

# TRIPLE-M REGISTER BULLETIN



**OCTOBER 2005**





*Twin lever brake conversion on Alan Hogg's ND*

Photo: Editor



*Triple-M paddock at M.G. Silverstone with Alan Hogg's newly restored ND on left*

Photo: Editor

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**October 2005**

**EDITORIAL – Phil Bayne-Powell**

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You may have noticed that the last Bulletin was largely put together by your long suffering Editor, with NO reports from anyone on the Main Silverstone event, meaning that I had to cobble something together from several sources. I would have hoped that by now, after 4 years of producing the Bulletin, we would be getting regular reports of all sorts of Triple-M events flooding in on a regular basis.

It takes me a very long time to type, print, package and post over 350 Bulletins every two months. It is nearly a continuous process from finishing sending out the last Bulletin, to starting putting together the next. BUT I do need help from you all to fill the Bulletin. We need more articles, reports of events, as well as Tips and Hints.

I know that many people appreciate this Bulletin, but I am no longer prepared to do it almost single handed, so it is up to you to make this publication the success that it should be.

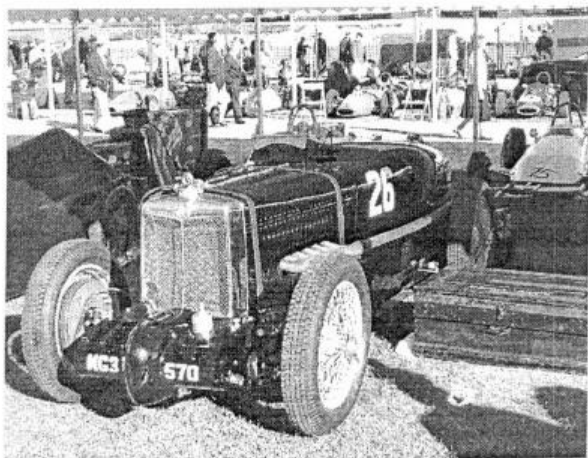
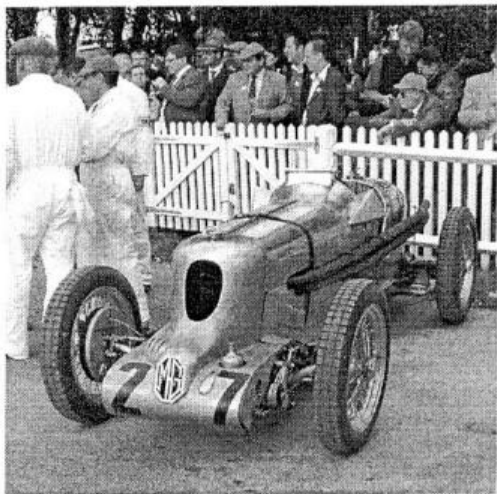
I am sorry to go on at length on this subject, **but I really need you all to contribute to produce a good and useful Bulletin.**

The Black Horse driving tests went off well with a good turnout, and was won by my daughter, Annette, in our Jarvis M-type. Which, with the success of the M-types in the California Cup, shows that these Midgets are the model to use for these events.

Our Dieppe Retro weekend attracted 10 cars, but was plagued with overheating engines due to the very hot couple of days, and the humans were plagued with internal problems due to food poisoning. But 126 cars were entered with very early models of Le Zebre, and SCAT.

**Front Cover :** Derek Moore (PA) heads the California Cup Register trophy winning team of M-types of Mumford, Reynolds & Bugbird

The Goodwood Revival meeting saw only two Triple-M cars in action. The genuine ex-Seaman K3 of Peter Green (K3011) driven by Andrew Taylor, and Tom Dark's **COPY** of the Doreen Evans Q-type single seater, which qualified on pole, beating exotic machinery such as P3 Alfa's, Type 35 Bugattis and Bentleys. Tom did not take part in the race, as the blower seized on the warm-up lap. Andrew finished the race in 11 place.



The main Triple-M event coming up, is the Chiltern Hundred weekend, on 29/30<sup>th</sup> October, to celebrate the formation of the Cream Cracker and Three Musketeer trials teams. Reminder entry forms were sent out with the August Bulletin, so you have no reason not to have entered. This will be an event not to be missed, and will be a one-off historic meeting of trials cars of the Thirties, and hopefully some of their original drivers, although these are getting fewer as the years roll by. I trust that you have all signed up for this rally; you do not need to have a trials car. One member is even coming over from the USA especially for the event.

I spoke to one member recently, and he said he was reluctant to pass on recommendations of firms he had used to others, in case the contact went sour, reflecting on him. I believe this attitude deprives members from benefiting from fellow member's experiences. Surely a good contact, or tip, is worthwhile passing on to other members, which is far better than trying to find a supplier/service from adverts, or the Yellow Pages, and then suffering a bad experience. I am sure that members are eager to hear of a good experience or tip, to help them with the rebuild or running of their car. This is the benefit of belonging to the Club/Register. If, for example, you find a way to do a job easier, then this information should be made as widely available as possible, which was the aim of the old Infoletter, and now is one of the reasons for the new Bulletin. Therefore to achieve a wider dissemination of information, I shall be requesting a Tip or Hint from anyone wanting to put a Wanted or for Sale advert in the Bulletin in future – I think that is the least contribution to ask.

The C-type is now being taken apart AGAIN, to sort out the serious oil leak from between the block and bell housing. However there is good news, in that we now have the reproduction Powerplus blower that Curtis Liposcak has produced, and with this installed, we hope that the car will be rejuvenated. This looks a lovely unit with roller bearings supporting the outer edges of the vanes, capable of up to 15,000rpm!

The N-type saloon is now being worked on by the painters and we are hoping to have it fully sprayed up in a month (or two!).

The main news is that the Jarvis F-type is now in one of our garages, and is being assessed for the necessary work to get it back on the road. We have found that its oversized petrol tank is totally wrong, and its support was cobbled up with coach bolts and straps to hold it all together. The restorer had used a second hand petrol tank

that fitted the cut out in the tail. But it was far too deep, so we are going to need a new tank made up to the original shape. Also the black paintwork had been applied directly onto bare metal, and UNF bolts had been used for assembly. There was no woodruff key in the top of the steering column, to hold the steering wheel on; it was only held on with the interference fit of the taper! Petrol feed pipes were the wrong size – too small, and the petrol pump was a pusher pump, that is designed to be fitted at the rear of the car, like the MGBs.

I had a visit from the two other Jarvis F-type owners, Stefaan Vernyns and William Opie, after the Totally MG show, to talk over the correct bits that were fitted to these cars, and we also carefully examined Tim Edwards' very original F-type saloonette, which came to the show. It would appear that Jarvis used different heights of petrol tank, varying from 280mm to 380mm.

Various other things had obviously been rushed to complete this car for sale, and it was just as well that we hadn't used it very much! When you find this sort of problem on a car that is sold as a runner, you can well understand why people prefer to buy a wreck, as they know that everything needs to be renewed.

If you have an F-type, it is worth logging on to the F-type group web site (Fmagna.org) This is run by Ian Ross (15B Manor Road, Teddington, Middlesex, TW11 8BH)

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# Black Horse Driving Tests

From the Editor

These took place as usual on the Pepperharrow estate, kindly made available through the good contacts of Nick Benger and Patrick Gardner. The event started with a lazy picnic lunch "under the spreading chestnut trees", where old friends caught up on progress with cars and families. The nice thing about this event, is that wives and offspring take part, adding to the family atmosphere.

The terrain varies from year to year, but this year was on newly cut straw, which sounded like the sea washing the underside of the car!

The first three tests were set out with poles, and the battles began. Some of the tests were pretty mind boggling; a new twist required you to stop across a line between two poles which were on opposite side of the test zone, making the line about 200 yards long!

Passengers could be used if they had already done the test, but they could not drive the test after they had been a passenger.

The tests seemed easy, but there were stings in the tails/instructions, which needed to be carefully read. Guess who sat astride the finishing line chatting to the marshal, when he should have crossed the line!!

Three cars were used twice, with Bob Clare and son Steve using their family PA 2-seater, converted from a 4-seater; George and Jo Ward used their K-type, while Patrick's J2 was driven by Tim Beckh and Nick Westbrook, who is more used to driving his MGA. Oliver Richardson was using Patrick's very nice replica Riley Sprite, of which only a handful have been made.

Once the first three tests had been completed, the second set of three tests were marked out, and were no easier than the first set, with so many gyrations round poles that people got giddy and lost their way, including yours truly in the ND.

Mike Hale was there with the nice light blue PA that used to belong to Isobel Willis. Also Bob and Sandra Hudson were keeping up the C-type involvement with their noisy car, filling the area with the smell of Castrol R. Rosemary was driving her Allingham NA, and daughter Annette was flinging her Jarvis M-type around.

The results proved that you need a nippy small car for these events, as the Black Horse Trophy went to our daughter Annette, with Bob Clare's son taking second place, it looks like the younger generation is taking over, as Tim Beckh was third.

Full Results:-

1 <sup>st</sup>	Annette Bayne-Powell	JarvisM-type	401 points
2 <sup>nd</sup>	Steve Clare	PA	444 points
3 <sup>rd</sup>	Tim Beckh	J2	445 points
4 <sup>th</sup>	Nick Bengier	J2	504 points
5 <sup>th</sup>	Rosemary Bayne-Powell	NA Allhm	513 points
6 <sup>th</sup>	Bob Clare	PA	540 points
7 <sup>th</sup>	Oliver Richardson	Riley	567 points
8 <sup>th</sup>	George Ward	K1	585 points
9 <sup>th</sup> =	Jo Ward	K1	633 points
9 <sup>th</sup> =	Mike Hale	PA	633 points
11 <sup>th</sup>	Philip Bayne-Powell	ND	681 points
12 <sup>th</sup>	Nick Westbrook	J2	683 points
13 <sup>th</sup>	Bob Hudson	C-type	687 points

## MMM NEWS 2005

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# MGCC SOUTH WEST CENTRE WISCOMBE HILL CLIMB - SATURDAY 10TH SEPTEMBER 2005

In general, practice times do not affect the handicap of the Triple-M Speed Championship, which is calculated in advance of the event. However, practice times, which are more than 5% quicker than handicap, are taken as the new handicap time. Competitive run times, which are more than 5% quicker than handicap, are discounted unless a good reason for the improvement in the car's performance between practice and competition has been notified to the Speed Championship assessor. In this case, re-handicapping may take place.

