

TRIPLE-M REGISTER BULLETIN



AUGUST 2007





*Heavy rain dowses the visitors to Waddesdon Manor
on the Triple-M Brooklands Centenary Rally*



Andrew Bradshaw receives the Mary Harris AND Don Moore Trophy at M.G. Silverstone

Photo : A. Taylor

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August 2007

EDITORIAL – Phil Bayne-Powell

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Well, I hope you have all recovered from the hectic June marathon, with three events in two weeks.

The Triple-M Brooklands Centenary Rally was a great success with 46 cars entered, including the honorary SA of Malcolm Robertson, which had been shipped over from Australia specially for the 70th birthday celebrations of the SA. We also had Uli Gygax with his very nice PA, which he had trailed all the way from Switzerland. Tom and Kathleen Metcalfe had come from Ohio, and were fortunate to be loaned Peter Green's Aramis NE to drive. From Australia we had Ed Taylor and Neil Cooke, who were borrowing the Editorial ND. So with old friends from Holland, Belgium and Germany, it was a truly international event

There were also two late participants in George and Margerite Morgan, who were over here from Australia for a flying rally at High Wycombe. As I had taken the C-type up to Beaumont House (the rally's HQ) together with Rosemary's Allingham, so that both were ready to go straight to Brooklands on the Sunday, we were able to provide seats for the both on the run to Waddesdon Manor. This is a magnificent property, completed in 1883, after only 6 years by Ferdinand de Rothschild. It has been preserved very much as it was in its heyday, complete with all the original furniture and fixtures. The Rothschilds entertained all and sundry, including Queen Victoria who was so interested, she invited herself! The afternoon as extremely wet, and Margerite and I got thoroughly soaked coming back in the hoodless C-type!! An excellent gala dinner finished off the day, with individual menus a nice touch.

Front cover:- The joys of the open continental roads as seen by Ed Taylor from the editorial ND, en route to Luxembourg.

The Sunday at Brooklands by contrast was very hot, and we even got sunburnt. A wonderful display of prewar cars greeted us, with historic cars everywhere. I saw three record breaking cars as well as Bentleys Old No1, 2 and 3!

For the display cars, runs along the Byfleet banking was a first, as well as laps of the Mercedes Benz track, when Stirling Moss was not blasting round in his ex-Mille Miglia winning Mercedes!

I spoke to Alan Winn, the organiser, at the end of the day thanking him for a great event, and he in turn thanked us MGs for turning out in such strength to make it such a memorable day – there must have been close on one hundred Triple-M cars there including the display cars.

MG Silverstone the following weekend saw Team BP out with five cars, including the ND being driven in the California Cup and Gymkhana by our Aussie friends. The M-types (Colin Reynolds, Frank Ashley and Annette B-P) again won the Register Trophy in the California Cup, beating the T-types. Keith Portsmore in our shared NA saloon came a close second overall Car of the Show in the Concours (being narrowly beaten by an SA), and was first in class as well.

The Triple-M race was one of the most exciting for many years, as it rained heavily just before the start, and many cars failed to stay on the track. So it was no means the usual procession.

The event saw a lot of rain, and we were lucky to get a tonneau made up on the Jarvis F-type only one day before the event! It still didn't stop me from getting soaked on the way home!

The following weekend we went off to the Pre-war MG weekend in Luxembourg, organised by Jos Wantz and his family. The Aussies took our ND, which got there this time. Three years ago it had a nasty crash in France, seriously bending the front axle; we were taking it over for another Australian to drive, Harry Hickling, who has an ND of his own under restoration.

There were nearly 40 cars including Fred Body's Old Speckled Hen, and Chris Howe's 18/80. I was pleased to see my old Abbey bodied L-type, which I sold in 1988. However it had only done 300 miles since, and the moths have got at the carpet, the interior woodwork has gone dull and rust could be seen on various items.

There were 14 cars from the UK, with Belgium providing 7. It was also nice to see the ex-Manfred Berger ND out with its new owner, Wolf Probsting, who also has a very original K2.

Urs Langen left his NE behind, and came in the Abbey bodied PA which had been restored by Adrian Goble. Urs is also the new owner of the Ex-Bira F-type "Fidget"; it has been suffering from lack of maintenance for many years, and unfortunately needs to be completely taken apart and rebuilt.

The smaller number of participants made it a much more friendly event than the previous one. This was done on purpose. Our Allingham stopped charging on day one, and it was only when we got home that we found that a wire had come loose from the terminal block on the side of the dynamo.

Two weeks after Luxembourg, Peter Green held his Summer Gathering, where close on 35 cars turned up for a great day out, despite a heavy downpour later on. We even have Ulf Hedland and his wife attending from Sweden; they are restoring a KN saloon, and were over here taking details of Peter Prosser's car.

Our NA saloon won the 6-cylinder class, which was its fourth prize in three outings, which is some reward for the eleven years of restoration. We had to take the gearbox and clutch out just before the Brooklands event to cure the slipping clutch. This we managed to do, but it now has trouble getting into gear.

The later N-type (and P-type) clutches were modified, and had fibre washers inserted under the clutch springs to insulate them from getting over heated, and loosing their temper. This required a 1/16" deeper pressure plate to hold the springs, and a driven plate 1/16" thinner to compensate, so as to produce the same overall dimension to fit under the clutch cover plate. See Blower page 141 for the details; it is not in the Triple-M section, but is inserted later in the T-type section!

We hear that the Dave Lawley NB Airline has been sold in an American auction for \$380,000 (about £190,000!!). It is not original, as it was very badly burnt when Reed Yates owned it, but has been painstakingly rebuilt by Dave, with a new tubular framed body built by Peels of Kingston. I suspect there will be many people looking to make replicas now!!

Triple-M Committee Meeting

9th June

The Secretary reported that John Day has been designated the Board Director responsible for the Triple-M Register, and wishes to attend one of our committee meetings; John is a Triple-M owner, as well as being in the forefront of the Vintage Register, so will be sympathetic to our needs.

The John Kidder Trophy for "Outstanding Achievements in MMM Activities" was agreed to be awarded to Terry Hartley for his work in arranging the northern Triple-M weekend last year, the Flat Cap and Whippet weekend.

An owner in the Czech Republic has been in touch, telling us of a PA exported from new to his country, with a 749cc engine and competition history. The original owner kept it up to his death in 1982.

Cost of the metal badges needs to be reviewed due to the increase in postal charges. Cloth badges are still available.

The Registrar reported that the 2007 Register will be printed and available at MG Silverstone; the price is £7. The register already lists the car registration numbers in order so that cars can be traced from their registration; it was also agreed that a numerical list of Register numbers be added, so that cars can be cross referenced with their chassis numbers. This will be done for next year's list, as this year's list was all ready for printing.

The Competition Secretary reported that Bill Bennett leads the Car of the Year competition, mainly due to his early season trials activities, allowing the rest of us to catch up! He also leads the Slade Trophy. A good entry for the Triple-M race at Silverstone was reported (*and so it proved – Ed*).

Our new Librarian, Peter Hemmings, was welcomed to the meeting and reported his findings after taking over the library. The postage costs need to be reviewed as we loose out on bulk orders. A new leaflet showing what the Library has to offer has been printed, (*and this is included with this Bulletin – Ed*). Mike Hawke's new book "75 years of the J2" is now in stock; the price is £25. Also recently purchased is the CD produced by the Gaydon Heritage Centre covering original technical publications on a most models of Triple-M

cars, as well as the MG service information sheets from 1928 to 1939.

An average of 4 starter packs are sent out to new members each month; these include copies of back issue Yearbooks and Bulletins, which can be costly to send overseas. However it was deemed worthwhile, as it creates a good initial impression to new members.

The list of drawings etc donated to the library by the Geoff Coles family, and which was included in a past Bulletin, will be added to the Library and website. The Bulletin and Safety Fast will use some items in future.

Peter asked if it was felt that we should venture into Triple-M Regalia, as other Registers have done; this will be looked into, and feed back from members requested.

Len Goff has produced an excellent book on his K3015/2, which used to be the Dudley Gahagan red single seater racer. Price to be £39.99.

The Bulletin was next discussed, and the arrangements for the subscription, as agreed in the last committee meeting, was set out by the Editor. We have obtained a Subscription Coordinator, in the form of Paul White. However before the subscription cost were agreed, it was felt that the quality of the Bulletin should be improved, as long as it does not cost too much.

The Bulletin currently costs 50 pence per copy to produce each month. The insides need to be correctly formatted to two half A5 sides, so that they can be printed direct from a disc or e-mail (currently the Bulletin is copied from a hard copy, which reduces the crispness of the pictures in particular). John Reid and the Editor will get together to achieve this for the August Bulletin.

We would like the cover page to be on glossy paper, similar to the T-type publication. Dennis Wharf has given us figure for a publication he produces, and it was agreed we should get his publisher to price up the Bulletin, The Bulletin would be printed, collated, trimmed and stapled at an approximate price of under £1 per copy.

As a result of the unknown costings for the new look Bulletin, it was agreed that the Subscription arrangement be held over until the pricings can be firmed up and agreed by the committee.

The Yearbook Editors reported that unfortunately this year the publication would not be ready for sale at Silverstone, due to domestic problems. It was agreed that a proof copy be displayed on the Register stand, but members could pay and complete a SAE for the Yearbook to be sent in when ready. The price is still maintained at £9 a copy. There had been no offers from anyone to take on the Yearbook, so we are still seeing volunteers for this post.

The annual dinner was confirmed for the 7th October, and we were pleased to hear that the Flat Cap and Whippet weekend in Yorkshire will be taking place again next year on 30th May to 2nd June.

Next year is the 75th anniversary of the K3s and L-types, which will have a display at Silverstone, and possibly other events to celebrate this milestone.

The website is to be upgraded with new picture and competition pages.

In recognition of the many years of sterling service as the Register's Treasurer, Keith Hall was to be given a copy of Mike Hawke's new J2 book, to be signed by the author and the committee.

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Triple-M Weekend, 15th –17th June 2007.

A new boy's impression - Bruce Sutherland.

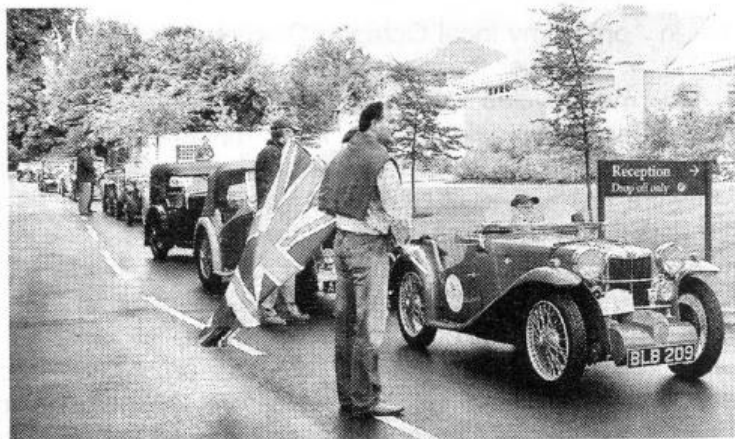
Back in April at my local Octagon Club meeting, Bob Brassington - of NB, TD, F, and over the years numerous other MG's, plus various classic Ariel motorcycles - and I got talking about the impending Brooklands Centenary celebrations. After much prevarication on my part, Bob persuaded me to join him with the promise of a ride down from Cheshire in his 2 seat NB, which would also allow us into the reserved parking area at Brooklands on the Sunday.

