

# **TRIPLE-M REGISTER BULLETIN**



**October 2012**





*Above: A little corner of Abingdon sur Sarthe - Photo from Chris Cadman  
Below: Howard Maguire in his K3 at the Goodwod Revival Meeting 2012  
- Photo: Robin Hamblett*



# **TRIPLE-M REGISTER BULLETIN No. 69**

## **Editorial**

My first duty is to make two apologies for incorrect photo captions in the August Bulletin: The front cover picture was incorrectly described as Colin Murrell in the Le Mans Classic, whereas it was Chris Cadman driving and Colin Murrell who took the photo! I am pleased to include an article and more photos of the event in this issue.

Secondly on page 17 of the August Bulletin the photo was of Terry Andrews' PA not the PA of Richards (no relation to the editor).

It was very pleasing to see photos of several Triple M cars featured in in the Autumn issue of the VSCC Bulletin but the front cover was unfortunately not an MG but a Twin Overhead Cam Austin Seven. The photo caption described the car as 'by 1939 the best 750cc racing car in the world'. I wonder if the R Type enthusiasts among you would agree with that statement; your comments are invited!

Also in the VSCC Bulletin it was wonderful to see a very complimentary review of the Triple M Yearbook for 2011. Congratulations are due to its editor Cathelijne Spoelstra for compiling this excellent publication. This Yearbook and the latest issue of the Register (2012) are available for mail order customers from the Library, with prices held for a further year. Increased postal charges for overseas airmail have unfortunately had to be passed on, but customers in Australia and the USA may like to note that "Tony John's Motorbooks" in Mont Albert Victoria and "Britbooks" in Canterbury New Hampshire stock the 2011 yearbook. Contact details for our librarian, Peter Hemmings, can be found on the last page of the Bulletin but if possible please use the order form obtainable from our website.

Our cover picture this month shows Chris Nowlan's L2 which was awarded the 'best in show' prize at the 'British Invasion 2012 at Stowe, Vt'.

## **Chairman's Jottings**

Welcome to this edition of the Register Bulletin. Can it be October already? Elsewhere in this edition you will find Secretary George Eagle's summary of the latest register committee meeting proceedings. The committee meets quarterly, but members are busy on your behalf right through the year. For example, we have been pressing ahead with plans to establish an e-commerce platform for the Register website. Mark Dolton is leading this project in between carrying out his day job and

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competing in various hill climb events around the country.

We have also devoted considerable time and thought to the vexing problem of ensuring as far as we can that members receive good, reliable and timely service from members of the trade. Recognising that this problem is not solely confined to the Triple-M Register, we have opened a dialogue with senior management of the MG Car Club, following which we hope to establish some guidelines to assist members when commissioning these services. We and the Club also aim to be more proactive by engaging openly with suppliers when we are made aware of poor service.

The Club, of which the Register is part, provides very good support to us and is open to receiving constructive suggestions. On 20th October George Eagle and I will be attending the MG Live! forum when there will be an open discussion about this year's Silverstone event, which will help to shape the form of the 2013 event. If you have views or suggestions which you would like us to represent, please get in touch with George or me in good time before the Forum.

#### Bulletin Subscriptions

It is envisaged that a change will be introduced to your Bulletin subscription in order to bring the income within the year of supply and to be in line with both the MG Car Club and the Triple-M Register financial year. Details of how this will affect your subscription payment will be printed in the next issue of the Bulletin and displayed on the Register web pages. Transitional arrangements will apply for those whose subscriptions are currently renewable at different dates, so no-one will lose out!

That's quite enough from me. I hope you continue to enjoy your Triple-M involvement, in whatever form it may take.

Best wishes  
Dick Morbey

## Future Events

**14th October** - Autumn "Naviscat" in Surrey Inter-Register Event. Contact philipbp@mgcottage.freemove.co.uk

**20th October** - MG Live! seminar at MG UK, Birmingham.  
Representatives of the Register will be present at this seminar to contribute our views about the 2012 MG Live! race meeting (Silverstone) and to contribute ideas for 2013. If you have views that you wish to have represented, please pass them as soon as possible to Dick Morbey or George Eagle, who will be attending the seminar.

**27th October** - Goodwood Sprint - VSCC +44 (0)1608 644 777

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**17th November** - "Nightjar" Scatter/ Orienteering Rally, Surrey/Hants/Berks - IRC Event Contact: philipbp@mgcottage.freeserve.co.uk

**24th November** - Cotswold Trial Nr. Prescott - VSCC +44 (0)1608 644 777

**1st December** - Winter Driving Tests, Bicester - VSCC +44 (0)1608 644 777

As always, many other events are listed on the Register, MGCC and other websites.

### **2013 Diary dates**

Saturday 6th April - Annual Register Dinner and Prizegiving at the Ship Hotel, Weybridge.

Sunday 7th April - MG Era Day, Brooklands

For 2013 we have decided to hold our annual dinner and prize giving at the established venue in Weybridge. This was selected again in 2012 after consulting as many people as possible, but we do know that for some enthusiasts it is not conveniently located. The Committee will be considering this and other options for 2014, and if you wish to offer an opinion about this, please do so.

### **PLANS FOR OUR MAIN 2013 EVENT**

Detailed work has now started on the planning of this event. It will be based at the Metropole Hotel in Llandrindod Wells - a large, very comfortable but (delightfully) independent family-owned hotel with a long tradition of catering for groups of motoring enthusiasts, for which it has received many plaudits. Our event is over the August Bank Holiday weekend (23-26 August, 2013) and coincides with the annual Victorian Festival for which the town is renowned. We gather during Friday afternoon after which there will be an informal supper. On Saturday we tour the unspoiled Welsh Marches and surrounding area to visit several places of interest, rounding off the day with a formal dinner, with a guest speaker. Sunday sees us on the road once again for a perhaps slightly more relaxed tour of the area, after which the day concludes with an informal supper before departing during Monday.

Other entertainments and diversions are planned - watch the website and future Bulletins for more news. Many have already registered their interest in attending the event, so now would be a good time for you to do so as well! Please contact Elizabeth Taylor at e.taylor@oakend.net or tel. +44 (0)1628 665055

## Secretary's Bulletin Report 2nd September 2012

Dick Morbey, Chairman, reported that he has been busy with various matters including liaison with the hotel in Llandrindod about the 2013 event. The next stage is to appoint a working group to plan and organise the programme. Other activities have included maintaining a watching brief on website developments which include the photo library, assisting a member over a delayed order from a supplier and noting some complaints made by members to problems experienced from some suppliers. It is planned to represent the Register at the MG Live! forum to be held in Birmingham on 20th October and also at the next Council meeting on 10th November.

George Eagle, Secretary, stated there has been the usual contact from members with various queries, past owners looking for a long lost car, advice on cars advertised etc. Sales of the Triple-M metal badge continue at a slow pace and the current stock should suffice for the next 2 years. It was also noted the MG Car Club's Executive Committee is expecting comments/suggestions from the Register re MG Live in the future. I will accompany D Morbey to both the MG Live Forum and Council meeting.

Bob Milton gave a brief update on the latest financial information and confirmed all VAT returns are up-to-date. He has also been in regular contact with P White, Subscriptions Co-ordinator, over a proposal to change the date for subscriptions to 1st January each year; the rationale is to simplify the accounting and to ease the work load caused by the present system which permits members to subscribe at any time in the year.

Robin Hamblett, Registrar, was unable to attend the meeting in person but he did join for a short while via Skype. His main concern is that there are some errors in the printed version of the Register which is produced using data from a duplicated data base. It was agreed a 'dummy' Register should be printed, using solely the data held by the Registrar, for discussion at the December committee meeting. B Milton advised that following discussions with J J Hall and K Weismann he had revised the information on the R types. It was agreed the revised record should be incorporated into the Register.

M Linward, Competition Secretary, reported there continues to be fallout from the MG Live Silverstone race meeting relating to scrutineering standards in general and one Triple-M car in particular. Currently I Baxter (NAs) leads the Speed Championship from F Ashley (M) and J Gunn (PBs). B Bennett (J2-PAs) again leads the Slade Trophy from A Grassam (M) and D Rushton (M). The N MacKay K1, with four different drivers) leads the COTY from F Ashley (M) and the Bayne-Powell N.