In all Speed Championship events, handicap times are assessed by members of the MGCC, and not the event organisers, or the MSA.

The track was damp and slippery for the first practice and remained damp for most of the afternoon runs.

## Results of the Triple-M Handicap

Class 2A

		H/C	Prac. 1	Prac. 2	Run 1	Run 2	
Andrew Morland	L1	67	73.48	74.13	67.87	<b>66.71</b>	<b>1st</b>
Frank Ashley	M	72	86.19	89.50	75.15	<b>73.96</b>	<b>2nd</b>
<i>I. Hardbottle</i>	A7 Spl.		75.66	No time	73.95	<b>71.56</b>	
Ian Coxen	PA	69	89.75	87.72	<b>82.62</b>	84.97	<b>3rd</b>

## **Le Kimber Weekend** **14<sup>th</sup>-16<sup>th</sup> October**

The 8th annual event will be taking place again in Hambye, France, at John and Lavinia Bevington's new place, with the usual interpretation of the Classic Kimber Trial.

On Friday, following lunch, there is a rally round the local countryside. The evening dinner will be held in the Auberge de l'Abbaye. The Saturday morning and afternoon will be taken up with the trialling up the local hills. The event finishes off with the gala dinner at the Au Marmiton.

The cost will be 220 Euros per person, together with a £25 deposit which needs to be sent with the entry form. For further details and entry forms contact Patrick Gardner on 01372 360078 (day), or John Bevington direct on 0033 233 50 89 25.

## **The Chiltern Hundred Trials Reunion** **29<sup>th</sup>/30<sup>th</sup> October**

The Register's main event this year is only a few weeks away now, on Saturday and Sunday 29<sup>th</sup> and 30<sup>th</sup> October. This is to celebrate 70 years since the formation of the Cream Cracker and Musketeer trials teams. It will be based on Horwood House near Aylesbury, where accommodation is available. There is to be a display of pre-war trials cars, not only the Cream Crackers and Musketeers, but also the Austin and Singer works teams, and hopefully other makes. This is to be in a dedicated Marquee at Horwood House; and hopefully there may be some of the original drivers present. We are also trying to arrange for the very first MG trials car to be present, i.e. Old Number One.

On the Saturday morning the first cars in the touring run will start from the Lambert Arms at 9.15am, after signing on. Both morning and afternoon runs will be based on the pre-war MG Car Company's Chiltern Trials road sections; a fully comprehensive route map will be provided, which John Reid is preparing, (in between trying to get Aramis ready for the event). The route map will be giving details of all the hills used in the area, which can be

visited during the run. The run finishes at the historic Lambert Arms, which was used by the pre war trials drivers. Here an optional special test will be available, and also the buffet lunch.

After lunch there will be a light-hearted photo quiz competition for the afternoon run, which finishes at Horwood House, where the Gala Dinner will be held in the evening (cost £28 per person).

On Sunday there will be further events planned, but timed to allow those who wish to return home that day to do so in plenty of time. The main attraction will be the display of 1930s trials cars

The entry forms can be downloaded from the website, and the entry fees are £40 for a car and two people, (£10 for each additional passenger). This includes the commemorative route book, coffee and Saturday lunch. The accommodation at the Horwood House is priced at £75 per double room, and £55 per single room, and are booked through the Register on the entry form, as is also the Saturday evening meal; all forms need to be returned to Alan Grassam.

For further information contact Alan Grassam on 01935 863673 or e-mail [agsquarecrackers@uk.net](mailto:agsquarecrackers@uk.net)

This is a touring assembly and not a trial, and is geared to all Triple-M owners, not just those who have trials cars, although there will be an opportunity to drive up some of the pre-war hills, for those who want. There will also be photo opportunities to record the cars in a line up over the weekend.

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## 75th BIRTHDAY of the C TYPE

2006 is the 75th year since the C was born – it wrapped up the Brooklands Double Twelve Race in May 1931 and laid the foundation on which MG's success over the next decades was built.

Barry Foster, and others, are investigating a number of options for appropriate events to commemorate this anniversary. To make these successful, we need at least 14 C-types at one of the events, and ideally at all of them. Barry has been speaking to Lord March to try and re-enact the 12/12 Brooklands event that his Grandfather did so well in. The idea being to have 12 laps on one day, followed by twelve laps the next, with as many contemporary cars that raced in that event taking part.

There are 17 of the known 29 cars in the UK, so let's be having you!! *(I expect that we shall also welcome the many C-type replicas that have been produced to a close specification of the originals. The Editor's ex-Evans car will hopefully be fully sorted by next year!– Ed.)*

We hope to get some of the European owners to come to the main event, and it is possible that a couple of American owners will ship their cars over.

Watch the Bulletin for more details as they become available.

### US TRIP 2006

#### Update from Bob Hudson

The Triple-M Raid to the USA is now confirmed for 11<sup>th</sup> September 2006, returning on the 2<sup>nd</sup> or 3<sup>rd</sup> October. It will be centred around New England for the Fall.

The cars will be shipped by Ro-Ro ferry from Southampton to Newark, New Jersey, in August, using Philip Walker's Walker Freight company. The crews will fly to Newark in September and collect their cars from the docks on 11<sup>th</sup> September.

The proposed stay in America will be 21 days, but if a good number of people want to stay longer, this 21 days could be

extended; but please let Bob Hudson know. We start in Stowe, Vermont, arriving there on the 15<sup>th</sup>. We plan to stay three nights, and attend the British Car Show on the Saturday/Sunday, following this, we will be gradually driving south, to follow the Fall as it moves down New England.

The event will be based on 2 to 4 locations in the New England States, with 4 to 5 days at each centre, and we hope to include a visit to a VSCCA race Meeting at Lime Rock, as well as a trip to New York.

We hope to meet up with many of our American friends along the way, some of whom helped us out during the last Raid. We may even be joined by some of our Australian members.

A variety of tours/visits will be suggested at each location. Phil B-P has given me the names of some places, which he suggest are worth visiting:- Mystic Seaport Maritime Museum, Connecticut Coast; The Plantation Living Replica of the first Pilgrim Fathers' Village with role playing inhabitants; Replica of the Mayflower at the place they first landed with role players, both near Plymouth, Connecticut; Old Reinbeck Airfield with pre first World War planes actually flying.

If anyone has other suggestions, or particular places they would like to visit, please let me know asap, and I will try and include some in our trip ( No Promises).

Maximum miles in any one day will be 150, typical will be 100.

A baggage and spares van, with trailer and driver is being kindly provided by Frank Allocca.

Please consider what spares you want to have available, (lists please). These will have to be crated and shipped in advance to the US. No items can be shipped with, or in the cars. All cars must have a Battery Master Switch. It is suggested that we have a pool of spares and that those who use a spare pay the owner the replacement cost.

Insurance for shipping and driving in the US is being arranged through Grundy Insurance, the broker Frank Allocca uses to insure his vehicles.

Estimated costs for two people and car, including shipping and car insurance (Car Value £25000), all accommodation, meals, return flights and 15% for inflation/contingency and personal spending is £6,900 (\$ converted at 1.8/1£). Obviously this will be

spread over a period, as the ferry and flight costs will need to be paid up front, before we go.

All these costs will be affected by the £/\$ conversion rate at the time we travel.

We are limiting the numbers to about 20 cars. We currently have 14 definite participants, so there is room for a few more.

**THIS IS THE TRIP OF A LIFE FOR MMM OWNERS. THE LAST ONE WAS IN 1991. THE NEXT ONE WILL BE IN ???????**

**TIME IS RUNNING OUT!! IF YOU WANT TO JOIN US PLEASE CONTACT BOB HUDSON IMMEDIATELY, AT :- 228 Shinfield Rd READING RG2 7DU. E-mail:- robert.hudson34@btinternet.com Phone: 0118 986 9074.**

## **Future Events**

<b>9<sup>th</sup> October</b>	<b>SE Centre Trial, Longfield</b>	<b>01689 853635</b>
<b>14-16<sup>th</sup> Oct</b>	<b>Le Kimber Trial, Hambye</b>	<b>0033 233 508925</b>
<b>15<sup>th</sup> Oct</b>	<b>MGCC 75<sup>th</sup> Anniversary Dinner</b>	<b>01235 555552</b>
<b>16<sup>th</sup> Oct</b>	<b>MGCC Cream Tea Run</b>	<b>01235 555552</b>
<b>20<sup>th</sup> Oct</b>	<b>75<sup>th</sup> Anniversary track day</b>	<b>01235 555552</b>
<b>29-30<sup>th</sup> Oct</b>	<b>Chilterns Trials Reunion</b>	<b>01252 316028</b>
<b>4<sup>th</sup>-6<sup>th</sup> Nov</b>	<b>Classic Motor Show, NEC</b>	<b>0121 767 4767</b>

# C.O.T.Y. 2005

## To 30<sup>th</sup> September

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	2134	K1/s	MG 3094	Peter Fenichel	112
2 <sup>nd</sup>	3315	L1/s	TAS 513	Rodney Stansfield Wayne Stansfield	95
=3 <sup>rd</sup>	1595	M	PG 1045	Frank Ashley	84
"	3	J2	DG 5404	Mike Hawke	84
5 <sup>th</sup>	909	J2-PA/s	FW 3909	Bill Bennett	73
6 <sup>th</sup>	1140	J2	JL 753	Mike Linward	64
7 <sup>th</sup>	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	52
=8 <sup>th</sup>	676	PA/s	WP 5939	Roger Thomas Russell Thomas	47
"	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	47
"	949	L1	OD 6008	Andrew Morland	47
11 <sup>th</sup>	1049	PB/s	VH 8637	Gerald Burridge	45
12 <sup>th</sup>	2011	K2/s	JO 7531	John Dutton	40
=13 <sup>th</sup>	212	NE	JB 4750	Peter Green	36
"	2794	J2/s	YY 1362	Alastair Clarke	36
"	1428	J2	DG 6142	Nick Bengier	36
16 <sup>th</sup>	600	J2/s	WJ 7070	Ken Robinson	33
17 <sup>th</sup>	2694	J2-PB/s	Kayne Spl.	Mike Painter	32
=18 <sup>th</sup>	2175	PB	JB 7524	Elizabeth Taylor Keith Leaver Andrew Taylor	31
"	2695	J1-J2/s ss	-	Anthony Howat	31
20 <sup>th</sup>	705	PA	AVP 342	Derek Moore	29
=21 <sup>st</sup>	1925	PA	BPG 994	Bob Clare Stephen Clare	28
"	789	NA	YS 7798	Keith Hall	28
"	1270	NB Cresta	MG 4750	Bob Clare	28
24 <sup>th</sup>	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	27
=25 <sup>th</sup>	158	PA	BJO 800	Peter Down	26
"	156	K1/s	APC 950	George Ward Jo Ward	26
27 <sup>th</sup>	920	PA/s	TG 8337	George Ward	25