On Friday morning we set off from Stockport in the rain, but it wasn't long before the hood was down, and were enjoying some proper MG motoring on non-motorway roads, at least as far as Towcester. Here ominous black clouds prompted hood and sidescreens to be erected just in time before the rain. Being an ex automotive design/development engineer for heating, ventilation and air-conditioning (as well as many other parts of the car), it was quickly obvious how cosseted we are in modern vehicles, for Bob and I were constantly leathering the mist from the NB's wind and side screens, before finally emerging into the sunshine about 20 miles short of Windsor. We found our billets in Beaumont House, which made a splendid centre for the weekend, and proceeded to mingle with our fellow Triple-M'ers.

The following morning started with good weather and after a hearty, full, English breakfast, we began assembling for the drive to Waddesdon Manor.



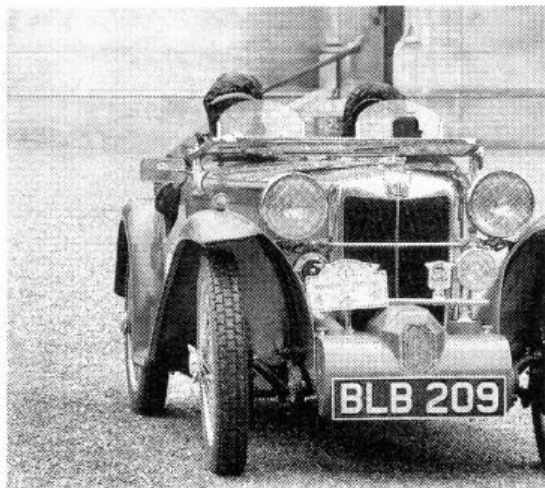
One of our co-organisers, Keith Leaver being highly patriotic, is seen here wrapping himself in the flag!



We followed the road book, kindly sponsored by Barry Walker, and were surprised to find – by dint of excellent navigation by yours truly – that we had arrived at Waddesdon first.

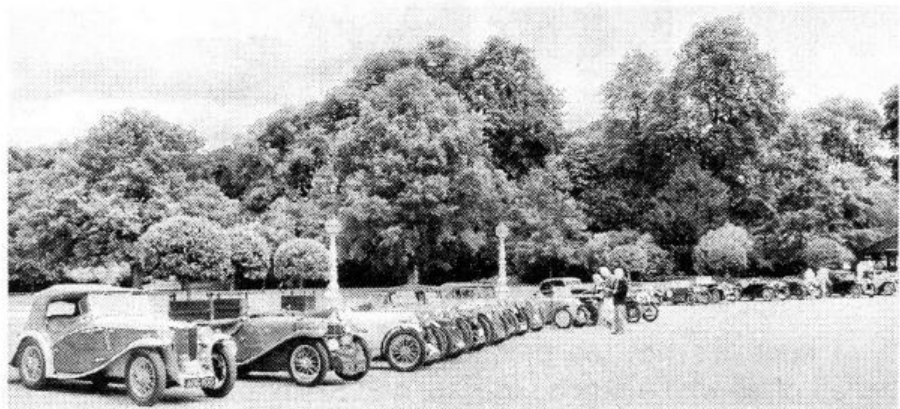


The other co-organiser, the intrepid Paul Duncombe, contrived to loose his way, and is seen here arriving after our NB!

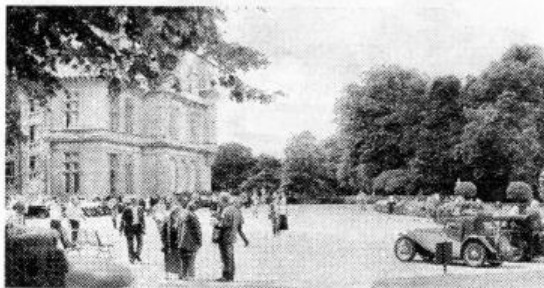


The heavens had opened as we all arrived, but by now it was nearly lunchtime, so we were able to sit-it-out whilst enjoying our meals.

Afterwards the skies cleared briefly and we could all enjoy one of the finest collections of OHC MG's assembled anywhere in recent years, in a truly splendid setting.



Then followed the rain again, and a guided tour round the Manor. By the time we had finished the tour of the splendours of Waddesdon, we were able to return in sunshine to Beaumont House, and prepared for the gala dinner.



As a new boy to the Triple-M fraternity, having only recently got round to starting a total re-build of my first car PB0564, I have been amazed at the friendliness and helpfulness of so many MG owners, their families and friends. The weekend served to emphasise this, as well as the international nature of our common interest. It was great to meet with fellow enthusiasts from all over Europe, and further-a-field.

The evening was a great success with trophies presented, and a splendid unscripted talk from Mike Hawke.



I hope it's not too presumptuous of me to offer thanks on behalf of all who attended to Paul and Keith for organising a most enjoyable weekend.

BROOKLANDS CENTENARY RALLY-17th June

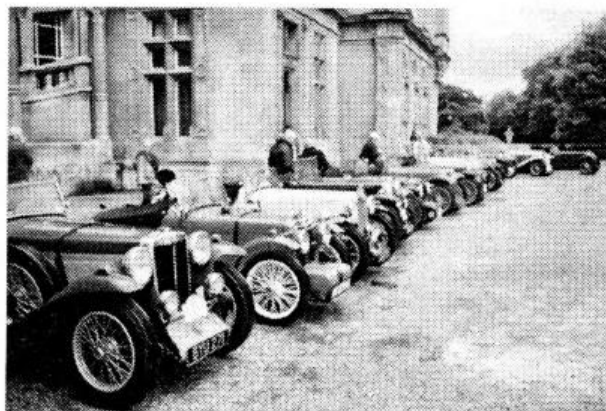
An Aussies view – by Ed Taylor

The 2007 MMM annual gathering was planned to coincide with the centenary of Brooklands – to the very day, 17th June! How appropriate considering that MG saw greater activity at the famous Brooklands track than any other marque, and of course these MG's were OUR cars.

Such an auspicious occasion fired the imagination of MMM enthusiasts around the world, and included a few brave souls who came over from Australia. There may well be more, but Neil Cooke (PB), George and Margerite Morgan (F2), Malcolm Robertson (SA), Brian Oxley (J2, F1) and yours truly (J3, NA) were there to enjoy the festivities.

Neil and I were very lucky to be driving your Editor's ND, especially as this got us free access into the Brooklands paddock, and an opportunity to participate as a "Driver" and "Mechanic", courtesy of the ND's past Brooklands history.

Paul Dunscombe organised a fantastic weekend. We were based at Beaumont House in Old Windsor, and the weekend included historic Brooklands films the Friday night, a tour to, and inspection of, Waddesdon Manor on Saturday, a magnificent Gala dinner in the evening, and then of course the Sunday at Brooklands.



Part of the entry at Waddesdon Manor

The Sunday at Brooklands was so mind blowing that I find it difficult to describe. The setting, in front of those famous Clubrooms and in and around the workshops of Malcolm Campbell, R Jackson and others, with famous cars and makes everywhere, the mechanical sounds, and many folk dressed in period costume, created a scene that could be out of a Dr Who movie, where we were all transported back in time to those glory days of Brooklands. This was no static celebration. All of the cars and bikes present with a Brooklands history were given the opportunity to ascend the test hill, drive around the Mercedes track, and have a go at a section of the remaining Byfleet Banking.

The MMM display at Brooklands was superb, with such large numbers that truly reflected the large involvement by MG at this famous track. At the gala dinner the night before, Mike Hawke, as guest speaker, was moved to reflect on the history of motor sport, the joy of that extra use of the throttle, and how the Brooklands track was such an important part in the development of our cars.

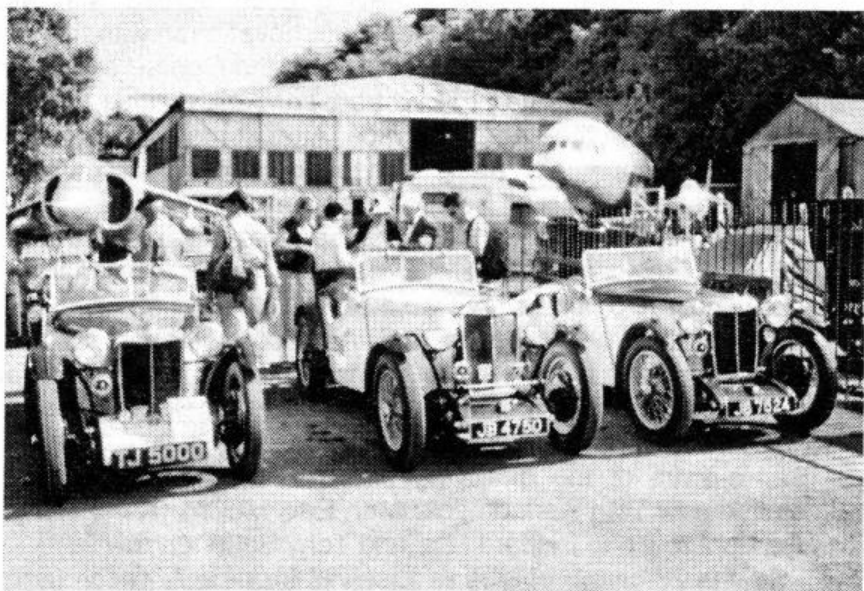


"This way please to the Byfleet Banking"

In recognition of the events of the opening day in 1907, a fleet of veteran cars made an impressive display lap in front of the large crowd. The Brooklands history of record breaking was clearly to the fore, with a number of past record breakers, not only being present but also going and making the most magnificent noises. I saw at least Babs, the Blitzen Benz and the Napier Railton as well as other aero engined beasts in the paddock. The aeronautical link with Brooklands was clearly a motivation in the development of such fantastic speedsters. And then there were the famous racing Bentley's all lined up in a row. On and on went the spectacle.

And of course there were the MG's, historic M's, C's, J's, L's, K's, P's, Q's, R's and N's everywhere – you just had to be there. My most memorable moment was the quick blast around the banking. I know it wasn't, but it felt like the car was air born with all 4 wheels off the ground, just like the in the old days. That concrete really is bumpy.