Peter Hemmings, Librarian, reported the success of the stall at Silverstone with overall takings of over £4000, although less than 50% of the 2011 50th Anniversary year, it compares well with previous years. The new till worked extremely well

providing enhanced security and much quicker reconciliation/analysis of sales. Special thanks were due to P White and his son, G Eagle, J Hall, Val Davidson and others who helped to run the busy stall. Sales of the Yearbook were slightly down on the previous year at 168 (181 for 2010), and 20 copies of M Green's book 'MG Sports Cars 1929-1936' were sold. Another 187 copies of the Yearbook were sold post Silverstone. Apart from the 50th Anniversary car and lapel badges the other items have more or less stopped selling and consideration needs to be given in setting up "special offers". The stall can now be regarded more than ever as a focus for the Register at Silverstone. Close liaison is kept with M Dolton over the website proposals relating to the Library.

D Morbey, in his dual role as Safety Fast scribe, reported the last 3 issues have included the usual plugs for future events, report on the Annual Dinner and AGM, Kimber Classic and reflections on MG Live! The October 4 pager will include Meet...George Eagle. C Cadman has produced a good report on classic Le Mans for the Bulletin.

Bob Richards, Bulletin Editor, confirmed contributions to the Bulletin continue to come in at an acceptable rate and up to the August edition there has been no problem in filling 44 pages. However, technical articles are difficult to obtain and as such reprinting articles from past Yearbooks has been suggested; guidance as to which articles would be most useful would be appreciated. The proposal to change the existing subscription to one annual payment in January 2013 was discussed. The rationale is to make income and subsequent expenditure costs fall within the same MGCC and Register financial year thereby simplifying the accounting. To accommodate these changes a review of the current software, which has served its purpose, is required. B Milton will be arranging a meeting with P White to discuss the matter.

Catherine Spoelstra has received very positive feedback to the 2011 Yearbook which has 84 full colour pages including 4 page cover. The plan for the 2012 Yearbook is to again have 84 full colour pages including the 4 page cover. There are some good articles in the pipeline for the new Yearbook which will be produced as usual in time for MG Live Silverstone. Elizabeth Taylor has sent out invoices to the 23 advertisers in the 2011 Yearbook.

Mark Dolton submitted a very comprehensive 'Web Improvements Project Update' outlining 3 options to move forward. The Committee agreed to accept his recommended approach which is:-

- Retain core site functionality on current platform
- Build a separate stand alone E-commerce platform (shop) with Web Agency to complement the website.
- This would provide the platform for future development or migration in the future as a second phase.

Mark has spoken to various agencies and it was agreed he should confer with EP Productions to finalise our requirements and costings for an E-commerce platform. Regular liaison is also being maintained with Nick Feakes, Webmaster.

The main issues arising from MG Live Silverstone related to Register parking, paddock space, scrutineering and the need to brief commentators on the Triple-M race entries.

Events 2013. The annual dinner will be held on 6th April at the Ship Hotel, Weybridge and there will again be an informal lunch at Greenacres followed by a run to the hotel. The Welsh event is set to take place over the August bank holiday weekend 23rd - 26th August. The 2012 Pre-war Prescott weekend was well supported by the Triple-M owners and as such the 2013 event warrants full support from the Committee. The date of the next Committee meeting is 2nd December.

Provisional dates for the 2013 meetings are 3rd March, 2nd June, 1st September and 1st December.

G Eagle, Hon Sec  
18th September 2012.

## **Black Horse Driving Tests - 12th August 2012**

### **Words and Pictures from Philip Bayne-Powell**

The Black Horse driving tests have been going for many years now, having been started by the Black Horse natter in Gomshall, which unfortunately closed when the pub was sold to become a fish restaurant! However with Nick Bengers contacts with the Pepperharrow estate, we have continued to hold this Triple-M family day out, which starts with a picnic lunch under the trees.

Patrick Gardner is the driving force behind this event, roping in friends and family to help run this event, which takes place in a recently mowed field (usually) in different parts of the estate from one year to the next. The driving tests are actually more of the gymkhana variety, as a passenger is required to help out; this year holding a jug of water without spilling too much, as a tortuous and bumpy route was negotiated by the driver.

Three tests were set out first, with one on a quite steep slope to increase the difficulty; after these had been completed three more tests were laid out, some of which were blatantly pinched from this year's California Cup tests, and proved quite difficult for those who hadn't competed in this year's California Cup, especially as the cones used in the Cali Cup were replaced by bamboo poles of varying heights, and made the route difficult to ascertain.

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*Jane Westbrook and C-type in the water test*



*Rusty Thomas in a break from his Caterham F1 job,  
exercising the family blown P-type*

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This event is truly a family affair as the children and even the grandchildren of the car owners were given their head driving their parent's cars. Nick Bengers J2 was driven by Oliver Bengers and Tom Mason and Patrick was lending out his J2 to Rory and Jack Westbrook, and also his PA, with Val Davison using his M-type, while her M-type is being rebuilt following the disintegration of its body! My daughter Annette was driving her Jarvis M-type, and we lent our ND to Martyn Phillis too.

I counted 21 Triple-M cars attending, although only 14 entered the tests. Bob Clare our ex-Registrar was there with his Cresta N-type and also his loaned out P-type. Bryan Ditchman came in "D'Artagnan", while a very nice Riley Kestrel joined us driven by that well-know old car dealer, Robin Lawton, whose lovely wife came in my C-type for the experience!

Once the scores had been counted, it was the youngsters who beat the old fogies, taking the top four places, with Oliver Bengers winning the Black Horse Trophy; yours truly being the first of the geriatrics! The Ladies award went to my daughter Annette Lee, who also won the rather thin M-type class

#### Results

1st	Oliver Bengers	J2	DG 6142
2nd	Tom Mason	J2	DG 6142
3rd	Tim Beckh	PB	BOF 564
4th	Jes Earnshaw	PA s/c	LV 8989
5th	Philip Bayne-Powell	C-type s/c	RX 8306
6th	Rory Westbrook	J2	PO 8865
7th	Annette Lee	M-type	GP 1856
8th	George Ward	PA	TG 8337
9th	Martyn Phillis	ND s/c	BKL 265
10th	Jack Wesbrook	J2	PO 8865
11th	Paul Lees	PB s/c	ATF 252
12th	Rosemary Bayne-Powell	NA Allingham	BYU 271
13th	Valerie Davison	M-type	SVS 374
14th	Peter Down	PA	BJO 800

## Basic Engine Measurements

by John Kidder

*Editor's Note: This article has been reproduced from the 1984 Triple M Yearbook. and the drawing has been added for reference. Your attention is drawn to the disclaimer on page 44 of this Bulletin.*

Over the past twelve months most of the technical questions I have been asked have concerned engines. Many relate to dynamo alignment or tight spots on the crank or camshaft, occurring during engine build up. In one case, on partially stripping, the crank and cam rotated freely. Obviously some mis-alignment was occurring somewhere, but how and why seemed to be a puzzle. It transpired that the member had a broken front housing. He had been to an auto-jumble and managed to find a replacement which had been welded sometime during its life. It nevertheless was in better condition than his original. Problem solved, or so he thought, until he fitted the dynamo and discovered the engine felt as though it was about to seize. It appears that the front housing had been repaired and then wrongly machined so that the face that fits up to the block, was not at right angles to the dynamo platform.

Since most of our cars are around 50 years old it is very likely that various bits have changed for some reason or other. What the original machining tolerances were I don't know, but parts seem to vary considerably, not only between machined surfaces but in the position of stud holes, particularly on cylinder heads, front housings and flywheel to clutch cover bolts. When rebuilding your engine, do not take everything for granted, go back to basic engineering and check it.

To carry out these checks you will need a good quality, large engineer's square and a couple of ground steel straight edges, the larger the better and the use of a surface plate. (Technical Colleges are usually a good source). Make sure the block and other castings are clean and dry and that there are no pulled stud holes standing proud. With the block on the surface plate on its sump face, place the straight edge fore and aft on the top face. With the straight edge protruding, measure between the underside of the straight edge and the surface plate at two points, one close to the block and the other at the extreme end of the straight edge. The measurements should be the same. (Editors note: This assumes the centre line of the crank is parallel to the sump face. Not necessarily the case.) *NB This was a note by the editor of the Yearbook.*

To check the front and rear faces either use a large square or stand the block on either end and use the straight edge method. When you are satisfied with the block, bolt on the front housing. Using the straight edge and square you will be able to determine which surfaces are out of line relative to which. If all your measurements are within .002in everything should be OK. If not, at least you will know which bits need machining, where and by how much. If you use straight edges in the region of 4' long even the most minor discrepancy will be visible to the naked eye.