28 <sup>th</sup>	3311	F1 Stiles	WM 7730	Patrick Gardner	24
=29 <sup>th</sup>	3225	M	PJ 795	Richard Bishop-Miller	23
"	397	M	SC 9559	Alex Peacop	23
31 <sup>st</sup>	3202	PB/s	HS 8860	Peter Plaskitt	22
=32 <sup>nd</sup>	310	NA/s	BLL 492	Mark Boldry	20
"				Donald Butler	
"	1533	PA-PB	WV 5012	Gillian Carr	20
"	1804	PA	MG 3848	Dick Morbey	20
"	81	C/s	JK 1932	Alexander Reid	20
=36 <sup>th</sup>	664	PA/s	BLB 209	Bob Hudson	20
"	182	K3/s	JB 4184	Paul Duncombe	19
				Dean Butler	19
				Michael Windsor-Price	
				Rob Hubbard	
=38 <sup>th</sup>	1991	KN/s	ELF 409	Donald Butler	18
"		Saloon		Peter Prosser	
"	656	PB/s	JC 3269	James Gunn	18
				Rebecca Gunn	
=40 <sup>th</sup>	1829	J2	TF 9579	Patrick Gardner	17
"				Tim Beckh	
"	1426	NA	Bellevue Spl.	Ian Baxter	17
=42 <sup>nd</sup>	1976	J2/s	JF 5278	Gilbert Collins	16
"	1000	PB/s	JB 7521	Ian Williamson	16
"	3272	J2/s	APG 718	Colin Bird	16
=45 <sup>th</sup>	411	L2	JB 1649	Geoffrey Jarvis	15
"	2077	K1-KN/s ss	-	Annie Templeton	15
"	2361	NA/s ss	EP 5892	Robin Butler	15
=48 <sup>th</sup>	1647	NB	JB 6864	Bill Abbott	14
"	1187	PA	EO 5823	Colin Wallace	14
"	338	NB	ADG 886	Alan Grassam	14
"	1146	K3/s	JB 3182	Gunther Stamm	14
"	1463	NA/s	BUU 964	David Downes	14
53 <sup>rd</sup>	1997	NA	MG 3271	David Dutton	13
				James Brice	
=54 <sup>th</sup>	738	J2	UP 8871	Colin Henderson	12
"	3070	K3/s	MG 2525	Richard Last	12
"	2816	K1/s	RD 5278	Bob Pattison	12
"	1650	M	DV 4449	Tony Bugbird	12
				Robbie Bugbird	
=58 <sup>th</sup>	-	PA/s	-	Alan Painter	11
"				Mike Painter	
"	605	L1/s	MG 2802	Bob Jones	11
"	2761	K1/s	MG 2794	Paul Mullins	11
"	348	M	VU 4037	James Mumford	11



"	2188	M	GH 4434	Colin Reynolds	11
"	1883	J2	PO 8865	Tim Beckh	11
"	444	J2	AGC 308	Nick Westbourne	11
"	444	J2	AGC 308	Chris Herod	11
=65 <sup>th</sup>	26	PA	YS 6491	Robert Higgins	10
"	3009	J2	AGO 497	Peter Hemmings	10
"	1486	K3/s	JB 3181	Howard Maguire	10
"	1486	K3/s	JB 3181	Stuart Dean	10
"	1208	PB	BOK 244	Keith Leaver	10
"	3157	PA	JW 5326	David Saul	10
"	1642	K3/s	JB 7531	Colin Alderman	10
"	1168	PB 4str	MG 4283	Chris Lewis	10
"	2231	J3/s	YG 4293	David Kempton	10
"	126	L2	ANB 431	David Naylor	10
=74 <sup>th</sup>	73	PA/s	US 8752	Mike Pancheri	9
"	1419	J2	AGJ 540	Paul Miller	9
"	135	KN Saloon	BYK 340	Peter Prosser	9
"	2028	NB/s	MG 3694	Tim Metcalfe	9
"	148	M	OY 1548	John Haine	9
"	782	PA	ABP 497	Ian Coxen	9
=80 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	8
"	1460	J2	AGY 339	Keith Hall	8
"	1501	J2/s	HY 8219	Mark Piercy	8
"	1174	M	MJ 1911	Jay Hall	8
"	2284	J2	OB 5374	Lesley Henderson	8
=85 <sup>th</sup>	423	J2	DU-FG 86H	Christian Höptner	7
"	25	L2	MG 47	Malcolm Newman	7
"	2715	KN/s	CG 8379	Alan Cottam	7
88 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	6
=89 <sup>th</sup>	341	M	PJ 7970	David Rushton	5
"	3028	J2	MG 2426	Terry Dickie	5
"	538	NA	NV 4207	David Sharp	5
92 <sup>nd</sup>	2021	PA	BNE 24	Mike Hale	4
93 <sup>rd</sup>	1521	C/s	RX 8591	Dave Cooksey	3
=94 <sup>th</sup>	3147	PB	-	Kevin Richmond	2
"	2721	PA	BMF 540	John Seward	2
"	664	PA	BLB 209	Paul Duncombe	2
"	1917	J1/s	VSV 521	Stuart Evans	2
"	2606	PA	BXW 477	Ken King	2
"	956	PA	AOM 387	John Harris	2
"	209	J4/s	AGP 291	John Adams	2
"	287	PB	JR 4405	A. F. Hill	2

"	1475	NA	BPG 7	Nick Dean	2
"	2501	NB/s	AAM 372	George Eagle	2
"	3145	L1/s ss	Turner Spl.	Mark Piercy	2
"	2793	NA	JN 4402	Charlie Turner	2
"	670	PA	BFY 711	Richard Holl	2
"	968	PA	BU 8079	Roger Davies	2
"	1823	PA	WO 9320	Terry Andrews	2
"	2142	PA/s	RC 3349	Derek Richards	2
"	2227	KN	MG 4282	Peter Hemmings	2
"	1067	L1	EA 5704	Chris Cook	2
"	761	J2/s	APU 280	Dave Brown	2
"	3255	KN/s	MG 6672	Patrick Gardner	2
"	1773	ND	MG 3281	Alan Hogg	2
115 <sup>th</sup>	1966	PA	JW 4625	John Joynes	1

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

8 <sup>th</sup> /9 <sup>th</sup>	MCC Exeter Trial	Full
January		Results
16 <sup>th</sup> January	VSCC Brooklands Driving Tests	Full
19 <sup>th</sup> February	VSCC Exmoor Fringe Trial	Full
20 <sup>th</sup> March	MGCC SE Centre Spring Navisat	Full
27 <sup>th</sup> March	MCC Lands End Trial	Full
9 <sup>th</sup> April	MGCC Brooklands Pride of Ownership	Partial
10 <sup>th</sup> April	MGCC SW Centre Scatter Rally	Full
16 <sup>th</sup> April	750 MC Scatter Rally	Partial
17 <sup>th</sup> April	MGCC AW Centre Didcot Driving Tests	Full
23 <sup>rd</sup> April	MGCC SW Kimber Classic Trial	Full
23 <sup>rd</sup> April	VSCC Silverstone Race Meeting	Full
24 <sup>th</sup> April	MGCC SW Kimber Classic Driving Tests	Full
30 <sup>th</sup> April	VSCC Northern Rally	Full
1 <sup>st</sup> May	VSCC Curborough Sprint	Full
1 <sup>st</sup> May	Motor Racing Legends, Donington Race	Full
2 <sup>nd</sup> May	MGCC SW Colerne Sprint	Full
2 <sup>nd</sup> May	MGCC Caledonian Three Day Rally	Partial
2 <sup>nd</sup> May	Popham Airfield Aero/Auto Rally	Partial
8 <sup>th</sup> May	MGCC Regency Run	Partial
8 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
28 <sup>th</sup> May	VSCC Oulton Park Race Meeting	Full

29 <sup>th</sup> May	MGCC AWC Old Speckled Hen Run	Partial
5 <sup>th</sup> June	MGCC SW Charmy Down Gymkhana	Full
5 <sup>th</sup> June	Triple-M Normandy Raid	Full
11 <sup>th</sup> June	VSCC Eastern Rally	Full
12 <sup>th</sup> June	VSCC Cadwell Park Race Meeting	Full
18 <sup>th</sup> June	Motor Racing Legends, Le Mans	Full
26 <sup>th</sup> June	Triple-M Summer Gathering Concours	Full
26 <sup>th</sup> June	Triple-M Summer Gathering Gymkhana	Full
26 <sup>th</sup> June	Vintage Nurburghring Rally	Partial
3 <sup>rd</sup> July	VSCC Shelsley Wash Hill Climb	Full
9 <sup>th</sup> July	VSCC Olivers Mount Hill Climb	Full
10 <sup>th</sup> July	VSCC Elvington Sprint	Full
17 <sup>th</sup> July	MGCC SW Pucklechurch Gymkhana	Partial
23 <sup>rd</sup> July	MGCC Silverstone International Race	Full
23 <sup>rd</sup> July	MGCC Silverstone Cal. Cup D. Tests	Partial
24 <sup>th</sup> July	MGCC Silverstone International Sprint	Full
24 <sup>th</sup> July	VSCC Mallory Park Race Meeting	Full
7 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
13 <sup>th</sup> August	VSCC Western Rally	Full
14 <sup>th</sup> August	Black Horse Trial Driving Tests	Full
21 <sup>st</sup> August	MAC Shelsley 100 <sup>th</sup> Anniversary Hillclimb	Full
4 <sup>th</sup> Sept	MGCC Anglia Queen Victoria Concours	Partial
10 <sup>th</sup> Sept	MGCC SW Wiscombe Park Hillclimb	Full
25 <sup>th</sup> Sept	MGCC SW Patchway Driving Tests	Full



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## SPEED CHAMPIONSHIP 2005 To 30<sup>th</sup> September

