

TRIPLE-M REGISTER BULLETIN



AUGUST 2006





M.G. Silverstone - Howard McGuire (K3) and Mike Dowley (PB/s) battle it out in the Kimber Trophy race

Photo: Martyn Phillis



M.G. Silverstone - a fine line up of D and F-types celebrating their 75th Anniversary also

Photo: Dick Morbey

TRIPLE-M REGISTER BULLETIN

August 2006

EDITORIAL – Phil Bayne-Powell
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Well the big MG Silverstone has been and gone, with some of the best weather we have had for a long time. There is always so much going on, and so many people to talk to from around the globe.

The C-type 75th anniversary display went very well, with SEVEN cars on the Saturday, even if two of them had to be trailered up. Dave Cooksey's ex-Goldie Gardner car was found to have run its rear main, and Mark Green's car was brought up by Terry Holden: he had been working on it during the previous week, but it hadn't been quite sorted out in the electrical department. We were hoping to see David Potter's newly restored car (C0287), but it hadn't been able to escape from the painters.

The D-type's anniversary display fielded 4 cars, I believe, on the Saturday, and there was also a good turnout of F-types, who were also celebrating their 75th anniversary.

On the Sunday morning we had 5 C-types on the demonstration laps, leading the D-types and F-types round. The sound of these cars all together was intoxicating, as they snarled their way round the track in two by two formation.

The Triple-M only race attracted over 20 cars, and it was good to see so many entered in a race that has been a bit thin on the ground in previous years. All credit to Peter Green and other for twisting several arms!! It was much appreciated.

The Sunday sprint had a good turnout of 9 of our cars, to give Andrew Morland some competition.

Front Cover: The Triple-M Silverstone racing camp, with (from R to L), Richard Last's NB, Peter Green's Cream Cracker, and Peter Fenischel's K-type.

The California Cup brought out a team of 3 M-type, with our daughter, Annette, standing in for our daughter-in-law, Robbie, who was producing a Midget of her own. Rosemary and I are now Grandparents to a baby girl, Sophie, Susannah (8lbs 4oz). The M-types were augmented by Mike Hawke (J2), and Alex Reid (PA). The M-types again won the Register Trophy. Congratulations on achieving this for another year.

The Concours, Pride of Ownership and Gymkhana had very small Triple-M entries, which is a shame, especially when at one point, over 60 cars were counted in the enlarged Triple-M enclosure on the Saturday. Unfortunately we have NO reports on any of these events

For the collectors amongst us, Peter Card had laid on another fine auction of memorabilia, models etc, which tempted many to part with money that they hadn't intended to part with, including your Editor.

John James
MMM & 'T' Spares
85 Bath Road, Keynsham, BRISTOL BS31 1SR
Tel. 0117 986 6287 E-mail jj@octagon.fsbusiness.co.uk

Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4.50 each. Vertical Drive pinion and camshaft gear sets (spiral bevel) for most MMM £150 (dynamo/crankshaft gear sets also available). Front hubs for most MMM £52 each, Rear hubs for most MMM £54 each. Spinners, engraved Rudge Whitworth £32 each. Half shafts for most MMM £32.50 each, PA/PB leaf springs front £52.50 each, rear £60 each. Brake shoe pull-off springs 8" brakes £2 each, 12" £2.45 each, Oilite bushes for 12" backplates £1.50 each. Hub retaining ring (all models) £9 each, tab washer for same £1 each, tab washer for differential £1 each, Clutch springs, set of 12 for P/N £24 set, set of 6 for D/J/F £18 set. "Mouse trap" springs for P/N clutch £2.40 each. Bearings at low prices e.g. Front hub inner and outer (ball races) for most MMM £13 per hub, heavy duty bearing c/w 2 dust shields for rear bearing carrier £30 each.

*****NEW! Front and rear trunnions for road springs only £2.75 each!*****

*****NEW! Valve springs (doubles) £30/£45 a set 4/6 cylinder engines*****

*****NEW! P/N/L Valves made from 214/N with plasma nitrided stems £14 each *****

We have just come back from the third C-type event of the year, which was the Brooklands "At Home" day. Five cars turned up for the display, which created quite a lot of interest, and a display board to tell everyone what an achievement these little cars did in the 1931 12/12 race, winning with a brand new design.