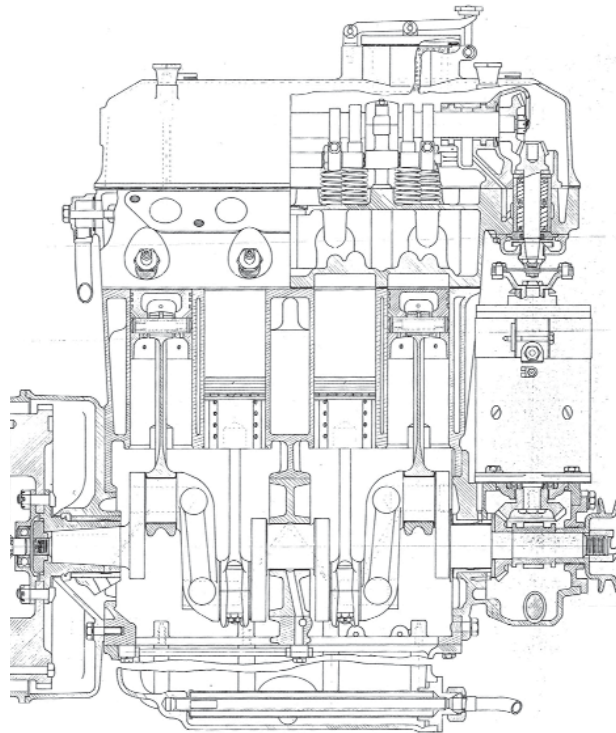
Not only carry out the checks described but also check machined surfaces for flatness. This is done by using a straight edge in as many different positions on the surface as possible. In the first instance squint between the surface and straight edge, if all is well no day light should appear. If it does, check the gap using feelers and if more than .002" surface grinding is necessary, repeat the checks during the course of rebuilding since it is not unknown for castings to distort when bolting up. Also make sure, when your bearings are being line-bored that the housings, front and rear castings are torqued up and then on the final assembly use the same torque otherwise you will eventually have bearing trouble.

Don't forget the golden rules are:

Never take anything for granted.

Check and re-check as you progress and if in doubt start again .

It may seem a lot of trouble at the time but if done correctly will give you many miles of trouble-free motoring and what's more it will be oil-tight.



*P-Type Engine Drawing copied from the Triple-M Website*

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## M-type at the Le Mans Classic 2012

By Chris Cadman



*Chris Cadman at the helm as the support-crew help conserve valuable fuel supplies!"*

With the first signs of dawn breaking on the horizon, I approached a water-logged Indianapolis for the third time this Sunday morning in July. A flicker of lights in my mirrors forewarned of a quicker car about to engulf the diminutive M-type. I smiled broadly through my rain-splattered visor as C0291 screamed past me in a perfectly-balanced four-wheel drift; my headlights illuminating the rooster-tails of spray being thrown high into the night air. Distracted for a moment by the spectacle, the M-type's gearbox reacted angrily to my careless attempts at downshift, resulting in a box-full-of-neutrals and a clumsy slide around the outside of the world-famous left hander. Composure regained, Arnage immediately presented itself; but this time, thankfully, no repeat of the attention lapse...

I was behind the wheel of the M-type at the 2012 Le Mans Classic and life seemed pretty good just at that moment!



*Chris Cadman at Speed - Photo: Colin Murrell*

The journey towards seeking an entry had started two years previously when, as a spectator at the 2010 Le Mans Classic, I had followed the fortunes of an Austin Seven "Speedy" owned by Peter Butler who lives locally to me in Bedfordshire. I was made very welcome at the Speedy garage and was able to share in the thrill of their adventure - the experience was intoxicating and I returned to the UK buzzing with excitement.

In the days that followed, I was relating my experiences to a like-minded Abingdon enthusiast who just happened to know of an available "Le Mans M-type Midget" that had not turned a wheel for two decades or more. My attention caught, I began to consider how this opportunity might be turned into the reality of an entry to the Le Mans Classic. I attempted to verify the history of the car; but my efforts resulted in more questions than answers, so I simply decided to take the plunge and acquire the "project".

Restoration commenced late in 2010 and continued throughout the whole of 2011. I had no hesitation in asking Phil Cornut to undertake the task. With a wealth of MMM knowledge, Phil was able to steer the project through every step of the way to final completion in March 2012. Early in the process, we were fortunate enough to be able to visit and inspect the No. 29 Le Mans M-type, driven by Sir Francis Samuelson in the 1930 race at la Sarthe. This car is alive and well in West Sussex and I am grateful to the current owner for the time afforded to us (thank you again, Alistair).

One or two other minor details needed attending to in 2011. I had to enlist a second driver and also upgrade my licence for competition in France. The second-driver

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wasn't so difficult and I was delighted when Robert Ellis, a long-standing friend, agreed to share the drive with me (& also the, not inconsiderable, cost too).

The licence upgrade requirement was the perfect excuse to enjoy some VSCC racing in 2011. Following outings at Silverstone, Mallory Park and Donington, the requisite signatures were duly banked and a great deal of fun was had in the process.

News of the confirmed-entry arrived over the Christmas 2011 break and I soon received offers of support and assistance from well-wishing friends. It was clear that we would not be travelling alone to France and we therefore set about finding a suitable location from which to conduct the week-end's activities. An ideal spot was identified close to la Chartre sur le Loir and this would be our base for the few days either side of the race weekend itself.

Shake-down car preparation was undertaken during the late spring /early summer months. Regular road miles (usually wet - it was Summer-2012 after all) were interspersed with outings at VSCC Spring Start and the Brooklands 12/12 sprint. Customary teething problems were dealt with as needed and, for the final fettle, we paid a most successful visit to Peter Baldwin's Rolling Road near Cambridge (highly recommended).

In the days running up to the "off", we did our best to get organised by allocating various duties to the support crew of a dozen or so friends. Team Manager was "Capt." Chris Mennem who wasted no time in handing out tasks for planning, logistics, catering, photography etc. I was relieved and grateful that Phil Cornut had agreed to come along and "spanner" for the team. My wife, Paula, took up her customary role of unflappable anchor-person and jack-of-all-trades and it is appropriate to acknowledge here what a fantastic job she did. Paula and Capt. Chris worked tirelessly without taking a sleep-break throughout the whole week-end and, together with Phil, were the indispensable backbone of the team.

As we set off for France via Newhaven-Dieppe, early on the Wednesday prior to race weekend, we drove through some miserable UK weather which we had hoped to be leaving behind. Our hopes would prove to be largely in vain; but at least the rain in la Sarthe was a little warmer than in Bedfordshire...

We arrived at "Race-HQ" near la Chartre sur le Loir on the Wednesday evening - just time for a quick beer & BBQ before turning in ahead of an early start on the Thursday. Thursday was set aside for signing-on, driver-briefing, scrutineering and settling into our Plateau-1 paddock which would become our home for the next few days. The garage was a shared marquee affair and we were delighted to be sandwiched between Graham Watts' C0291 on one side (a Le Mans entrant in 1934, finishing 6th overall) and the K3 of Norbert Schmitz-Koep on the other.

We set up shop as best we could and waited somewhat apprehensively for the scrutineers to arrive. Talk in the paddock was of over-officious scrutineering, and we did witness some seemingly harsh decisions. Thankfully, our own experience was perfectly fair and reasonable and with one or two "advisories" to consider for the future, we were issued with the all-important docket which meant that we were now all set for Friday's day and night-time practice sessions.

A temporary break in the comedy-weather on Thursday evening allowed us to enjoy a trip out to the Abbaye de l'Epau for the official Drivers' Dinner. In balmy evening sunshine, the organisers treated us to lengthy Gallic presentations and self-congratulatory speeches between local motor sport dignitaries. Compensation for this tedium was provided in the form of exotic canapés to temper our growing appetites. After a couple of hours, when it became clear to all that "dinner" was simply the endless supply of canapés, the abbey quickly emptied and an impressive queue of vintage Bentleys, Aston Martins and Talbots could be seen snaking-twice around Monsieur R. McDonald's local drive-through!

#### **Practice sessions**

Friday's Practice sessions would be our first opportunity to gauge the car's true performance on the Le Mans track. At 8.5 miles, this is not your average circuit and we had very little prior experience to go on. We knew that a ten-minute lap equated to just over 50mph average speed and we felt this should be our first realistic target.