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	L1	Andrew Morland	33
2 <sup>nd</sup>	NE	Peter Green	27
3 <sup>rd</sup>	J2/s	Alistair Clarke	22
=4 <sup>th</sup>	K1/s	Paul Mullins	14
"	M	Frank Ashley	14
6 <sup>th</sup>	NA	James Brice	13
7 <sup>th</sup>	PB-PA	Andrew Taylor	12
=8 <sup>th</sup>	K1/s	Peter Fenichel	11
"	L1/s	Bob Jones	11
=10 <sup>th</sup>	K3/s	Colin Alderman	10
"	J2/s	Ken Robinson	10
=12 <sup>th</sup>	PB/s	Mark Boldry	9
"	PB/s	Peter Plaskitt	9
14 <sup>th</sup>	NB/s	Tim Metcalfe	8
15 <sup>th</sup>	NA/s	Robin Butler	7
16 <sup>th</sup>	K2/s	John Dutton	6
=17 <sup>th</sup>	NA/s	David Downes	5
"	K3/s tc	Richard Last	5
"	ND/s	Philip Bayne- Powell	5
"	PA	Ian Coxen	5

## SLADE TROPHY 2005 To 30<sup>th</sup> September

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	31
2 <sup>nd</sup>	PB/s	Gerald Burridge	23
=3 <sup>rd</sup>	PB/s	Ian Williamson	12
"	J2/s	Colin Bird	12
5 <sup>th</sup>	PA/s	George Ward	9

6 <sup>th</sup>	J2	Tim Beckh	8
7 <sup>th</sup>	PA/s	Roger Thomas	7
8 <sup>th</sup>	PA/s	John Wells	6
"	J2	Mike Linward	6
10 <sup>th</sup>	PA/s	Nigel Gibbons	5
11 <sup>th</sup>	J2	Nick Benger	4
12 <sup>th</sup>	J2	Thijs de Groot	3
13 <sup>th</sup>	J2	Henri de Jong	2
14 <sup>th</sup>	PA	Alexander Reid	1

## TRIPLE-M SPEED CHAMPIONSHIP 2005 PROPOSED EVENTS

### Sprints:

3rd April	Curborough	MGCC Midland Centre
21st May	Cornbury Park	Benjafields Racing Club
2nd May	Colerne (Wessex)	MGCC SW Centre
24th July	Silverstone	MGCC NW Centre
7th August	Curborough	MGCC Midland Centre
2nd October	Debden	Herts County Auto Club

### Hillclimbs:

1st October	Loton Park	Hagley & District MC
10th September	Wiscombe Park	MGCC SW Centre

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for the Championship

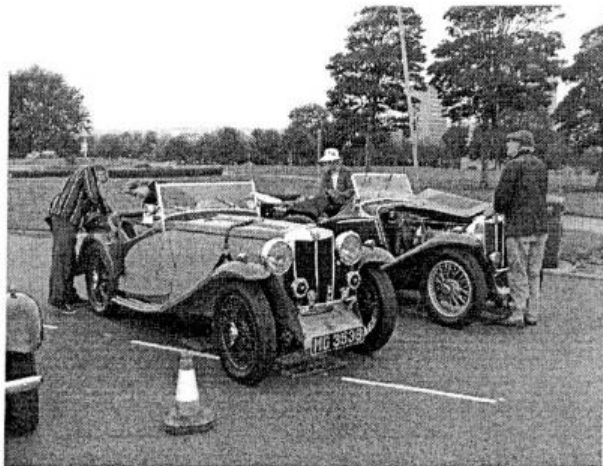
# A Cornish Adventure (again)

From John Harris

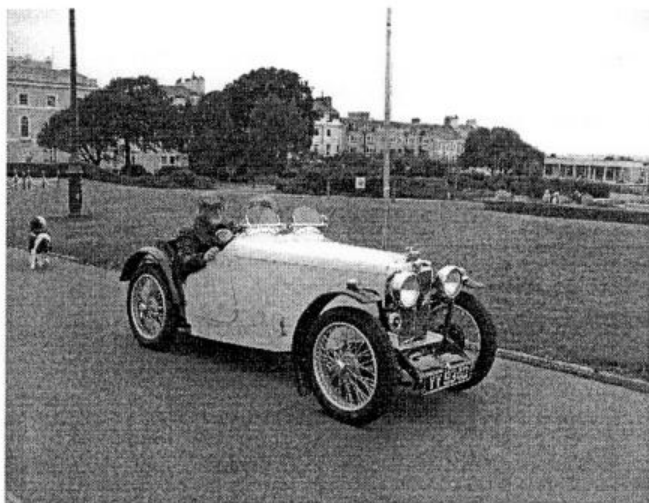
Since Mike (my Son-in-Law), my PA and I enjoyed ourselves so much last year, we again ventured southwest to take part in the Riviera Run, organised by those folk in the D & C Centre. Like last year, we travelled down on Friday via the A338, and onto the A303 at Cholderton, to eventually join the A30 at Monkton. Weather this year was fine and dry, so it was "hoods down" (my normal mode), and boot hard down. Apart from a slight detour onto the A30 a little earlier than planned, due to roadworks, the journey was uneventful. Mike drove part of the way (it's only fair after all). We did encounter rain for the last 15 miles, but 6½ hours later we were unlocking the front door of my little hideaway, in the village of Stithians, near Falmouth.

Sunday morning was brighter and drier than last year, so we had a good run up to Plymouth for the start, about an hour and 50 minutes on nice clear roads.

There was a good turnout again, some 150 cars, mostly MG's, but a few other interesting bits of non-MG machinery as well. MMM's were well represented with a brace of N types: the Allingham Magnette of Keith and Ann Portsmouth and the NB of Alan and Marjorie Hogg.



J2's were present; the newly restored Cream/Brown car belonging to John and Yolanda Drinkwater (bought from Barry Walker two years ago.). John has done a grand restoration job in that time.



Also the trials prepared two tone blue J2 belonging to Tony Bolt, who was accompanied by Rita Pink.



Yours truly was in the front line-up along with the two N types, a YT, TD, TC and a Ford Pop. I was one of the first away behind the TC and Ford Pop, but we soon left these behind. There was a smattering of other oldies, which included T Types, two of which appeared to be used well for trialling, a TD and SA and a WA Tickford Foursome and a YB.

While we were awaiting the start, the Mayoral Party were touring the Hoe chatting to drivers. They came over to me, so I had a few words. As the Mayor's wife said nice things about my car, I offered her a sit-in to get the feel of it.



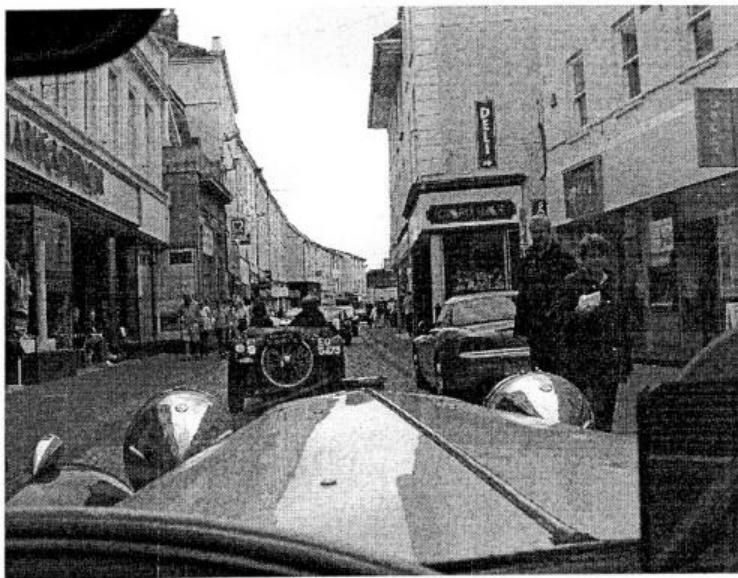
The run took us over the Tamar bridge, along the coast road via St Germain's, Donderry, Seaton and Looe, before heading along to Lostwithiel and up that steep hill (Oh for a PB gearbox). What Tony had under his J2 bonnet I don't know, but he "p.....ed" past me up that hill. At lunch he assured me that under the bonnet is bog standard. What was it then, I wonder, gear ratios? Like last year, I found the hills in Cornwall really exercise the gearbox, and are good training for speedy double declutching and choosing just when to change down. It is very hard to be patient and just sit



there and grind up hills in second, and not be tempted to raise engine rev's until the engine is internally haemorrhaging, in a vain attempt to get into third.

After the checkpoint at Wesley Garage in Penlynt, we proceeded via St Austell, Portmellon, Boswinger (a very narrow road used by caravanners - and we saw some).

We approached Falmouth via Truro and Penryn, and headed down into the town to go along the cobbled main shopping street (Arwenack St). Mike took a few photos over the bonnet as we went along (quite a challenge, you ought to see the video clip).

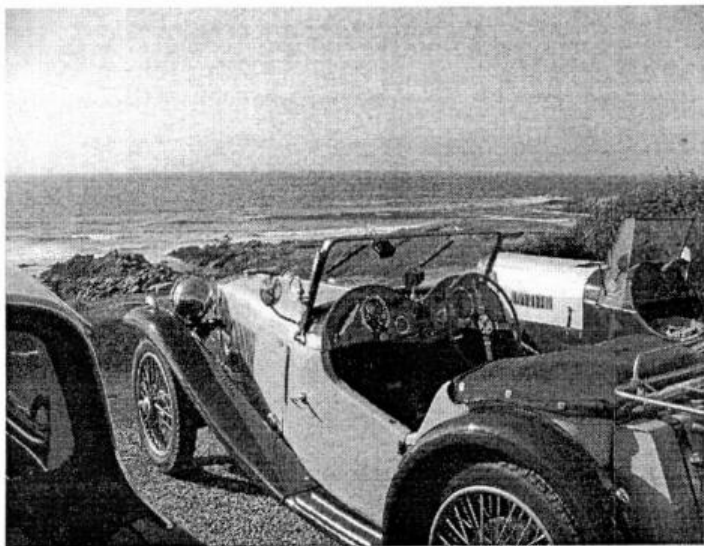


The morning section of the run was about 90 miles, so we were ready for a break. The buffet lunch was as good as ever, being provided by the Falmouth Beach Hotel (I can recommend it).

The afternoon part was fairly short, some 35 miles, which meandered along the coast through Maenporth and back up the A39.

At the top we took the A393 for Redruth and turned off to St Day and on to Scorrier, where we crossed over the A30 to head for Porthtowan, Perranporth, and on to Newquay for a cream tea. The

Headland Hotel provided tea, and being right on the headland gave a super view of Fistral Beach.