The Napier Railton was doing demonstration runs round the Malcolm Campbell sheds and the old pits. Later cars were allowed to do "cavalcade" laps round the same circuit, and we got the 5 C-types tearing round at max revs in first, to create a suitable spectacle for the visitors. After runs up the test hill, we were allowed to do it all again in the afternoon. Terrific fun! !3 Triple-M cars turned up, including Henri de Jong from Holland in his P-type; he has recently bought the factory 12/12 replica which Colin Lambert used to compete in, and very successfully too.

Talking of Brooklands, you will see that our main event next year will be centred around the Brooklands Centenary celebrations, and advanced information is enclosed later in the Bulletin, as well as on the website.

Our C-type is going pretty well now, although it is still dropping oil from the back of the engine, but I just need to keep filling the engine up!! The engine will come out at the end of the season for rectification, and then the new Powerplus blower will be fitted, ready for action next year.

The Jarvis F-type is still awaiting its engine, and until that comes back I cannot do any more on the car, so am preparing the Allingham for its USA trip. Our cars are being loaded onto the boat on the 8/9th September, so that they have cleared customs by the time we arrive on 1st October.

The last Bulletin was very fraught, as the printing didn't go well at the first printers, and we apologise if some of you had some ghosting on your copies. This got so bad that we had to scrap many copies and abandon the printing. We then had to hurriedly find a replacement printer, at a reasonable cost to produce the rest. We have now fortunately found a commercial printer who will do the insides for £78. All this meant that we received the insides on the Thursday before Silverstone, and managed to get nearly all the UK Bulletins out the next day, with the overseas Bulletins following the next week, still within the cover month.

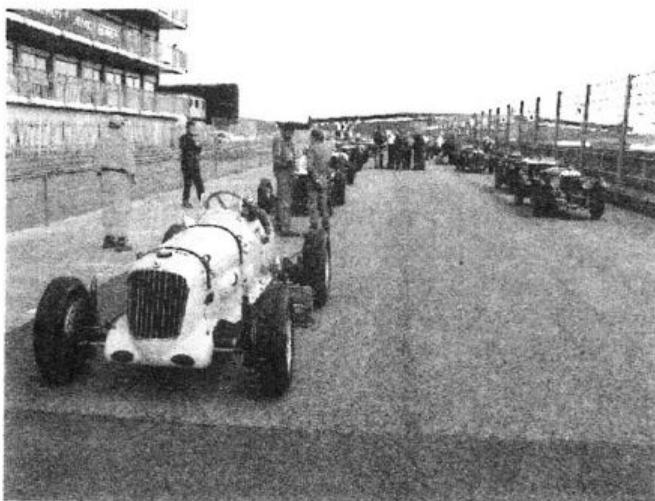
Kimber Trophy Race for Triple-M cars

Silverstone June 24th 2006

By Paul Duncombe

Last year at MG International Silverstone the Triple-M cars were amalgamated with the T types, in order to make up sufficient numbers to race. This year was different. Much advance effort by Peter Green, our chairman, had produced a full grid of Register cars, so we were racing amongst ourselves.

22 four and six cylinder OHC cars, the majority with superchargers, and covering fourteen different models, along with a Wolseley Hornet Special, lined up on the grid. There should have been twenty five, but unfortunately two cars did not practice in the morning; one of these was Mark Piercy, who had entered the Ex-Evans R type which, unfortunately, had broken its Zoller supercharger at Oulton Park a couple of weeks earlier. The third person who did not make the grid, although he practised in the morning, was Robin Butler in his Ex. Dougdale N type, as he discovered his car had a puncture in its nearside rear wheel just before the race, which he could not repair in time.



The race cars lining up in the paddock

With a dry track and sunshine, this promised to be an exciting race. As well as the Kimber Trophy for the first Triple-M car past the chequered flag, the Mary Harris Trophy would be awarded to the handicap winner of the race.