Which brings one back to reality with a thud. I thank all of the Brooklands organisers for a once in a life time day to remember, to Paul Duncsombe for his flawless planning, to all of the MMM friends that made us so welcome, and of course to Philip and Rosemary Bayne-Powell for their generosity.



Crackers and Musketeer at Brooklands

Triple- M Race - Silverstone 2007

Practice started at 11.10 am on a dry, but cool and cloudy, morning. 23 cars lined up in the assembly area making it a well attended Triple-M only race. With practice under way it was clear that the early pace setters would be Richard Last (Parnell K3), Tom Dark in Mark Piercy's R type, Tony Seber (Wolseley) and Paul Mullins and John Dutton both in K types. Unfortunately, both Andy King (KN/s) and Dave Cooksey (C type) suffered mechanical difficulties, and only managed to complete the required 3 laps to qualify for the race.

At the conclusion of the qualifying and the issuing of the timesheets, it became apparent there was a major problem with the timing. John Seber (PA/N) was on pole in a time that an MGBV8 would have been very proud of, closely followed by Tom Dark (R type) and Fred Boothby (PA).

It turned out that the problem was caused by most of the grid not running with Transponders (or Transpotters as referred to by John Dutton's Mum Julia), despite it having been agreed with MGCC officials that the Triple-M racers would not have to run with them.

Peter Green was called to the Clerk of the Course after practice and told that all racers had to use transponders, or else they would not be classified at the end of the race. After some discussion, it was agreed that people not using transponders could race, and the timekeepers would do their best to time them manually.

For those that do not know, a transponder is a device the size of a packet of cigarettes that automatically sends a signal to the timekeeping equipment every time it crosses the Start/Finish line, and is accurate to 1/1000 of a second. At a cost of about £200 each Triple-M racers do not want to buy a transponder for just one race a year (the VSCC supply transponders as part of their entry fee), but it looks as if they will have to for next year's race.

A re-issue of the qualifying timesheet corrected the previous times and saw Tom Dark on pole, with Paul Mullins (K1/s) along side on the front row and Richard Last and Tony Seber on row 2.

So, the 23 cars prepared themselves for race 7. Much fettling in the paddock saw Richard Last try and fathom how he had managed to consume 40 litres of methanol in just 5 laps of qualifying (now

there's a car with a serious drink problem!!). Andy King identified the cause of his loss of power as a broken supercharger drive chain, which was ably 'fixed' with the help of the Ducati motorbike workshop at the entrance to the circuit.

Dave Cooksey made a hasty dash home to get a spare supercharger, and got it installed just before the due start time. John Dutton, assisted by his children Poppy and Harry, had the K2 rear brakes apart to clean out the leaking axle oil. The remaining Triple-M racers spent the time discussing the pros and cons of various tyre compounds, damper settings and race overall colours.

Finally, the call for race 7 was heard over the paddock Tannoy system and right on queue the heavens opened. The afternoon went from being an overcast but dry day to conditions that Noah would have taken as confirmation that building the ark was maybe not such a bad idea after all. The cars took up their positions in the assembly area, and those that had them hid under umbrellas; those that didn't wished they had.

The race prior to the Triple-M race was stopped prematurely due to the water logged state of the circuit; this did not bode well for a grid of twenty three 70 year old cars predominantly on cable drum brakes and skinny tyres. As the assembly marshals gave the order to start the engines, the rain relented and the cars were soon making their way out to the grid.

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As the practice had been dry and the race would be wet, the Clerk of the Course instructed a second green flag lap to allow the drivers the opportunity to 'feel' the change in the track (Richard Last was probably worrying if he had enough fuel on board for the extra 2.2 miles he would have to do...!). Several of the drivers found the conditions extremely slippery just on the out lap, with both Paul Mullins and Tim Metcalfe (Lagonda Rapier) having big sideways moments, and they weren't even at racing speed.

The cars made their way around to the grid and lined up ready for the lights. When the lights went out and battle commenced, Richard Last made an absolutely banzai start from row 2, and was in the lead by the first corner, unfortunately this was as far as his race went as he proceeded to perform a series of beautiful pirouettes, finishing up pointing in the right direction, and luckily not having collected anyone else on the way. He then continued for a short distance before suffering an engine failure and inevitable retirement.

Another impressive starter was Fred Boothby in Hamish McNinch's PA, who gained several places in the first 200 yards, obviously BHP is not everything when the track resembles a lake. With Richard's demise the lead was taken over by Tom Dark, hotly pursued by Tony Seber, Paul Mullins, Henk De Vries (who had made up 3 places from the start), John Dutton and Tim Metcalfe. As they came under the bridge approaching the Priory corner on lap 1, Tom Dark had a 5 car length lead over Tony Seber, this was reduced to a single car length as Tom took it upon himself to see how sideways an R type could go around the corner. The crowd in the BRDC grandstand (completely packed as a result of the earlier rain) were holding their breath (presumably Tom was as well), and then stood and cheered when he held the slide and maintained the lead.

On the second lap Tom had learnt from the first lap, and had a much less eventful trip through Priory, only to put it completely sideways in the very next corner, saving it once again, and receiving loud cheers and applause from the now hooked crowd. Further down the field there were other battles, and in some cases between the most unlikely cars, such as Fred Boothby(PA) and Brandon Smith-Hilliard (KN/s) - the rain and a greasy track are great levellers in a race like this.

By lap 3 Fred was now scrapping with David Cooksey who was making his way through the field, having had his qualifying curtailed by the supercharger failure. The fight at the front was fast and fair and very nearly ended there for Tony Seber as he had a big slide/partial spin on the exit to Luffield, the final corner, where he proceeded to enter the pit entry lane backwards, and destroyed the polystyrene pit entry sign, this dropped him from 4th to 7th at the start of lap 4.

Lap 4 saw the fastest lap of the race by John Dutton, some 2 seconds quicker than the next fastest. David Downes (NA/s) was tussling with Jane Metcalfe in Mike Allison's N/s (racing with number 40 and celebrating a birthday of the same value). Unfortunately, Jane was starting to struggle and was making disappointing progress to the back of the field, resulting in a retirement on lap 5 (a great shame as she was the only lady in the race).

Laps 5 and 6 saw the continued battle between Stuart Evans' J1/s and John Seber's PA/N. Unfortunately, lap 5 saw the retirement of Andy King, despite his valiant efforts after qualifying (reluctantly admitting, after the race, to the writer that it may have been fuel starvation or more accurately "not putting enough fuel in to get to the end of the race.....!").



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The Dutch contingent of Henk De Vries and Argen Van Gelderen, both in KN/s, were enjoying their mid field battles with Barry Foster, Mike Dowley, James Brice and Andrew Bradshaw. Peter Green in his K3 had made his usual cautious start, but by lap 5 had made up 5 places, and was mixing it with the other K3 of Howard Maguire.

At the start of lap 6 Tom Dark was leading, closely followed by Mullins, Dutton and Metcalfe, all was going well on lap 6, until they arrived at the Abbey hairpin and speed, traction, slippery track, colour of his race suit and anything else that could be blamed, got the better of the R type, with the resultant spin and loss of several places.

So, as they came under Bridge for the 7th time it was Mullins leading, with Dutton and Metcalfe all smelling a chance of victory. The crowd initially taken aback by the loss of Dark, suddenly realised there was a real fight at hand for the lead. On the exit to Luffield Dutton made his move for the front by taking a much tighter line than that of Mullins, allowing him the opportunity to get the power down slightly earlier. Mullins' larger engine came into its own as he got lined up on the exit of the corner and he began to claw back the gap to Dutton.

Post race discussion with John Dutton revealed he was willing the chequered flag to be waved at the end of lap 7, whilst he was in the lead, as it was they had one more lap to do.

So, to the final lap - all was going well until the Abbey hairpin, it was becoming a trap for race leaders. Dutton had a 'moment', Mullins was caught off guard, and Metcalfe capitalised on the moment and put himself in the lead.

As they approached Luffield for the final time, it was Metcalfe leading, Mullins second and Dutton third. Dutton opted for the tighter inside line that had worked so well on the previous lap, and again he was able to get the power down earlier than Mullins, and out drag him to the finish line, earning him the class win, and the Kimber Trophy for the first Triple-M car to finish.

Further back Andrew Bradshaw was cementing a gutsy drive, bagging him both a class win, and the Mary Harris Trophy for the most improved handicap time.

As mentioned earlier, rain and a greasy track are great levellers of car and driver. So it proved to be, with the leaders failing to lap the

back markers, and the differential between the fastest and slowest cars being significantly smaller than had the race been a dry one.

Having not watched a Triple-M race for 12 years it was fantastic to watch the crowd's reaction, appreciation and enthusiasm for the drivers and their efforts. Sitting with the children of two of the front runners was great fun, as they watched the race with all the enthusiasm of a child playing with his Playstation. It didn't seem to matter which Dad beat the other, they were just enjoying the opportunity to cheer them on.

For those Triple-M racers who have not sat in the Grandstand for many years, please believe me that your effort was greatly appreciated and applauded loudly – long may the Triple-M'ers have their own race.

Well done to all the drivers and their teams, 19 finishers, 3 retirements, no damage, close respectful racing, and most importantly fantastic entertainment. Now we appear to be on the upslope of a revitalised enthusiasm for the Triple-M race, let's see a full grid at the VSCC See Red Festival at Donington in September, where there is a Triple-M only race followed by the 2 hour 4 car team race. All those considering entering please contact either Peter Green or Paul Mullins, and they will help to put you in touch with others to enable teams to be formed.

Race Results:-

Class A Winner	Andrew Bradshaw
Class B Winner	James Brice
Class C Winner	Tim Metcalfe
Class D Winner	John Dutton
Class E Winner	Tony Seber
Kimber Trophy	John Dutton
Mary Harris Trophy	Andrew Bradshaw
Don Moore Trophy	Andrew Bradshaw

Triple- M Silverstone Sprint results:-

Driver	Car	P1	P2	T1	T2	
David Downes	NA	76.24	73.14	73.45	71.10	Class award
Frank Ashley	M-type	102.05	86.09	85.27	87.90	

Silverstone Gymkhana results:-

1 st	Alex Reid	PA	218.07 points
2 nd	Annette B-Powell	M-type	223.45 pts
3 rd	Colin Henderson	J2	234.47 pts
4 th	Rosemary B-Powell	NA	151.83 + 1 Penalty
5 th	Colin Henderson	J2	214.56 + 1 Penalty
6 th	Neil Cooke	ND	227.92 + 1 Penalty

Silverstone California Cup Driving Tests:-

1 st	Colin Reynolds	M-type	379.0 secs
2 nd	Frank Ashley	M-type	399.2 secs
3 rd	Annette B-Powell	M-type	426.6 secs
4 th	Ed Taylor	ND	431.4 secs
5 th	Peter Jones	18/80	441.6 secs
6 th	Alex Reid	PA	457.0 secs

The Team of M-types won the Register Trophy, again, beating the T-types by 1204.8 secs to 1298.1 secs

Pride of Ownership winners:-

Vintage/MMM/SVW	1st	Andrew Henderson	J2
Class	2nd	Marion Best	J2

The Pre-War MG LUXEMBOURG Rally

June 29 - 1 July 2007 – from Christopher Hurrion

After the last three-yearly rally in 2004, most people who attended then were hoping their cars had dried out after the continuous rain. No such luck, particularly on the way home....

