

# **TRIPLE-M REGISTER BULLETIN**

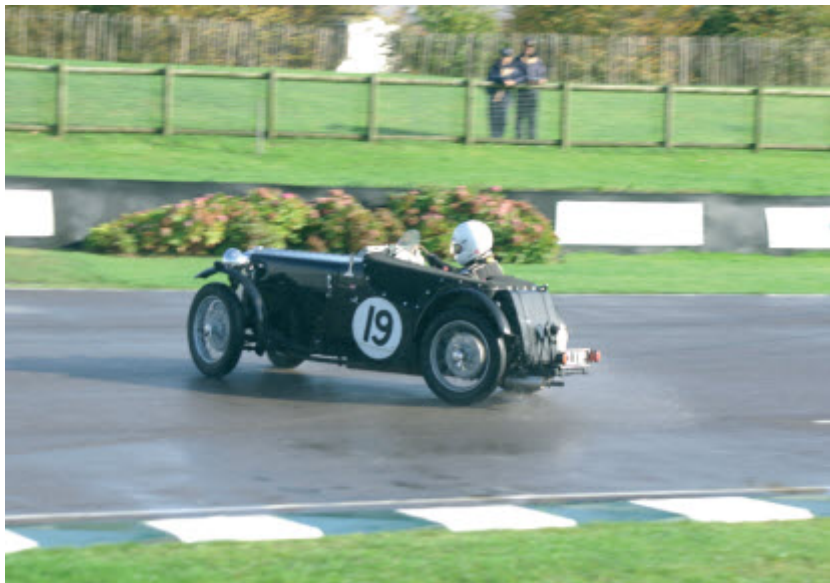


**NOVEMBER 2009**





***Nev Churcher in his first car, at Petersfield;  
Alan Scott in passenger seat, Adrian Price looking on***



***VSCC Goodwood Sprint - Mark Dolton (PB) in mid-spin as he explores the limit of the wet track***

# **TRIPLE-M REGISTER**

## **BULLETIN No. 52**

### **November 2009**

So here we are at the end of another full year of Triple-M activities, with our highlight being the immensely successful Exmoor Rut weekend; MG Live weekend and the popular Chairman's Summer Gathering, which many people enjoy and look forward to every year. Our cars have been competing on many race tracks too, and although most of us cannot afford the cost and time to participate, I believe that many would like to hear what is going on, and so, as Editor, I try to get reports for the Bulletin.

One area of the Bulletin that people comment about is the lack of technical information, and the poor number of entries in the Tips and Hints section. There are a good number of members out there who look to the Bulletin to help them restore/repair their Triple-M cars, and this section is of great use to them, especially if they are recent owners needing assistance. It is also very useful to have names of firms who have carried out good work on member's cars. So please could I ask the more experienced members to send me contributions to fill out this section? Do not assume that because you know how to do something, that others have the same knowledge. I am sure you would all like to help your fellow Triple-M owners.

We are pleased to announce that next year's Triple-M Rally will be organised by Terry Hartley and Bob Walker, who have produced two excellent Flat Cap and Whippet weekends in the past in Yorkshire. For next year they are taking us to the Lake District, which has superb scenery, and hills to challenge our cars. This is planned for Thursday 12<sup>th</sup> to Sunday 15<sup>th</sup> August, to encourage members to make it a mini holiday. Members are asked to contact Terry to show interest, so that he can get a good indication of numbers; so far 20 people have already asked to be included, which is half the full entry of 40 cars. The designated hotel has 31 bedrooms, including one luxury room, for which one lucky entrant will get a free upgrade into, following a draw of names booked into this hotel.

**Cover Photo:- Walter Kallenberg in his K1 at the start of the  
Schloss Dyck Classic rally, where they came 2<sup>nd</sup> in class**

Also next year there will be a continental Triple-M rally, taking over from the 3-year Luxembourg Triple-M rally, which is NOT going to be run again. This new rally is being organised by Jan Schoonen from Belgium, and is to be called Triple-M on the Road 2010, taking place over the weekend of 29<sup>th</sup> and 30<sup>th</sup> May. The hotel has already been arranged and for further details you can e-mail [mg@casan.in](mailto:mg@casan.in) or [schoon@telenet.be](mailto:schoon@telenet.be) Further details and entry forms will be contained in the January Bulletin. However when planning your events for next year make sure this event is on your list. These continental events are great fun, with a chance to meet many European owners with their cars that we do not see over here, and tour some quieter roads than in the UK, which will be mainly in Holland and Belgium.

Whilst organising the 75<sup>th</sup> Anniversary of the P and N-types, I was speaking to Mike Hawke, telling him that Peter Down has owned his P-type for 51 years. Mike has produced a list of J-type long-term owners, which can be seen in the LETTERS section, and wonders what other models have long-term owners. Mike Allison has owned his Monte Carlo N-type for 48 years, and our own NA Allingham has been in the family for 43 years.

Our C-type has now had its cracked oil feed pipe replaced, and is soon to be fitted with its No7 Powerplus blower, which Derek Chinn has re-engineered with Shorrock-style internals, as seen in the photo below.



## **Secretary's Report on the Triple-M Committee Meeting** **6<sup>th</sup> September**

Peter Green reported that the Mary Harris and Slade trophies have been valued and copies of the valuation plus photos have been sent to Kimber House. These are the only trophies with a replacement value above £1000. He also stated that work on the 50<sup>th</sup> Anniversary celebrations has progressed slightly with Dick Morbey, Mike Linward, John Reid and Elizabeth Taylor all agreeing to help with the organisation. The attendance at the Summer Gathering was good, and the event virtually broke even. Both Peter Green and George Eagle will attend the MGCC Council Meeting and AGM on 10<sup>th</sup> October.

George Eagle advised there has been the usual contact from members, one of whom has owned his M-type since 1952; he has just retired and intends to rebuild the car. Two new owners also made contact. They are P. Clisky who bought a PA on impulse, and J. Whiteman who purchased the J2 auctioned at MGCC Silverstone.

John James, son of J E S Jones (PB Cream Cracker JB7525) has also been in contact. He still has a substantial collection of photos, which he is happy for the Register to use.

Bob Milton confirmed that the PayPal account is working well. He also presented to the Committee a breakdown of the main items in the income and expenditure accounts.

Bob Clare reported 10 fresh registrations since the June meeting, the cars are – 3 M-types, 2 J2s, and one each of F1, L1, NA, PA and PB. The number of cars now registered is 3083. He has also been in contact with the MGCC over the drafting of the proposed DVLA procedure.

Peter Hemmings reported a busy and successful MG Silverstone for the library; he recorded special thanks for Val Duncombe, Susan Leaver, Paul White and Mike Allison for help with running the busy stall at various times over the weekend. The Committee agreed that in the light of substantial increases in overseas postage, it would be necessary to increase postage on Yearbooks sold overseas.

Dick Morbey reported another disappointment in August – the second in recent months – when the Kimber House editorial team

omitted to include the "Register update" submitted copy in Safety Fast. No one seems to be able to say what went wrong. Copy for the October issue will include an appreciation of the late Bob Brassington by Brian Kelly.

Phil Bayne-Powell confirmed the bumper 64 page Bulletin number 50 was posted to 401 people with 319 of those in the UK, 60 in Europe and 22 in the Rest of the World. The September issue will be about 48 pages; this has largely been achieved with reports from Mark Dolton, Mike Linward and the Editor. More volunteers are required to write reports, especially on the racing scene, which hardly receives any coverage. Each edition of the Bulletin is being sent to Mark Dolton, who arranges to have this formatted and put on the web site.

Cathelijne Spoelstra has set the deadline for the 2009 Yearbook articles at around the New Year; this should leave sufficient time to edit, collate pictures etc and to have the Yearbook ready for Silverstone 2010. A lot of very good material has already been submitted by regular contributors Mike Hawke and Barry Foster.

The Committee decided that in the interests of continuity, the ideal would be to continue with the current designer and printers.

With regard to events for 2010 the Summer Gathering will again be held in either June or July; the search for a suitable venue for the Annual Dinner continues

It was agreed the 50<sup>th</sup> Anniversary celebrations 2011 should be based on MGCC Silverstone, and be held on Wednesday/Thursday/Friday i.e. as was the case for the well-supported 40<sup>th</sup> Anniversary. A search is being made for a suitable centrally situated hotel on which to base the event.

Phil Bayne-Powell raised the matter of the Register joining the Inter Register Challenge (IRC). The IRC is a register for pre war cars and is supported by such clubs as Austin 7, Humber, Riley etc. The cost of membership is £15 every other year, and part of the terms are that member clubs must each organise one event each year. Typically the events are treasure hunts, navigation rallies, trials etc. The Committee agreed that owners would benefit from the Register's membership of the IRC.

The date of the next Committee meeting is 6<sup>th</sup> December 2009.

**MGCC SW Centre Wiscombe Hill Climb**  
**12 September 2009** by Mike Linward

The weather on the Saturday was warm and sunny after a cool start. The hill climb track was dry for most of the day, but damp at the beginning of practice from overnight dew.

There was a better Triple-M entry this year compared with last, comprising eight cars and ten entries, but numbers depleted throughout the morning practice. First to go was Philip Bayne-Powell's ND, which had developed gearbox problems on the way down to Wiscombe, culminating in a partial seizure after arrival at the hill. Richard Jenkins came to the immediate rescue with an offer to Philip of a drive in his NA, which was gratefully accepted.

Emma Digby, double entered in Ian MacKay's newly restored J2, had the dubious honour of getting proceedings underway. Emma had had very little previous experience of driving a Triple-M car, just an hour or so familiarisation a few days before the event. The car itself was only a week 'old' following a meticulous nine year re-build, and had completed a gentle running in from Muswell Hill in London to Wiscombe Park on Friday. Under the circumstances, Emma's time of 81.76 seconds was highly commendable, as subsequent reports said how slippery the hill climb surface was for the early runners.



**Early morning, with the Jones L-type and Ashley M-type still slumbering**



Next away was the L-type, double entered car of Bob and Charles Jones. As Bob let up the clutch on the start line there was a loud crack from the back end of the car as the differential gears audibly gave way. That completed the competition day for the L type, and two more were out of the running.

There then followed a relative period of calm as the remaining cars completed their first practice runs. Ian MacKay was fastest in a time of 63.49 seconds, followed by 65.43 by Howard Harman in the supercharged PA, and Richard Jenkins' NA time of 67.75 seconds. Emma Digby once again led away on the second practice run, completed in 74.05 seconds, an instant improvement of more than seven seconds. In Ian MacKay's second run, the J2 got slightly out of shape going through the Gate, and in straightening out, clipped the bank and rolled over, trapping Ian underneath. Fortunately the incident happened right next to a marshal's post, and the marshals quickly had Ian out of the car, badly shaken but otherwise unhurt. The J2 was righted, and the clearing up of spilt oil and fuel started in earnest, but it was almost half an hour before practice resumed with a distinct air of gloom in the Triple-M camp. Not surprisingly, Ian's earlier time was not beaten, even by the supercharged cars.