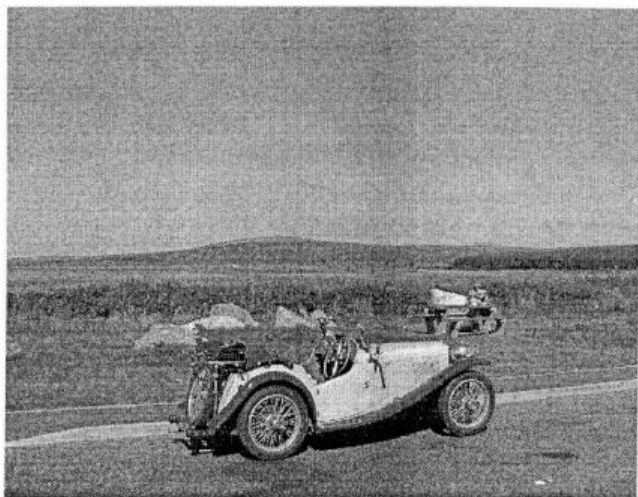
At this point Mike noticed that our spotlight had come loose and was pointing sideways and upwards. I wondered where the rattle came from! We were lucky not to lose it. It's very useful for highlighting the road edges in the dark when modern traffic is coming the other way.

After tea we went back to base, to check the car over for the journey home in the morning. On the way we caught up the cream PA of John & Yolanda, and as we were going well, we opened the old girl to 70, and passed, before turning off for Scorrier and home to base. Naughty really, but she can do it once in a while.

Monday morning was bright and sunny, and stayed that way all the way home. We set off motoring well and bombing along at 55 to 60 mph as usual. Just as we got a mile or two along the dual carriageway part of the A30 the old girl started missing.

Perhaps she was protesting at a hard weekend's motoring and wanted a rest. We plodded on and found a garage forecourt to stop in and have a look. The petrol pump was working overtime but eventually slowed down to normal, but revving the engine

started it off again. It seemed to be pumping air. I ought to mention that I had a filter in line, connected with see-through hose so the bubbles could be seen. We tried another mile or two until we came to an incline and it started again. This time we pulled into a lay-by and decided to change the petrol pump, as I thought it was that which was giving the trouble. As it was near noon we stopped and had lunch.



Thinking that all was OK we proceeded. OK for a mile or two and again the problem, this time halfway up a hill we had to pull over onto the grass. As lorries and speeding cars belted pas, the sun beat down on us, and stress levels rising fast, we replaced the original pump, and took both filter and changeover valve out of circuit, and joined the tank pipe direct to the pump with my trusty piece of rubber hose. BLISS! - all was solved; the stress levels dropped to zero, and she performed impeccably for the rest of the way.

Motto – “be prepared” and take a jumper pipe or hose with you. I’m glad I had the foresight to do so. It would have been embarrassing to come home on a trailer.

Despite the minor set back, the whole weekend was totally enjoyable, and I can recommend it to anyone.

# ENCOURAGEMENT

By Ray Masters

This article is prompted by a recent visit to a Triple-M member, who has been in the process of rebuilding his car for over 20 years - so what, that's not very long, I hear some of you say! I am very aware that during any long rebuild job, life has been going on around it - bringing up kids, holidays, house maintenance etc. etc - the list is long. But there is one factor which I think is important during a major project, and that is encouragement (and help if necessary) from like-minded people. OK, most of us are happy to, and probably work better on our own, but nevertheless, there are periods in all rebuild projects where it helps if somebody is there to push you along, or the 'two heads are better than one' situation arises.

I have known cases where people get to the stage of dreading going into the garage or workshop, because they have been working on the same car for so long and seemingly getting nowhere; a sort of 'restoration depression'! With somebody to chat to about a problem or meeting someone with, and knowledge of the particular model being restored, life can become a lot easier. Again, none of us are getting any younger - and unless your main interest is in the 'workshop side' of ownership, then let's all enjoy the use of our cars before, either governmental restrictions stop us, or the grim reaper appears. So, if you know of anybody who is working alone, or is of the 'going to finish it one day' brigade, then a little encouragement/help might be welcome.

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# (Over-) Cooling

By Chris Lewis

Combustion of petrol produces roughly its own weight of water, some of which gets past the piston rings as vapour, and while the engine is warming up, condenses on the cool surfaces inside the crankcase, and under the cam cover, and mixes with the oil.

If the engine and the oil in the sump reach an adequate temperature, the water is later evaporated, and an equilibrium is reached. Evaporation continues after the engine is shut down, but still warm. Driven by convection, fresh air enters through the crankcase breather, and leaves via the small breather holes under the MG octagons on the top of the cam cover, taking crankcase fumes, and any water still evaporating from the oil, or engine surfaces, with it.

Thus the oil and inside surfaces of the engine are kept free from water, and an examination of the inside of the oil filter, or cam cover should reveal just a film of oil.

If instead of oil, there are droplets of water, and/or the white emulsion, or 'mayonnaise', which occurs when engine oil mixes with excessive amounts of water, it is worth checking whether the engine is getting sufficiently warm. If after a typical journey, you can hold your hand comfortably against the radiator header tank, it probably isn't.

The 'mayonnaise' can eventually block the small breather holes in the cam cover, thus worsening crankcase ventilation, and leading to further build-ups. On a friend's J2, on a cool early morning trip, the mayonnaise eventually blocked the gauze vent in the oil filler 'swan neck', and the resulting build-up of crankcase pressure, forced oil out of the seals at the vertical drive to the head, from both ends of the crankcase, and out of the dipstick hole. The sight of oil dripping from the dynamo, bellhousing, and every corner of engine and chassis, suggested that some major disaster had occurred. The immediate cure was simply to clean the gauze and breathers, followed by partly blanking the radiator on cold days and short journeys to prevent a recurrence.

Most Triple-M cars have radiators of generous size, which allows for hard driving without boiling on very hot days. Cooling of

the so-called radiator is mainly by convection. The heat dissipated is roughly proportional to;

- i) the difference between the average temperature of the coolant in the radiator, and that of the air entering it, and
- ii) the size of the radiator

Suppose, for example, that at full throttle on a hot day with air temperature at 40deg.C (104F), the radiator temperature at the inlet at the header tank, just reaches 100 deg.C, and the outlet is at say 80 deg. C, giving a drop of 20 deg. C

Mean radiator temperature is  $100 - 20/2 = 90$  C

Less air temperature = 40

Hence mean temperature difference = 50 C

On a cooler day, e.g. air temperature of 15 C (59F), and the same throttle setting, the same mean temperature difference will eventually occur, and the mean radiator temperature will only be 65C, which is hardly warm enough for efficient operation of the engine. At lower speeds, requiring much less power, and hence producing less heat to the coolant, the engine will run far too cool from a cold start, especially on a short run of less than 10 miles say.

If by blanking off part of the radiator grill, the coolant is allowed to reach the same temperature as on a "hot" day, the mean temperature difference will now be  $90 - 15 = 75$  deg C.

Heat lost on the "hot" day, and "cooler" day are equal and proportional, respectively to:

50deg C x 100% of rad area

75deg C x reduced % of radiator area.

(i.e.  $75 \text{deg C} \times \text{reduced \% of radiator area} = 50 \text{deg C} \times 100\%$  of radiator area. Therefore reduced % of radiator area =  $100\% \times 50/75 = 100\% \times 2/3 = 67\%$ )

So in this example, on the cooler day, only 67% (or 2/3) of the radiator area is needed for cooling. The bottom 1/3 of the radiator grille could therefore be blanked off, and the temperature at the radiator inlet would only just reach 100 deg C when driven hard.

Whether to blank off as much as this would depend also on how hard the car is driven, and how susceptible the car and its petrol are to fuel boiling in the carburettors, due to the increased under bonnet temperatures, and how hot the oil in the sump becomes. (70deg C oil temperature is sufficient to drive off the water, and

80deg a reasonable limit to avoid distressing the white metal main and big end bearings when driven hard.

So, experiment with care, and blank off a portion of the radiator depending on the weather and journey distance. If, on arrival, you can comfortably hold your hand against the sump, it is not too hot.

A horizontal strip of felt, or even 'bubble wrap' placed at the bottom and behind the central bar of the radiator grill is all that is needed, and its size is easily adjusted.

If the mayonnaise persists, try more blanking, especially on short winter trips. For a 2 mile drive on a frosty day from a cold start, up to ¾ of the radiator could probably be blanked off without overheating anything. The unblanked portion should always be at the top, to maximise water circulation due to thermo-syphon effect, and for better cooling if stopped in traffic.

A thermostat could be used. Some 18/80 models had thermostatically controlled radiator slats, which bring the advantage of keeping the engine warmer for longer after shutdown. But why complicate things and add weight, and things to go wrong on a Triple-M car? A rug thrown over the radiator when the car is garaged will have the same effect.

A water thermostat is not a good idea, unless proper arrangements are made to automatically by-pass it (and the radiator) at all times when the thermostat is not fully open. This is especially important if a water pump is fitted.

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# YOUR LETTERS

Dear Phil

## Describing an MG K Special

As the popularity of historic motor sport grows, how do you describe a car characterised as a "special", so that the public has a clear, and ultimately reasonably accurate, description of the entry in race, hillclimb or sprint? This letter has been prompted by questions that have been raised over the past few years in relation to my MG "K". My motivation in writing this letter was perhaps increased by conversations during the Shelsley Walsh 100<sup>th</sup> Anniversary event/meeting, at which I was very privileged to participate.

Although I do not agree with the description, MG3094 was described in the MAC program as a K3. During the Shelsley meeting, I was asked several times whether my car was a "replica". In my view my car is clearly not a "replica", which brings to mind a re-creation – using either unrelated period parts from multiple cars, or (perhaps worse) an all new fabrication of "period looking", but newly machined and constructed parts and materials.

If we start from the basic facts that MG3094 is a "special" – a K1 from 1934 that now has almost all the characteristics, specifications and appearance of a K3, how should it be described, so that it is clear what it is today, without misrepresenting what it was?

Herein lies the dilemma. The VSCC refers to MG3094 as an "MG K Magnette", which in part goes back to the original application for eligibility. Using the Club's present approach, it would likely be preferable if the description was altered to "MG K Special", which, in any event, is used in describing the class in which I regularly participate. Similar cars in the VSCC are described as "Special", the use of the phrase Magnette being somewhat odd, given MG's broader use of that term across



several types of cars within the Company. This may just be an administrative issue, but does raise the question of why two very similar cars are described quite differently.