The rally this year was organised by Jos Wantz, who previously led a team from Cercle Triple-M Luxembourg. The last few rallies have attracted nearly 100 cars from all over Europe, and the general view seemed to be that it was too many. Jos therefore limited the numbers this year to 40; much more manageable and less frenetic, particularly the parking.

My NB 4-seater, JB 7261 last did the Rally in 2001, when the weather was very hot. Keith and Ann Portsmouth in their Allingham NA met Judy and me at my house in Kent, and we had a drive in bright sunshine to assemble with the rest of Philip Bayne-Powell's little flock, totalling six cars in time for the ferry to Calais.

The others in the party were Bill and Joanne Cullen in their beautiful PA, Alan and Marjorie Hogg in their faithful NB 4-seater (more room for Marjorie's clothes than the rest of the Hogg fleet), Ed Taylor and Neil Cooke, visiting from Australia, in Philip's ND and, of course, Philip and Rosemary in their familiar NA Allingham.

After the ferry and the obligatory lunch stop at an en route brasserie, we split into two groups and headed towards the usual hotel for the night stop; a Chateau in Cambrai. All went well until we reached Cambrai, where most of the roads had been dug up, resulting in a grand tour of the suburbs, until the hotel came into view. JB had started to misfire; when she stopped, I went straight to the points on the distributor, which had closed up. The last time the same malady afflicted her, it was in exactly the same place in 2001, when she had a different distributor fitted; eerie. Everyone else seemed to make it intact.

Dinner was in the hotel cellar, as usual. We had the room to ourselves - very wise of the management to keep us apart from their other guests. It was very noisy and the alcohol consumption was prodigious. The flock had been joined by now by David and Angela Stansbie from Bristol in his J2, as well as Derek and Rosemary

Richards in a blown P-type. We were all up early and, after the obligatory half-hour of general fettling, set off by the local roads for Pétange in Luxembourg, about 170 miles away, again splitting into two groups. The roads run through the great battlefields of the Great War and the frequent signs to the military cemeteries were a constant reminder. The land was, of course, fairly flat, with gentle rises and drops, so a good average could be maintained. Lunch was taken, coincidentally, at the same brasserie by both groups, and we reached the Hotel Threeland in Pétange just as the rain started. It continued, on and off, most of the weekend, but was kind enough to fall mainly overnight.

As four star hotels go, it must be said the Threeland's stars were a bit dim. Most of the rooms had lino on the floor, but for what it lacked in comfort, the dining room more than made up; food and service were excellent. We all greeted Jos, who has certainly not grown any thinner over the years, and two of his sons, shadows of their father, helped over the weekend as well.

The usual route books and details were handed out, and even though Jos was running the event virtually single-handed, there were no cracks in the system, and the rally went smoothly all weekend. It was a pity the same could not be said of the cars. The Bayne-Powell Allingham's charging system had gone on strike by now, so a tell-tale cable led from their bedroom window to the car every night to assuage the battery's thirst.

In all, there were 37 actual arrivals at the rally; Jos had enlarged it beyond the usual Triple-M contingent to allow in just two Vintage MG's; and what a pair they were. Fred Body persuaded the 14/28 Old Speckled Hen to leave her coop in darkest Somerset, and was accompanied by Charles Howe in his beautiful 18/80 saloon, with a magnificent mascot on the front. It even had sunshades inside the windows; not needed on this rally, however. Both cars were the centre of attraction over the whole weekend.

Fourteen entrants came from the UK, seven from Belgium, five from the Netherlands with representatives from Switzerland, Germany and France. Aside from the vintagents, the cars varied in age from M types (two, one of which, from Holland, sadly lost its crown wheel and pinion early on) to three NBs, all from England. There was an

interesting ex-Philip B-P L1 four-seater with an Abbey body from Germany via Paris and an Abbey-bodied PA from Switzerland.

The rally started with a tulip-style roadbook the next morning, Saturday, fitting in three countries. If you got lost, with Germany close by, it might have been four. We drove via byways and narrow local roads to Mussy-la-Ville in Belgium. The town square had been closed off for our arrival (can you imagine that happening in England?) and in a small café (café, croissants compris, of course) there was a little museum celebrating a local inventor, Etienne Lenoir, who had invented a whole range of devices, from a propellor for maritime use via a coffee roaster to a new type of lever watch.

The roadbook then took us on to a small village in the middle of the country, dominated by a magnificent church, the Cathedral in the Fields, dating from the 13th century, built in the Gothic style. It was massive, full of flickering candles and almost bigger than the village it serves. It had a Receiver outside, the only one in France, to receive offerings from pilgrims and was both beautiful and haunting. To greet us, a full carillon of bells pealed and played, although it might just have been because it was midday.

On then to a café near Montmédy, where about 80 of us packed into a room for a splendid lunch, with as much wine as was good for us, bearing in mind there was still motoring to come. The Abbey-bodied L1 had a misfire problem, but Philip, using that aid to diagnosis, the wetted finger, soon traced which plug was defective, and after a game of hunt the plug spanner, it was soon on its way again. Uli, bring your own next time! *(this car used to belong to the Editor, before he sold it to Uli in 1988; it had been bought by the Editor for a song back in the 60s, and totally restored by Anthony Littlejohn, who then sold it back to the Editor. It has only done 300 miles since being restored, but Uli has now been persuaded to use it more and enjoy it –Ed)*

After lunch, on to Montmédy, a great fortress dominating the surrounding area. It is still inhabited, even though bits of it, in true French fashion, have crumbled to dust. In England, English Heritage or the National Trust would have had it restored better than new, but things are better organised in France, where it is allowed to decay gently. We all gathered in the town square, walked round the ramparts, dodged falling stones and admired the views round the countryside.



The rally cars park up inside the fortress at Malmedy

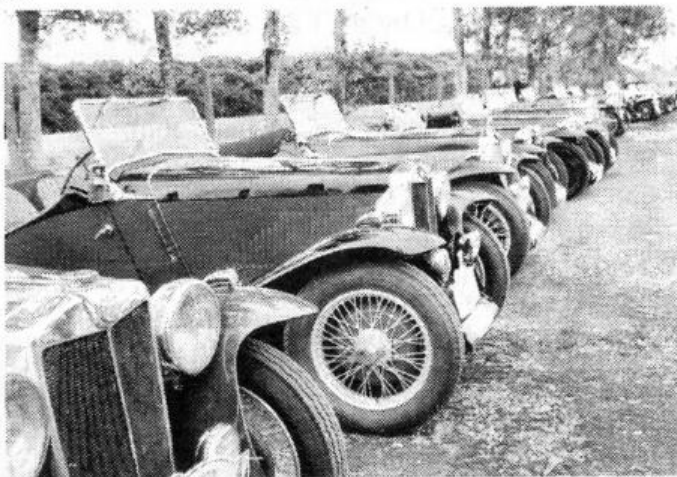
We then formed up to depart; I was behind Philip B-P, who was about tenth in the gaggle of cars. It soon became apparent Philip was bored at the pace those in front were setting; the roadbook described the route as being like a mini-Nurburgring, and he clearly had decided to put this to the test. He started overtaking those in front in batches of three, and I decided to follow on behind, to see what happened. Soon, we found clear road ahead and Philip really started motoring.

I followed, slightly breathlessly, behind, glad that someone with more experience than most was showing me how to do it. Judy decided the moment had come to snuggle down in her seat and watch! It was probably the best part of the weekend, using a Triple-M car, as Philip said, the way it should be used. Eventually, by now at the head of the rally, we drew up at the Bofferding brewery back in Luxembourg, where foaming tankards of their brew awaited us, with presents from

them of the tankards, and thence back to the hotel.

Dinner was an great event; dancing followed and continued (I am informed) until after 2 o'clock.

Next day a more peaceful run followed to a go-karting track, with presentation of commemorative plaques and the end of the rally. We all dispersed, but the English contingent made their way back to the hotel, just in time for the Grand Prix on telly. No such luck, though for your scribe. Just as JB reached the brewery, I engaged first at the traffic lights, and on letting in the clutch, there was a loud bang and no drive. I just had time to say "half shaft" to Judy, before coasting in to the side of the road, and one of the faithful kindly towed us back to the hotel.



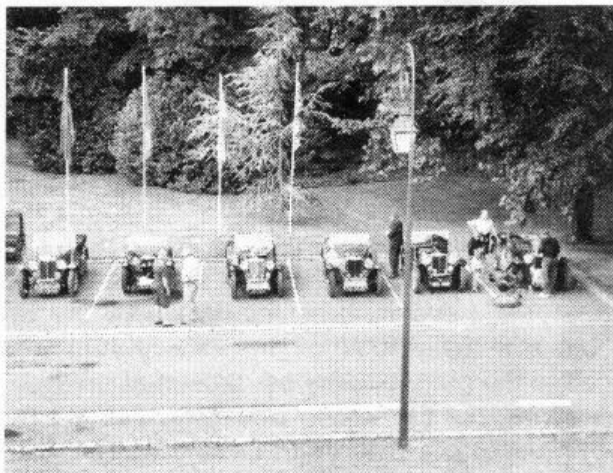
Impressive line up at the finish

At that point, I was nearly trampled in the rush of helpers. Overalls on (except, of course, Philip - "That's your last clean shirt" - Rosemary) and everyone helped. We drew the wrong half shaft at first, but eventually took off the offside hub, which conveniently dropped to the ground, glory be, broken at the hub, not in the diff. I had a spare, but the wrong side (with pierced spinner ears, so it could be used at a pinch with locking wire), Alan Hogg kindly lent me his offside hub and half shaft, and with gaskets, seals, and all sorts of other bits materialising from various cars, JB was soon running again.

Off back to Cambrai the next day, and another good dinner in the cellar; but did it rain that night! It was still pouring down when most of the faithful departed just after 8 o'clock the next day for the noon ferry, with hoods up. Alan Hogg and I decided, being old men, to take it a bit easier, but poor JB decided enough was enough, stamped her foot and refused to go further. What with a dead battery cell, no charging, a defective distributor and a defective starter motor she had to be piggybacked home on a breakdown lorry. Jolly efficient it was too, but a bit fraught for poor Alan who had to attack the motorway at 70 m.p.h. in torrential rain to keep up with the tow truck. We were very grateful he stayed to help us, however. In all we covered about 750 miles and arrived home, somehow, in one piece.