Philip Bayne-Powell's time of 70.47secs in the borrowed NA was eight seconds better than first practice, and Andrew Morland in the 'C-looking' blown PA improved slightly to 67.16 seconds. In context, Frank Ashley's time of 67.03 in the M-type was highly creditable.



**Dave Pendlebury-Brown's blown J-type ready for action**



After lunch, the competition started in earnest with improved times by all the remaining six competitors. Andrew Morland in his PA special was fastest with 62.98 seconds, followed by Howard Harman in 63.37, and Frank Ashley with 65.22. Dave Brown was ten seconds quicker than in practice in the supercharged J2, and both Richard Jenkins and Philip Bayne-Powell made small gains. The second runs saw mixed fortunes, as half the Triple-Ms recorded worse times, but Howard Harman continued to improve with 61.36, Dave Brown clipped a further two seconds from his time and Frank Ashley also made a small improvement.

In the final analysis, Frank Ashley's M-type was beaten into second place in Class 2A by Ian Harbottle's Austin Ulster. In 2B, there was only one finisher after the MacKay J2 retirement, and that was Andrew Morland in the PA special, who therefore took first place. In Class 2C, Howard Harman's supercharged PA was third, behind Hamish Grant's Riley Kestrel special, and David Butler's TD, but was rewarded with the Don Smith Trophy as the quickest Triple-M car of the day. Dave Brown was fourth in the J2, with the NA of Richard Jenkins and Philip Bayne-Powell seventh and eighth respectively.



**Emma Rigby and the Editor in their borrowed cars,  
line up for their runs (photo R.Jenkins)**

There were several other major incidences throughout the afternoon involving modern machinery, fortunately without injury to the drivers, but the ensuing delays meant that the event dragged on somewhat until well after 6.30 p.m. before the hill was re-opened to normal traffic and people could start going home.

In the cold light of Sunday morning, Ian MacKay's J2 was found to be not as badly damaged as first feared, although it will require some body repair, particularly around the scuttle, and the wings, lamps and radiator took a bit of a bashing. The steering and axles will also need careful examination to ensure no stress failures have taken place, but the overall outcome could have been a lot worse.

Included here are the handicap results used to calculate positions in the Triple-M Speed Championship only. A full set of results for the event can be viewed on the MGCC South West web site, <http://www.mgcars.org.uk/mgccsw/>

The Triple-M Register sets the handicap times solely for the purpose of calculating results for the Triple-M Speed Championship.

Triple-M Handicap Results for the Wiscombe Park Hill Climb:

		H/C	Prac 1	Prac 2	Run 1	Run 2	Improve ment	H/C Result
Frank Ashley	M	66	69.57	67.03	65.22	64.74	1.91%	<b>1st</b>
Ian MacKay	J2	62	63.49	FAIL	-	-		
Emma Digby	J2	67	81.49	74.05	-	-		
Andrew Morland	PA/s	58	69.85	67.16	<b>62.98</b>	63.29	(8.59%)	<b>4th</b>
Richard Jenkins	NA	63	67.75	69.63	<b>66.29</b>	68.11	(5.22%)	<b>3rd</b>
Dave Pendlebury- Brown	J2/s	59	74.24	75.05	65.69	<b>63.48</b>	(7.59%)	<b>5th</b>
Howard Haman	PA/s	60	65.43	64.63	63.37	<b>61.36</b>	(2.27%)	<b>2nd</b>
Philip Bayne- Powell	NA	63	78.35	70.47	<b>69.35</b>	69.41	(10.08%)	<b>6th</b>
Bob Jones	L1/s	55	FAIL	-	-	-		
Charles Jones	L1/s	55	N/S	-	-	-		

## **Brooklands Trophy Race – Goodwood**

### **Report by Peter Green**

This year the Brooklands Trophy race at the Goodwood Revival meeting was for “sports cars in the spirit of the great Brooklands races”; this is the first time the race has been for road equipped sports cars.

Four Triple-M cars were included in the entry of thirty. Andrew Taylor was driving Peter Green’s ex-Whitney Straight/Dick Seaman K3, Brandon Smith-Hilliard was driving his ex-Earl Howe 1933 Mille Miglia K3, Geraint Lewis was driving Mark Piercy’s NE looking N-type, and Martin Lewis was driving Barry Walker’s recently acquired J4. The other entrants were four Alfa Romeos, three Frazer Nashs, three Bentleys, two Bugattis, two Aston Martin Ulsters, two Low Chassis Invictas, two 328 BMWs, two SS100 Jaguars, two Talbots, an SS Mercedes-Benz, a V12 Lagonda, a Hyper Lea Francis and a Le Mans Morgan.

Official qualifying took place on Friday; unfortunately Geraint Lewis was not able to take part, as he was having trouble getting the N type to start and run cleanly – it should be pointed out that its rebuild was only completed the day before. At the end of the 20 minute session Patrick Blakeney-Edwards (Frazer Nash Super Sports) was easily the fastest driver, being over 5 seconds a lap faster than Jeremy Brewster (Hyper Lea-Francis). Nick Mason (Aston Martin Ulster) was third fastest, one second behind Brewster. Andrew Taylor (K3) was 5th fastest, 1 second slower than Mason. Brandon Smith-Hilliard (K3) was 18th and Martin Lewis (J4) 28th.

It should be pointed out that Andrew had competed previously at the Revival meeting, so he had an advantage over the other Triple-M drivers, who were racing at Goodwood for the first time. As well as the overall lap times, the timekeepers provide three sector times round the circuit, and ‘speed trap’ times on the Lavant straight, Andrew’s speed was 96.4 mph, Brandon’s was 90.6 mph and Martin’s was 77.2 mph.

Friday evening saw a new supercharger being fitted onto the Taylor/Green K3, after suffering a blow back on the last lap of qualifying which put the rotors out of sync. Meanwhile the Lewis team continued with their efforts to get the N-type running properly.

Saturday was a day off for the Brooklands Trophy racers, so they had plenty of time to have a look around the paddock and admire the fantastic collection of racing cars, and watch some very exciting racing.

Saturday night was Gala night for the competitors; this year the theme was 'Spanish Fiesta', which incorporated indoor fireworks, performing horses and music by Mark Knopfler.

The Brooklands Trophy race was the first race on Sunday, and the day dawned bright and dry. Geraint Lewis had by now got the N-type running well, and had obtained the necessary permission to start the race from the back of the grid, despite not having qualified. Unfortunately his troubles were not over, because on the 'Green Flag' lap he had gear selection troubles, so pulled into the pits and did not start the race.

When the flag went down - nothing so modern as lights at Goodwood, both Andrew and Brandon made excellent starts, but unfortunately neither could hold onto their starting positions. At the completion of the first lap Blakeney-Edwards (Frazer Nash) and Brewster (Lea Francis) crossed the line separated by just 0.08 seconds, 3.5 seconds ahead of Mason who was 3<sup>rd</sup>. Andrew had dropped back to 9<sup>th</sup> position from 5<sup>th</sup> on the grid; Brandon had gained one place and was 17<sup>th</sup>, and Martin was 27<sup>th</sup>, which was to be expected, as the J4 was by far the smallest capacity car in the race.



**Andrew Taylor (K3011) showing the heavy metal how to do it**

At the completion of lap 2, Blakeney-Edwards was further ahead of Brewster, who was lapping over three seconds quicker than he did in qualifying. Mason was still in third position, five seconds behind Brewster. Andrew remained in 9<sup>th</sup> position, but Brandon had gained two more places, and was up to 15<sup>th</sup> position.

At the end of the third lap, Andrew was up to 8<sup>th</sup> position, but Brandon had dropped back to 16<sup>th</sup> position, having been passed by Werner (Monza Alfa Romeo); Martin was in 26<sup>th</sup> position

At the end of the fourth lap the leader, Blakeney-Edwards, pulled into the pits because the Frazer Nash's radiator was losing water; this dropped him down to 8<sup>th</sup> position behind Andrew.

By the end of lap 6, Blakeney-Edwards was back up to second position, after lapping in the 1.43's, three seconds quicker than his best qualifying lap, and 8 seconds a lap quicker than Brewster.

By the end of lap 8, the Frazer Nash was back in the lead, as Brewster's Lea Francis' supercharger had exploded on the Lavant straight causing his retirement. Nick Mason was in second position and Hubert Fabri (Bugatti) was in third position; Richard Wills (328 BMW) was fourth, Neil Davies (Bentley) was fifth and Andrew (K3) was sixth; these latter five were lapping within 1.5 seconds of each other.



**K3001 and K3011 in the Paddock  
ready for action**

Blakeney-Edwards pulled into the pits at the end of lap 9 for more water, and was able to rejoin the race in second position. Brandon was having a very entertaining race with the Alfa Romeo of Turner and the Bentley of Mann; all three of them trading places corner by corner, lap after lap. Martin was now up to 23<sup>rd</sup>, helped by a couple of retirements.

On lap ten, Wills (328 BMW) passed Fabri (Bugatti) for third place. The order at the front stayed the same to the chequered flag, Andrew having to settle for 6<sup>th</sup> place, being unable to match the speed of Davies' 4.5 litre Bentley on the straight, despite being noticeably faster through the corners.

Nick Mason (Aston Martin) won, 0.31 seconds ahead of Patrick Blakeney-Edwards (Frazer Nash) and Richard Wills (328 BMW) was third. Andrew's best lap time of 1-50.823, compared with the winner's best lap of 1-49.403 and Blakeney-Edwards' best lap of 1-43.608. Brandon finished in 15<sup>th</sup> position, Mann (Bentley) having re-passed him on the penultimate lap, with a best lap time of 1-57.060. Martin finished in 23<sup>rd</sup> position with a best lap time of 2-15.212.

The Triple-M cars attracted a lot of attention throughout the weekend, so let's hope that they get invited back to take part in future Brooklands Trophy races.



**Andrew Taylor (K3011) nips past the SSK Mercedes (photo R.Morbey)**

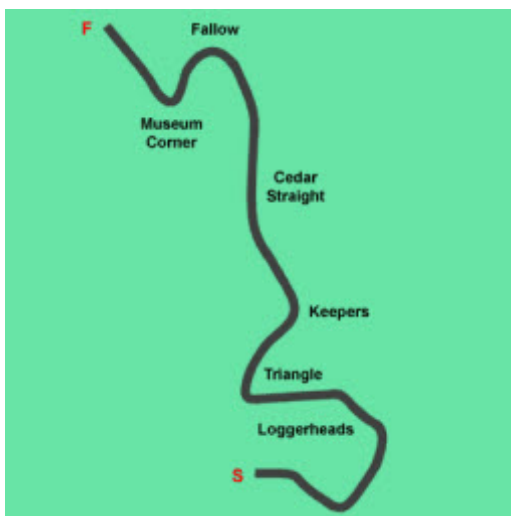


## VSCC Loton Park - 26<sup>th</sup>/27<sup>th</sup> September 2009

From Mark Dolton

As with most venues this year, it was my first visit to Loton Park, and yet again I cannot praise the venue and organisation enough. It's another picturesque location with the hill winding through the Forest a few miles from Shrewsbury.