For those that do not know, the MSA appointed handicapper gives each competitor a 'bogy' lap time, this is then multiplied by the number of laps completed, and the car that finishes nearest to their 'bogy race time' is the handicap winner. The 'bogy' times are set on previous known times, or if a 'new' car is racing, it is based on practice times. The Don Moore Trophy was also competed for, this goes to the highest placed un-blown four cylinder car to finish.

Pole position was taken by Richard Last in the Parnell K3 (1:51.348), next was Tom Dark in his Q copy (1:52.838), followed by Tony Seber in the Wolseley Hornet Special (1:54.929).

Lap 1 saw the Parnell K3 in the lead, followed by Seber (WHS) and Mullins (K1/s). Tom Dark had dropped two places from these three larger engined cars. The next lap saw Tom Dark in third place, with his blown (35psi) engine, or rather the exhaust, making an appropriate maximum noise effort.

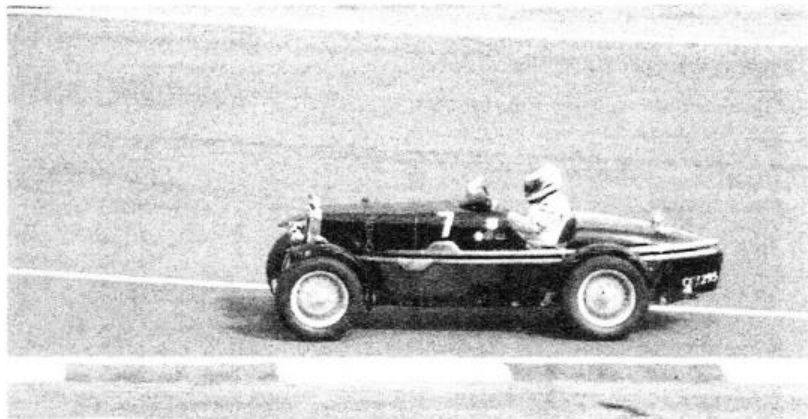


Andy King's blown KN special

On lap 3 Richard Last found himself going wide on a corner. This gave Tony Seber his chance to change places with Richard, and he gained a good lead in the process. The leaders started lapping the slower cars on Lap 5, which muddled the field from a spectator viewpoint, especially with Andrew Taylor (slowest car) all of a sudden (or so it seemed from this spectators position) being right behind Tony Seber the front man.

Lap 7 saw Tom Dark out of the race. Mike Dowley (PB/s special) drove a very consistent race, having started 5th on the grid, and finishing 4th. Also evident was the spirited driving of Barry Foster (Montlhery C Type) who started 9th and finishing 8th. Paul Mullins hung onto 3rd place for most of the race.

The final placings overall were 1st Tony Seber, 2nd Richard Last, 3rd Paul Mullins. Since the Hornet Special did not qualify for a placing in this Triple-M race, the results for the Kimber Trophy were 1st Richard Last, 2nd Paul Mullins and 3rd Mike Dowley. The Mary Harris Trophy was won by George Rozwadowski, driving Richard Last's NB.



George Rozwadowski, the Mary Harris Trophy winner

Tony Seber said after the race that he knew if he didn't overtake Richard Last in the first few laps he wouldn't manage it. When Richard gave him his chance, Tony didn't miss the opportunity – we can look forward to some excitement next year! Richard was pleased that the half shaft problem (it broke) encountered at the last VSCC meeting at Silverstone seemed to have been solved (he made a batch for himself).

Tom Dark's problem was nothing more than a vertical drive coupling failure, which he intends will not happen again. It seems a redesign is on the cards. Tom did not have a good start to the day, as his tow car broke down on the way to Silverstone. Peter Green saved the day by providing emergency recovery of his race car.

Andrew Taylor enjoyed his race too, owing, unusually, to having a couple of cars in his class to compete with, in the form of Andrew Bradshaw's, very light, replica of the Don Moore PB, and Fred Boothby, driving Hamish McNinch's very quick P type. They amused themselves, changing places throughout the race at the back of the field.

There were several other 'mini races' throughout the grid, which the competitors enjoyed. One of these was between Peter Green's K3, Pat Boghossian's blown L1, Arjen Van Gelderen's blown F type, and Mark Boldry driving Peter Plasket's blown PB. At the end of lap one the order was L1, F1, K3 and PB. By the end of lap 3, the blown PB had got past the F1, and Peter was still at the rear of the group. By lap 5 he had got past the F1. On lap 7 he got past the PB, and was then chasing son-in-law Pat Boghossian. On the last lap Peter just managed to get past Pat, so the family pecking order was restored!