A good time was had by all. I am sure all our thanks go to Jos for his organisation, and for the care of our small contingent to Philip B-P, last seen in the rain late at night at Cambrai adjusting the steering on the Allingham. He then wandered off to his room, carrying a sack and wearing his red Fair-isle jumper, looking like Santa Claus. He made all the arrangements for us, the ferries, the route, and was always first under any car that looked sick.

Will we be there in three years? I expect so, but I must remember to buy a new battery first.



The line up of cars at the chateau at Cambrai, with Editor adjusting the Allingham's track rod ends



The cars gather to admire the 13th century cathedral at Avioth

Photo: E. Taylor



The rally cars fill the square inside the citadel at Montmedy

Photo: E. Taylor



Cars dwarfed by the citadel walls at Montmedy

Photo: E. Taylor



*Three 2-tone blue cars at the finish of the rally at Mondercauge
Cullen PA, Richards PA, Probsting ND*

Photo: E. Taylor



Replacing Christopher Hurrion's halfshaft in Luxembourg. Terry Andrews shows Ed Taylor how to do it, while Christopher, Keith Portsmore & the Editor get dirty. Stefaan Vernyns & Dave Naylor check the work

Photo: C. Hurrion



Wolf Probsting's ex Manfred Berger ND at Mussy-la-ville

Photo: E. Taylor



Urs Shilter's F1 from Switzerland at Massy-la-ville

Photo: E. Taylor



The Editor's old Abbey-bodied L1 now owned by Uli Gassman

Photo: E. Taylor

Third Triple- M Register Summer Gathering

Sunday 15th July 2007 – Dick Morbey

"More of the same next year" had been the universal request at the 2006 gathering, and so it came to pass on 15th July 2007 at Peter Green's home at Farnham Royal.

Upon arrival it was immediately evident that Peter and Thelma, Andrew and Elizabeth Taylor, Pat and Diana Boghossian and other helpers, had put in a huge amount of effort in preparing for the event. The site had been made ready, food and refreshments were on hand, tests and puzzles were waiting to tease the guests and, importantly as it turned out, there was plenty of protection against the English "Summer".

We were urged to open and read our sealed orders at the earliest opportunity. On doing so it became immediately apparent that Team Green had not been content to rest on the previous year's laurels, as numerous new tests had been devised, including one for the ladies – but more of that – and them – anon !

The essence of the day was entirely relaxed and informal, with most of the guests arriving in time for lunch, but with a few stragglers joining a little later. Despite the unseasonable weather, altogether three dozen Triple-M vehicles made the trip, many from far afield. Amongst cars not previously seen by your scribe was the very smart "just out of the box" red J2 driven by Andrew Henderson. Also in evidence were the F1, listed as driven by Peter Tabb but clearly under the control of Philip and Rosemary Bayne-Powell during the afternoon's tests. Their splendid blue NA saloon, as well as the NA Allingham also made appearances.

All of the senses were catered for - the cars provided a feast to the eyes, the Castrol R-istes were treated with an occasional whiff of that castor oil brew, whilst audiophiles were able to enjoy the whine of the supercharged machinery.

Feasts were also available at lunch, thanks to the sterling efforts of Andrew and Pat on the barbecue, and the whines, sorry, wines and other beverages, through the generosity of the host. Those who still had room were able to enjoy seconds of the scrumptious fare.

Two of our number had taken the theme of "Maintaining the Breed" literally, and it was a delight to welcome Sarah and Alexander Reid's recently-born son Thomas and Diana and Pat Boghossian's even more recently delivered son Daniel. – just 6 days old.

Peter had lined up a series of non-driving tests for us:

- Identify the Triple-M component in the bag. An old favourite, which favoured those who had actually taken their cars to bits;
- Guess the number of Triple-M parts in a jar. The correct answer was 73, but the range was 33 to 537!
- A distinctly MG/North American themed quiz for the ladies;
- A non-scored MG logo puzzle, and
- And a self-scored Pride of Ownership competition.

Then came a gentle gymkhana, supervised with tact and good humour by Brian Ditchman, Peter Green and Andrew Taylor, who was helped by Mike Allison's grandson Tom. With characteristic generosity Peter allowed visitors the use of his NE 'Aramis', and the PB Cream Cracker if they wished. Thus Colin Butchers, Nick Dean, George Eagle and others, who were not able to come in a Triple-M car, were able to take part in the gymkhana.

Four tests had been devised:

- Width test (another old favourite, but it doesn't seem to get any easier!)
- Navigating round obstacles whilst wearing a bucket on head. (Did nothing for the driving, but improved the appearance of some of the entrants)
- Throwing balls into buckets (trickier than you might think), and
- Navigating a rough course against the clock without your passenger spilling water from a vessel in a hand-held tray. The threatened downpour arrived while this test was in progress, and it's rumoured that some competitors thereby returned with more water than they had been allocated!

The afternoon's festivities drew to a close with the presentation of awards. This included a special award of an ex-W.J. 'Dickie' Green trials trophy, presented to Elizabeth Taylor (Peter's daughter) on behalf of the Green family in recognition of their contribution to the Register. "Stay as long as you like" urged Peter, but alas not all could

do so, and we reluctantly departed with resounding thanks to our hosts, perhaps a bit soggy, but in extremely good spirits, having enjoyed a great day of camaraderie, good cheer, another Triple-M fix, and the promise of a repeat in 2008.

Pride of Ownership Results

6 CYLINDER CARS

1. Philip Bayne-Powell
2. Peter Prosser
3. Peter Green (K3)
4. Malcolm Newman (L2)
5. Peter Hemmings
- 6= Peter Tabb
Bill Abbott
Peter Green (NE)
Michael Allison
10. David Fricker
11. Rosemary Bayne-Powell
12. Colin Wallace (ND)
- 13= David Cooksey
Alex Reid

4 CYLINDER CARS

- 1 Robin Hamblett
2. Andrew Henderson
3. Bob Hudson
4. Rodney Lambert
- 5= Dick Morbey
Paul Duncombe
7. Colin Henderson
8. Mike Cleary
9. Peter Down
- 10=Elizabeth Taylor
Ken Robinson
12. Nick Bengier

Test 1 - (Width Test)

1. Rosemary Bayne-Powell
2. Colin Butchers
3. Bill Abbott
4. Dick Morbey
George Eagle
Paul Miller
7. David Dutton

Test 2 - (Distance Test)

1. Nick Dean
2. Alex Reid
3. Andrew Henderson
4. Paul Miller
5. Peter Down
6. Peter Hemmings
7. Rodney Lambert

- | | |
|-------------------------|-----------------------|
| 8. Ken Robinson | Philip Bayne-Powell |
| Peter Down | 9. David Dutton |
| 10. Philip Bayne-Powell | 10. Nick Bengier |
| 11. Alex Reid | Dick Morbey |
| Gil Collins | 12. Colin Henderson |
| Colin Henderson | Peter Scott |
| 14. Wendy Cooksey | 14. Colin Butchers |
| 15. Rodney Lambert | 15. Rosemary B-Powell |
| 16. Peter Hemmings | 16. Bill Abbott |
| 17. Nick Dean | 17. Gil Collins |
| Nick Bengier | 18. Ken Robinson |
| Peter Scott | 19. George Eagle |
| Andrew Henderson | 20. Wendy Cooksey |

Test 3 - (Ball Throwing Test)

1. Peter Hemmings
2. Rosemary Bayne-Powell
- Alex Reid
- Paul Miller
5. Colin Henderson
- Nick Bengier
- Peter Down
- Ken Robinson
- Andrew Henderson
10. Nick Dean
- Gil Collins
- Philip Bayne-Powell
- Rodney Lambert
14. Colin Butchers
- David Dutton
- Dick Morbey
- George Eagle
- Bill Abbott
- Wendy Cooksey
- Peter Scott

Test 4 - (Water test)

1. Nick Bengier
2. Colin Butchers
3. Dick Morbey
4. Peter Scott
5. Andrew Henderson
6. Peter Hemmings
7. Gil Collins
8. Peter Down
9. George Eagle
10. Philip Bayne-Powell
11. Paul Miller
12. Alex Reid
13. Bill Abbott
14. Rosemary B-Powell
15. Colin Henderson
16. Ken Robinson
17. Nick Dean
18. David Dutton
19. Wendy Cooksey

Overall Gymkhana Results

1.	Paul Miller	62
2.	Peter Down	57
3.	Alex Reid	56
4.	Peter Hemmings	54
5.	Andrew Henderson	53
6.	Dick Morbey	52
7.	Rosemary Bayne-Powell	51
	Colin Butchers	51
9.	Nick Benger	50
10.	Philip Bayne-Powell	46
11.	Rodney Lambert	41
12.	Colin Henderson	40
13.	Nick Dean	38
	Gil Collins	38
15.	Bill Abbott	37
	George Eagle	37
17.	Peter Scott	36
	Ken Robinson	36
19.	David Dutton	35
20.	Wendy Cooksey	20

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12 th August	VSCC Mallory Park race meeting	01608 644777
18-19 th Aug	Shelsley Walsh hill climb	01886 812211
24 th August	MGCC Luxembourg Jubilee rally	01235 555552
26 th August	Black Horse Driving Tests	01372 360078
31 st August- 2 nd Sept	Goodwood Revival Meeting	01243 755055
1 st -2 nd Sept	Prescott Hill climb	01242 673136
8 th -9 th Sept	Beaulieu Autojumble	01590 612888
15 th -16 th Sept	VSCC SEE RED Donington Racing	01608 644777
27 th October	VSCC Goodwood Sprint	01608 644777

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C.O.T.Y. 2007

To 23rd July

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	95
2 nd	2134	K1/s	MG 3094	Peter Fenichel	87
				Richard Frankel	
				Peter Plaskitt	
3 rd	341	M	PJ 7970	David Rushton	64
4 th	1931	C/s	VD 30	Barry Foster	61
5 th	1595	M	PG 1045	Frank Ashley	58
6 th	1426	NA/s	Bellevue Spl.	Ian Baxter	56
7 th	1804	PA	MG 3848	Alex Reid	55
				Mike Linward	
8 th	1463	NA/s	BUU 964	David Downes	51
9 th	691	NA	BYU 271	Rosemary Bayne-Powell	50
		Allingham		Philip Bayne-Powell	
10 th	3	J2	DG 5404	Mike Hawke	44
=11 th	2818	PA-NA	BOR 261	John Seber	40
				Ron Turner	
				Rodney Seber	
"	739	J2	UP 8871	Colin Henderson	40
=13 th		PA/s	-	Mike Painter	35
"	2695	J1/s ss	-	Anthony Howat	35
				Garth Howat	
"	1917	J1/s	VSV 521	Stuart Evans	35
16 th	162	ND/s	BKL 265	Philip Bayne-Powell	34
				Ed Taylor	
				Neil Cooke	
=17 th	1164	PA	YSV 703	Fred Boothby	32
"	1208	PB	BOK 244	Keith Leaver	32
19 th	465	R/s ss	-	Mark Piercy	31
				Tom Dark	
=20 th	2077	K1-KN/s	-	Annie Templeton	30
		ss			
"	664	PA/s	BLB 209	Paul Duncombe	30
22 nd	2000	K3/s	MG 3570	Peter Green	29
"	317	Jarvis M	GP 1856	Annette Bayne-Powell	27
=23 rd	920	PA/s	TG 8337	George Ward	26