Taking to the track for the first time, I completed the first two practice laps with growing confidence. The car was going well and I was pleasantly surprised to record a lap-time of 9m 19s (54.5mph) on the second lap. Coming in to the pits, I swapped with Robert, who immediately dialled into the zone and finished his session with a lap-time of 8m 45s lap (58 mph average). This was far better than we had hoped for, but we were conscious of the need to play the long game and we agreed not to overstress the car.

Frequent cloudbursts ensured that the circuit remained damp for most of the day. The conditions inevitably resulted in the timetable slipping and our night practice was running over 1-hour late by the time I joined the circuit for the second session at around 1.30 a.m. on Saturday morning. The night-time driving experience was certainly different; we had expected poorer visibility of course, but the combination of floodlight-glare and spray from the wet surface provided an additional challenge. I completed my allotted two laps (a slight improvement for me to 9m 09s) and pitted for the handover to Robert. We dutifully practised our mandatory one-minute pit-stop and Robert then set off to complete his session. He would get no further than the end of the pit-lane... Due to the weather conditions and resultant timetable slippage, the organisers had decided to cut short all remaining sessions. This unexpected development induced mild consternation within Team M-type - the regulations clearly stated that all competing drivers must take part in the night practice session;



otherwise they would not be allowed to start the race. It would be 12-hours later before we learned that this rule had been relaxed in view of the extenuating circumstances. Relief!

After the dramas of night practice, we managed to catch 3-4 hours' sleep before returning to the Paddock to prepare for Race day. The race would start at 4pm, with our grid due out around 8pm. The atmosphere throughout the day was exhilarating with the constant buzz of enthusiasts milling around the paddocks, eager to chat, take photos and generally soak up the atmosphere. We enjoyed seeing so many friends and well-wishers and the day flew by. Soon it was time for the first of our three race sessions. Each session would be around 45-minutes which, for us, meant that we would aim to complete five laps per session including the mandatory driver-change.

### **Race session 1**

I elected to take the first slot which also entailed making the faux "Le Mans Start"; thankfully, this wasn't competitive, as I managed to set off with the hand-brake engaged and driver's door open...

Once onto the Mulsanne Straight, we were stopped and re-assembled in conventional grid formation for the start-proper. Of the 68 starters, we had qualified 43rd - not bad, considering the opposition!

My first competitive laps of the circuit were truly memorable; the sights and sounds of such exotic company were pure theatre. I had one of the best seats in the house and it was all I could do to concentrate on my own race - which probably accounted for me coming in one lap ahead of plan and taking the pit-crew completely by surprise. With deft team-work, the driver-change was completed on schedule and Robert set out to post another batch of "purple sectors". It was during this first session that Robert achieved our best lap time of the race at 8m 29.1sec (averaging 59.9mph). We were equally pleased that this session included the M-type's highest recorded speed of the race at 77.1mph (little wonder that problems soon started to appear...).

On returning to the paddock, Robert reported the braking performance to have deteriorated to the point of being "unnerving". A quick investigation revealed a seriously awry front wheel bearing and a back-axle leak which was successfully lubricating both sets of brake-shoes!

Whilst observing the necessary repairs and clean-up, Robert & I affirmed once more that we would treat the car with a little more respect in order to secure a finish (well, it sounded good, anyway!).

### **Race session 2**

The second outing was to be the night session. By now, the weather had deteriorated to the point where we wondered if the race might be halted. In the event, the

organisers decided to continue the race, but behind a pace-car. Robert was first out for this session and although he joined the pace-car led procession in pouring rain, it soon began to ease. Just prior to our driver change, the pace car was withdrawn and we were back racing again.

My stint started at around 4.30 a.m, just as conditions began to improve. The lightness of the M-type was an advantage on the wet track and I found that I was able to rein-in some of the larger, quicker traffic, particularly on the "twisty-bits". The poor visibility made it difficult to judge closing speeds and distances, but I thoroughly enjoyed the session and was satisfied with a best lap-time for this session at 9m 26sec (albeit that was almost 2-minutes slower than the truly impressive performance of C0291, expertly piloted by Charles Jones - my opening paragraph refers!).



*Phil Cornut getting to grips with running repairs*

With the night-session ended, I returned to the paddock and it was clear that all was not well. A sobering assessment of the latest malady concluded that the bottom bevel-gear on the vertical drive had begun to chew up the retaining woodruff key. We had experienced this before at the Brooklands 12/12 Sprint, and we knew it wasn't a

quick-fix. A quick debate ensued as to whether we should try and limp the car home, but Phil wasn't happy to leave it to chance. Fortunately we were carrying a spare Dynamo (complete with bevel-gear fitted); so whilst the pampered pilots sneaked an hour's kip, Phil went to work. When I returned to the paddock a couple of hours' later, the car was ready for its final outing.

### **Race session 3**

For this last session, Robert & I again agreed to exercise caution. Although the car was now running much better, the night's antics had made us realise how important it was to us to finish. Well, the "just finish" plan went out the window the minute we both joined the track (that red mist again..!). The track was properly dry for the first time and we were both enjoying the moment so much, we conveniently banished all thoughts of a precautionary approach. The poor little car was nowhere near as lively as it had been 24-hours earlier, but we managed some respectable and consistent lap times. When Robert returned the car to the paddock for the final time, the team shared an emotional moment, reflecting upon what had been achieved and in the knowledge that our French adventure would soon be drawing to a close. Our team of Le Mans Classic "first-timers" had brought the car home in a creditable 39th position out of 68 starters (or an "Index of Performance" placing of 20th which sounds much better!).



*Made-it!" - enjoying a well-earned rest*

Back to Race-HQ and the celebrations continued well into the early hours of Monday morning. Team M-type returned to the UK on the Tuesday, full of happy memories.

"Would we do it again?" - I honestly don't know. Watch this space, come 2014!

## **An Exciting Weekend at Brooklands - June 16th and 17th 2012**

**(The Brooklands Double Twelve Motorsport Festival with words and pictures by Peter Ross and Chris Nowlan)**

It was probably mid April when Chris called Peter and suggested the two of us make a trip to MG!Live at Silverstone but it seemed a big travel investment for one event so we looked at the British motorsport calendar to see what was on adjacent weekends. The VSCC Brooklands 12/12 Festival was the week before and the Goodwood Festival of Speed was the week after. Not an easy choice. So we booked our flights to arrive on the Friday before Brooklands and return on the Monday after Silverstone. Then we decided to find out more about the Brooklands event so Peter e-mailed long-time friends Philip Bayne Powell and Patrick Gardner to find out what went on. They both came back with wonderful ideas and Philip suggested we actually enter the Brooklands 12/12 Driving Concours in his ND while he entered the Speed Trials in his C-type. He had won his class in the 2011 Driving Concours with the C-type so he sort of threw us a challenge.

We duly arrived at Philip and Rosemary's home early on Friday afternoon with jet lag being overcome by anticipation so that we were able to contribute to the final preparation of the cars.

Despite the rainy season so far, Saturday dawned fine and a sunny day was forecasted. We headed out following Philip in his C-type, thankfully getting around Guildford on relatively minor roads but a stretch on the busy A3 was a bit intimidating. Approaching Brooklands, Philip peeled off to enter the Mercedes test track where the Sprint was held while we headed up towards the 12/12 competitors entrance on part of the old "Campbell Circuit" where we joined the queue of wonderful vintage machinery checking in.

The "Double Twelve" today was to mean 12 classes of 12 cars each rather than the original 12 hours of racing on each of a Saturday and Sunday. In addition to some classes for relatively modern cars like MGBs celebrating their 50th anniversary, the true vintage classes included some imaginative names like: 'Cars which actually ran at Brooklands'; 'Cars which could have run there'; 'Cars which might have run there if racing had continued post war'. Of the vintage MG competitors, Kate Hobbs with her K1 ran in the Coupe des Dames; The 12/12 M-type of Colin Reynolds and David Naylor's L2 were the actual Brooklands cars this year while yours truly with the supercharged ND and Bob Thredder with his K3 style NA special were in the 'Brooklands could-have-been' class.

In the "Driving Concours", we had four driving tests to do Saturday morning and the

same four to do Saturday afternoon with the best performance of each test carrying forward to the results. Then on Sunday there was one attempt at a new set of four driving tests followed by an expertly judged concours. Scoring for the driving tests was on the time taken, with severe time penalties for wrong direction taken or hitting marker bales - yes, there were no plastic cones pre-war.



*The Napier Railton, built in 1933, holds the Brooklands lap record at 143.44 mph*

Our official start time was not until 11:50 so that gave us some time to walk around the paddock and look at the delectable, famous and unique cars present like the Birkin Bentley and the Napier Railton. To try to describe them all would need another article but it was an honour to be present among them in this hallowed location. Other less spell-bound or more serious competitors were probably walking or studying the course and plotting strategy.