Overall Winner	Tony Seber	Wolseley Hornet
Kimber Trophy Winner	Richard Last	K3
Mary Harris Trophy Winner	George Rozwadowski	NB
Don Moore Trophy Winner	Fred Boothby	PA
Class A Winner	Fred Boothby	PA
Class B Winner	James Brice	NA
Class C Winner	Barry Foster	C-type
Class D Winner	Paul Mullins	K1/s
Class E Winner	Richard Last	K3

California Cup Autotests from Colin Reynolds

MMM Team win the Register Trophy

Success for the Team of three "M" Types at this years California Cup Autotests, The team of Annette Bayne-Powell, James Mumford and Colin Reynolds won the Register Trophy back.

The event, which takes place on Saturday morning near the main entrance, consisted of six different timed tests around a coned course of zig zags tight turns stops and reverses. Thirty two cars competed in five classes. There was a low of MMM's this year, with only six cars participating in the class.

Over the past 4 years the MMM team included Robbie Bugbird, who unfortunately could not take part, as she was heavily pregnant (a poor excuse!). Fortunately Annette Bayne-Powell stepped up and joined the team. This being Annette's first experience at this event, she started a little nervously, but she soon settled in, and quickly improved her times. James and I gave her a few tips, including gear choice, quicker lines to take, and engaging reverse while still moving forward under braking into garages or stop lines. (Never mind the transmission) Annette quickly improved, shaving sometimes more than ten seconds off over the three attempts at each test.

James was, as usual, the steady but surprisingly quick member of the team, who always manages to look smooth and accurate, and of course returns quick times. I dashed around like a madman only slightly quicker than James, but I managed to keep at least three wheels on the ground most of the time this year.

Considering the difference in age and performance, the M-Types are not that far behind the Moderns. The fastest Midget of Johnathan Neesam with L/S Diff and loads more horsepower, scored a total time of 300.5 secs over six tests (average 50.06), while our class fastest total time was 349.7 (average 58.28). That's not bad for cars that can't power slide around cones, and have cable and drum brakes.

It was a most enjoyable event, and great fun giving the old cars a hard time. They seem to rise to the event, and always attract attention in competitive events. So come on you MMM owners join in next years' competition, and burn some rubber off those skinny tyres.

MG Memorabilia Auction

The 2nd Silverstone auction of MG memorabilia, run by the Transport Collectors Auctions, contained a fine selection of items from two well-known collections, including some very early, Vintage publications.

The auction started off with models, the most common being the Wills' kit of the K3, made up into the Nuvolari K3 (£60). There was a selection of unmade kits for the PB, J2, and the various record breakers. A very small (2" long) pewter sculpture of an NE with full wheel spokes, tyres, bucket seats and dash detail was not popular, so was snapped up by your Editor (£16). £35 would have bought you a selection of 7 MG themed ties, while £60 would have netted the first 14 bound volumes of the MG Enthusiast.

That old favourite, the 1933 Mille Miglia booklet, covering that triumphant foray, went for a reasonable £100 (perhaps people were buying the Register's excellent reproduction version for £11).

Then came the Triple-M publicity brochures that are always sought after; 1930's "All about George" (£240), a rare 1932 "At the Sign of The Octagon" (£300), another rare publication from 1932, "A Chequered Career" by Linfield and Lester of the Autocar (£110), 1932's "The Luck of the Game" (£190), 1934's "The Luck of the Game Again" (£80), 1934's "Supremacy" (£130), 1935's "Action MG" (£85), 1939's "The Greatest Achievements of the Year" (£340). However the star of the auction was a 1930 40page brochure "All about the MG Sports", covering the M-type and 18/80, which was bid up to a staggering £1200!!

After this highlight, we had the various model brochures, which ranged from £40-£75, But my eye was on a very rare 16page Swiss brochure in French and German, covering the P and N-types, with the Keller bodied cars, as well as a loose insert for a two-seater body on a P or N-type made by Hami of Zurick, for which I had to cough up £100.