The MGCC and the Club's Triple-M Register take, perhaps, a more traditional view and describe MG3094 as a "K1/s". The "s" I recall meaning supercharged, not special. This more parochial view seems to be based on the origin of the car, and to some degree it's original components; chassis, engine, etc. While this appears quite logical, it belies the car's current specifications, not to mention that it looks and performs nothing like a K1.

Motor Racing Legends in their Pre-War Sports Car Series now describe the car as a K1/K3. And, to be honest, I personally find this the most appealing alternative. While recognising MG3094's origins as a K1, it clearly points out that what one is looking at looks, feels and maybe smells (and should perform) like a K3. If I recall correctly, this is also consistent with the approach taken by the BDC in describing their upgraded 3 Litre cars where larger engines have been installed and where the result is then described as a 3/4½ Litre Bentley. (*This designation is different, in that it describes the chassis and the engine fitted to it, as in J2/PA where a J2 is fitted with a PA engine - Ed.*)

Interestingly I recently had the good fortune to drive Dean Butler's "real" K3 at SeeRed Donington. Save for some rather surprising differences in breaking capacity, JB4184 (K3020) and MG3094 have very similar performance characteristics, and in the case of MG3094 quite different characteristics to anything like an actual K1.

There may be another point to consider when looking at the current methodology and philosophy for describing cars. Within the universe of K3's (and their "special" variants) there are alterations, modifications and "improvements" which fall within the same description and classification. There now seem to be K3's at 1087cc (being the original capacity format

for the Mille Miglia cars), 1271cc, 1408cc and with some exception (and special classification) 1500cc, perhaps posing another level of dilemma for an accurate description.

We all have an interest in promoting historic motor sport and attracting increasing levels of public interest in our cars and events. My own view is that this would be enhanced by a more uniform method for describing our cars and, in the process, avoids the labelling of cars as "replicas" (or reproductions) where that is not accurate.

I'm not entirely sure what next steps may be appropriate, but my hope is to raise the issue in the spirit of honest intent and productive debate.

*(This is always a problem, as it is important to try and keep the original identity of the car, but at the same time the description should reflect the current appearance of the car. My thoughts are that if it looks like a K3 it should be referred to as a K3 replica, NOT a copy, as that would mean it has been made up from modern parts – as Tom Dark's "Q-type". If the car just has a blower and external exhaust, but is not close to looking like a K3, it should be called a Special. I quote the K3 here as this is the most common car reproduced, but C-types and J4s (and others) have been replicated too-Ed)*

## == ROGER F THOMAS ==

CLASSIC RESTORATION & ENGINEERING



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Phone: 01252 316028 Mobile: 07710070401

E-Mail: [MMMfixit@hotmail.com](mailto:MMMfixit@hotmail.com)

Over 40 years experience working on early MG motor cars.

Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

## From Andrew Morland

Dear Phil

The Triple-M Bulletin is looking good and a great read. I hope the C-type is going well on carburettors, and you can get the blower sorted.

The L1 has been going well (*and likely to win the SpeedCchampionship – Ed.*) However the water pump has started to leak badly. To take it off on the L-type you have to remove the exhaust manifolds, and loosen the whole system!! I think I will keep mending the existing water pump rather than fit the new ones that seize.

Best wishes

## From Chris Lewis

Dear Phil

Using the excuse of collecting daughter Andrea from her year in France, we used the PB and met her at the "Le Mans Classic" on 24<sup>th</sup> / 25<sup>th</sup> July last year, where the MG Car Club of France made us very welcome – including parking in their enclosure inside the circuit.

We ventured as far south as Rochefort, and on the way back (via Orleans), enjoyed less traffic than on English roads at lunchtime on Christmas day!

The MMM Prescott weekend over the August bank holiday was as enjoyable as ever. For the scenic run on the Saturday we were accompanied by Allan and Jeanne Herring, from Western Australia, who we had met at the Dinner on the Friday.

Alan's navigation was 'spot on', and even more precise, after I owned up to the speedo / odometer readings being 10% slow, due to my 'higher' rear axle ratio (the spare speedo which John Marks re-calibrated to suit – in 1996- has yet to be

fitted!). Jeanne helped Elisabeth with clue spotting from the excellent visibility (if not weather protection) of the rear seat.

The Sunday ascents of the hill by the PB were many, including one by Alan to compare with his J2 back home, and another by John & Helen Gillett to see whether their L1 back in Australia would benefit from 2 fewer cylinders to match the number of seats.

Best wishes,

## From Tony Margel

Dear Phil

In the last Bulletin you mentioned a firm in Huddersfield that rewinds armatures. The firm in question is Wood Auto Factors, Colne Road, Huddersfield, HD1 3ES. Tel. 01484 422771.

The guy to talk to is George Lovatt, who is their manager, and sympathetic to old cars. They have sorted out my M-type dynamo three times now, once when I had a bent shaft, and twice when the dynamo had shed all its solder during very hot spells.

A word of warning. If you are very old fashioned and still use a 6 volt dynamo on your M-type, you must remember to tell them this. The first time it took us some time to discover why there was no charge after we had refitted the overhauled dynamo. They had done the armature for 12 volts, rather than 6 volts. (They redid the armature to 6 volts free of charge and refunded me the cost as well)

Wood Auto is an interesting place. Initially it just appears as an ordinary car spares establishment. However across the road in an old mill, they have a proper dynamo factory. If you visit them and meet George, get him to show you around.

Best wishes

# TIPS & HINTS.

## WHEEL BALANCING - By Ray Masters

On the very rare occasions when I have wound the speed of any PA above 50mph, I have been troubled by wheel wobble feeding back through the steering wheel.

The immediate thought was out-of-balance front wheels, so I decided to have a go at balancing them myself. This could of course only be done statically, and not dynamically, as done on a proper wheel balancing machine. I reasoned that, as our wheels are relatively narrow 'side to side', out of balance would not have a big influence - anyway I felt I had nothing to lose if it didn't work out.

After marking each front wheel relative to its brake drum, and jacking up the front axle, I allowed the wheel to rotate freely, resulting in the heavy part rolling to the bottom. A 'clip on' wheel weight was secured to a spoke at the top of the wheel to counterbalance the heavy part so that, in whatever position the wheel was placed, it did not move. The rear wheels were treated in the same way, using the front hubs, of course, because of the inherent drag of the rear axle.

I found that three wheels required a single weight of about 20grams to be added, but one rear wheel was a long way out of balance, and required about four times as much correction. Very unscientific, I admit, but it has made a vast improvement to the steering and, if you use discarded weights collected over the years, a cheap solution.

Incidentally, I found one brake drum/hub assembly to be out of balance without the wheel on, so it would be advisable, if you do have them done professionally, to have them balanced fitted on the car, then all the rotating mass including the drums, hubs, etc are in balance.

**Ray Masters** suggests that when adding engine oil to top up the level, or after an oil change, do so via the 'pillar box' breather hole on the off-side of the engine, using a funnel and tube. This prevents flooding the vertical drive shaft and seal, which can happen if the oil is poured in through the rocker box top. He had noticed that his vertical drive only leaked oil after using the rocker box filler, so he now pours it directly into the sump as described.

## **8 inch Brake Drums**

from Bob Hudson

The first batch of new drums cast in Meehanite iron and machined has been delivered by the supplier. 52 Drums were made, and there are 4 currently unsold. The new drums weigh 9.5lb, as against 6.25lb for the original ones. When painted they are indistinguishable from the original drums.

I have fitted my set to the C type, and there is an immediate improvement in the braking, The pedal is much harder, and does not give with prolonged braking. My confidence in the braking has risen by 100%.

**A MATTER FOR CONCERN:** - when I removed the original drums, which are unskimmed, I found 2 with 6 radial cracks across the braking surface. These drums are all now at least 70 years old. I suggest that all C, D, F, J and M owners using 8 inch drum do a careful inspection ASAP.

If you are interested in making your braking more effective and safer we are taking orders for the next batch. Price £100 per drum (50% deposit to confirm order.)

Contact Bob Hudson on 01189869074 or e-mail:-  
[robert.hudson34@btinternet.com](mailto:robert.hudson34@btinternet.com).

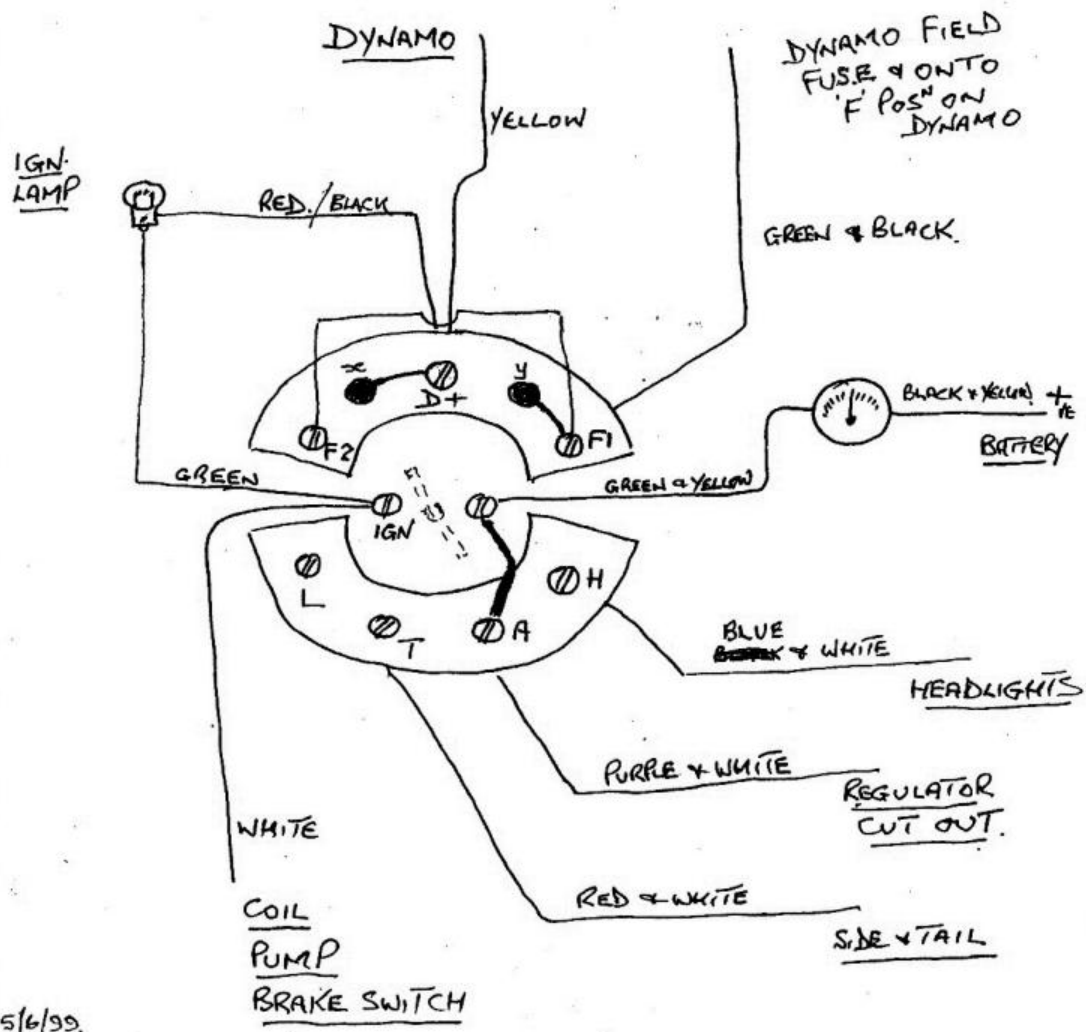
When putting back brake shoes, it is very difficult to expand the shoes with the return springs attached to reposition them over their pivot points, and even more difficult to try and expand and hook on the return springs onto the shoes, after they have been put in position. The trick is to put the top shoe in position, with gravity holding it in position, attach the springs to the top shoe, and then holding the lower shoe at right angles to the top shoe, fit the springs to the lower shoe, which being at right angles is closer to the top shoe fixing eyes. Slide the ends of the lower shoe over the pivot points and rotate downwards, thereby expanding the springs, and soon the shoe will snap into position on the pivots.

