the magazine. Most adverts state the date of 1st registration, colour/s, and vendor, also if you are lucky, mileage, and some technical details.

The following are from the February issue:-

J 2562	RV 2762	J 0272	(in USA)
J 2545	OJ 5297	J 4007	BRF 107
C 0276	JO 2286	NA 0847	MG 4325
NA 0855	DPC 433 (USA)	NA 0634	BLL 492
NA 0635	BLL 493	NA 0869	DPG 518 (4str)
NA 0701	CPE 962 (D)	NA 0674	JI 6287 (4str)
NA 0873	ADG 886 (4str)	NA 0448 (iii)	JW 5703
PA 0974	ADG 497	PA 1781 (i)	see below
PB 0557 (ii)	CBH 992 (D)	PA 1568	WV 7041(4str)
PA 2173	JW 8636	PA 1225	BPX 34
PA 1651	BXC 128	PA 1977	CS 1902
PB 0519(iv)	see below (S)	PA 0282	CUM 526
L 0727	JL 2245 coupe	L 0347	CZ 2483 saln
L 0491	AZM 198 (4str)	K 0367	Pillarless
K 3020 (v)	JB 4184		

Notes

i) MMM 220, but no registration recorded; was maroon and a 4 seater.

ii) Was 4-seater; Black/green.

iii) The Crawford Trials car.

iv) MMM 2377, but no registration recorded; was Green/green 2-seater

v) This is the Dean Butler pointed tail K3

These adverts are from the March issue:-

M (2M 2946)	VK 5424	J2 4344	MG 2571
PA 1323	JB 4611 (D)	PA 1374	BGT 264
PA 1225	BPX 34	L 0432	ARH 701

L 0727	JL 2245	QA 0252	JB 4231
NA 0490 (i)	KS 6934(4str)	NA 0701	CPE 962(2str)
NA 0869	DPG 518(4str)	NA 0862	DPC 497(4str)
NA 0847	MG 4325(2str)	NA 0855	DPC 433
NA 0952 (ii)	MG 5255(2str)		

Notes i) MMM 789
ii) For sale unregistered, and shop soiled at University Motors. Now registered 857 MEW (MMM 193) at BMH Trust.

These adverts are from the April issue:-

J 4007	BRF 107	J 4003	AGP 291
QA 0252	JB 4231	PB 0476	DBB 746
PB 0627	JR 4370	PB 0360	CUA 122
PA 1225	BPX 34	PB 0373	MG 4417
PA 1323(i)	JB 4611 (D)	PA 1828	AUM 600
J 3362	XJ 8933	J 0557	was AGO 511
J 0272 (ii)	see below(USA)	K 0352	MG 2794(USA)
NA 0634(iii)	BLL 492	NA 0701	CPE 962(D)
NA 0869	DPG 518	NA 0855	DPC 433
NA 0847	MG 4325	L 0389	MG 162(AUS)
L 0727	JL 2245		

Notes i) Detailed technical spec.
ii) MMM 2647
iii) Evans' special N-type

YOUR LETTERS

From Bob Cordon Champ

Dear Mr. Bayne-Powell,

Thank you for my first issue of the MMM Register Bulletin, a worthwhile publication. I wonder if I might pose a query? I have been researching the earlier history of my 'new' PA, APP 186, greatly helped, of course, by the club's factory records. These run to 50+ pages detailing supercharging and tuning by the factory under the supervision of Messrs. R A Macfadyen, G Parker and John Thornley, the latter being a familiar name, of course. The first owner, to 1936, was a John E Rushbrooke and the second, to 1943, a Horatio Mealing, both of High Wycombe. The latter's son says that his father 'raced the car at Brooklands', as well as using it for competition elsewhere. I would be grateful for any leads to sources where this could be confirmed or denied. I have no information on John Rushbrooke, but do know that Horatio Mealing was JCC member J2967, and MGCC member 2563.

I imagine that a PA would be used for High Speed Trial and club use, rather than on the outer circuit and have looked at the British Library's incomplete set of JCC material without success. (T*ry the Brooklands Society Archives run by Tony Hutching, Little Fairfield, 85 Harpesford Avenue, Virginia Water, Surrey, GU25 4RG, ring him on 01344 844287 -Ed.)*

I am a new member of the MGCC, but have owned PA BEV 307 and L2 ALA 656 in the 1960-1970 period, where the spending of money on an old car was widely decried. If you are able to suggest any possible sources for information, I would be very grateful.