*	148	M	OY 1548	John Haine	26
=25 th	3202	PB/s	HS 8860	Peter Plaskitt	23
				Patrick Walker	
*	2922	NA/s	XXG 102	Peter Fenichel	23
		Saloon		Keith Portsmore /	
				Philip Bayne-	
27 th	761	J2/s	APU 280	Powell	
				Fred Boothby	22
28 th	609	PB/s	ARY 614	Barry Foster	
=29 th	1049	PB/s	VH8637	Mike Dowley	21
*	3017	J1	UG 3585	Gerald Burrige	20
		Salonette		Jim Collier	20
=31 st	1000	PB/s	JB 7521		
				Ian Williamson	19
"	1997	NA	MG 3271	John Dutton	19
				James Brice	
=33 rd	1278	F1	MG 1313	Ian Goddard	18
*	2227	KN	MG 4282	Peter Hemmings	18
"	1557	PB	BE 96147	Ulrich Gyax	18
"	2361	NA/s ss	EP 5892	Robin Butler	18
=37 th	3272	J2/s	APG 718	Colin Bird	17
"	2703	PA 4str	MG 3452	Tony Wild	17
"	1883	J2	PO 8865	Patrick Gardner	17
				Tim Beckh	
*	1600	D	PO 5751	Ted Hack	17
"	1902	PA	BXW 869	Brenda Adams	17
"	66	K3/s	MG-K3	Gerhard Maier	17
=43 rd	338	NB	ADG 886	Alan Grassam	16
"	3114	K1/s	BOS 357	Svend Algren	16
"	2193	NB	DUB 679	Terry Hartley	16
"	741	PA	ATO 387	Bill Cullen	16
"	80	J2	DE-46-64	Henri de Jong	16
				Thijs de Groot	
*	1036	PB	CXV 671	John James	16
=49 th	2789	PA 4str	VYC 529	Keith Jackson	15
"	1428	J2	DG 6142	Nick Bengier	15
=51 st	534	NA	HH 8103	Bill Bennett	14
"	2215	PB/s	JB 7525	Richard Frankel	14
				Peter Flood	
=53 rd	1235	L1/s	JB 6878	Bryan Ditchman	13
				Colin Butchers	
"	1537	PA/s	LV 8989	Patrick Gardner	13
				Tim Beckh	
=55 th	1367	PA/s	MG 3921	John Wells	12
"	1870	PA	AYY 38	Malcolm Kirby	12

"	2011	K2/s	JO 7531	John Dutton	12
"	3420	PA	BMH 34	Andrew Bradshaw	12
"	2761	K1/s	MG 2794	Edward Mullins	12
"	2188	M	GH 4434	Colin Reynolds	12
=61 st	600	J2/s	WJ 7070	Ken Robinson	11
"	27	J2-PA/s	DRV 740	Carol Cooper	11
"	1888	NA	CGJ 295	Richard Last Tristan Last	11
"	1270	NB Cresta	MG 4750	Bob Clare	11
"	1187	PA/s	EO 5823	Colin Wallace	11
=66 th	2591	PA	MG 3242	Colin McLachlan	10
"	1486	K3/s	JB 3181	Howard Maguire	10
"	2517	M	SV 6402	Roger Glister	10
"	922	D	KG 1237	Guy Gibbs	10
"	2291	C/s	JK 2340	Adam Smith	10
=71 st	3009	J2	AGO 497	Peter Hemmings	9
"	2869	K1/s	AE-80-16	Henk de Vries	9
"	1521	C/s	RX 8591	Dave Cooksey	9
"	1659	PA	VL 5643	Terry Davies	9
"	670	PA	BFY 711	Richard Holl	9
"	73	PA/s	US 8752	Mike Pancheri	9
"	1794	J1	UF 9865	Les Green	9
"	2823	F1	GY 5141	Robert Walker	9
"	1824	PA	LV 7661	Nick Wiles	9
"	2175	PB	JB 7524	Elizabeth Taylor	9
"	212	NE	JB 4750	Andrew Taylor	9
"	918	ND	MG 3548	Jutta Haupt	9
"	81	C/s	JK 1932	Bob Hudson	9
"	2231	J3/s	YG 4293	David Kempton	9
"	2742	J2	DG 7828	Robin Hamblett	9
"	1607	F1	HZR 714	Stefaan Vernyns	9
"	1777	PA	BEV 518	Ron Warr	9
"	1654	NB	ADG 100	Bob Brassington	9
"	2769	12/12 Rep	AM-06-31	Henri de Jong	9
"	968	PA	BU 8079	Roger Davies	9
"	1168	PB 4str	MG 4283	Chris Lewis	9
"	1	NA/s	JB 3852	Mike Allison	9
"	2821	F1	MG 1375	Norman Williams	9
"	3249	KN/s	BS 715 U	Christian Sury	9

"	2200	C/s	RX 8306	Philip Bayne-Powell	9
=96 th	1894	M	GC 7705	John Bevington	8
"	397	M 12/12	SC 9559	Alex Peacop	8
"	2070	J2/s	JY 1146	John Reid	8
"	2715	KN/s	CG 8379	Brandon Smith-Hilliard	8
=100 th	1238	PB	BZ 3433	Martin Gratte	7
"	2284	J2	OB 5374	Colin Henderson	7
=102 nd	1189	M	JY 8840	Keith Portsmore	6
"	1533	PA-PB	WV 5012	Dick Morbey	6
=104 th	815	KN/s	MG 4314	Martin Warner	5
"	3298	PA/s	OSL 309	Les Procter	5
=106 th	749	PA/s	MG 3394	Peter Warne	4
"	105	KN/s	BFY 658	Argen van Gelderen	4
108 th	283	M	SVS 374	Tim Hunt	3
=109 th	348	M	VU 4037	James Mumford	2
"	2679	NB	BTU 604	Peter Arnell	2
"	1710	Jarvis F1	IU 2474	Philip Bayne-Powell	2
"	65	PA/s	DPH 228	Nigel Gibbons	2
"	1647	NB	JB 6864	Bill Abbott	2
"	3190	J2	JC 1421	Brian Bassett	2
"	1516	K3/s ss	-	Jeremy Hawke	2
"	1976	J2/s	JF 5278	Gil Collins	2
"	2430	PA/s	497 UXH	Howard Harman	2
=118 th	108	M	OU 4824	Mark Dalby	1
"	2133	KN/s ss	-	Andy King	1
"	3070	K3/s tc	MG 2525	Richard Last	1
"	2028	NB/s	MG 3694	Jane Metcalfe	1

Results from the following events are the only ones currently included in the 2007 COTY scores to date:

6 th January	MCC Exeter Trial	Full Results
14 th January	VSCC Brooklands New Year Driving Tests	Full
21 st January	MAC Clee Hills Trial	Partial Results

28 th January	North Devon MC Exmoor Trial	Partial
3 rd February	WPMC Zwartkops Race Meeting, South Africa	Full
4 th February	Stroud & District MC Cotswold Cloud Trial	Partial
10 th /11 th	WPMC Killarney Race Meeting, South Africa	Full
February		
17 th February	VSCC Exmoor Fringe Trial	Full
17 th February	Fell Side Auto Club Northern Trial	Partial
3 rd March	VSCC John Harris Trial	Full
21 st March	MGCC SE Centre Navisat	Partial
1 st April	MGCC MG Day Brooklands Concours	Partial
7 th April	750MC 'Easter Egg Hunt' Rally	Full
7 th April	MCC Land's End Trial	Full
21 st April	MGCC SW Kimber Classic Trial	Full
21 st April	VSCC Silverstone Race Meeting	Full
22 nd April	MGCC SW Kimber Gymkhana	Full
22 nd April	Ross & District MC Kyrle Trial	Partial
5 th /7 th May	MGCC Caledonian Three Day Scenic Tour	Full
6 th May	VSCC Curborough Speed Trials	Full
13 th May	VSCC Wiscombe Park Hill Climb	Full
20 th May	VSCC Cadwell Park Race Meeting	Full
20 th May	Ilkley & District Ilkley Classic Trial	Partial
27 th May	MGCC AWC Old Speckled Hen Run	Partial
2 nd June	BARC/VSCC Harewood Speed Hill Climb	Full
9 th June	VSCC Oulton Park Race Meeting	Full
15 th /17 th	Triple-M Register Brooklands Centenary Rally	Partial
June		
16 th /17 th	Les Trois Epis Hill Climb & Rally- Alsace, France	Full
June		
23 rd June	MGCC Silverstone Race Meeting	Full
23 rd June	MGCC Silverstone California Cup Driving Tests	Full
23 rd June	MGCC Silverstone Gymkhana	Partial
24 th June	MGCC Silverstone Sprint	Full
24 th June	MGCC Concours and Pride of Ownership	Partial
23/24 th June	VSCC Loton Park Hill Climb	Full
24 th June	Grand Prix de l'Age d'Or, Dijon, France	Full
1 st July	MAC/VSCC Shelsley Walsh Hill Climb	Full
1 st July	MGCC SW Oaksey Air & Auto Day	Partial
1 st July	Triple-M Luxembourg Rally	Partial
7 th July	VSCC Brooklands Centenary Sprint	Full

SPEED CHAMPIONSHIP 2007

To 24th June

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	NA/s	David Downes	17
2 nd	PA	Andrew Bradshaw	14
3 rd	J1/s	Stuart Evans	13
4 th	PA-NA	John Seber	12
5 th	C/s	Dave Cooksey	11
6 th	C/s	Barry Foster	10
7 th	PA	Fred Boothby	9
8 th	K3/s	Howard Maguire	8
9 th	NA	James Brice	7
=10 th	K2/s	John Dutton	6
"	M	Frank Ashley	6
=12 th	RA/s ss	Tom Dark	5
"	KN/s	Brandon Smith-Hilliard	5
"	K1/s	Paul Mullins	5
"	PB/s	Mike Dowley	5
"	K3/s	Peter Green	5
"	KN/s	Arjn van Gelderen	5
"	K1/s	Henk de Vries	5

Racing Challenge Trophy 2007

The Betty Haig Cup

To 23rd June

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>No of Races</u>	<u>Index of Performance</u>
1 st	C/s	Barry Foster	5	0.594
2 nd	PA-NA	John Seber	5	0.710
	K1/s	Peter Fenichel	4	0.518
	J1/s	Stuart Evans	3	0.494
	K1-KN/s ss	Anne Templeton	3	0.639
	PB/s	Peter Plaskitt	3	0.862