Test 1 started with a climb of the famous test hill, to stop astride a line just over the top and then restart to stop astride the finish line about 50 yards further on. We lined up in order behind a Bentley and a Lagonda, then, when our turn came, the starter beckoned us forwards so the car was on the flat with the front wheels against the incline of the hill as if about to drive up a kerb. He dropped his green flag and there was a "snap". Peter called out "half shaft" without the car moving an inch and the two of them had to jump out and push the car back and up a slope to its paddock position.

The Test Hill railings were lined with spectators, there was a small grandstand behind us and to make it worse the commentators were sitting in a double decker bus overlooking the sorry scene and all we heard on the PA was "Oh dear!"

Back on the repair scene we realized we hadn't discussed tools with Philip so we explored the tool box to find only an adjustable spanner, a small screwdriver and vice grips. Behind the seats were an assembled spare half shaft and hub, a screw jack and knock off hammer, so we had all we needed. It all came apart quite easily revealing it was the left side broken, luckily the same side as the carried spare but it had broken at the inside end and that now had to be removed. The vice grips were the exact tool to remove a bonnet hinge and eventually we managed to drive out the twisted broken piece which was tight in the differential splines. Patrick Gardner appeared and quickly found a hydraulic trolley jack and his own tools so we had hopes of a quick return to competition if only the spare half shaft would have just popped in, but it didn't for various reasons. Meanwhile Philip appeared as it was lunch break at his Speed Trial, so now we had someone to help who was familiar with the car not to mention his tool kit as well. Finally it was back together and we decided we would run the afternoon tests and stay in the competition.

Now we had to get serious because we had no second chances. We had to do the tests correctly and let the times fall where they may because there were severe time penalties for course mistakes or touching marker bales. This hill looks easy, but it is so steep at the end that some cars could not make it and we did see a case of one passenger getting out while the car was still struggling to reach the top. Being more apprehensive this time, we made a good start and flew up the hill with the blower and N-type engine making all the right exhilarating noises. Going over the top we had to stop, but where was the line? Easy for those on their second run. But we were clean! See <http://www.youtube.com/watch?v=Dx1Zeeg69Nk> to relive it with us.

Compared with the hoard of spectators at the Test Hill, the second and third tests were on the Members Banking. Maybe the course looked easy, but when loops were performed they took one up the banking and it gets steep very quickly. If the turn was too wide we saw some cars which just ran out of power trying to climb a 45 degree or steeper slope. We made sure we stayed as low as possible.

The final test for Saturday was back on the "Finishing Straight", a nice level patch with a test called "The Old Driving test" – a couple of garages with a figure of eight in between to be taken in reverse. Peter had feared he would forget which way to go next but Chris came to the rescue with concise and precise directions. Perfect team work, all good fun and still error free as we adjourned to the hospitality tent for "afternoon tea" when one could sit around large round tables and discuss the day's enjoyment with fellow competitors. Rumour has it that traditionally the enjoyment continues at the local pub.



*Chris alongside the ND as we wait for our turn at the next test on the Banking*

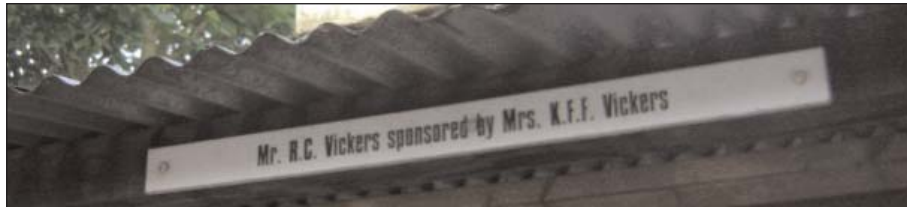
Philip's competition was only on Saturday so, for Sunday, he decided he would drive the Jarvis F-type - a very pretty machine which was just as happy on the busy A3 as the C-type. Our tests were different from Saturday's but started again with a blast up the test hill followed by a bit more wiggle-wobble before the finish line. The second test was "The 1923 Parking Test" in which the two garages were up the banking and had to be entered forwards and then backed out. It was so steep that it was quicker to let the car roll out itself rather than search for reverse gear. The third test was a variation on the slalom of Saturday with the same problem of avoiding going too far up the banking. Finally back to the level Finishing Straight where we had five garages to visit in any order. Afterwards, we learned that Colin Reynolds in his M 12/12 was the only one to cross the start line backwards to avoid one direction change!

Having completed the driving tests, it was back to the paddock to quickly clean the ND before the Concours judges came. Our competitive weekend was done so there was now time to look around.

Patrick Gardner kindly took us on a tour of the museum and club house and it was interesting to see Barnes Wallace's offices and private bathroom. The car exhibits certainly need more time and Chris was thrilled with a ride in Patrick's Riley MPH, a truly magnificent machine which is on display in the Riley museum.

It was interesting to see the names above the pit garages, one of which, shown in the next picture, was poignant relative to our trip. We must say thanks to our wives,

Laurie and Rachel, who supported us taking this “guys only” trip.



We both had other agendas on this trip relative to Chris's Bullnose MG and Peter's newly acquired J2. Chris was surprised to meet Chris Keevil on the VSCC booth whose similar car was on display and they spent a very useful time comparing dimensions and other minute points of originality. Since acquiring the J2, Peter has learned from Mike Hawke's "How They Ran" that J2594 had been raced at both Brooklands and Donington. Patrick introduced us to the library and the following Tuesday we returned to do some research whereupon we came away with a copy of the 1933 MCC programme as well as event reports from "Motor" and "Autocar". We were thrilled to have "found" another MG with actual Brooklands history. Now we have to find out what took place at Donington.



*Peter and Chris with the ND after their class win.*

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*Colin Reynolds with his "actual Brooklands" class winning M 12/12*

We still had time to visit the aircraft exhibits which were fascinating particularly the partially restored Loch Ness Wellington whose geodetic fuselage construction is absolutely amazing.

While walking back from the aircraft hangar, we heard "Peter Ross" on the PA but could not hear the detail so our pace quickened. A marshal told us to take the car up to the Campbell Circuit because we were in line for an award so, having assembled, the top three from each class, we then drove down the hill to the awards presentation by Lady Trefgarne, wife of the Brooklands Museum Trust Chairman, Lord Trefgarne. To our utmost surprise we won our class!!!

Now assembled with all the award winners, we were pleased to see that Colin Reynolds had won his "Actual Brooklands" class with his M 12/12 and what's more, he had the best time of all the vintage cars in the driving tests. The Triple-M Midgets really are ideal cars for this type of event particularly with enthusiastic drivers.

Philip was equally excited with the weekend's activities and once home, our trophy was placed on the mantelpiece alongside his from last year. Thank you Philip and also Patrick for helping to make our weekend so memorable and enjoyable.

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## Welsh Speed Weekend - Report from the Saturday. Words and Pictures by Tom Drewett



Thank you so much to the MMM 'squad' for making me feel very welcome in the paddock at my first event in the M. I think the sight of such a professional looking (and numerous) MMM 'paddock garage' must have struck fear into the hearts of the equally numerous Riley teams!

The team relay race was a joy to watch, what a great fun event. 3 cars per team, 90 minutes racing with a minimum 20 mins and a maximum 30 minutes per car. Team Rag, Tag & Bobtail was kind enough to let me assist from the pit wall with stop watch, pit board and a clear pre-determined strategy - a win must have been on the cards surely? ... Coupled with the 3 C types racing under the guise of 'Olivers Twits' meant that 20% of the grid was made up of MMM's.

Richard Ellingworth in the rakish pale blue PA led the charge for Rag, Tag & Bobtail, and was soon to be seen slip streaming the big green Alvis Silver eagle down the start finish straight ever hopeful of an out-braking manouvre into hatchets hairpin. It was unfortunate this failed to materialise and it was with relief when the Alvis pitted at around 20 minutes, and the lap times reflected an improvement of around 4 seconds a lap accordingly. Timed to perfection Richard pulled up behind David's very handsome NA and the second stretch was begun. Nervous faces at around the 15 minute mark as the NA was sounding poorly coming past the pit wall. Questions were asked, should we pull him in? What has happened to the lap time? What happens to the strategy if he comes in early? It was decided to evaluate his facial expression & body language to see if he was looking distressed, not so easy with a closed face helmet! (And you thought we were ignoring you David!) The lap times seemed to be back on form and it was decided to stick to the original plan. David's times were almost identical to Richard's and it was just after 29 minutes that the metaphorical baton was handed over to Fred in the grey J2, who took off like a scalded cat on the sweeper stint. The crisp sounding J2 was consistently quick throughout the final half hour to the chequered flag, (dropped a minute late by my timing) and team Rag Tag & Bobtail was in, seemingly without penalty. The results show Rag, Tag & Bobtail

finishing 5th, I have no idea how it was calculated.