The course is 1475 yards (1349 metres) long, with an average gradient of 1 in 25 (4%), and the steepest of 1 in 7 (14%). It is rated as one of the country's most demanding hills by competitors; it also has 2 downhill sections making it the most varied hill I've tried this year. Again practise was held in number order and thankfully it seems the VSCC have agreed to run this format at all Hills and Sprints next year.



The VSCC event structure resembled Prescott, with practise on Sat and the timed runs on Sun. The Loton Park faithful also put on a wonderful Hog Roast on the Sat night, making it a very social and welcoming event. Out on the track we were blessed again with great weather, and it brought out some fierce competition. Unfortunately only 3 MGs made it out, but it was a great return for the effort with all 3 entries taking 2<sup>nd</sup> Place overall in their respective classes. The event drew the usual collection of VSCC cars, including 2 saloon entries, which looked a huge amount of fun. James Baxter yet again took overall honours in the single seat Frazer Nash, with a time of 62.18, a really spectacular performance. Great to talk with him as well on Saturday evening over a beer, he really offers a huge amount of advice on how to tackle these hills

! In class 3, I managed a quickest time of 84.41 in the PB on my final run to pip a Frazer Nash TT to Second place. It was a hugely rewarding to come away with an award, after my testing first day. I only had managed 1 practise run. I got my entry into Fallow very wrong and locked up both front brakes. The right front brake cable snapped, which launched the car sideways, luckily in the right direction to make the tight left hander! On review in the paddock the left front cable had also stretched beyond use, and it looked like my weekend was over.

Luckily with Sports and Vintage down the road, a very helpful Jamie Dowley came up trumps with his last set of PB brake cables. 7hrs later we were back up and running with 2 new brake cables. I'm no mechanical expert and it was the first event my chief mechanic (Dolton Senior) had not joined me, so I learnt a lot very quickly. How tricky are the cable pulleys on the handbrake cross shaft, I nearly had to unscrew half the car to get to them! A huge thank you to Ian Seymour-Smith and Gareth for all their advice and support. I hope next time I replace the brake cables it will take me half the time!



**Mark Dolton PB exits the Triangle  
(Photo Rich Danby)**

In Class 8 Ian Seymour-Smith has the PA/ PB Special flying, seriously quick, taking 2<sup>nd</sup> place with a 79.03 in front of a very quick Riley Nine and Geraint Owen in the Morris/JAP. Ian narrowly missed a class win, pushing the car on to 2 wheels around the triangle, losing out fractionally to Tim Hopkinsons Riley nine that recorded a 78.73. Mike Painter took the J2/PB Kayne Special to 2<sup>nd</sup> place in class 13 recording a 71.51 in a really competitive class. Anthony Garner's Lagonda Rapier taking the class honours.



**Ian Seymour-Smith, PA/PB Special, holds his breath!**  
**(Photo - Rich Danby)**

The only disappointment is that we didn't have a great representation of Triple M cars in the 160 car field. May be next year a few more will be tempted! So another great event, top organisation. My kids loved the experience, a good spot for a picnic in the forest, so it comes well recommended to all.

Next year the event will be looking for a different time of year due to a clash with the National Hill Climb Championships, so watch out for the change of date. Just wish I had had a camera whilst walking the course first thing Sunday morning; I had a meeting with a huge stag, proudly sporting his full set of antlers, a wonderful sight at a beautiful venue!



**Mike Painter charges to the finish in the Kayne Special - (Photo - Rich Danby )**

## **RESULTS**

### **Class 3 Standard and Modified Sports Cars 1100-1500cc Unsupercharged and up to 1100cc Supercharged**

David Johnson	Frazer Nash Colmore	1496	1933	80.33	1st Overall
<b>Mark Dolton</b>	<b>MG PB</b>	<b>939</b>	<b>1935</b>	<b>84.41</b>	<b>2nd Overall</b>
Daniel Geoghegan	Alvis 12/50	1496	1927	87.75	1st Std Vintage
Mike Crehan	FIAT 501s	1495	1922	91.81	1st Mod Vintage
Richard White	Wolseley Hornet	1271	1930	93.43	2nd Handicap
John Sawyer	Bond Sports	1496	1928	94.37	1st Handicap

## Class 8 Special Sports Cars up to 1100cc and up to 750cc Supercharged

Tim Hopkinson Riley 9 1087 1929/34 78.73 1st Overall

**Ian Seymour-Smith MG PA/B Special 885 1934 79.03 2nd Overall**

Geraint Owen Morris/JAP JEMIMA 1096 1930 79.40 1st Vintage

William Hargreaves Riley 9 1087 1933 87.71 1st Handicap

Ms Hannah Enticknap Austin 7 747 1930 91.66 2nd Handicap

## Class 13 Pre 1941 Racing Cars up to 1100cc

Anthony Garner Lagonda Rapier 1098 1934 69.84 1st Overall

**Mike Painter MG KAYNE J2/PB Special 940 1935 71.51 2nd Overall**

Gary Clare GRANNIE . 1100 1928 75.23 1st Vintage

John Wiseman GNAT 1088 1919/25 75.52 2nd Vintage

Julian Taylor Newton 200 Mile Race Car 1095 1923 78.86 1st Handicap

Colin Rogers ADRO Special 980 1938 89.94 2nd Handicap





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**The South East Region Autumn Gathering**  
**Uppark House**  
**27<sup>th</sup> September 2009**  
**Bob Clare Reports**

**Introduction**

Plans to take both the PA and the Cresta NB to this event were thwarted when, after about 50 miles covered since taking the head off the PA to get a dropped valve seat replaced, the 3-cylinder engine syndrome re-emerged. A slow climb back up the hill to my daughter's place, where the car is kept, a slamming of garage door, and some choice invective left only the Cresta available for the trip. Not a problem for the other half of the Worthing Mafia who, almost by tradition now, marshal at the entrance to the Autumn Gatherings, since the Mardells were equipped with the ex Paul Mace race MkIII modern Midget.

So we set off from Worthing. By Findon, the Mardell-mobile had fallen back out of sight. What was going on? The problem with race engines is that they don't like slow running, and the thing had oiled a plug – back to 3-cylinder engine syndrome! I slowed and soon, with some popping and banging, the Midget tore up behind and all was well within a couple of miles.

**The Event**

We arrived a bit early, and the only evidence of life were 2 dozen very tame pheasants and a pair of buzzards (not so tame).

But it was a really beautiful day, and we set out our table and chairs by the gate that we thought would be the official entrance, and had a cup of tea.

In due course the organising team and the gate-keeper from Uppark arrived and we set up shop, as you can see below, complete with the various instruction sheets, lists, tickets, plaques and so forth, always so efficiently organised by Jenny and John Morgan.

No, the entrance road was not exactly motorway standard, and the drive to get to the gate was shall we say, rural, but everyone found their way, and no one lost an exhaust or sump!

The attendance was excellent, probably as much because of the exceptional weather, as for any other reason, and many folk just turned up "on spec." as they say, including a couple from the



Abingdon Centre, who just happened to pass the Uppark entrance and saw the MGCC sign. Yes, they were in a Triple-M car “just out for the day”.



**A scenic view of the gate-marshals Eric Mardell, his wife Liz, and Amanda Clare; Bob's Cresta NA lurks in the bushes**

Uppark House was rebuilt by the National Trust for the sum of £8M, after a disastrous fire gutted it, when a blow torch that was being used to replace the roof leadwork overheated the dry timbers underneath. It was therefore not spotted for some time, but by then the roof timbers were well alight. It now looks resplendent and was a great back-drop to the assembled cars. During the fire, hundreds of volunteers came to form a human chain, as the fireman handed out the valuable treasures through the open windows, thus saving many items that would have been burnt.

Following the fire the debris was collected and placed in 4500 dustbins, which were then sifted through so as to retain as much of the original fabric as possible. Where timber moulding had been burnt, the damaged section was cut out and new pieces grafted in; even a half-burnt carpet had a new piece made in Romania and pieced into the original. An interesting approach to restoration, which of course has a parallel to restoration of our cars. How many of us try to preserve as much of the original fabric as possible, when it is so easy to ditch all the old rotten/rusted material and replace with new timber/cladding



**Good weather, lovely views, and Jim Collier's J1 salonette  
centre stage**



**Brenda Adam's PA against the back-drop of Uppark House**

And the usual good-natured competitions gave owners the opportunity to show off their prides and joys, though for some a gymnastic element played a part, as in this photo of the Editor nose down under the bonnet of the Bayne-Powell Allingham! (*He was busy cleaning the accumulated oil off the engine, as instructed by the car's owner, Rosemary!! – Ed*)



**The Editor (in red sweater) deep in the engine bay of the Allingham, prepares for POO**




### **Conclusion**

Such a beautiful day and such a beautiful venue! It's hard to remember a better Autumn Gathering. Well done to the organisers.

The drive home was most enjoyable though the sight and sound of Mardell roaring past (on the full 4 cylinders) on the A24, and my wife shouting "don't you dare try and chase him!!" was maybe the most memorable bit of that journey!

## RESULTS

Entrant Name	Car	Total	Class Position	Overall Position
Brenda Adams	PA	401	1st (Award)	2nd
Anne Downes	TC	382	2nd	4th
Andrew Amos	J1/2	331	3rd	7th
Rosemary Bayne-Powell	NA Allingham	319	4th	8th
Derek Varney	TF	353	= 3rd	= 5th
Bob Chuter	ZA	419.5	1st (Award)	1st
David Mulcahy	TF	386	2nd	3rd
Terence Lestrille	MGA	353	= 3rd	= 5th



**MIDGET**

**MAGNETTE**

**MAGNA**

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD



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
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## Le Kimber 2009 text and photos from John Reid

A most successful Le Kimber Trial was held on Saturday 18<sup>th</sup> October, taking in eleven sections in the countryside around Hambye in Normandy. John and Lavinia Bevington, who offer B&B in their delightful house in the centre of the small market town of Hambye, are the organising team behind the weekend, planning the motoring entertainment for Friday and Saturday, arranging the accommodation and most importantly, preparing grand lunches and dinners.

In anticipation, Patrick Gardner and Mike Linward travelled early in the week to help John clear the sections of brambles and overhanging branches, and generally ensure that all was well with the locals. Alexander kindly allowed me to borrow his P-type, and with passenger David Smith aboard on Wednesday, we drove from Cambridge to the Travelodge in Portsmouth, taking the scenic route via Oxford and then south down the A34, and across to the Meon Valley after passing Newbury.

This was the first time I had driven the car since rebuilding the cylinder head with new rockers and valves – what a transformation! There is no question that time spent setting the valve gear correctly transforms the performance – but then you all know that. Ian MacKay and Richard Jenkins (NA Milédi) joined us for dinner at a pub overlooking the harbour.

On Thursday morning the fast ferry to Cherbourg left at 8.00am, with Nick Bengier (J2) and Bryan Ditchman also on board, and Martin Warner in his very smart MGA Twin Cam squeezing in under the wire. We went our separate ways at Cherbourg to enjoy some Normandy countryside, with everyone on parade at Maison Quesnel for lunch on Friday, provided by Lavinia.