Would you be interested in a short reminiscence of my P and L2, which would also include F and L1 coupe? *(Yes, that would be of interest to our many readers – Ed.)*

Yours,

From Brian Rhead

Dear Phil

Sorry to read about your return from Prescott when Annette had difficulty seeing the way with the ever dimming M-type headlights – not a pleasant experience at all, but one which most of us have experienced at some time or another. (*Probably not all that many with a 6-volt system, which gives much less light than a 12-volt system – Ed*).

The Rhead experience of returning from Prescott led us into heavy rain on the A34 Southbound, fortunately not getting too wet, and passing a pair of Euroboxes who had come unstuck. We did however suffer from the disappearing engine oil syndrome, to the extent of approximately half the sump's contents.

This was traced, again, as escaping from the PA's oil filter, via the lid. A more thorough job was carried out by carefully filing down the mating side to remove the high areas, largely at the stud holes, and then using a slightly thicker hand made gasket, with 'Wellseal'-a sealing product I've not used before. Result not a weep – at least not yet!

While on the subject of sealing products, I've successfully used Red Hermetite in the past. Blue Hylomar I have used widely, but I wonder if it is as good now as it used to be. As a product it seems to have been owned by several companies, the latest being Hammerite. One of the tricks in using gasket compounds, no matter what product you use, is to close up the joint, wait a few moments for the sealant to spread, then tighten up, perhaps even several minutes later.

What other exciting things have happened while using the PA in recent months? What about the wild ammeter needle and mega red ignition warning light experience? After two goes at improving the contacts on the contact breaker, I also cleaned up the wiring connections i.e. the steel rusty screws, the washers and the wires themselves. This lead to a temporary

respite, thinking at the time that I had solved the problem. Unfortunately this was until a gloomy late afternoon run from East Sussex, when the ignition warning light became the brightest thing on the car (if only the driver was half as bright!)

Anyway, once home I removed the cut-out coil from its location, to find that the thin bit of insulation beneath was fried to a crisp. I hadn't got anything to hand as thin as the original, so I resorted to the use of a PC board. After gentle removal of the solder from the PCB, I cut a piece of the board roughly to shape, drilled the appropriate holes, and mounted the coil assembly on that, then onto the fuse box itself. Result – wonderful operation of the coil, with the contacts closing up at 8 to 9 amps, as per the manual. At the same time, I cleaned the dynamo commutator and reset the third brush. I must add here that the previous setting of the third brush gave a reading of almost 10 amps. So if your ammeter is showing more than 10 amps, with all the lights out, then set it back to 8 amps.

In closing I would like to wish you and Rosemary, and my fellow Dinosaurs, who are not living in the 21st Century, a very pleasant New Year, along with good Health and Prosperity.

Yours sincerely

P.S. Must write about PA carburettor work, float level adjustment, etc soon; also bending tool for thin pipe.

From Dr. Roger Burnett (writing to Bob Clare)

"Dear Bob:

I am writing up the history of my 1931 MG M-Type Sportsman's Coupe, which was recently restored by Mike Allison, for the Triple-M Yearbook. I wondered if you could help me with a couple of questions concerning the identity of someone who borrowed my car in the 1960's.

A few years ago, I learned (from you maybe, my file is at home?) that it was placed on the MMM Register as #1112 by an R.T.Nicholson, but no date was recorded. This is presumably the person who spotted the stored car in my mother's garage in 1967 or so (I left the UK in 1964). She arranged for him to use it and keep it active. Does the register have dates for any numbers proceeding or following #1112, so we could get an approximate registration date? Does the register give any first names, or just the initials R.T.?

My car was taken to the MG Car Club "Annual Registers Rally" at Beaulieu on 24 August 1969. When the car was removed from the garage in 1997, it still had the rally sticker on its windscreen, and its entry number (#38) on the headlamp. Is there a list of registrants for this event so we could link #38 to a name?

I appreciate your help, and efforts, and I look forward to hearing from you.