'Olivers Twits' were sadly reduced in number following engine maladies to Barry's Rat in the 15 minute 'practice'. Undeterred and with a closely guarded strategy this led to Oliver taking the first and last stint (requiring a mid-race refuel). Both C's performed valiantly and looked magnificent down



'Olivers Twits'

the start / finish straight and the pit board being hung out with 'Pump Off' was sure to have given confusion to the opposition! Oliver's Twits finished 9th which under the circumstances is no mean feat.

Without doubt a huge amount of fun was had, surely next year's event must yield a win in the team event!

The sprint was great fun, and my thanks to fellow sprint competitor Andrew for his encouragement and his ensuring I was where I was supposed to be when I was supposed to be there, and congratulations for coming 2nd in class, (and for the additional fuel due to my miscalculation!) I was proud to complete my runs, improved on each run and without failure on track.

I was also proud not to come last, in spite of a very oily clutch limiting my top speed severely, said ailment also led to my leaving on the Saturday evening as I had to leave the M in West Wales, no chance it would have made the 100 mile return journey to Chepstow. Some remedial work will commence upon its rescue.



I understand that Sunday also heralded a great day of racing.

Race 2, the Bill Phillips trophy race, saw Hamish McNinch & Fred Boothby share the

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fifth row of the grid, I am told that Hamish had gearbox trouble and did not finish, and Fred had brake trouble which must be why he went so fast and finished 7th. David Downes finished 15th beating 2 of the Riley Brooklands and the Alvis that had held up Richard Ellingworth in the team race.

Race 3, Scratch man Oliver Richardson improved on his start position 11th to finish 10th.

Race 4, Handicap, saw Mike Painter finish 7th in his MG Kayne Special and Edmund Cassidy finish 12th in his NA.

Race 8, Handicap saw a podium finish for Fred Boothby in 2nd place, finishing within 5 seconds of the Alvis Silver Eagle, and Oliver Richardson finish 6th.

Race 9, Scratch saw Mike Painter finish 11th, in some seriously quick company of the 2 ERA's & Bugatti T51. Best Lap of 1:20.06 is a fast lap indeed!

Great to see such a high number of MGs there.

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## Summer Gathering - Farnham Royal - July 29th by Peter Scott

Sunday morning July 29th broke as a warm sunny day; just perfect for a sixty-five mile drive from Northampton to Farnham Royal, to attend Peter Green's eighth Summer Gathering. Cars started arriving from 11am. Apart, that is, from Ray Masters' PA and Robin Gordon's C type, which arrived on the Saturday afternoon. So keen are members to make sure of a place at this prestigious event!

The entry was the largest to date, there being 132 people with 67 Triple-M cars. These included examples of most Triple-M models, ranging from the exotic to the more popular types, every one of them interesting in its own way. However there were some rather special cars which we had not seen in previous years:

**Dick Last's ex Reg Parnell K3009 single-seater.** Whilst in Reg Parnell's ownership this car was much modified including the fitting of Lancia pillar type front suspension and a twin overhead camshaft head which was produced by Michael McEvoy. Unlike the similar head made for the four cylinder R type, the six cylinder head proved to be quite successful. The car is in immaculate condition and was rightfully parked in 'pole position' on the lawn.



*Dick Last's ex Reg Parnell K3009 single-seater - Dick Morbey*

**Robin Gordon's C type.** This is no doubt the most original C type in existence today. It still has the original AA cylinder head rather than the later AB crossflow head which is generally used on other C types. The bodywork is the original including the one-piece floor. During the fifties and sixties it was Robin's daily driver, including trips from Manchester to London. It then lay dormant in a barn until being rebuilt by Robin in the early nineties. In 1999 he took the car 'home' to Montlhéry where he completed many laps of the circuit. This beautiful and original car is a real credit to Robin.



*Robin Gordon's most original C type - Robin Hamblett*

**Geoff Goodwin's unique and interesting NB special.** It was bodied by William & Pritchard in 1952, in a style which loosely reflects a Ferrari Barchetta. During the fifties there were many specials built, using MG engines, but this car also utilises the NB chassis and suspension.

By mid-day most of the attendees had arrived and Andrew Taylor was preparing the BBQ. Many people were busying themselves with the numerous quizzes which Peter had put together to test our knowledge and judgement. There was also the "Pride of ownership" competition which we were invited to judge whilst we were busy socialising and inspecting cars. Then suddenly the sky darkened and we experienced a very sharp and heavy downpour. But Peter had planned for such an eventuality and there was ample cover for everyone present, to shelter from the rain and continue socialising. After ten minutes the rain stopped and all was back to normal and Andrew served lunch just a few minutes later than planned. So we all enjoyed the excellent lunch, to which we have become accustomed at Summer Gatherings. During the afternoon we had two or three more heavy downpours but umbrellas, gazebos and two workshops provided plenty of cover for the short breaks. So the socialising and



*Geoff Goodwin's NB special - Dick Morbey*

car inspections continued throughout the afternoon, with choc ices for those who felt they needed to supplement their ample lunch.

Sixteen members plus passengers took part in the gymkhana, despite the weather. The passengers just needed to take their umbrellas with them. Accuracy is definitely a strength within the register. Three members, Andrew Henderson, Robin Gordon and Philip Bayne-Powell can judge the height of their radiator cap to one mm. But even more remarkable, Philip's wife Rosemary can judge the distance she has driven to four inches. Andrew was also pretty quick around the cones but not quite as quick as Mike Linward who just beat him to first place. And there were four 'golds' for accurately throwing bean bags at the Olympic rings, awarded to Julia Gibbs, Mike Linward, Alex Reid and Allan Bentley.

So who was the smartest attendee? Marion Pancheri not only won the Ladies Picture quiz but also tied for first place with Madeleine Dear in the high scoring Olympic picture quiz. Well done Marion. Jo Salmon made a very accurate guess of the number of items in the jar, closely followed by Peter Down who came in his highly original PA. Now if you need a rebuild doing, then Terry Andrews or Oliver Richardson is your man as they certainly know the parts of a Triple-M car even if they are hidden in a cloth

bag. And to maintain my positive relations with the Chairman, I would add that Dick Morbey came an excellent third in this quiz. But don't ask him to do your rebuild as he manages an orchestra and plays the fiddle, runs a railway and drives steam trains and of course manages the Triple-M register, so you may have to wait a long time.

How do you select the two most desirable cars? With great difficulty I guess; but the collective view of those present identified Ian White's J2 as the most desirable four cylinder car. I can remember reading somewhere that Mike Allison's favourite Triple-M car is the J2 and many would agree with him, especially ones like Ian's. The six cylinder car selected was Peter Prosser's KN saloon. Not only an exceptional restoration but given the weather, which we have endured this summer, it was certainly a car you would chose to take home.

By five o'clock the results of the gymkhana, the quizzes and the pride of ownership had been collated so it was time to present the prizes. Peter, ably assisted by the ever efficient Elizabeth, made the presentations to the clever ones who had been successful. Meanwhile the next downpour arrived just as I set off for the journey home. Fortunately, unlike several cars which only had aero-screens, I do have a windscreen and hood to protect me from the elements, so I enjoyed a pleasant drive home in very contented mood.

This surely is the register's number one event of the year. Nowhere will you find more Triple-M cars collected together in one place, the organisation is superb and the attendees are the most sociable crowd you may wish to meet. Peter has developed a friendly casual style for the Summer Gathering but the organisation is very professional. So thanks go to Peter and his family and the many others who helped to organise the event. We will be back next year.

#### **Summary of the results:**

##### **Pride of Ownership**

6 cylinder	Peter Prosser	KN
4 cylinder	Ian White	J2

##### **Quiz**

What is it?	Terry Andrews & Oliver Richardson tied with 11 points
Ladies picture quiz	Marion Pancheri
Number of items in the jar	Jo Salmon
Olympic picture quiz	Marion Pancheri & Madeleine Dear tied with 11 points

##### **Gymkhana in the rain**

Speed round the cones	Mike Linward
Distance along the road	Rosemary Bayne-Powell
Olympic rings	Allan Bentley, Alex Reid, Julia Gibbs & Mike Linward
Height test	Andrew Henderson, Robin Gordon, Philip Bayne-Powell

Congratulations to them all and to those who 'nearly' won.