The afternoon was spent navigating around the country lanes surrounding Hambye, looking for appropriate place and house names, which would lead to the answers for the famed Bevington crossword. Winners of this intellectual navigational exercise, and a bottle of port (generously shared with all after Saturday's dinner) were George and Jo Ward, followed by Ian MacKay and Richard Jenkins, who pipped John and David by ½ point. It was no consolation when soon after midnight, it dawned on me that the answer to "A French King and a footballer" was Henri – so 3<sup>rd</sup> it was, on the podium, but no

cigar. A splendid dinner was enjoyed at L'Auberge de L'Abbaye, a mile or so outside Hambye, where some of the party were staying.

Le Kimber proper started after breakfast on Saturday, with John Bevington, and his son Mark leading the crocodile to the first hill. The weather was still fine, as it had been all week, so the tracks were dry, but with a variety of surfaces. The preparation work earlier in the week by the advance party was appreciated, though there was some thought that it was a cunning plan by Patrick and Mike to get to walk the sections to plan their route, such is the seriousness with which winning Le Grenouille Vert is taken!

This year's course was similar to last except that *Bretonnieres* was included. This has often been tricky, but this year was voted a good challenge. *Hamel Aubert*, the first section, was a Regularity test to be completed in 60 seconds. 450 metres of fairly smooth surface with a hard base covered with leaf mould was completed in the bogey time by Nigel Gibbons (blown PA)/Martin Warner, with George/Jo Ward (PA) 5 seconds behind, a second ahead of Patrick Gardner (J2)/Mike Linward and Nick Benger (J2)/Bryan Ditchman, equal 3<sup>rd</sup>.



**Nick Benger and Bryan Ditchman look pleased with 3<sup>rd</sup> place on the first hill**



The second hill, *Presbytiere*, was twice as long, with a downhill grassy and rutted section after the initial climb at the start. Through the trees it became steeper with more ruts, ending in a sharp left continuing steep to end on a flat grassy surface. Fastest here were Nigel/Martin, 9 seconds quicker than George and Jo, in turn a second ahead of Richard Jenkins(NA)/Ian MacKay. It was noted that John Reid(PA)/David Smith took twice as long as anybody else, but the driver preferred to treat the sections as MCC trials hills rather than timed rally sections – after all, I had to return the car in a reasonable state to its new owner...! I have total admiration for the way in which entrants tackled the sections with such vigour.

On to Hill 3, *New Epine* – heavily rutted then grassy and rough, with the instructions that “you need to pick your course carefully.” George and Jo were fastest, proving very competitive as always, and nothing daunted George opened his bonnet with a crowbar to fix a sticking float chamber that was allowing petrol to overflow! Makes a change from using Post Office red rubber bands as a throttle spring. 4 seconds behind were Richard/Ian, a second ahead of Patrick/Mike.



**Getting ready for the afternoon session after the lunch stop**

Hill 4, *Planconnerie*, was 800 metres long with the start on a grassy track, then up through the wood with two sharp bends, becoming steeper and narrower, finally levelling out to the finish near a public road. Richard/Ian, making lovely 6 cylinder noises, pipped George/Jo by one second, to start a run of four consecutive first places, with Nigel/Martin slotting into 3<sup>rd</sup>. Nigel was benefitting from Martin's supportive (according to Martin!) pace notes, with encouraging words like "Keep both hands on the wheel, don't change gear I said DON'T change gear, stay in 1<sup>st</sup>".

*Parquerie*, the last hill before lunch, started narrow, rough and steep, easing to become level where the main track turned into a field. We had to keep straight on into a tree-lined section, becoming narrow again and fairly rough, finishing level and rutted. Richard/Ian, winners for the last two years, were again quickest, with Nigel/Martin taking 2<sup>nd</sup> by a tyre's width from George/Jo, one second behind. Throughout the day many of the sections were decided by a second here or there.

After an enjoyable lunch at Restaurant Le Krill, it was back to the cars ready for the afternoon sections. Patrick offered to take my passenger David in the J2 to give him experience of the *allegro appassionato con brio* approach, while Mike accompanied me at my leisurely *andante* pace.



**Patrick Gardner with Mike Linward  
ready to video  
at the start of Le Presbytierre**

Hill 6, *Le Parc*, was a steep track with a hard stony surface with a sharp rutted left bend. Once again Milédi showed her paces finishing 9 seconds ahead of both Patrick/David and Nigel/Martin. David's normally healthy complexion had turned a little paler, but he had a big smile, and was shaking his head in amazement. George/Jo were third, yet again only one second adrift.

*Le Moulin* was a 400 metre Regularity test to be completed in 45 seconds. Everybody except me was ahead of time – Richard/Ian were 2 secs closer to target than Nick/Bryan, who in turn were 2 secs ahead of George/Jo. This was Richard/Ian's fourth consecutive winning hill, and with his earlier 2<sup>nd</sup> and 3<sup>rd</sup> places, was looking good to raise the Frog for the third year, but both Nigel and George were in position to take advantage of any lapses.

On to *Le Bretonnieres*, which as John's notes said, "in some years has been deemed impassable, but this year looks a good trial for man and car." And so it turned out - a short 375 metre section, which starts on rutted grass, becoming progressively steeper on a stony and slippery surface, much of it rutted. Richard powered away from the start and was going well, only to be brought to a halt by his door coming open, jamming against the bank and being wrenched off its hinges.



A particularly bouncy finish also squashed the feed pipe to the oil pump, but it was deemed suitable to continue, as oil pressure was not compromised. With Richard classed as DNF, this gave Nigel/Martin their third win of the day, 10 seconds ahead of Patrick/David, in turn 3 seconds ahead of George/Jo.

Just up the road from L'Abbaye is the start of *Le Martiniere*, a short 300 metre steep slippery climb with rocky outcrops. Once again, Nigel was up in under a minute, 5 seconds ahead of George, who was 2 seconds ahead of Richard, in spite of deciding to take it easy in deference to his squashed oil pipe...Those seconds here and seconds there were to prove crucial in calculating the final position.

Finally to *Les Bouvieries*, the last hill which is run in VSCC "Welsh" style, with sticks starting at No 18 finishing with No 1. In the dry sunny conditions, which had been with us all day, everybody cleaned though Nigel had a bit of a hiccup towards the top.

It had been an exciting and enjoyable day rounded off with tea at Maison Quesnel. Richard and helpers sorted out his bent oil pipe with some annealing from the blowtorch, others gave their cars a wash down, and then it was time for drinks and the Results Dinner.

It goes without saying that Lavinia prepared a splendid meal for us, and over coffee John and Mark announced the results. In third place, with points gained on every hill were George/Jo, one point behind second place Richard/Ian, an excellent result considering their DNF on *Les Bretonnieres*. The well deserved winner of the Frog for 2009 was a delighted Nigel Gibbons in his blown PA, passengered by Martin Warner.

Thanks again to John and Lavinia Bevington for organising a great weekend in charming countryside. France is certainly the place to enjoy Triple-M motoring. After lunch on Sunday we said goodbye to John and Lavinia, and headed to Caen where we were to catch the 8am ferry to Portsmouth on Monday. We departed Portsmouth just after one o'clock and after a great drive were home soon after six. I shut the garage after a round trip of over 500 miles, only opening the bonnet to check the oil. Doesn't get much better!



**An enjoyable results dinner at  
son Quesnel**

**VSCC Goodwood Sprint**  
**Saturday October 24th 2009**  
**By Mark Dolton**

This event was a true club day attracting a great entry, and as usual some fierce competition, probably a very good example of traditional Goodwood. The weather was appalling, heavy rain all morning, standing water all over the place, and then a very greasy drying track in the afternoon. This was the first major event since the Revival; every drop of oil left from those 3 days of historic racing mixed nicely with the persistent rain!

To end the year the Triple-M Register was out in force, both as competitors and spectators. On the track we had PB, J2, ND, L, K, J, and PA all represented. There were a few elongated discussions with the noise and eligibility committees, but eventually all of us ventured out on track. We all took to a very pedestrian familiarisation lap, which for fist timers, like myself, was a great help, even if it did nothing to prepare us for the conditions ahead. Through practise the rain fell hard, and many were caught out around the circuit by the conditions. The offer of track guides was nearly useless, as visibility and control were both hard to come by. Therefore practise was a survival exercise through considerable standing water, rather than any kind of preparation for our timed runs!

After lunch the rain subsided into a light drizzle and finally sunshine. Although this created more challenges on a semi-drying track, with a glaring blind spot as you approached the chicane into the sun. Unfortunately the conditions had slowed proceedings so some of the later classes ran out of time for their second run.

In class 3 Dr Gill Collins in the J2 recorded a cautious best of 179 sec, whilst I managed a 160.8 secs in the PB after a confidence denting 1<sup>st</sup> run spin on my first outing. I carried too much speed through the chicane, drifted wide on to the rumble strip, which spat me out, pirouetting me down the finishing straight. I promptly came to rest next to a marigold bush pointing the wrong way. Slightly embarrassed by this crowd-pleasing moment, I was joined by many more having interesting incidents out on the ice rink! Now my father claims to have never spun in his career, some of you more

experienced campaigners have suggested he can't have been trying hard enough!!

In class 4, editor in chief, Philip Bayne-Powell in the ND was promoted from the reserves bench into the fun and games. Like many around St Marys, Philip excitedly reported huge understeer on his last run whilst pushing very hard. This was transformed into a perfect 4-wheel drift. Obviously mastering the conditions to record a 159.2secs and take 4<sup>th</sup> in class.

Nearly all of us commented on the entertainment around St Marys, combinations of controlled drifts and wild slides. It was a hugely challenging corner and in the drying conditions, Peter Fenichel was also caught out in the K. Managing a huge slide and spin on the exit, Peter reported being just too early on the power for the wet track conditions. Peter did record a really competitive time of 139.3 secs to take 2<sup>nd</sup> in Class 9 overall. Howard Harman took 1<sup>st</sup> on Handicap in the PA special with 162.1 secs. Stuart Evans recovered from his grassy moments in practise to record a very respectable 150.secs in the J sports.



**Peter Fenichel exits the chicane in the K  
(Photo Ian Davison)**



Adrian Cole in the L-type nearly collected a spinning car in front of him at the chicane in Class 10. Slowing considerably to avoid an incident, his timed run was not realistic, and luckily the marshals slotted him back in alongside the ERAs for another run, posting 159.1 secs.

It was a great day, hugely challenging in the conditions, a great social occasion and a fitting end to the season. It was a major highlight to sit on the Goodwood grid next to a T35 Bugatti, some spectacle to be so close, as he powered off the line. Down the Lavant straight I was flat out, potentially 85mph? (I don't think my speedo works above 70) Feels like 200mph! I certainly have a huge respect for past and present Goodwood drivers at full tilt in powerful cars; it must be one heck of a ride, with so little run off anywhere. James Baxter in the FRAZER NASH SINGLE SEATER recorded FTD of 118.7secs. I take my hat off to that!



**Howard Harman and PA leaving the chicane with room to spare  
(Photo Ian Davison)**

It was also great to meet our sister PB, 0602 the next chassis after our own, with owner Graham Holdsworth. Both cars were converted by the works factory from PA specification; coincidentally both now look very similar in cycle wing trim; this prompted me to plan some winter history research!