Best wishes

BURNETT@WISTAR.UPENN.EDU, 318 South 12th Street, Philadelphia PA 19107, Tel/Fax: 215-735-5563 Office: 215-898-2201"

STOP PRESS. Vintage Nurburgring will take place on 25-26th June, with a similar format to Vintage Montlhery, with untimed runs. For further information e-mail fhrsport@aol.com or Tel. 0049 2207 6087

From Mike Hawke

Dear Phil

The December Bulletin was your usual interesting read. Harry Hickling's problem of why his 1934 car appears to have been registered in 1936 is simple – he has the documentation of a 1936 car. From the Service files at Kimber House we have the following information:-

Chassis	NA 0931
Engine	1261 AN
Colour	Oxford & Cambridge Blue
Agent	University Motors
Date of Sale	22nd May 1936
Customer	Sir John Croft, Bart, Craft Castle
Registration	MG 4738

The date is about right for the issue of that MG registration number; University Motors had reserved all MG numbers.

It is not unusual for MG people to obtain a desirable MG number for their car, by transferring from another car. The Triple-M Register is peppered with examples, although the number usually goes to a more modern machine. It is possible a transfer is what happened in this case. But the fact that both NA 0931, and Harry's car, had two-tone blue bodies at some time, indicates the possibility of a more complex merger of the two cars.

Harry does not say what number the engine is. The papers for chassis NA 0333 are missing at Kimber House. Engines were not allocated to chassis in strict numerical order, but unless there was a production hitch, I would bet on NA 0333 having 585 AN, or something very close. I could check on this, and on the gearbox and back axle numbers of NA 0931, when I am next at Abingdon.

Sir John was an old MG customer, having bought J 2787 / JO 5867 on 21st December 1932 from Watson's Garage, Leominster, who would have been his local garage. By March

1936 this car was with Percy Graig of Bolton, and there is a photo of it in the Triple-M Library. We know no more of the car.

Croft Castle freehold passed to the National Trust in 1957. Ann and I visited about 25 years ago, when there was a steam and vintage rally in the grounds. The guidebook says the family were still in residence.

Yours sincerely

From Peter Green

Dear Philip,

I was very interested to read Harry Hickling's article, in the December Bulletin, about his N-type (NA0333). I am the J. P. Green he refers to, and I still live at the address he quotes, but I have never owned his N-type, NA0333.

I can, however, give some information about the Registration No. MG 4738. This number was originally issued to a 4 seater N-type, Chassis No. NA0931, on 21st May 1936. I purchased this car, engineless, in 1970 with the intention of turning it into a special. My quest for an engine for this project led me to John Stacey, who was selling his Triple-M cars and spares. Instead of purchasing an engine, I purchased a dismantled ND (NA0512) that he had for sale. Not wanting two Triple-M cars, I sold the 4 seater N-type (NA 0931) to Barry Walker, who then sold it to Windom Estes in America. Windom subsequently sold the car, and I believe it now belongs to Jack Simpson. How the Registration Number MG 4738 became attached to Harry's car, NA0333, I have no idea, but it certainly is not the original number for his car.

The article shows a picture of the 'very special' front axle fitted to Harry's car. To me the axle looks like an ordinary Wolseley Hornet front axle (which have the spring pads on TOP of the main beam) modified, by having some extra spring pads

attached BELOW the main beam, to make it function like an N-type axle.

One further point, Harry asks why his car built in 1934 was not registered until 1936. The answer is quite simple, NA0333 might have been built in 1934, but it was never registered MG 4738, that number was issued in May 1936 for use on NA0931, not NA0333.

I suspect the above information raises more questions for Harry than it answers, sorry.

Kind regards,

From Allan Herring

Dear Philip

Have just come across this photo, which I think is from our 2003 Round-the-Houses Regularity event at Albany on the south coast of WA.

Events such as this are held around the streets of the centre of towns, as they were from the 30's through till I think the 50's. In those former times, it was full on racing though.

Albany is a wonderful venue, which looks down the hill and over the harbour.

I would like to think that this photo shows the J in a position of dominance. However I think it is more a matter of opportunistic timing for the photo to show this appearance! You will note Jags, YT, MGB, and an open wheeler in the distance.....a very mixed field.

Cheers for now and best wishes for 2005.

From Graham Holdsworth

Dear Phil,

With regard to Gill Collins' query concerning fitting Andre Hartford shocks to the rear of his car, a simple conversion kit comprising cross member and transverse shocks, is available from Sports & Vintage at Shrewsbury. My PB arrived back from the USA with rear telescopic shocks, and this conversion kit proved very satisfactory.

Many thanks for an excellent Bulletin.

Regards

TIPS & HINTS.

From Mike Linward:-

A reminder, after re-reading the excellent publications on 4 and 6 cylinder OHC cars published by Malcolm Green. The section of engine re-building points out the dangers of leaving the crankshaft oil galleries un-cleaned. The recommendation is to take out the plugs by cross drilling, and remove all the accumulated sludge. I have filled a 'yogurt pot' of grot removed from the galleries! How any oil got through this lot is a mystery to me.