One of a limited edition of James Dugdale's litho prints of MGs from 1929-1980 went well over par, at £160. A lot of 15 books including those by CAN May, and Chula went for a very reasonable £130, and should really have been put in separate lots.

Mascots followed, with the usual Midge mascots, original and repro, fetching £240 and £130 respectively. Your Editor snapped up a very nice 1930s AA radiator-mounted badge for £20, already fitted to our 14/40.

Triple-M Register Summer Gathering

from Mike Linward

This year's Summer Gathering, the second to be held at Peter Green's residence in Farnham Royal, took place on one of the hottest days of the year. Sixty-three Triple-M owners had expressed a keen interest to attend, but there were approximately fifty cars counted on the lawns of the estate, and over one hundred people had arrived by the time the barbecue was lit. In between times, a Pride of Ownership competition was organised, and some light-hearted tests were completed.

Among the many well turned out cars, Jim Collier's J1 Salonette stood out. There was much interest in the other rare saloons present; Mike and Anne Allison had forsaken their blue N type, and were driving a very attractive M type Coupe, while Peter Prosser brought his green KN saloon.

Bob Hudson's C type and Rodney Lambert's J2 also featured strongly in the Pride of Ownership, as did Peter Hemmings' KN Tourer, and Peter Fenichel's K1 Special, race car. Pat Boghossian had brought along his recently completed supercharged L1 racer, albeit now with a two-seater body and pre-selector gearbox. The car had recently put up a creditable first-time performance at the Car Club's Silverstone International Race meeting in June.

Following an excellent lunch, professionally organised and executed by members of the Green family, a set of four driving tests were on offer to the assembled gathering. About half the owners present elected to take up the challenges, which were a combination of judgement, speed and ingenuity. Late in the afternoon, after the lunch apparel had been cleared away, the Greens came out to join in the Gymkhana and, not surprisingly, performed rather well at it!

The afternoon was rounded off with a short presentation of awards, graciously undertaken by Thelma Green. It was an excellent day, and everyone present was exceedingly grateful to Peter, Thelma, Elizabeth, Andrew, Dianne and Pat for all their hard work and efforts, which made the occasion seem so effortless. More of the same next year was the universal request. Amen to that.

PRIDE OF OWNERSHIP RESULTS

Class 1 (4 Cylinder cars)

1	UG 3585	J1	Jim Collier
2	JK 1932	C	Bob Hudson
3	HS 7065	J2	Rodney Lambert
4	=BLB 209	PA	Paul Duncombe
	GG 3949	M	Mike Allison
6	=DG 7828	J2	Robin Hamblett
	JY 1146	J2	John Reid
8	=MG 4641	PA	Paul Blair
	OB 5374	J2	Andrew Henderson
	JB 7524	PB	Elizabeth Taylor
11	=BJO 800	PA	Peter Down
	JC 1421	J2	Brian Bassett
13	=PG 5027	M	Mike Cleary
	SVS 374	M	Patrick Gardner
15	DG 5405	J2	Mike Hawke
16	WV 5012	PA	Dick Morbey
17	=ATO 387	PA	Bill Cullen
	JL 753	J2	Mike Linward
19	WO 9320	PA	Terry Andrews
20	=UP 8871	J2	Colin Henderson
	AGJ 540	J2	Paul Miller
22	=BPG 994	PA	Bob Clare
	DG 6142	J2	Nick Benger
	MJ 1911	M	Jay Hall
25	=RX 8591	C	David Cooksey
	VL 5643	PA	Terry Davis
	BFY 711	PA	Richard Holl
	AVB 442	PB	William Opie
	MG 3848	PA	Alex Reid
	LV 6969	PA	Oliver Richardson
	567 CRU	PA	Peter Scott

Class 2 (6 Cylinder cars)