RA/s ss	Mark Piercy	2	0.284
PA-NA	Ron Turner	2	0.942
K2/s	John Dutton	1	0.100
PA/s	Mike Painter	1	0.150
K1/s	Paul Mullins	1	0.200
K1/s	Henk de Vries	1	0.300
PB/s	Richard Frankel	1	0.321
PB/s	Mike Dowley	1	0.400
PA-NA	Rodney Seber	1	0.500
PA	Andrew Bradshaw	1	0.500
RA/s ss	Tom Dark	1	0.500
K3/s	Howard Maguire	1	0.600
PB/s	Patrick Walker	1	0.750
KN/s	Arjen van Galderen	1	0.800
C/s	Dave Cooksey	1	0.800
K3/s	Peter Green	1	0.900
K1/s	Edward Mullins	1	0.941
NA	Tristan Last	1	1.000
PA	Fred Boothby	1	1.000
NA	James Brice	1	1.000
KN/s	Brandon Smith-Hilliard	1	1.000

SLADE TROPHY 2007

To 19th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	24
2 nd	M	David Rushton	17
3 rd	PB/s	Gerald Burridge	14
4 th	PB/s	Ian Williamson	13
5 th	PA/s	George Ward	10
6 th	J2/s	Colin Bird	9
=7 th	J2	Peter Hemmings	8
"	PA/s	John Wells	8
9 th	J2	Thijs De Groot	7
10 th	PB	Martin Gratte	6

11 th	PA/s	Patrick Gardner	5
12 th	KN/s	Martin Warner	4
13 th	J2	Tin Beckh	3
14 th	PA	Alexander Reid	2
15 th	J2/s	John Reid	1

The latest COTY and Speed Championship tables include some, but not all, of the results from the Car Club's Silverstone International Weekend, the 'jewel in the Club's crown', according to July's Safety Fast magazine. The racing on Saturday was marked, as far as Triple-M interest was concerned, by a particularly badly timed rain storm, causing the previous race to be curtailed, and the Triple-M competitors to endure a thorough soaking while waiting in the holding paddock.

Although the Race Stewards declared the course fit for racing to continue, conditions on the International circuit remained treacherous, and shortly after the start it was clear that the quicker cars were not going to have an easy time of it. Tom Dark, driving Mark Piercy's R type, for one, was unable to get the power down, and even along the pit straight was visibly slipping and sliding in an effort to pull away. Richard Last's K3 performed a complete 360° spin a few hundred yards from the start, having charged through to the front from the third row of the grid, causing some confusion to the following cars. Shortly after, he retired from the race.

It was the only time in the memory of this writer that the all the finishers of the Silverstone Triple-M race completed the full scheduled race distance, and no one was lapped, with Tim Metcalfe, driving his Lagonda Rapier, making a well timed charge in the latter stages to win the race. John Dutton's K2 was a short distance behind, and was the first Triple-M car home, taking the Kimber Trophy.

Andrew Bradshaw was the worthy handicap winner of the Mary Harris Trophy, piloting his unsupercharged P type, a re-creation of Don Moore's successful light-weight competition car, through the treacherous conditions. Such heroics were matched by the total confusion that the race had caused to the normally unflappable timekeepers. Earlier in the Triple-M practice session it became apparent that only a small proportion of the Triple-M entry had been

equipped with transponders, the high tech electronics now employed to track and time cars in the modern era of racing. The racers' Final Instruction documentation was unearthed that asked for 'all race cars to be equipped with transponders'. "What part of 'all' don't they understand" was the plaintive cry, as a hasty procedure was enacted to hand time some 14 cars, and manually incorporate their times in with the computer generated ones. Needless to say there were mistakes, many of them, some quite serious, as in the placing of John Seber's unsupercharged P type, albeit with a six-cylinder engine, at the front of the grid.

Fortunately these timing lapses were sorted before the main race, but the additional effort required in hand timing resulted in a delay of over half an hour before the scratch results were declared. Of course all this was of little concern to the competitors, or the waiting public who stood about muttering about the delay and the inefficiencies of the organisation. Maybe next year some inward retrospection would be welcome among Triple-M competitors providing, that is, that the race administrators do not force the pace of change themselves.

The Sunday Silverstone sprint only attracted two Triple-M competitors. David Downes driving his supercharged NA, a surviving racer from the previous day, and Frank Ashley's M type, and to no-ones surprise, they finished in that order. Other Silverstone results have been a little harder to come by, but may be recorded elsewhere in this Bulletin.

On the trials front, the half way stage in the year has been reached and activity is on hold until the Autumn resumption, but not before Bill Bennett entered, and won outright, the Ilkley and District, Ilkley Classic Trial in May, beating not only the five pre-war cars in his Class, but the other 34 modern cars taking part as well, and thereby maintaining his lead at the top of the Slade Trophy list.

Events in the Race Challenge are now well under way, with the leading competitors attaining the all-important 5 events to register their place on the leader board. This is the first year of this competition for the Betty Haig Cup, and it remains something of an experiment, and a re-assessment will be carried out at the end of the year to see if any 'fine tuning' is required for 2008.

The Best Car I Ever Owned

**This is an extract from correspondence left by
W.J.(Dickie) Green**

MJ 9898, the blown PB (Marshall supercharger) was the best car I ever owned, and never let me down with silly faults. I do not count broken half shafts, stripped crown wheels front oil pipes etc. these things were purely luck of the game in Trials. I competed with it in 64 events, and after I sold it to a friend, D. (Bud) Murkett, he used it in about 25 events. On one or two occasions it did a "double act". One example comes to mind; with me it won the Rhode Cup in the 1938 Colmore, and with Bud it won the Rhode Cup in the 1939 Colmore.

BBM 1 was a "Crackerised" T-type. I had this in addition to MJ 9398, and used it daily and for long distance trials (Exeter, Land's End, Edinburg, etc) It was perhaps a little underpowered. MJ 9893 was used for more "sporting" and rougher trials (i.e. Jeans, Colmore, Experts, Gloucester, Torbay Riviera etc).

In 1937 I lent BBM 1 to a friend who had a mad idea to run a hotel in Yugoslavia. So I drove MJ 9893 and he BBM 1 and off we went. Needless to say we never reached Dubrovnik. MMB 1 ran a bearing near Augsburg, so MJ 9893 towed it to Munich where it was repaired at high cost. We then had the dickens of a job getting out of Germany, being grilled by a lot of armed Nazis, who could not or would not understand that when bearings are remetalled you do not have a box of bits and pieces to prove you have had a repair carried out – "we do not believe you could have spent all those Marks as you say". To cut the story short, we then made for home as we were nearly out of cash. The BBM 1 broke its crankshaft near Basle, so MJ 9893 towed it back to Bedford. If you ever feel in need of excitement, try towing a car across Paris!. Yes the blown PB was a splendid car.

YOUR LETTERS

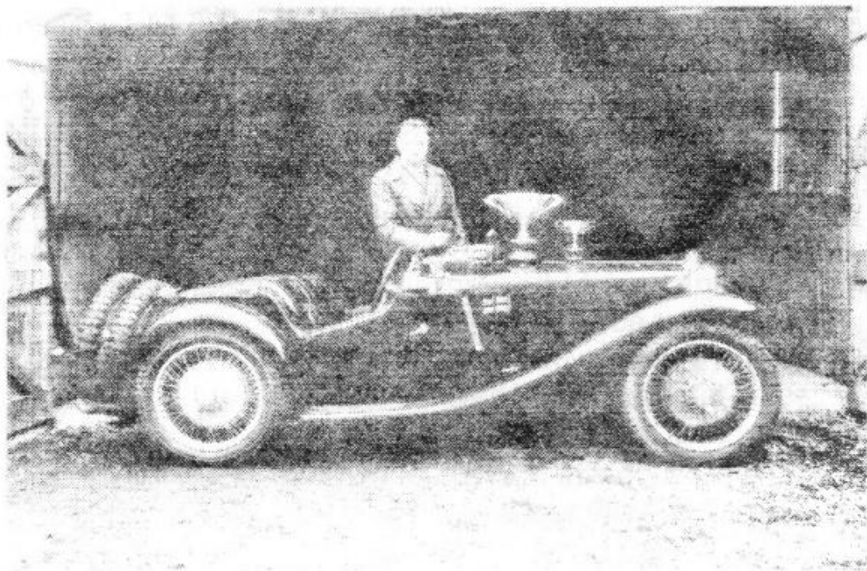
From Graham Arrondelle

Hi Phil

Good to see you and many of my other MG friends over the Silverstone weekend. It's got me all enthusiastic again!

I don't know if you can use this, but it might be a filler for the Bulletin. The picture appeared in the book "Motoring in the 20s and 30s", by A B Demaus, which has been published several times since 1979. My question is, who is it? I have a suspicion that it might be Macdermid and his pre-crackerised PA, but it's purely a hunch... I am sure I have seen a picture of him in JB 3639 on the Brighton Beer trial, and he looked very similar - though the car looks to be a lighter colour than this one. I have often wondered; but this picture also shows something that is lost on us at times - the car is externally unmodified, and looks very tidy, considering the battering it must have got to win the silverware on the bonnet!

Hope to see you at other events during the coming months - maybe even with a car!



From David Stansbie

Dear Philip **New J2 record claim?!**

While returning from Brooklands in my J2/s, I feel that I may have established a new record, and wish to stake a claim to it straight away! I'd just topped up with BP Ultimate (since the supercharger was fitted, it prefers high octane fuel), when it started to misbehave. It would only run if I injected petrol directly into the inlet manifold with the Kigass pump, or held the choke lever down. Fortunately we were able to coast to a nearby Tesco car park, and I spent a happy couple of hours stripping the carburettor down and clearing the fuel line out.

Unfortunately this didn't work, and we had to come home on the back of a breakdown truck-two actually, since the first driver said his tacho wouldn't allow him to go so far as Bristol-but it only took six hours or so. When I got the car home I took all the joints in the induction system apart, re-fitted them with fresh Hylomar and replaced the rubber tubing. I thought that I had a leak that was weakening the mixture.

This took a couple of days, and it wasn't until the third day, that I tried running the engine from a fresh can of petrol; this cured the problem. You can imagine my excitement when I realised what I had done, and I rushed to the computer to confirm that BP Ultimate is available as a diesel fuel as well as a petrol. However, I don't want to get carried away about this, since although I'm sure I must have the first diesel powered J2, I am worried that coming back on a truck might have invalidated any record claims. I'd be grateful for your advice.

Strangely my wife, who was with me, doesn't seem in the least excited by the prospect of having established a new J2 record!

Best wishes

From Colin Henderson

Philip

I wonder if I may add some words to the next Bulletin saying thank you to Paul Duncombe from all our overseas visitors and the British contingency .