The thread on these oil gallery plugs is a slight mystery also, as they are 16 tpi on a 1" diameter bar, which does not appear as an Imperial standard in my tapping books. I have now made up the plugs, in steel and aluminium, on my lathe without too much difficulty. The thread on the front end of the crank, where the starter dog sits is UNF, which came as a surprise to me, as I didn't think that thread form was introduced until much later in the 1930's, so maybe the oil gallery plugs are UNF as well.

Further to the above, it might be worth mentioning a product called Plastigauge, which I have used successfully to measure wear on crankshaft journals. The product has been around for ages, but some people may not have heard of it. The company's web site can be accessed at http://www.plastigauge.co.uk/ or telephone 01243 849125. They are in Bognor Regis, West Sussex.

The small strip of the material is placed across the crank pin, and the big-end cap bolted back up. The amount of deformation of the strip, indicates the bearing clearance. The product can also be used to detect high spots in cylinder heads, pipe flanges etc.

CARS FOR SALE

Alan Grassam (7 High Street, Hardington Mandeville, Yeovil, Somerset, BA22 9PJ. Tel. 01935 863673 or e-mail agsquarecrackers@ukf.net) is offering for sale the ex Bastock PA Cream Cracker JB 3854. In very sound condition mechanically and bodily, with lots of new parts such as modern steel crank, rods, Mahler pistons, new head, camshaft etc. to make it GO! Comes with lots of history including video footage of the 1935 Land's End Trial. A once in a lifetime opportunity to acquire a very special ex works MMM. For further details contact Alan.

G.S Runcieman (4 Russell Drive, Bearsdew, Glasgow, G61 3BD Tel. 0141 942 4228)

Has for sale a 1932 J2, chassis J2672, registration CV7485. It is fitted with a J4 replica body, outside exhaust, Etc, with a Vauxhall 10 engine. Twin SUs, J2 gearbox, NA front axle, J2 tank, hydraulic brakes, 12" front & 8" rear, Hartford shockers, Brooklands steering wheel, wooden dash, aeroscreens, full tonneau, original speedo. Taxed and MOT. £9950 o.n.o.

SPARES WANTED

Gil Collins (Riverside Cottage, Warnford Road, Corhampton, Hants, SO32 3ND. e-mail gilcol@tiscali.co.uk) is looking for a J2 head that he can develop to make his J2 go even quicker!

SPARES FOR SALE

Colin Biles, (1 Copenacre,Upper Minety, Malmesbury, Wilts, SN16, 9PR Tel/fax 01 666 860 231 or email colinbiles@yahoo.co.uk) who will be selling his supercharged J2 shortly, has a large quantity of J2/MMM/other surplus spares on offer. There are over 160 different types of components including bearings, clutch parts, cwp sets, distributor, dynamo, engine block, exhaust components, gearboxes, road springs, spare wheel carriers, tyres, set of touring wings in primer, new 18" comp spec wheels with new 550 tyres, etc. Many of the items, built up over 18 years of J2 ownership, are brand new.

Alan Grassam (7 High Street, Hardington Mandeville, Yeovil, Somerset, BA22 9PJ. Tel: 01935 863673 or e-mail agsquarecrackers@ukf.net) has the following parts to sell, or possibly exchange for N type parts:- 6 P/N con rods. Crack

tested, £150. P/N control box. Re-conditioned by Lucas, as new, £200. P/N control box in excellent condition, £150. P luggage grid in stainless steel, £75. P type chassis undertray, new. £75. Pair rebuilt P type carburettors complete with linkage, £250. P type inlet manifold, £50. 4 P/N 57+60" pistons in sound condition after 5,000 miles unstressed use, £50.

James Miers, (36 Linden Court, Leatherhaed, Surrey, KT22 7JG. Tel. 01372 370303 or 0777 942 3847) has for sale:- A Pair of J2 carburettors, 6 new Triple-M standard pistons. Offers please.

David Brown (Charmwood, Marley Lane, Battle, East Sussex, TN33 0RE. Tel. 01424 870336) has a P-type luggage carrier for sale, chrome plated and in first class condition, £75.

Derek Pegler (Gable Cottage, Carlton Road, Carlton Green, Saxmundham, Suffolk, IP17 2 QE. Tel. 01728 604875) has a copy of 'Blower', which he no longer needs after selling his cars. It is well thumbed, but complete.