Thank you to all that have welcomed advised and supported me this year. I have been made to feel very at home in this club and the VSCC, loving every minute of the season. I have been very lucky to have such a competitive and wonderfully prepared car, and I'm learning the mechanical side very fast!

We have made many great friends and look forward to next year's antics greatly. I hope that you have enjoyed my event write-ups this year, and just maybe it will prompt a few more of you into action next year.



**PB 0601 and PB 0602 reunited!  
(Photo Graham Holdsworth)**

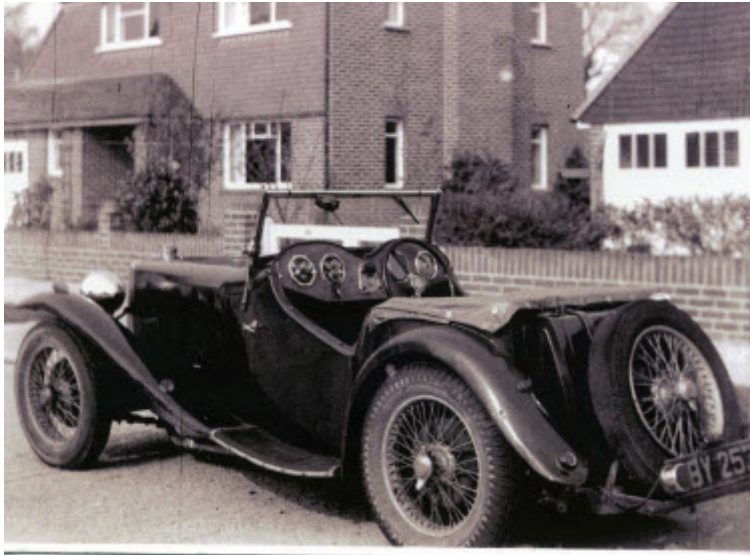
## Goodwood Triple-M Results

Michel	K-type Special	<b>139.3secs</b>	<b>2<sup>nd</sup> O/all class 9</b>
Ans	J-type	<b>150.9 secs</b>	<b>6<sup>th</sup> Class 9</b>
ole	L2	<b>159.1 secs</b>	<b>7<sup>th</sup> Class 10</b>
yne-Powell	ND Magnette	<b>159.2 secs</b>	<b>4<sup>th</sup> Class 4</b>
ton	PB	<b>160.9secs</b>	<b>7<sup>th</sup> Class 3</b>
harman	PA	<b>162.1secs</b>	<b>1stHc/9<sup>th</sup> Class 9</b>
ollins	J2	<b>179.8secs</b>	<b>10<sup>th</sup> Class 3</b>

## FUTURE EVENTS

<b>Nov</b>	<b>NEC Classic Car Show</b>	<b>neclassicmotorshow.com</b>
<b>r</b>	<b>VSCC Cotswold Trial</b>	<b>01608 644777</b>
<b>ember</b>	<b>VSCC Winter Driving Tests</b>	<b>01608 644777</b>
<b>uary</b>	<b>VSCC Brooklands Driving Tests</b>	<b>01608 644777</b>

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**Nev Churcher's £7 10s ND (NA 0512)  
in the 60s; this is the ex- Watkinson car,  
now made into an NE-style racer**

## **Triple-M Register's main touring event for 2010**

For 2010, the Register's main touring event will, once again, be a Flat Cap & Whippet weekend in the North of England. This, the 3<sup>rd</sup> FC&W event, will be based in the Lake District/North Pennine area, thereby ensuring we continue the traditional combination of 'energetic' touring and stunning scenery.

To make it a more advantageous stay, especially for entrants who have travelled a long distance, the 2010 event will extend over 4 days, from Thursday 12<sup>th</sup> to Sunday 15<sup>th</sup> of August.

Favourable terms have been negotiated with a top-class Country House Hotel, and a programme of events is currently being put together for a thoroughly enjoyable time. Once again we are aiming for an all-inclusive entry cost covering meals, tea/coffee stops, touring venues and entertainments etc.

Full entry details and costs will be published in January *Safety Fast!* January *Bulletin* and on the Register's website around the same time. Meanwhile, please feel free to contact the joint organisers, Terry Hartley 0113 2941329 [t.hartley555@ntlworld.com](mailto:t.hartley555@ntlworld.com) and Bob Walker 01423 322293 [aldboroughforge@btinternet.com](mailto:aldboroughforge@btinternet.com) without obligation, to be put on a list of members interested in entering. Members on this list will receive entry details prior to the above publication dates. The event will be limited to a maximum entry of 40 cars (80 people) on a first-come-first-served basis.



**A reminder of the last Flat Cap and Whippet weekend in  
2008**

# Car Of The Year 2009

## Scores to 29<sup>th</sup> October

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	123
2 <sup>nd</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	106
3 <sup>rd</sup>	2134	K1/s Spl.	MG 3094	Philip Bayne-Powell Peter Fenichel Jane Metcalfe Brandon Smith-Hilliard	100
4 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner Tim Beckh Jack Westbrook Alexander Gardner Mike Linward	90
5 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	84
6 <sup>th</sup>	2170	PB	CLX 112	Mark Dolton	77
7 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	67
8 <sup>th</sup>	2362	NA	BTT 726	Richard Jenkins Philip Bayne-Powell Ian MacKay	63
9 <sup>th</sup>	1428	J2	DG 6142	Nick Bengier Tom Mason Bryan Ditchman George Ward	61
10 <sup>th</sup>	920	PA/s	TG 8337	George Ward	59
11 <sup>th</sup>	2694	J2-PA/s	Kayne Spl	Mike Painter	58
12 <sup>th</sup>	1270	NB Cresta	MG 4750	Bob Clare	54
13 <sup>th</sup>	2960	J2	AM-30-25	Thijs de Groot Cathelijne Spoelstra	50
=14 <sup>th</sup>	2631	K3/s	JB 1472	Brandon Smith-Hilliard	48
“	3205	K3/s	JB 7526	Peter Green	48
16 <sup>th</sup>	2272	C/s	LJ 4444	Oliver Richardson	45
=17 <sup>th</sup>	2912	C/s	GX 9693	Duncan Potter David Potter	43
“	2028	NB/s	MG 3694	Jane Metcalfe Mike Allison Tim Metcalfe	43
19 <sup>th</sup>	1931	C/s	VD 30	Barry Foster Andrew Harrington	42
20 <sup>th</sup>	605	L1/s	MG 2802	Bob Jones Charles Jones	40
21 <sup>st</sup>	1426	NA/s ss	Bellevue Spl	Ian Baxter	39
=22 <sup>nd</sup>	1647	NB	JB 6864	Bill Abbott	37
“	2430	PA/s	497 UXH	Howard Haman	37
=24 <sup>th</sup>	108	M	OU 4824	Mike Dalby	36

“	2000	K3/s	MG 3570	Peter Green	36
=26 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey	35
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	35
28 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	33
=29 <sup>th</sup>	2175	PB	JB 7524	Elizabeth Taylor	32
“	3017	J1 Salonette	UG 3 585	Jim Collier	32
31 <sup>st</sup>	2579	M	MG 874	Valery Davison Ian Davison Alex Reid	31
32 <sup>nd</sup>	1976	J2/s	JF 5 278	GiI Collins	29
33 <sup>rd</sup>	1533	PA-PB	WV 5012	Dick Morbey	28
=34 <sup>th</sup>	3298	PA/s	OSL 309	Les Procter	27
“	1018	J2	MG 2853	Philip Coombs	27
36 <sup>th</sup>	158	PA	BJO 800	Peter Down	26
37 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	25
38 <sup>th</sup>	1804	PA	MG 3848	Alex Reid John Reid David Smith	24
39 <sup>th</sup>	1550	PA	567 CRU	Peter Scott	23
=40 <sup>th</sup>	2285	C/s	RX 8803	Laurie Poolman Diane Humphreys	21
“	600	J2/s	WJ 7070	Ken Robinson	21
“	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	21
“	3420	PA-PB	BMH 34	Ian Seymour-Smith	21
=44 <sup>th</sup>	135	KN Saloon	BYK 340	Peter Prosser	20
“	1419	J2	AGJ 540	Paul Miller	20
“	797	K1	ALB 871	Peter MacDonald-Card	20
“	3114	K1/s	BOS 357	Svend Algren	20
“	1463	NA/s	BUU 964	David Downes	20
=49 <sup>th</sup>	80	J2	DE-46-64	Henri de Jong	19
“	1902	PA	BXW 869	Brenda Adams	19
=51 <sup>st</sup>	1751	M	UV 7468	Brian Bassett	18
“	81	C/s	JK 1932	Sandra Hudson	18
“	3311	F1 Styles	WM 7730	Patrick Gardner	18
“	156	K1/s	APC 950	George Ward	18
“	1	NA/s	JB 3852	Jane Metcalfe	18
“	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	18
“	162	ND/s	BKL 265	Philip Bayne-Powell Malcolm Robertson	18
=58 <sup>th</sup>	1278	F1	MG 1313	Ian Goddard	17
“	738	J2	UP 8871	Colin Henderson	17
“	664	PA/s	BLB 209	Paul Duncombe	17

“	283	M	SVS 374	Patrick Gardner	17
=62 <sup>nd</sup>	2501	NB/s	AAM 372	George Eagle	16
“	1823	PA	WO 9320	Terry Andrews	16
=64 <sup>th</sup>	1049	PB/s	VH 8637	Gerald Burridge	15
“		PA/s	-	Richard Frankel Alan & Mike Painter	15
=66 <sup>th</sup>	833	PB	VH 8903	Bary Smith	14
“	2141	PA/s	RC 3349	Derek Richards	14
“	1135	M	SV 5438	Alan Grassam	14
“	3027	PA	TJ 9043	Michael Legg	14
“	2517	M	SV 6402	Roger Glistler	14
=71 <sup>st</sup>	968	PA	BU 8079	Roger Davies	13
“	2200	C/s	RX 8306	Philip Bayne-Powell	13
“	2615	PB	BOF 564	Tim Beckh	13
=74 <sup>th</sup>	2793	NA	JN 4402	Ken Hall	12
“	845	M	PG 5027	Mike Cleary	12
=76 <sup>th</sup>	2821	F1	MG 1375	Norman Williams	11
“	1156	PA-PB	AAD 264	Nick Dean	11
“	2920	J2	JA 4275	Jonathan Marsh	11
“	2703	PA 4 str	MG 3452	Tony Wild	11
“	1164	PA	YSV 703	Fred Boothby	11
“	-	QA/s ss	-	Tom Dark	11
“	2188	M	GH 4434	Colin Reynolds	11
“	1388	PA/s	RV 7500	Brian Rhead	11
=84 <sup>th</sup>	3272	J2/s	APG 718	Colin Bird	10
“	789	NA	YS 7798	Keith Hall	10
“	761	J2/s	APU 280	David Downes	10
“	609	PB/s	ARY 614	Mike Dowley	10
“	2761	K1/s	MG 2794	Paul Mullins	10
“	2054	J1	APC 401	Andrew Amos	10
“	656	PB/s	JC 3269	James Gunn	10
“	2215	PB/s	JB 7525	Richard Frankel Peter Fenichel	10
=92 <sup>nd</sup>	1000	PB/s	JB 7521	Brandon Smith-Hilliard	9
“	248	J2	MGJ 2	Bev Smith	9
“	2789	PA 4 str	VYC 529	Keith Jackson	9
“	2591	PA	MG 3242	Colin McLachlan	9
“	2957	PA 4 str	JC 2222	Geoff James	9
“	1870	PA	AYY 38	Malcolm Kirby	9
“	2312	D	GG 6097	Alastair Cowe	9
“	670	PA	BFY 711	Richard Holl	9
“	724	J2	HS 7065	Rodney Lambert	9