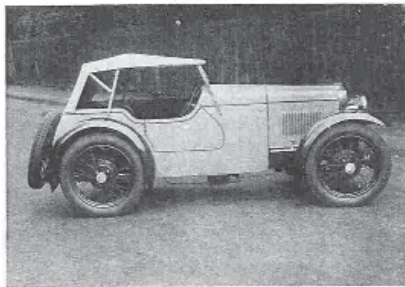
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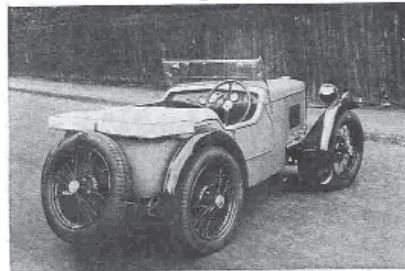


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## Triple-M Register Championships - Mike Linward, Competition Secretary

*Note: The tables below have been curtailed due to space restrictions; the complete tables may be found on the website [www.triple-mregister.org](http://www.triple-mregister.org). - Ed*

### C.O.T.Y. 2012 Scores to 24th August

Position	Register Number	Car	Registration Mark	Driver/s	Points
=1	907	K1	ADH 360	Neil MacKay Ewan Graham John Reid Alex Reid	77
=1	1595	M	PG 1045	Frank Ashley	77
3	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	73
=4	3534	J2/s	WF 5494	Fred Boothby	70
=4	1140	J2	JL 753	Mike Linward	70
6	2200	C/s	RX 8306	Philip Bayne-Powell	69
7	909	J2-PA/s	FW 3909	Bill Bennett	64
8	2272	C/s	LJ 4444	Oliver Richardson	60
9	2362	NA	BTT 726	Richard Jenkins Kim Jenkins	59
10	3	J2	DG 5404	Jeremy Hawke Marcus Hawke	54
11	1426	NA/s ss	Bellevue Spl	Ian Baxter	53
12	2692	J2	SW 4156	Brian Galbraith	50
=13	1018	J2	MG 2853	Philip Coombs Wendy Leigh	47
=13	920	PA	TG 8337	George Ward	47
15	656	PB/s	JC 3269	James Gunn Rebecca Gunn	45
=16	3226	C/s	JO 2288	Hamish McNinch	42
=16	2694	J2-PA/s	Kayne Spl	Mike Painter	42
=18	341	M	PJ 7970	David Rushton	39
=18	1883	J2	PO 8865	Patrick Gardner Brian Withenshaw Rory Westbrook Jack Westbrook	39
20	2913	PA/s	MG 3855	Andrew Morland	37

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2012 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. 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:

*Note: To save space, the list includes only the more recent events. For the complete list please refer to previous Bulletins - Ed*

1st July	VSCC Shelsley Walsh Hill Climb	Full Results
7th July	VSCC Summer Rally	Full
14th July	VSCC Pembrey Sprint	Full
29th July	Triple-M Register Summer Gathering	Full
4th/5th August	VSCC Prescott Speed Hill Climb	Full
5th August	Camel Vale MC Lostwithiel "Castle" Hill Climb	Full
12th August	'Black Horse' Peper Harrow Driving Tests	Full
18th August	VSCC Autumn (Southern) Rally	Full

**Slade Trophy 2012  
Scores to 27th August**

Position	Car/s	Driver/s	Points
1	J2-PA/s	Bill Bennett	34
=2	M	Alan Grassam	10
=2	M	David Rushton	10
4	J2	Jeremy Hawke	9
=5	NA	Richard Jenkins	8
=5	J2	Mike Linward	8
7	PA	George Ward	6
8	M	Oliver Richardson	5
9	PA	Michael Legg	4
=10	M	Nigel Stroud	3
=10	J2	Brian Galbraith	3
12	J2	Emma Digby	2
=13	J2	Patrick Gardner	1
=13	PB	Andrew Smith	1
=13	M	Philip Coombs	1
=13	K1	Neil MacKay	1
=13	M	John Haine	1

**Racing Challenge Trophy 2012  
The Betty Haig Cup  
Scores to 27th August**

Pos	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1	J2/s	Fred Boothby		0.299
2	C/s	Hamish McNinch		0.445
3	PB/s	Simon Etherington		0.550
4	C/s	Oliver Richardson		0.748
5	NA/s	David Downes		0.897
6	C/s	Barry Foster	4	0.464

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7	K3/s	Brandon Smith-Hilliard	4	0.502
8	J2-PA/s	Mike Painter	3	0.528
9	PA/s	Richard Ellingworth	3	0.615
10	PA/s	Thijs de Groot	1	0.333
11	J1/s	Stuart Evans	1	0.607
=12	C-RA/s	Mike Dowley	1	0.667
=12	K3/s	Howard Maguire	1	0.667
14	NB/s	Jane Metcalfe	1	0.883
=15	J2/s	Andrew Harrington	1	1.000
=15	K3/s	Peter Green	1	1.000

**Speed Championship 2012  
Scores to 27th August**

Position	Car/s	Driver	Points
1	NA/s ss	Ian Baxter	47
2	M	Frank Ashley	39
3	PB/s	James Gunn	23
4	PB/s	Rachael Holdsworth	20
5	J2	Philip Coombs	19
6	M	Chris Cadman	17
7	J1/s	Stuart Evans	16
8	M	David Rushton	14
9	PB/s	Mark Dolton	13
=10	ND/s, C/s	Philip Bayne-Powell	11
=10	M	Robert Ellis	11
=10	PA/s	Les Procter	11
13	K/s	Adrian Paul	9
14	PA/s	Andrew Morland	8
=15	C-RA/s	Mike Dowley	7
=15	J2-PA/s	Mike Painter	7
=15	NA	Richard Jenkins	7
=18	PB/s	Rebecca Gunn	6
=18	PA/s	Howard Harman	6
=18	M	David Rushton	6
=18	J2	Brian Galbraith	6
22	J2	Wendy Leigh	5

## STD Inter-Register Driving Tests

Sunday 29th July 2012 - Hungerford, Berkshire. Report by Sue Quick

With the children's summer holidays drawing to a close, I am snatching a brief 'quiet' moment to write a report for our very own 'Olympic' driving tests that took place at the end of July. As per usual, we were incredibly lucky with the weather and enjoyed dry, often bright spells, apart from a deluge at lunchtime, during which most people were sheltering in the pub!



*David Saul, Winner of Novice Award*

Out of 15 entries, including yours truly, there were 3 Riley, 3 Humber, 6 STD, 1 Alvis, 1 Jowett and 1 MG, of which we welcomed 3 totally new competitors to our event, those being Chris Salmon (STD), Peter Holden (Jowett) and David Saul (MG/VSCC).

Once again we enjoyed various driving tests providing some hilarity, puzzlement, concentration and the occasional gear crunching! Refreshments in the form of lunch at a local hostelry and tea afterwards provided a chance to catch up and chat.

The Official Awards for the day (which can be found on the STD Inter-Register website) are as follows:

Individual 1st: Sean Quick (STD)  
Individual Joint 2nd: Sue Quick (STD) and Ian Swallow (Riley)

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Novice winner: David Saul (MG)  
Team 1st: STD  
Team 2nd: Riley  
Team 3rd: Humber

The Unofficial Awards for the day:

**GOLD:** Bob Thackray for running out of petrol half way through a test!

**SILVER:** Hannah, Lottie and Jon Quick (aged 11, 8 and 6 respectively) for their exceptional marshalling skills.

**BRONZE:** Peter and Di Allen who pitched up 'without car' to help marshal and for providing a much needed gazebo when the heavens opened at lunch time.

Finally, I must emphasise the help of all the marshals, namely, Colin and Tiz Bumbieris, who have no connection with the register, but have over the past few years taken more and more responsibility for the marshalling and score keeping, purely as good friends. I must similarly thank Eric and Gill Bush, again, friends of Stephen and Helen Costigan, and also 'Michael', a friend of Angela Hughes who was roped in to help on the day. I am enormously grateful for all their hard work, as I couldn't run the tests without them. Here's to next year!



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## Your Letters



**Hello all,**

J 0392 has started!