8 Inch Brake Drums.

The manufacture of 8 inch J pattern brake drums has been organised. These will be cast in meehanite iron, with the correct number of fins, and machined to provide mounting holes, and an 8 in. ID. They are suitable for J, F, D and M, the last two requiring different mounting holes, which has been organised.

An initial batch was ordered in early November of which 20 are booked. The price is £100 each drum. Delivery of the first batch is approx 3 months. Further batches will be ordered if there are enough orders. A 50% deposit is requested to book your drums. If you are interested, or want more information, please contact Bob Hudson. 01189869074. E-mail robert.hudson34@btinternet.com Snail-mail:- 228 Shinfield Rd, READING, RG2 7DU.

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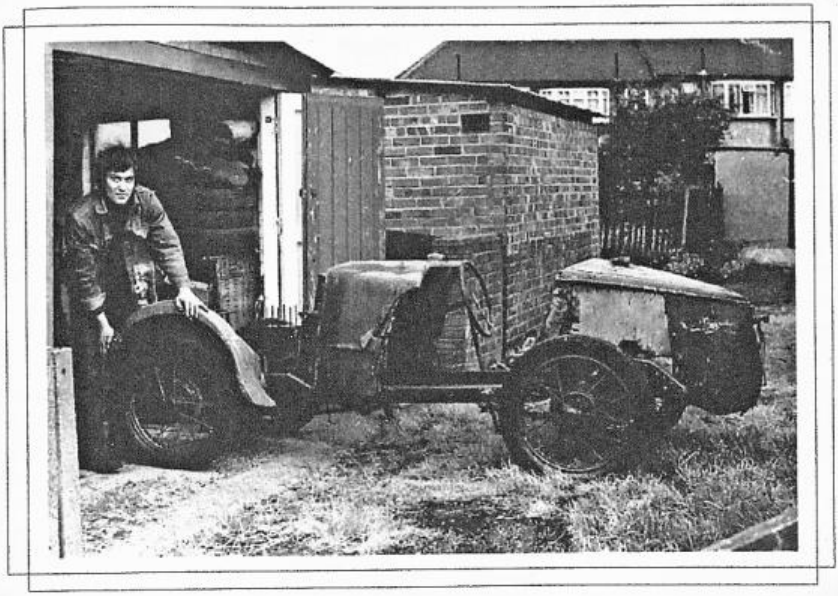
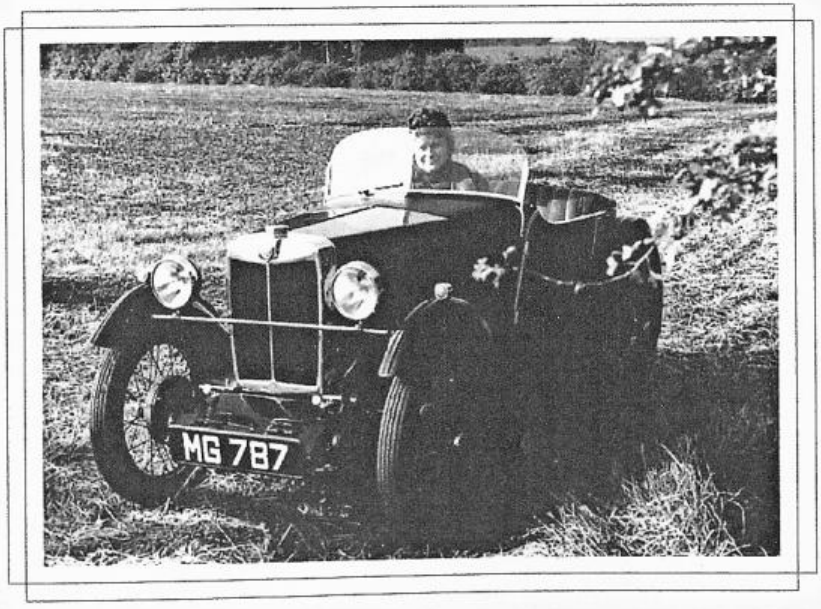


BEFORE - Terry Dickie's M-type in 1970, ripe for restoration
Photo: L. Dickie



AFTER - In 1973 after first event at VSCC Madresfield Driving Tests
Photo: L. Dickie

A flashback to 2004 - Classic Kimber Trial

Robin Gordon's unblown C-type