	“	148	M	OY 1548	John Haine	9
	“		F1	GX 6019	Will Spoehrer	9
	“	1650	M	DV 4449	Robbie Bugbird	9
=104 <sup>th</sup>	“	1659	PA	VL 5643	Terry Davies	8
	“	105	KN/s	BFY 658	Argen van Gelderen	8
	“	957	L2	MG 2799	Derek Smith	8
=107 <sup>th</sup>	“	1171	NA All’ham	MG 3538	Keith Portsmore	7
	“	1516	K3/s ss	-	Jeremy Hawke	7
	“	1985	K3/s	CS 3009	Philippe Douchet	7
	“	2133	KN/s ss	-	Andy King	7
	“	1486	K3/s	JB 3181	Howard Maguire	7
	“	407	J2/s	XJ 4982	Peter Batty	7
	“	2951	K1/s	AXC 219	Peter Card	7
=114 <sup>th</sup>	“	1591	J2/s	YJ 892	David Stansbie	6
	“	1537	PA/s	LV 8989	Patrick Gardner	6
	“	534	NA	HH 8103	Bill Bennett	6
	“	1710	F1 Jarvis	IU 2474	Peter Tabb	6
					Philip Bayne-Powell	
	“	2697	PB/s	CRE 569	Mark Reece	6
	“	1917	J1/s	VSV 521	Stuart Evans	6
=120 <sup>th</sup>	“	423	J2	DU-FG-86 H	Christian Höptner	5
	“	1208	PB	BOK 244	Keith Leaver	5
	“	27	J2-PA/s	DRV 740	George Cooper	5
	“	142	L1/s	APD 886	Adrian Cole	5
=124 <sup>th</sup>	“	3009	J2	AGO 497	Peter Hemmings	4
	“	633	NA	LAS 368	Tony Hay	4
	“	2227	KN	MG 4282	Peter Hemmings	4
	“	950	L1/s	MG 2349	Ian Davis on	4
	“	2742	J2	DG 7828	Robin Hamblett	4
	“	126	L2	ANB 431	David Naylor	4
130 <sup>th</sup>	“	2823	F1	GY 5141	Robert Walker	3
=131 <sup>st</sup>	“	877	M	WL 9297	James Fanshawe	2
	“	1710	F1 Jarvis	IU 2474	Peter Tabb /	2
					Philip Bayne-Powell	
	“	2070	J2/s	JY 1146	Roger Chamberlain	2
	“	390	J2	AUV 334	Robert Sandford	2
	“	3227	J2	JW 3166	Steve Clarke	2
	“	289	M	VE 1259	David Morgan	2
	“	1367	PA/s	MG 3921	John Wells	2
	“	1235	L1/s	JB 6878	Bryan Ditchman	2
	“	3063	F1	IA 9830	John & Lou Shorten	2
	“	3173	PB	APW 774	David Sherman	2

“	741	PA	ATO 387	Bill Cullen	2
“	2692	J2	SW 4156	Brian Galbraith	2
“	625	F1	OV 9757	Wean Harris	2
“	3000	F1	SFO 992	John Hopkins	2
“	119	J2	KG 1600	Paul Edwards	2
“	2284	J2	OB 5374	Colin Henderson	2
“	1777	PA	BEV 518	Ron Warr	2
“	1600	D	PO 5751	Ted Hack	2
“	1824	PA	LV 7661	Nick Wiles	2
“	1112	M Coupé	GG 3949	Mike Allison	2
“	2194	M Salonette	YC 7352	Richard Lee	2
“	869	F1	GY 4981	Robin Smith	2
“	2751	L1	MG 2557	Ceirog Hughes	2
“	1963	PB	YS 5081	Keith Wallace	2
“	411	L2	JB 1649	Geoffrey Jarvis	2
“	1187	PA/s	EO 5823	Colin Wallace	2
“	1293	J2	ALG 182	Dennis Wharf	2
“	627	J2	FS 5663	Ian MacKay	2
“	676	PA/s	WP 5939	Emma Digby Rosemary Thomas Roger Thomas	2

Results from the following events are the only ones that have either been submitted or analysed since the last Bulletin, and hence are the only ones that make up the 2009 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Sec's discretion. However, to be included in the End of Year final results, a submission must be made no later than the third week of January:

16 <sup>th</sup> August	MGCC SW Chew Magna Gymkhana	Part
23 <sup>rd</sup> August	VSCC Mallory Park Race Meeting	Full
23 <sup>rd</sup> August	MGCC SW Mendip Trial	Full
5 <sup>th</sup> /6 <sup>th</sup> Sept	VSCC Donington Park Race Meeting	Full
12 <sup>th</sup> Sept	MGCC SW Centre Wiscombe Park Hill Climb	Full
13 <sup>th</sup> Sept	Torbay Motor Club Trial	Part
20 <sup>th</sup> Sept	VSCC Madresfield Driving Tests	Full
20 <sup>th</sup> Sept	Holsworthy Motor Club Taw & Torridge Trial	Part
25 <sup>th</sup> -27 <sup>th</sup> Sept	Motor Racing Legends, Spa 'Six Hour' Race	Full
26 <sup>th</sup> /27 <sup>th</sup> Sept	VSCC Loton Park Hill Climb	Full
27 <sup>th</sup> Sept	MGCC SE Centre Autumn Meeting, Uppark	Full
2 <sup>nd</sup> October	MCC Edinburgh	Part
3 <sup>rd</sup> October	AMOC Oulton Park Race Meeting	Part
16 <sup>th</sup> October	Le Kimber Rally	Full

17 <sup>th</sup> October	Le Kimber Trial	Full
18 <sup>th</sup> October	MGCC SW Centre Kimber PCT	Full
18 <sup>th</sup> October	Minehead Motor Club Exmoor Clouds Trial	Part
24 <sup>th</sup> October	VSCC Goodwood Autumn Sprint	Full
25 <sup>th</sup> October	Launceston & North Cornwall Tamar Trial	Part

## SPEED CHAMPIONSHIP 2009

### Final Scores

Position	Car/s	Driver	Points
1 <sup>st</sup>	M	Frank Ashley	49
2 <sup>nd</sup>	K1/s Spl.	Peter Fenichel	47
3 <sup>rd</sup>	NB/s, K1/s	Jane Metcalfe	31
4 <sup>th</sup>	L1/s	Charles Jones	28
5 <sup>th</sup>	C/s	Barry Foster	26
6 <sup>th</sup>	J2/s	Dave Pendlebury-Brown	25
7 <sup>th</sup>	PA/s	Howard Harman	24
8 <sup>th</sup>	PA/s	Andrew Morland	23
9 <sup>th</sup>	PB/s	Mark Dolton	20
10 <sup>th</sup>	NA, ND/s	Philip Bayne-Powell	17
=11 <sup>th</sup>	K3/s	Peter Green	13
“	NA	Richard Jenkins	13
13 <sup>th</sup>	C/s	Dave Cooksey	12
14 <sup>th</sup>	PA/s	Les Procter	11
=15 <sup>th</sup>	C/s	Oliver Richardson	9
“	L1/s	Bob Jones	9
17 <sup>th</sup>	K1/s	Paul Mullins	8
18 <sup>th</sup>	J2	Fred Boothby	7
=19 <sup>th</sup>	PB/s	Mike Dowley	6
“	J2/s	David Downes	6
=21 <sup>st</sup>	PB/s	Mark Reece	5
“	KN/s	Arjn van Gelderen	5
“	K3/s	Philippe Douchet	5
“	Q/s ss	Tom Dark	5
“	KN/s	Andy King	5
“	K3/s	Howard Maguire	5
“	C/s	Andrew Harrington	5

# Racing Challenge Trophy 2009

## The Betty Haig Cup

### Scores to 30<sup>th</sup> October

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 <sup>st</sup>	K1/s Spl, PB/s	Peter Fenichel		0.272
2 <sup>nd</sup>	K3/s	Brandon Smith-Hilliard		0.376
3 <sup>rd</sup>	C/s	Oliver Richardson		0.638
	C/s	Dave Cooksey	4	0.721
	J2	Fred Boothby	3	0.794
	J2/s	Andrew Harrington	3	1.000
	J2/s	Gl Collins	3	1.000
	PA/s	Howard Haman	2	0.234
	C/s	Barry Foster	2	0.288
	PB/s	Peter Haynes	2	0.438
	PA/s	Mike Painter	2	0.470
	NB/s	Jane Metcalfe	2	0.714
	NA/s	David Downes	2	0.793
	QA/s	Tom Dark	1	0.200
	KN/s	Tania Pilkington	1	0.250
	K3/s	Andrew Taylor	1	0.261
	PB/s	Mike Dowley	1	0.400
	NB/s	Sarah Diffe	1	0.571
	K3/s	Peter Green	1	0.600
	K1/s	Paul Mullins	1	0.600
	K3/s	Howard Maguire	1	0.625
	J1/s	Stuart Evans	1	0.680
	PB/s	Mark Reece	1	0.750
	KN/s	Arjen van Geldren	1	0.800
	L1/s	Charles Jones	1	0.800
	J2/s	Christian Höptner	1	0.960
	KN/s	Andy King	1	1.000
	K3/s	Philippe Douchet	1	1.000
	PB/s	Richard Frankel	1	1.000
	J4/s	Martin Lewis	1	1.000

# SLADE TROPHY 2009

## Scores to 30<sup>th</sup> October

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	47
2 <sup>nd</sup>	PA/s	Nigel Gibbons	16
=3 <sup>rd</sup>	J2	Patrick Gardner	15
“	PA	George Ward	15
5 <sup>th</sup>	NA	Richard Jenkins	12
6 <sup>th</sup>	PB/s	Barry Smith	11
7 <sup>th</sup>	J2/s	Colin Bird	8
8 <sup>th</sup>	J2/s	Ken Robinson	7
=9 <sup>th</sup>	J2	Nick Benger	6
“	PA	Michael Legg	6
=11 <sup>th</sup>	J2	Thijs de Groot	4
“	PB/s	Brandon Smith-Hilliard	4
=13 <sup>th</sup>	PA	John Reid	3
“	J2	Peter Hemmings	3
15 <sup>th</sup>	PA/s	John Wells	2
16 <sup>th</sup>	M	Ian Davison	1

### Competition Secretary's Report

The competition year is drawing to a close. Speed events in the UK for 2009 will have finished by the time you read this, so one result can be announced straight away. The Triple-M Speed Championship winner for 2009 is Frank Ashley, driving his well-prepared M-type, with a close second place going to Peter Fenichel, and third to Jane Metcalfe. Many congratulations to all three, but particularly Frank, who has campaigned his car with great success throughout the year.