**Barry Foster** recommends Stafford Vehicle Components for a conversion kit for fitting flashers to front and back of your Triple-M car. At the front they supply a double bulb fitting with a yellow halogen bulb for the flasher, which allows the two bulbs to be fitted. In daylight with the side lights off this shows up as a pretty good yellow light, even though it is behind the standard glass lens. At the rear, a special glass lens is fitted into a 'pork pie' lamp, with one half yellow and the other half red. Three bulbs are fitted behind the glass, with the 21 watt brake light bulb being a halogen, as well as a halogen flasher bulb, to fit into the space. They will also supply new converted 'pork pie' lamps.

**Terry Andrews** tells us that he now has the revised gearbox cross shaft bushes for the later cars, and wants to know how many sets he needs to order. The price will be less than £50 a car set, which includes the washer plates and the special grease for getting them on. Please contact Terry direct on 020 8309 1234

# WIRING "AS IS" WHEN REWIRED

PA BJO 800

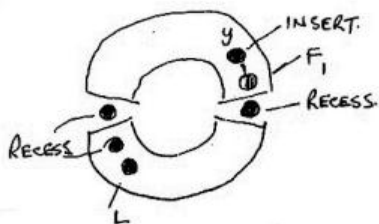


5/6/99.

NOTE! EXTRA WIRE FITTED BETWEEN F<sub>2</sub> & F<sub>1</sub> TO ENABLE DYNAMO (YELLOW) TO BE CONNECTED TO DYNAMO FIELD (GREEN & BLACK) WHEN SWITCH IN HEADLIGHT POSN & THUS ALLOW CHARGE TO FLOW. THIS WIRE NOT SHOWN

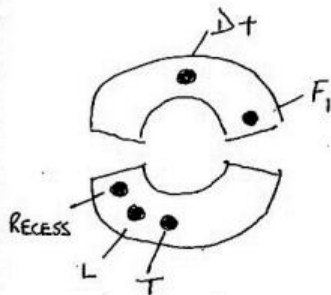
NOTE! X & Y ARE NOT TERMINAL POSTS BUT INSERTS CONNECTED TO D+ & F<sub>1</sub>





OFF POS<sup>N</sup>

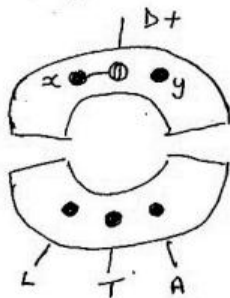
ONLY F<sub>1</sub> (FIELD FUSE TO DYNAMO)  
 & L (NOT IN USE) IN CONTACT.



CHARGE POS<sup>N</sup>

D+ LINKED TO F<sub>1</sub>

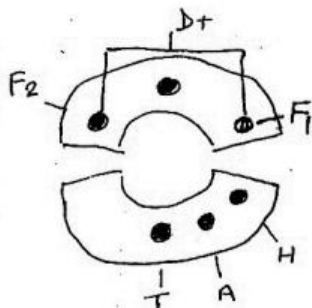
L (NOT IN USE) & T (SIDE & TAIL)  
 IN CONTACT.



SIDE & TAIL

x & y (LINKED TO D+)  
 & F<sub>1</sub>

L, T, & A. LINKED



HEADLIGHTS

D+ & F<sub>2</sub> LINKED  
 (EXTRA WIRE LINKS D+ TO F<sub>1</sub>)

T, A, & H. LINKED.

NOTE! EXTRA WIRE FITTED BETWEEN  
 F<sub>2</sub> & F<sub>1</sub> TO BRING DYNAMO IN & THEREFORE  
 ALLOW CHARGE TO TAKE PLACE  
 WHEN SWITCH IN HEADLIGHT. POS<sup>N</sup>.

## CARS FOR SALE

**Mike Allison (5 Fir Tree Lane, Newbury, Berks, RG13 2QX. Tel.01635 40724. E-mail: [mmmqservice@aol.com](mailto:mmmqservice@aol.com))**  
has for sale:-

1934 PA Midget, rebuilt around 1990. Nice original car, but fitted with J2 pattern wings. This is a car which you can drive away and enjoy today. Asking £19,000 or near offer. Present owner would like the car to go to an appreciative home, and be used.

**Alan Grassam (The Old Post Office Cottage, 7, High Street, Hardington Mandeville, Yeovil, BA22 9PJ, Tel. 01935 863673 e-mail [agsquarecrackers@ukf.net](mailto:agsquarecrackers@ukf.net))** still has his famous Cream Cracker P-type for sale, JB 3854-PA 0682

Put into commission 15/03/34 by the Competitions Dept. who used it as a development car, especially with regard to induction. Later purchased by Jack Bastock.

The competition history of the car is well documented. It was trialled up to the outbreak of war and came out in the first trial after that particular interlude. Apart from when it disappeared for a few years, it has been active for virtually its whole life, and has been successful in driving tests, sprints, hill climbs, races as well as trials. It has also enjoyed its trips to France.

When I bought the car it was, hardly surprisingly, totally worn out. After stripping to bare chassis the following work was carried out:

- Rear trunnion carrying tubes renewed
- Front trunnion boxes built up and bored to size.
- Front and rear spring pins replaced with new
- New springs fitted front and rear
- Brake cross shaft rebuilt.
- Original brake back plates sourced. Brakes rebuilt.
- Front axle straightened and re-furbished.

Rear axle ends built up and ground to size and axle straightened

New body made by Bruce Bellamy using original as pattern (what was left of it!) incorporating original under scuttle member with number stamped on.

New K3 pattern cycle wings obtained from Gilbert (as detailed in chassis file).

Seats re-upholstered with Conolly hide.

Complete re-spray in what we hope are the original colours.

All instruments re-built.

I then used the car but was soon to regret not rebuilding the engine as the crank broke! So:

Engine totally rebuilt:

Gordon Allen crank and rods All bearings now shell

Mahler pistons 60 mm + 20 in new liners

New head with all new parts

New oil pump gears.

Bob Jones modern oil filter fitted

Bob Jones diaphragm clutch fitted

I then started to enjoy using the car in the manner for which the factory originally built it. It has given me enormous pleasure and has proved very reliable.

I have maintained the car well, and have replaced, repaired, modified as necessary. Changing to a two brush dynamo was found necessary, after some hairy night trials without lights! Other major jobs include;

2001:- Centric 160 supercharger completely rebuilt with brand new casing plus other new parts including bearings and trunnions. This blows at 10 p.s.i. approx.

Stub axles replaced with crack tested units.

2002 New sump fitted.

2003: - Re-spray. Wheels rebuilt and stove enamelled brown. New Avons fitted. Re-wire.

The car could come with some spares.

Also included is film of the car on the Beggars Roost and Darracott on the 1935 Land's End, when the cars first appeared as Crackers. Also copies of all of Jack Bastock's photos, together with photos of the car in the paddock and racing on the banking at Brooklands. Complete paperwork for the 1935 Land's End Trial.

Asking for offers around £60,000. The perfect car for the Chiltern Hundred celebrating the formation of the Crackers and Musketeers 70 years ago. The car is very quick and reliable. Ideal not only for trials, but also for sprints and hillclimbs. (2)

## SPARES WANTED

**Peter Scully (Tel. 01772 865205 (eve) or via email [peter.scully@inbev.co.uk](mailto:peter.scully@inbev.co.uk))** is looking for a hand brake cross shaft, complete if possible, for a P-type.

**Bob Hudson (Phone 01189869074 or e-mail [bobhudson@ntlworld.com](mailto:bobhudson@ntlworld.com))** Needs the following parts for his PB ): Pair of headlamp mounting brackets, Straight track rod, Water manifold, PB clutch, 3 or 4 spoke steering wheel to fit Adamant steering column, Screw and bracket for clamping headlamp rim to body ( 2 needed).

**Robin Gordon (Phone 0161 428 5530. E-mail [robin.gordon750@virgin.net](mailto:robin.gordon750@virgin.net))** wants a camshaft for 4-cylinder AA cylinder-head eg .M or early C-type engine.12/12(0-50-43-7) or J/P(15-55-50-20)timing considered, although the latter preferred.

## INFO WANTED

Tony Summers wonders if some of the members of the MMM Register can help him with his K3 Rep, as it is a bit hard on the road for his ageing bones, and as he doesn't intend to use it for competition he would like to soften the ride a bit by removing some of the leaves in the springs (front & rear), so that he can get more use from it. Has anybody got any info, or has done something similar; if so can they please contact him on either of the following :- Tel. 01558 823188 or "E"mail :- [acmsummers@ukonline.co.uk](mailto:acmsummers@ukonline.co.uk).