I know the year is not over, but June and July for most MG owners is a busy time, and on reflection of that wonderful weekend, the film show on Friday night, the drive to Waddesdon Manor, VIP treatment shown for coffee and the lunch which must have taken a great deal of effort to take over the main restaurant for both sittings and of course that unmentionable drive back and for me soaked before I got off the estate. The Gala dinner finished the day off and of course the main event Brooklands Centenary, WHAT A WONDERFUL DAY, cars atmosphere, smell everything. Which only leaves me to say a big thank you to Paul and Valerie from all the Triple- M members overseas and UK .

From Jos Wantz

Dear Friends,

The Luxembourg rally is over and was a success. Philip Bayne-Powell has taken the John Kidder trophy with him and so you may give it to the next winner. This said, I want to make the following statement, to be published in the Bulletin.

In spite of an accurate calculation of the entry fees for the rally, I made a profit of Euro 127.65, which I did not hold back for myself. I have transferred this money to "Medecins sans Frontières", they will certainly make use of it in one of their numerous projects to help all kind of (war)victims.

Best regards to all of you.

(I am sure we are all quite happy with this decision and thank Jos for being so open about this – Ed)

From Ewan Harris

Dear Phil

Since writing to you last I have had one or two thoughts concerning brake linings.

One possible solution to obtaining improved braking without the need for too frequent maintenance, is to fit different grade lining to leading and trailing shoes. If a soft lining such as Ferodo D3923 is fitted to the trailing shoes and a normal one to the leading shoes, then they should wear at approximately the same rate. Normally the leading shoes wear twice as fast as the trailing shoe. The address for Ferodo is :-

Federal-Mogul Aftermarket (UK) Ltd, Greyhound Drive, Off Legram's Lane, Bradford, West Yorkshire, BD7 1NQ. Tel. 01274 723481

If the above number is rung then the sales girl will be able to give the name of the nearest stockist.

Thank you for a great Bulletin, with all the effort that it must entail.

Best wishes

From Brian Bassett

Dear Phil

Sorry to have missed you at Silverstone. I thought Annette drove very well in the M-type; I shall have to coach Sophy in my M-type to give her some competition. I was disappointed in the prize giving ceremony this year; there were no individual trophies, and I think this will remove a lot of the incentive for youngsters to have a go. Perhaps we could get the club to think again on this one.

Thank you for your efforts with the Bulletin; they are much appreciated. I will try and drum up some material for inclusion.

Regards

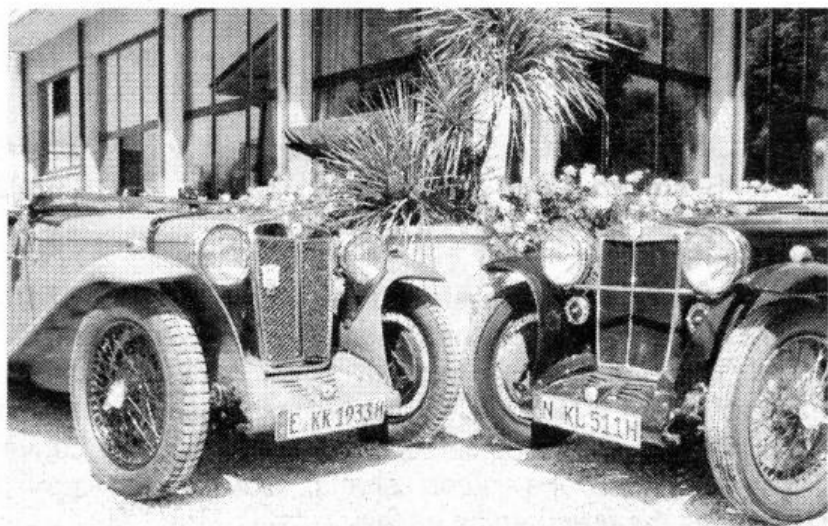
From Walter Kallenberg (K 0311)

Phil,

Brigitte and me stayed this year at Brescia watching the start of the Mille Miglia. Walking through Brescia, we saw a black MMM car with a German registration number. Looking more we find out it is a K 1.

After waiting beside the car for two hours, a gentleman came to the car, and I asked him about the chassis number. It was K 0343. Nobody in Germany knows about this car, and the owner, Bernhard Kaluza, is in no MG club. Now we have three original K1s on the German roads.

See you at Silverstone.



Walter's car (on the left) finds a new friend in Italy

From Robin Gordon

Phil,

We previously mentioned the " Blue Plaque " initiative which Stockport Council and the Heritage organisation are having, and one of the sites for a plaque is the boyhood home of Cecil Kimber in Heaton Moor, Stockport, when he was a pupil at Stockport Grammar School.

The unveiling of the plaque took place on Thursday 31st. May. The Club was well represented at the ceremony, including Ray Masters with his P-Type, myself with the C-Type, David Rainsbury (TD), George Dutton (MGA) and Paul Goodman (MGF).

Regards,

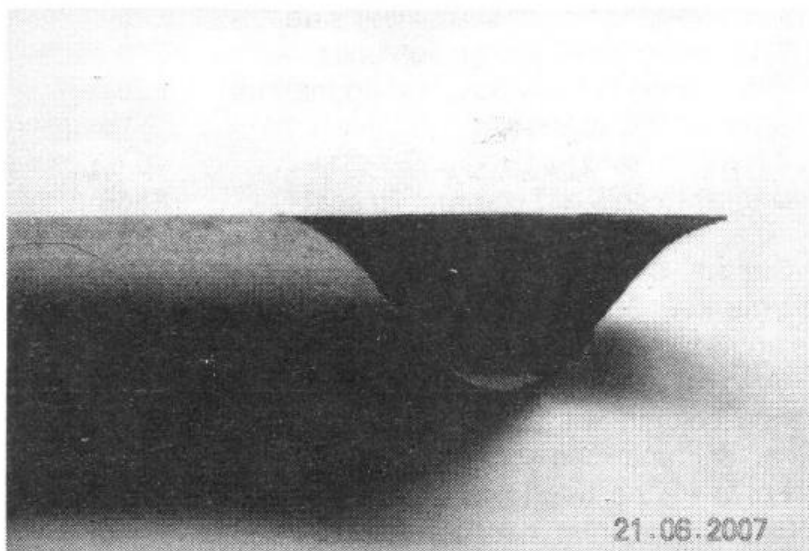
TIPS AND HINTS

G.R.Johnson (Gaskets) Ltd (2 Verity Street, East Brierly, Bradford, West Yorks, BD4 6PN Tel. 01274 682298) can provide solid copper gaskets.

Slough Grinding Services (Tel. 01753 696989 or 07850 507572 mob e-mail Kenrobinson1943@googlemail.com) can rebuild Triple-M engines, convert small cam heads to large camshaft layout. Also clutch and gearboxes can be overhauled, while front and rear axles can be rebuilt, and clutches converted to diaphragm. Brake cross shafts rebuilt. Our man Ken Robinson is the man behind all this.

Derek Moore tells us that way back in the 60s he owned a J2. Whilst taking out the half shaft, he discovered at the diff end of the shaft there was a thin sleeve of steel, approximately 1/16" thick and cut to form a scroll. This was a tight fit on the shaft, at

at the diff end. This had the effect of sending the majority of the oil back into the diff casing, instead of out onto the brake linings. The shaped end is naturally cut different for each side. Maybe this might be an answer to those oily brakes.



The later P- and N-types were fitted with a different clutch. This consisted of a $1/16$ " thicker pressure plate ($27/32$ " instead of $25/32$ "). This was to accommodate insulating pads under the springs to prevent them from losing their temper from heat transfer. So that the clutch cover plate did not have to be changed, a thinner driven plate was used to give the same overall dimension of $1\frac{3}{32}$ ". For further details see Blower page 141, which is in amongst the TA/VA/SA section.

These changes came in with P-type engine No. 2002 and N-type engine No.1001. If the early, thicker driven plate is used with the later thicker pressure plate, you may have trouble disengaging the clutch. However there is a note in the Service Information sheet saying that this could be done for trials cars.

SPARES FOR SALE

Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DL Tel. 01363 775672) has the following parts for sale:-

A new F-type rocker shaft, near side	£15
2 Transistor assisted ignition units	£10 each
First edition of Blower workshop manual	£28
2 cork/PTFE axle seals	£3 a pair
2 Nylatron axle seals	£5 a pair
Complete 8/39 diff unit with lip seal	£385

Simon Cauthery (2 Elm Tree Close, Old Newton, Stowmarket, Suffolk, IP14 4HD Tel. 01449 673086) has for sale an M-type front axle with hubs and steering bits.

Also for a J2, a petrol tank, rusty but intact; a 19" wheel; a steering column with box (less cover and cross shaft); spark plug holder, and road springs

For a PB he has three pairs of new camshaft bearings in 1950s package; inlet manifold. Also a hub cap without any logo. Sensible offers invited.

Derek Moore (Tel. 019344 842835) has for sale
F/J1/L1 spare wheel locking nut.

1 1/4" Carburettor (upright). Suitable for Blower?

1 1/2" carburettor with down draft float chamber.

J2 Gearbox turret.

P-type gear lever knob.

J2 gearbox extension.

P-type rear main flange.

P-type offside wing to radiator/headlight support bracket
(needs repair).

Four bolt flywheel F or J.

P-type Ammeter

CARS WANTED

Christopher Cox. (07926191686, e-mail cjpcox@btinternet.com) Is still looking for a six cylinder MMM car, model not important. The car must be in good condition, with current MOT certificate, that can be used confidently without having to spend time sorting it out. He has no preference for the number of seats, but would prefer any colour except Black.

YEARBOOK EDITOR WANTED

Our Current Yearbook Co-Editors are standing down after the production of the 2006 Yearbook. We are looking for someone to take their place and produce future Yearbooks for the Register. All help and details will be provided to ensure a smooth handover. Please contact any member of the committee if you feel you can take over this important job.

ALSO URGENTLY REQUIRED:-

Articles for the Bulletin from YOU. If you go to a meeting please think of the Bulletin, and let the Editor have a report. We also need articles, as well as much more input into the TIPS & HINTS section. This Bulletin is only as good as the stuff the members provide the Editor. We have now been producing the Bulletin for SIX years and the Editor will only continue if he gets more support from the many members out here. Also the Editor is not there to write half the Bulletin, as happened last time This issue there were NO reports received just two weeks before the deadline on the FOUR major Triple-M events. We are about to improve the quality of the presentation, but we need you the members to improve the insides. So don't let us down.

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Adam Singer's ex-Le Mans C-type (C0291) at the Brooklands Centenary



*About a third of the cars lined up at the front of Waddesdon Manor
on the Brooklands Centenary rally*

Photo: Editor



*Anthony Littlejohn's ex Dorothy Stanley Turner Q-type (Q0255)
at the Brooklands Centenary*

Photo: Editor



Bill Cullen's F-type with L2 body and N-type engine, as newly restored

Photo: W. Cullen