A small innovation was introduced this year, in that sprint and hill climb events, other than those organised by MGCC, would count towards the Championship, provided they were matched in number by MGCC ones. Frank has taken full advantage of this rule change by completing five events; three of which were from the 'required' list.

The trials season is also well advanced and, once again Bill and Liz Bennett have been setting the pace, as they have done all year. The latest

the MCC Edinburgh in October, taking the Class 2 Award, thus gaining yet another MCC 'Triple', the third in four years. Many congratulations Bill and Liz! It should come as no surprise, therefore, that Bill leads the Slade Trophy list by some margin.

The COTY list is also headed by the Bennett car, and this is all the more remarkable, because Bill's J2 is only used for trialing – there are some marshalling points as well – so he misses out on most of the bonus points available for competing in a variety of events.

The Betty Haig Racing Trophy has also almost run its course for 2009, and this too has been dominated by one car, namely the special bodied K1 of Peter Fenichel, who has competed in any number of races in England and on the European Mainland. Of course, only results in the best five races count, but with so many from which to choose, it is hardly surprising that the index score is low. Remember, the lower the index the better the performance, and 0.272 represents almost a top quarter finish in each race.

As you are no doubt aware, 2011 will be the Register's 50<sup>th</sup> Anniversary year. There are several events being planned to commemorate the Anniversary, the main one by the Register being centred on MGCC Silverstone in June/July time. There will also be a push to get more Triple-M competitors involved with the Speed and Trial events in 2011, which are part of the normal Car Club calendar.

Later in the year, you will be able to take part in a Continental trip to Hambye in Normandy, France and the home of John and Lavinia Bevington. Those who have visited the Bevingtons in the past will know they can look forward to a special occasion. The event will take place over a long weekend in late September 2011. It will include a leisurely rally around the verdant Normandy countryside, driving tests, visits to local places of interest and much else besides, but all 'events' will be optional if you would just prefer to sit back and relax, then so be it. Of course, good food and modest amounts of fine wine are guaranteed, and you can be confident these will be consumed in the company of like-minded souls. For those who have not ventured to this part of France before, the roads are very clear and of excellent quality, with traffic densities that must be similar to those found in England in the 1930s. Planning for the event is in the early stages, but it would be useful to gauge numbers who might be interested. So if this appeals to you, get in touch with either Patrick Gardner or Mike Linward to register an interest without any obligation at this stage.



## **Annual Dinner - April 2010**

Elizabeth Taylor

First of all, the committee would like to thank those people who took the time to complete and return the annual dinner questionnaire, either by post or 'online'. In total we only had 49 replies.

The majority of replies were in favour of an April dinner, with October being the next most popular date. The preferred location was Bucks/Berks/Oxon, closely followed by Surrey/Sussex/Kent. The majority favoured a small hotel over a large one, and were willing to pay up to £100 for a double room. Regarding the dinner itself, nearly everyone was happy for it to be a set menu and at a cost of £30.00 - £35.00 per head.

Most of the respondents said that they would like to take part in some form of Triple-M activity before/after the dinner, a road run being the most popular, closely followed by a pride of ownership and gymkhana.

After taking into consideration the results of the questionnaire, the committee have decided that the next annual dinner will be held on Saturday, 10<sup>th</sup> April 2010, which is the day preceding the 'MG Day' at Brooklands. An April date has the advantage of all the Register's annual trophies being presented at one time; this is not possible with an October date.

For those people wanting to do a road run before the dinner, the plan is to meet up for a buffet lunch at Peter Green's home on the Saturday, and then depart for a scenic run of approximately 40 miles. The run will finish at the hotel where the dinner will take place (venue yet to be confirmed but will not be too far from Brooklands). On the Sunday people will be able to go to the 'MG Day' at Brooklands if they wish.

afternoon there are runs up the Test Hill and on the banking for those that wish to do so.

We do hope that by changing the date and format of our annual dinner and prize giving, it will encourage more people to attend. Further details will be published as and when they are known, but in the meantime please pencil the 10<sup>th</sup> April in your diary.

Finally, it would be of great help if those intending to attend the dinner on the Saturday evening could let me know by e-mail ([e.taylor@oakend.net](mailto:e.taylor@oakend.net)) so that we have a rough idea as to the number that might attend, your notice of intention does not commit you to attending.

### **Stop Press**

The venue for the Annual Dinner and Prize-giving on Saturday 10<sup>th</sup> April 2010, has now been confirmed as The Ship Hotel, Weybridge, Surrey. Full details and booking form will be included with the next Bulletin.

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# YOUR LETTERS

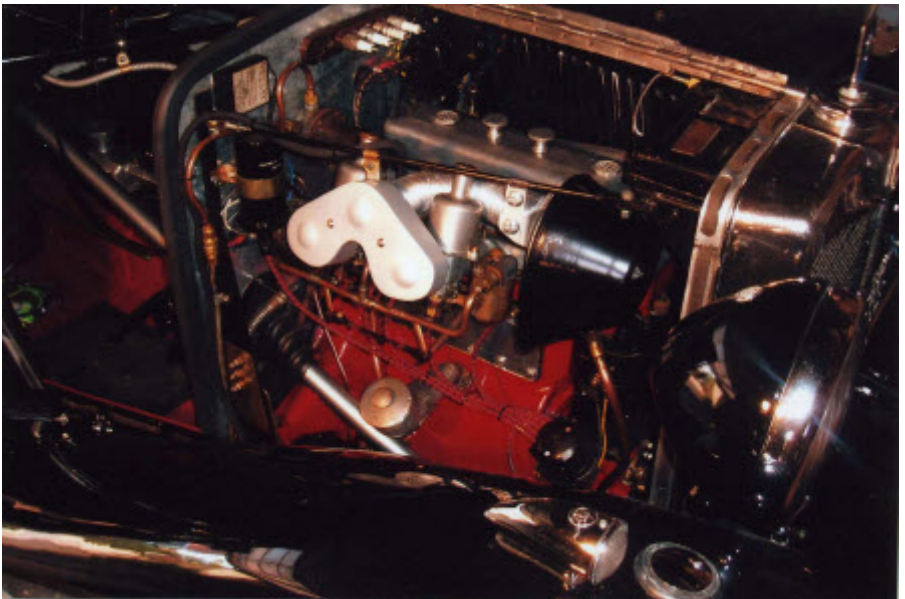
## From Simon Cauthery

Dear Phil

With the very dusty summer country roads round here in Suffolk, I thought I would see if an air cleaner could be fitted to my J2, even with the restricted space between the carburettor intake and the bonnet side.

I made a collecting box from aluminium sheet, connected to a steel air filter canister from a Morris Minor, which uses a paper element. The whole thing seems to work OK, and can be quickly removed to restore originality. I can supply details if anyone is interested.

Best regards



## From Mike Hawke

Dear Phil

Further to our conversation at Silverstone regarding long-term ownership of Triple-M cars, I did write about this in the 2003 Yearbook. However the table in that article has changed a bit since, but as far as I know the over-50 club for J-type looks something like this:-

<i>Car</i>	<i>Owner</i>	<i>Owned since</i>
J2542	Dr Thomas Mann	Jan 1951
J3668	Arthur Skinner	March 1953
J2396	Mike Hawke	October 1953
J2864	R.M.MacDonald	1955
J2812	Michael horton	June 1956
J3173	Phil Jennings	March 1957
J2389	Peter/Marian Best	1957
J2731	P.J.Bloomfield	1957
J3178	Mervyn Hunter	Sept 1958
J3031	Chris Kemp	1958
J3151	Mr Strachan	1959

The only cars here of which I do not have reasonably recent news are J2864 and J3151. The list does not include cars which have been in the same family for over 50 years, having been passed from one generation to the next. Two good examples of this are J2594, which has been in the Crocker family since 1947, and J2164, which we saw on the Exmoor Rut with Paul Edwards, the nephew of John Andrews who had owned her since 1942.

Neither lists included J3037, which was purchased by Raymond Oliff in 1951, was unknown to the register as late as 2003, but has now been bought by Steve Clarke.

Will P-types or other models be able to match or better this list? I think that it is possible that over 50 Triple-M cars have had the same owner for more than 50 years.

Yours sincerely

## From Gerald Burrige

Dear Philip,

It was interesting to read your report of the Coys Auction at Silverstone in July, and see that you, like me and most others present, noted that my "Half Crackers" PB was sold at a "reasonable" price.

Unfortunately, I was told after the auction that it had not been sold, due to some "confusion", which could not be adequately explained at the time. I wrote to Coys on 13<sup>th</sup> July seeking an apology, an explanation, and the refund of my entry fee. After a great deal of chasing, a reply was eventually received on 9<sup>th</sup> October; it did include an apology at least!

The Coys justification for the confusion hinges on what they refer to as a 'provisional bid', which after subsequent negotiations did not amount to a sale. I really do not know what a provisional bid is; most reputable auction houses do make provisional sales which are clearly announced as such, and followed by negotiations between seller, buyer and auctioneer. I was not involved in any negotiations at, or after, the Silverstone auction.

Subsequent reference to the Coys website, and comparison with their catalogue, indicates that they only sold 17 of the 40 plus lots on offer. My notes taken at the sale indicate that at least 27 were "knocked-down" by the auctioneer. There must, therefore, be quite a few other clients who feel let down – to put it mildly!

Our car, "Old VH", has subsequently left us and gone to live in a nice 'motor house' with a good collection of interesting cars, including one of its brothers – PB Cracker JB 7525 - where we hope and expect it to be used in the proper manner in due course. There must be the basis for an interesting story here, to compare 2 years of historic fame with 20 years of modern success.....!

Regards,

## **From Martin White**

Dear Phil

In response to Bob Clare's letter about wheel rim tapes, you shouldn't have to use them on side-laced wheels. However on the Avon tyres I use, there does not seem to be a wide enough bead to cover the ends of the spoke nipples. This causes a row of little new-moon shaped cuts all along the side of the inner tube. I therefore use tape to cover them, arranged so that the tape is trapped under the bead. Putting the tyre on from the back of the wheel helps to trap the tape AND prevents any chipping of the paint from being seen. I have thought about covering the spoke ends with a polyurethane based sealer (Sikaflex or similar) to smooth out the sharp edges, but have yet to try it.

## **From John Hopkins**

Dear Philip

From the MG factory chassis files held by MG Car Club my F-type (F0634) was made to special order, and fitted with a Jarvis body. It was delivered to agents, F Scott Ltd, of Newcastle on 25 January 1932. It was then sold on 6th February 1932 to Mr Neville White of Ponteland. In 1935 a Mr J W Bell of Morpeth enquired of the factory about increasing the cars performance. In 1936 it was sold to Mr F W Charrington of Morpeth. It was noted as modified for competition use after consultation with the MG Racing department, and a lightweight body fitted.