She started nice and smoothly and as with all children of the beginning there was a lot of leaks! Oil/petrol. At last we had a use for the blxy birch seeds which at the moment are pestering our life. Better then sawdust.

Gabriel Öhman

**Hi Chaps,**

I have received some information that an M Type for total restoration is available due to some difficult circumstances. I was involved in the early days of it being sorted out and the major and other bits seem to be all there. Work done on the chassis may need to be redone but was good.

The current owner wishes it to go to someone to rebuild but ,clearly not be passed on to a dealer, having given a promise to the former owner's widow 'to rebuild and bring it to show her' down this part of the world.

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Do you know of anyone who is wanting one to rebuild and keep. I can find others who would build and then sell. Thanks if you have ideas.  
All the best Ian T Coxen.

**Dear Bob**

J" MG Triple M No 1250

When I acquired the above J2, 21 years ago, it came to me with a large envelope filled with bills and copies of correspondence amassed by a previous owner of the car who had restored the car whilst in his care.

One of the letters was from Steve Dear whose name appears in a log book as being the owner of the car in 1961. It transpires that he saved the car from a scrap merchant for the sum of £18! He restored the car to running order and sold it on for £50.00.

Roger Thomas, who attends to the needs of my car, recently arranged a reunion at a "natter" when Steve met the car he had owned 51 years ago! The car then had been yellow with swept wings. Since then it has been changed to red and then to green, and with cycle wings!

Yours sincerely,  
Douglas Dick



*Steve Dear and Douglas Dick with the J2*

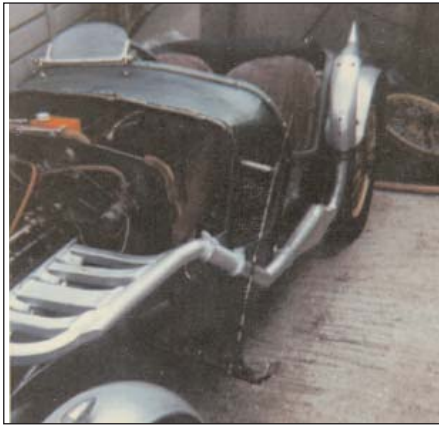
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**Dear Bob,**

As a long time F Magna owner (nearly 50 years now) I have read with interest Ewan Harris's comments about the F type exhaust manifold and enjoyed seeing the fabricated system from the US enthusiast in the August issue. I attach a couple of pictures of a system I had on F0600 in about 1968. This was based loosely on the 12/12 M type exhaust and seemed to work really well. The car was supercharged and my only transport at the time but I was not getting any significant problems with head gaskets, valves or overheating, unlike nowadays!

The other thing which comes to mind is my change in attitude to the car. In the '60s and '70s I was all for "improving" it. I considered hydraulic brakes (but never got around to fitting them), more and bigger carburettors, a supercharger etc etc. Now I seem to spend a lot of my time converting the car back to original spec. My advice therefore is, if you are "improving" your car, keep the original parts as you may well want to reconvert it in the future.



Thanks for a great bulletin, I always look forward to it arriving in the post.

Ray Brown

PS Sorry about the quality of the photos.

## Book Review

### ***Graeme Jackson reports on The Wilson Preselector Gearbox, Armstrong Siddeley-Type, by Peter 'Banjo' Meyer'***

*(Reproduced from the Newsletter of the Pre-war MG register of Australia)*

The ENV-manufactured, Wilson patent, "preselective" gearboxes were fitted by the Abingdon works to a number of the MG competition and road cars in the 1930s. Fortunately the pre-selector gearbox was very popular in its day and was used by Riley, Lagonda, AC, Invicta, Lanchester, Daimler, Alvis, Talbot, ERA, Bugatti, Crossley, Armstrong Siddeley and MG, and as a consequence replacements are still able to be found and high quality spares are being manufactured and are readily available. The preselector box survived WW2 and the mature reader will remember riding in buses where the driver magically changed gear by simply depressing a pedal.

Although there are some differences, principally in the change mechanisms, in the Wilson gearboxes manufactured by Armstrong Siddeley in Coventry and ENV in London, this hand book provides a very valuable resource to MG owners who drive a car with an ENV box, or for those curious people who wish to gain a detailed knowledge of how these mysterious preselector gearboxes function.

British Major Walter Gordon Wilson (1874-1957) was one of the most innovative and important inventors of his day. He worked with Sir William Tritton in 1916 to develop the first armoured trench crossing chain driven tractor in World War 1 - the tank. Two thousand tanks saw service and the Wilson, Tritton invention is considered a crucial element in the war's outcome. The prototypes were named "Mother" and "Little Willie". Wilson's Little Willie is proudly on permanent display at the tank museum in Bovington, Dorset. Initially, four people had been required to steer a tank, but Wilson invented a new steering box so that the vehicle could be steered by a single person. Later, Abingdon may have benefitted from his expertise being applied to some of the pre-war MG steering boxes which are sometimes a match for even the most muscular handsome driver.

In 1919 Wilson took out a patent on the epicyclic gearbox which formed the basis for the preselector units which were manufactured for the next 50 years.

The author, Peter "Banjo" Meyer, a German jazz musician, has restored his own TR3A, MGTC, owns a Riley TT Sprite and races a Riley Falcon Special, the latter fitted with a Wilson gearbox. He presents a fascinating, extremely well produced, soft covered, English language, A4 sized publication of 174 pages packed with coloured diagrams of the functioning of the gearbox, and clear photographs of the step by step procedure for overhauling and testing the gearbox, including details of some special tools to aid the fettle. There is a short history of Walter Gordon Wilson, a copy of his

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1932 paper to The Institution of Automobile Engineers about epicyclic gearing, operating instructions for the driver, maintenance requirements and adjustments for the proper operation of the brake bands, a table to calculate gear ratios, parts index and a list of sources of spares.

As a bonus, the book contains a DVD containing an animation of gear selection, gear change and drive, a PDF of Wilson patents, test bench and Excell for gear ratio calculation. This publication is highly recommended and can be obtained directly from the author via the Internet for 39 euros plus 8 euros shipping. Euros and Wallaroos are members of the kangaroo family, and how one gets some to Germany is not known. To avoid the marsupial difficulty, but at an extra cost, Pitstop Books in WA can supply you with a copy.

**Editor's Note:** *This book can also be obtained from the Riley Register. Also from the Riley Register Newsletter, I have discovered that Peter Meyer, together with Paul Nickalls from the Rapier Register, is working on another manual, this one covering the ENV 75 version of the preselector box.*



*A preselector box in QA0257 - photo from Malcolm Robertson*

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## Your Adverts

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J2 Hood Frame (same as P, F2, L2)  
J2 Front Apron (same as F2, L2)  
J2 Aluminium Blocks which fit into chassis at firewall  
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## Tail Lights

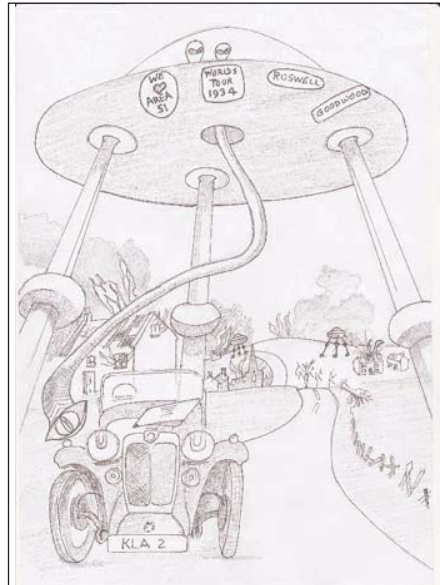
### Cartoon Competition

Congratulations to David Ryder Richardson for submitting the winning caption **"MG phone home"** for the last issue's cartoon (shown here).

As this month's cartoon is in colour it is printed inside the back cover. Your suggested captions are warmly invited and should be submitted by e-mail to:-

[triple.m.caption.competition@gmail.com](mailto:triple.m.caption.competition@gmail.com).

For details of the Competition Rules, please refer to the August Bulletin or the web page: [www.triple-mregister.org](http://www.triple-mregister.org).



*K1 and K2 Tails at Goodwood - Photo: DickMorbey*

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**This Month's Cartoon Competition,  
By Ged Segrave (See Page 43)**



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More Goodwood Revival Shots from Robin Hamblett  
Top: Peter Green in K3011, the ex Whitney Staight/Dick Seaman Car  
Bottom: Dick Last in the ex Reg Parnell Twin Cam K3009