## SPARES FOR SALE

**Mike Allison ( 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. Tel.01635 40724. E-mail: [mgmikeallison@aol.com](mailto:mgmikeallison@aol.com).)** has been clearing the garage, and has the following for sale:-

- M-type Block: £120
- M-type Heads: two off, £100 each
- J2 Block: £200
- J2 Head: £200
- L Front main bearing housing, complete with distributor mount casting: £250
- F Exhaust/Inlet manifold: £125
- J4/C Water pump, new, unused: £250
- P Scuttle/firewall drain channels, new: £10 each
- N: Two original cranks, and a collection of con rods: £300 the lot
- N Block, badly frost damaged, but repairable (at a cost!) £200
- 5 off wheel rims, 18" x 3. Cost £250 new, say £150 the lot.

5 off tyres, 19" x 450: 80/90% tread: £100 the lot  
Brooklands silencer and fishtail, correct pattern and sizes  
for 11/1300cc six car: £200.

Box 18/80 second hand bits, including original distributor  
bits and "owl eye" rear lamp: £250 the lot.

Set piston castings for 18/80 for machining: £100 the lot.

I am open to offers on all the above.

Also: L-type sump, in exchange for an N-type one in  
similar, good, condition.

**Colin Biles, (1 Copenacre, Upper Minety, Malmesbury,  
Wilts, SN16 9 PR. Tel/fax 01 666 860 231. email  
[colinbiles@yahoo.co.uk](mailto:colinbiles@yahoo.co.uk))** has the following parts for sale,  
which he has accumulated over 18 years of J2 motoring. They  
may fit other MG MMM and Vintage Morris cars. You are  
welcome to visit to inspect items before purchase. Prices are  
the 'asking price.' POSTAGE AND CARRAGE ARE EXTRA.

- |   |         |
|---|---------|
| A collectable "Enols Autoram" brass grease gun;   | £15     |
| A collectable "Pyrene Type One Quart" brass fire extinguisher;  |         |
| £10   |         |
| A collectable supercharger pressure gauge aircraft type<br>-8 to +8 (possibly off a Spitfire) needs refurbishing; |         |
| £10   |         |
| A collectable stirrup type tyre pump; needs period hose &<br>valve;   | £6      |
| 4 collectable early type Lucas supressors. Box marked<br>78107A. New  | £24 set |
| A collectable "Runbaken Oil Coil" period HT coil in a glass<br>body;  | £25     |
| 1 No. new clutch spigot bearing marked LJ5/8-2Z ;   | £4      |
| 1No new bearing front axle outer, marked 6304   | £5      |
| 1No new bearing, Starter motor, marked LJ 5 / 8   | £5      |

2No new bearings; Diff carrier angular contact, marked 7207	£16 each
2No new bearings, marked 6301.	£4 each
2No new bearings, marked EE6	£5 each
J2 Bellhousing; also has Wolseley /P type set of gearbox with it..	£250 the lot
Full set of Wings J2/ L2 (2x front, 2x rear) <i>in very good condition.</i>	OFFERS
Pair of NEW Running boards in primer cw new rubbers and fixings	£85 Pair
Pair of 1" Carburettors (refurbished) on inlet manifold	£225 set
1 bottom hose J/P (non- water pump), used but good condition	£2
New crankshaft oil thrower	£12
2 New Contact sets 1 x DSB 123C & 1 x 22506	£3 each
New distributor caps with cap nuts MMM / Lucas	£4 each
Bakelite distributor base for DK4 or DK6	£1
LUCAS Distributor <i>has brass plate marked 'J2' DKHXA 400207</i>	£85
Vertical Dynamo, Refurbished and converted to 2 brush working.	£185
Control boxes, marked 'RF96 / 2 L 12V'	£5
Right angled engine drain tap, 1/2" od shaft	£5
Straight through oil gallery taps for pressure gauge line	£4
2 @	
Firewall to bell housing plate rubber seal	£5
New rocker c.w. screw, bush & 10 belleville washers	£10 pk
10 J2 cylinder used head studs...	£2 Set
Exhaust bracket, rear pipe to chassis, refurbished.	£12
J2 manifolds, original types.. <i>1 is black enamelled</i>	£55
Fog lamp marked "LUMAX" all chrome body.	£10
Ford E 93W steering column, box, drop arm and steering wheel.	£45
Ford 10 bell housing.	£25

Braided s/steel hose fuel pipes 11" long, BSP ends	£10 pr
Ditto, 8 1/2" long, BSP end to banjo carb	£10 pr
Chrome fuel tank tap Main/Reserve c/w down pipe.	£30
2 chrome headlamp rims to fit 7" sealed beams into 8 5/8" headlamp bodies.	£8 pr
New convex stoneguards to cover 7" headlamps	£8 pr
New flat stoneguards to cover 7" headlamps	£8 pr
Pair early type reflectors in very good condition	£10 pr
Pair 7" Lucas convex glass with rims	£12 pr
Nameplate - 3" x 1 3/4" "Manufactured By Nuffield Metal Products", black	£2
Nameplate 4 7/8" x 1 1/2" The MG Car Company Ltd " Body Type, copper.	£5
4" x 3" "The MG Car Company Ltd" guarantee plate (silver/copper).	£4
5 litres Morris AG 90 Straight Mineral Gear Oil	£12
5 litres Morris SAE 40 engine oil	£12
5litres Castrol D140 gear oil	£12
1gallon Castrol XXL 40 engine oil	£12
PURLATOR canister Oil Filter, <i>top feed c/w new boxed paper filter</i>	£25
Speedo / Rev counter Reduction Drive with 26" cable <i>works but body cracked</i>	£10
Starting handle, <i>tatty, but would get you going again !</i>	£1
Steering box lower mounting plate( MW) to chassis lugs signed 'J2'	£15
New steering box lower bracket to chassis (part Ref S107 – fits Bishop Cam box to TB/TC	£35
Pair Michelin DR 18 x 550 tyres, 8mm tread, (cost £120 )	£80 ea
2 new 18 x 3" comp spec Phil Halliwell wheels, 60 spoke, centre laced	£225 ea



# PETROL LEAKAGE *in your* CARBURETTER

PETROL is a liquid which takes every opportunity of showing itself, and it is somewhat difficult to ensure absolutely petrol-tight joints. If not properly adjusted the S.U. Carburetter can leak at the following places:—

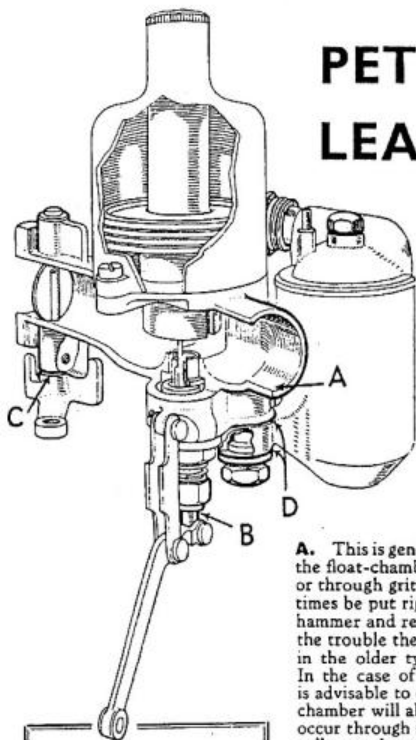
- A. From the air intake.
- B. From the base of the jet.
- C. From the throttle spindle.
- D. From the float-chamber fixing.


**A.** This is generally through petrol leaking past the needle seat in the float-chamber owing to a worn or damaged needle or seating, or through grit or dirt. In cases of wear or damage this can sometimes be put right by lightly tapping the float needle with a light hammer and revolving it at the same time. If this does not rectify the trouble the only other course is to get the needle seat re-cut in the older types, and, in the later types, obtain a new seating. In the case of the float needle, should this become damaged it is advisable to obtain a new needle. Too high a level in the float-chamber will also cause this trouble, but this is rare and can only occur through someone tampering with the level and moving the collar on the needle higher or lower as the case may be. Incidentally, this is never necessary, as the S.U. is not sensitive to petrol level within wide limits.

**B.** It will be readily understood that to obtain a perfectly petrol-tight joint in a moving part is, to say the least of it, difficult. In the case of the S.U. the jet runs through cork gland washers and these in time may deteriorate. The only cure is to fit new cork washers; but when doing this care must be taken to adhere strictly to the instructions given in our pamphlet. A slight dampness of petrol round the jet head will not affect the running or consumption and may be disregarded.

**C.** Caused through the idling mixture being too strong, which allows petrol to accumulate in the body of the carburetter and run down the throttle spindle.

**D.** Can easily be cured by tightening up the float-chamber holding-up bolt, and fitting new fibre washers, if required.



EVERY  HAS AN  
S.U. — THE WORLD'S  
FINEST CARBURETTER

**THE S.U. COMPANY**  
ADDERLEY PARK, BIRMINGHAM

*Sole Wholesale Distributors:*

(Great Britain) W. H. M. Burgess, 28/30, Carlton  
St., Westminster. Tel.: Victoria 1647-8

(I.R.S.) E. J. Shannon & Co., Belgrave Road,  
Clontarf, Dublin



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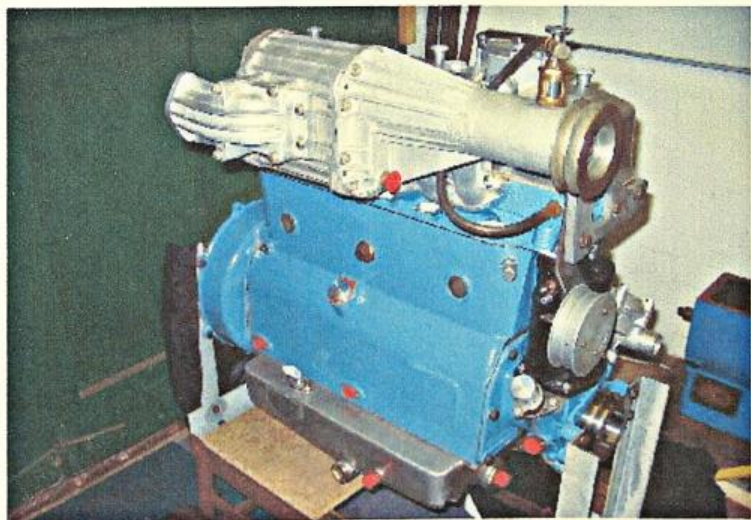
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*K3016 at Curborough Sprint*

Photo: C. Hoptner



*Aramis' new engine ready for installation*

Photo: J. Reid



*Annette Bayne-Powell on her way to winning the Black Horse Trophy*

Photo: I. Davison



*Katie Wharf reunited at Silverstone this year with Chris Smith's J2 after 21 years (see June's front cover)*

Photo: D. Wharf