The car then disappears until 1987, when it was found in a field in Billericay. The previous owner fitted it with a special body, as the original was heavily deteriorated. I bought it in 1997, but due to a lack of oil pressure it entered Barry Foster's



workshop in 1998 for engine rectification. As usual, once you start you get deeper and deeper into it, and the bills get larger and larger. A large amount of work was done on the engine, and it was therefore decided to complete it to full F2 spec. The car has recently re-emerged in Abingdon Oxford Blue as in the photo.

Can anybody provide any more history on this car; there is a 50 year gap where nothing is known. The registration SF O992 is an age related plate given in 1997. The Newcastle vehicle records office was demolished by bombing in the war, so no record of its original registration can be traced. I would like to find out what it was. The car/owner presumably had some form of trialing/racing history post 1936, either in the north-east or nationally. How did it come to be left to rot in Billericay? I did see a photo of the original body, it could have been a cut down Jarvis body, or another borrowed from elsewhere. Any information would be gratefully received at [johnnyhop@talktalk.net](mailto:johnnyhop@talktalk.net)





## From Graham Holdsworth

Dear Philip

It was good to see you and other Triple Mers at the Goodwood Sprint; pity about the weather!

In reply to Bob Clare's letter re. punctures, coincidentally I had a similar experience at the Dieppe Retro in September. On returning to the PB in the hotel garage on the last morning, I found the nearside rear tyre flat. As we only had a 25 mile drive home after the ferry, I put the spare on. Driver Rachael reported slightly erratic handling as we have 4.75's on rear, and the spare is 4.25 !

At home I removed the tyre to find the rim tape wrinkled and screwed up. The tube was badly marked with tiny holes. There had been no external puncture. As with Bob, I have side spoked rims.

I have since been advised by an experienced vintage car friend to use masking tape (which is quite soft), but not duct tape (which can become hard and sharp).

Do I now bite the bullet and remove all the remaining tyres (not as many as Bob), or just cross my fingers and wait?  
Best wishes

## TIPS AND HINTS

**Oliver Richardson and Sandra Hudson** have arranged another batch of 8" brake drums suitable for M, D, J and F types. £110 each, with. 50% deposit up front.

Any interested party should please

Contact Oliver Richardson on 07810 880818 or [ollirichardson@yahoo.co.uk](mailto:ollirichardson@yahoo.co.uk)

**John Hopkins** tells us he recently got some Union Flags made up for his K3, they are screen printed and as accurate to the originals as he could get, having looked at many photos. They looked so good he also got some smaller ones for his F type which would suit L, J types etc. They are available from Decals Direct, currently at Dunkeswell Airfield, Devon, but they are about to move, but phone no is 01404 892828 or email : [sales@decalsdirect.co.uk](mailto:sales@decalsdirect.co.uk) The large K3 ones are 6 ins across and the smaller 4 inch. Cost depends on quantity but around a couple of quid each.

**Barry Foster** has responded to Bob Clare's request for answers to punctures in tyres. "When I started racing the Rat, I would drive to the circuit, pump up the tyres, race, then let down the tyre pressures and drive home. I used to get lots of punctures on the return trip. Over the years I tested various ways of overcoming the problem, and now I do not have any punctures.

1) do not fit rim tapes – remember these are outside laced wheels as they get into the well (*this ties in with the advice given to Bob Clare by Dunlop at Silverstone – Ed*)

- 1) PVC or plastic tape gets hot and moves about, and when cools leaves sharp edges which puncture the tube
- 2) The answer is to use **masking tape**; wrap 2 or 3 layers round the wheel so that it covers the ends of the spokes. It stays soft as it is not exposed to UV light, and does not move around when hot. Make sure that there are no spoke ends protruding through the nipples; file them off to a smooth finish if they do.

**ABC Spares (32 Hythe End Road, Wraysbury, Middx, TW19 5AR Tel. 01784 481712 website [abcspares.com](http://abcspares.com))** stock new obsolete spares for cars from 1925-1980, and specialise in ignition, filters, fan belts and gaskets.

When replacing P or N-type gearboxes, with the mounting brackets loose on the cross shaft, **loosely** bolt up these brackets to the chassis side rails with the 8 bolts, which then holds the gearbox, but allows it to slide backwards and forwards. Insert the ring of bolts around the bell housing, and pull the gearbox into its final position with the engine; insert the bolts in opposite pairs so that the gearbox is pulled in straight, nip up all bolts first, and then go round finally tightening up. If this is not done, one bolt can be doing all the tightening, and can break the flange on the bell housing if you are not careful. Once the engine and gearbox are finally bolted up, tighten up the bolts on the offside mounting bracket, where the holes are NOT slotted. Then using a tape measure centralise the gearbox on its cross tube, taping off the chassis each side to the propshaft flange or similar. Once the gearbox is centralised, tighten up the offside clamping bolt to the cross tube; the nearside mounting bracket can then be slid into contact with the nearside chassis rail and bolted up tight. Finally put in the grub screw on the nearside bracket that locates into the cross tube, and then clamp up the bracket itself to the cross tube.

**Coastings Ltd (Tel. 01564 702388 e-mail [tom@coastings.co.uk](mailto:tom@coastings.co.uk)** carry out vintage lamp restorations, repairing damaged shells, resilvering reflectors, replacement lamp lens. They also make replacement parts for Lucas, Rotax, and Smiths lamps, and can also re-enamel badges.

The D-type Group are getting quite a few items made up which will be of interest to other models such as the F-type. Amongst these items are new dashboards complete with lids, knobs, ball catches and hinges at £200; Walnut turned knobs for glove box lids at £4 each; central brass instrument panel finished in 2-pack black with white lettering at £50; MG and Rotax buttons for the panel at £7 each. Zinc plated steel 3-legged bulb holders, £3 each; Glove box in zinc, etch primer undercoated in satin black and finished in black felt, £17 each; D/J/F front wing supports at £70 a pair, rear brackets for the front wings at £30 a pair; accelerator stop bracket, £8 each; bracket for choke and slow running controls, £12 the pair. For further details of these items go to the D-type website [www.mgdgroup.org](http://www.mgdgroup.org) and log onto the For Sale button.

**Martin White** tells us how he made dome bolts for his J2 wings. Find a suitably sized coachbolt, and a large washer the same O.D. as the dome, and an I.D. which when squared up with a file will fit the square shank of the coachbolt with a hammer fit. Make sure all is bright shiny metal ready for brazing and the head of the coachbolt is lower than the height of the dome you need. With oxy-acetalene and a thick brazing rod(preferably), braze the bolt head to the washer. Then work round and round, and you will find the dome forms all by itself, if you keep the whole lot molten – it must be the surface tension of the braze that does it. When cool clamp your work of art in a drill, which is then clamped in a vice and start up the drill, holding your angle grinder against the dome; in a short time you will have sculpted a nice new dome bolt. You can also do this in a lathe for those of you who have one. Finish off with emery on a rubber block. If

you can braze without getting a mass of air bubbles into the job, it will be good enough to chrome, and will be a better job than chromed steel. I made 6 bolts in less than an hour.

A new company on the block is **The Vintage Metal Spinning Company (Unit 29, Glenmore Business Park, Holton Heath, Poole, Dorset, BH16 6NL, Tel.01202 625242)**, who can produce any spinning for our cars especially the difficult bodies for headlights, which have been unable to be produced in the past, because of the spinning process. Perhaps now we shall see J-type Rotax headamps produced.

**Jel Bearings (28 Carr lane, York, YO26 5HU. Tel. 01904 780000, website [www.jelbearings.co.uk](http://www.jelbearings.co.uk))** are white metal bearing specialists using Hoyt 11R or 11Z3 metal for main bearings, conrods, camshaft bearings, thrust bearings etc. they will carry out remetalting only or remetalting and machining as required. Cost for big ends from £55 each, main bearings from £75 each, crankshaft grinding £13 a journal, new small end bushes from £12 each.

**Typecast (unit 9 Leaside, Merrylees Industrial estate, Merrylees, Leicester, LE9 9FS Tel. 01455 822440 website [www.brakedrum.co.uk](http://www.brakedrum.co.uk))** are bespoke vintage brake drum manufacturers, using an aluminium drum with a cast-in cast iron liner. This allows more heat dissipation than a shrunk-in liner, as well as preventing the liner shifting axially or radially. They are not machined from solid, but are cast in a mould that is close to the required shape, thus ensuring a minimal amount of final machining. Prices are about £300 each, but this has to be worth it for the approx 30% increase in braking efficiency.

**Wessex Workshops Ltd (145 Westbury Leigh, Westbury, Wilts, BA13 3SU Tel. 01373 823513 e-mail [wessexworkshops@aol.com](mailto:wessexworkshops@aol.com))** can make up hood frames, windscreens



and carry out pattern making, castings, machining and fabrications.

### Unusual and useful tools:



**Podgers** – useful for lining up holes in two items to be bolted together, to enable bolts to be easily inserted; the larger one useful for chassis/crosstube bolts and similar, while the other one is for smaller holes. To be found at Autojumbles.



**Cranked box spanners** - with holes for a tommy bar; very useful for getting into tight places, and the thin walls are a lot thinner than the walls of sockets spanners. These were picked up at an autojumble dealer in tools

## FOR SALE

**Your Editor** has for sale on behalf of a member :-

An original J-type instruction manual with some damage and dirt; £12.

Also MG Road cars – Vol 1, 4-cylinder cars by Malcolm Green, good clean copy, now out of print and no longer available from the library either, £25 (the original price).

Contact the Editor for further details.

**Martin White (71 Deepfield Road, Bracknell Berks, RG12 2NU Tel 01344 424258 or 01344 425364 evenings)** has a pair of original P-type brass door handles, need chroming, £40; set of original J-type bonnet catches, and pins, £80;



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## ITEMS WANTED

**Martin White (71 Deepfield Road, Bracknell Berks, RG12 2NU Tel 01344 424258 or 01344 425364 evenings)** is looking for a pair of F1 doors, either in good condition or for pattern.

**David Winstanley (7 Ashley court, Finningley, Doncaster, S. Yorks, DN9 3RA Tel. 01302 770281)** is wanting the following items for his K-type:- Front exhaust manifold; adjustable thermostat; sump

## CARS FOR SALE

MG L-type special. Was Abbey bodied.  
Matching numbers, except N type front axle.  
MOT, runs well but scruffy. Comes with front cycle wings and original front wings, front apron and windscreen.  
Phone Robin Walker for more details 07730 388191. Scotland  
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***Digby Gibbs taking his daughter Jo to her wedding in the family D-type***

Photo: D. Gibbs collection



***New England Raid 1991 - The raiders line up in front of the Abingdon Spares office, largely built from wood from Abingdon crated spares!***



***Malcolm Bailey's ND with its incorrect P-type wings awaiting its new ND wings at James Pettit's***

Photo: Editor



***MG Wiscombe Hill Climb - a beautiful view of our cars lining up at the start line;  
Emma Rigby in Ian Mackay's J2 and Editor in Richard Jenkins' NA***

Photo: R. Jenkins