1	MG 2468	L1/s	Pat Boghossian
2	ELF 409	KN	Peter Prosser
3	MG 4282	KN	Peter Hemmings
4	MG 3094	K1/s	Peter Fenichel
5	MG 3570	K3	Peter Green
6	=AAM 372	NB	George Eagle
	APC 950	K1	George Ward
8	JB 4750	NE	Peter Green
9	BYK 340	KN	Peter Prosser
10	JB 6864	NB	Bill Abbott
11	BTU 604	NB	Peter Arnell
12	JB 1649	L2	Geoffrey Jarvis
13	MG 2349	L1	Ian Davison
14	GSK 347	KN/s	Philip Walker
15	=BNA 230	NA	Martin Latimer
	MG 3271	NA	David Dutton
	JO 7531	K2	John Dutton (Late arrival missed judging)

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Test 1 – Height Test

	<u>Name</u>	<u>Distance (mm)</u>
1=	Andrew Taylor	2
	Fred Boothby	2
3	Alex Reid	7
4	Rodney Lambert	15
5	Paul Miller	17
6	Ken Robinson	18
7=	Richard Jenkins	25
	Terry Andrews	25
9	Andrew Henderson	27
10=	Paul Blair	30
	George Ward	30
12=	Robin Hamblett	35
	John Hancock	35
	Terry Davies	35
15	Colin Henderson	40
16	Mike Linward	45
17=	Peter Green	50
	Peter Down	50
19	Bob Clare	58
20	Pat Boghossian	70
21	Mike Hawke	120
22=	Dick Morbey	Fail
	Brian Bassett	Fail
	John Dutton	Fail
	Bill Abbott	Fail

Test 2 – Parking Test

	<u>Name</u>	<u>Distance (cm)</u>
1	John Dutton	4
2	Richard Jenkins	7
3=	Keith Leaver	9
	Alex Reid	9

5	Andrew Taylor	13
6=	John Hancock	14
	Bill Abbott	14
	Peter Green	14
9	Andrew Henderson	15
10	Terry Andrews	17
11	Rodney Lambert	20
12	Fred Boothby	21
13	George Ward	28
14	Robin Hamblett	29
15	Dick Morbey	33
16	Mike Hawke	36
17	Mike Linward	41
18	Colin Henderson	52
19	Peter Down	60
20	Terry Davies	61
21	Bob Clare	66
22	Brian Bassett	67
23	Ken Robinson	74
24	Paul Blair	79



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Test 3 – Ball Collection Test

<u>Name</u>	<u>Time (min)</u>
1 Peter Green	0.46
2 Andrew Taylor	0.53
3 Keith Leaver	0.57
4 Rodney Lambert	1.08
5 Terry Andrews	1.09
6 Alex Reid	1.18
7 John Hancock	1.22
8= Dick Morbey	1.23
Ken Robinson	1.23
10 Andrew Henderson	1.24
11 Mike Hawke	1.26
12 Robin Hamblett	1.28
13 Paul Miller	1.30
14 Pat Boghossian	1.32
15= Peter Down	1.34
Bill Abbott	1.34
17 Terry Davis	1.35
18 Bob Clare	1.38
19= John Dutton	1.39
Mike Linward	1.39
21 Richard Jenkins	1.40
22 Fred Boothby	1.41
24 Paul Blair	1.46
25 Colin Henderson	1.49
26 Brian Bassett	1.57
27 George Ward	2.10

Several people had more than one attempt, their best score has been shown

Test 4 – Distance Test

<u>Name</u>	<u>Distance Nominated</u>	<u>Distance Travelled</u>	<u>Variation</u>
Alex Reid	90'	89' 10"	0' 2"
Peter Down	75'	73' 7"	1' 5"
Andrew Henderson	75'	73' 4"	1' 8"
George Ward	88'	85' 5"	2' 7"
Rodney Lambert	80'	77' 3"	2' 9"
Terry Davies	80'	77' 3"	2' 9"
Richard Jenkins	75'	68' 8"	6' 4"
Bill Abbott	73' 6"	64' 3"	9' 3"
Dick Morbey	85'	75' 5"	9' 7"
Fred Boothby	80'	67' 3"	12' 9"
John Dutton	80'	66' 6"	13' 6"
Paul Miller	80'	65' 3"	14' 9"
Terry Andrews	70'	54' 7"	15' 5"
Mike Hawke	75'	55' 4"	19' 8"
Colin Henderson	80'	58' 3"	21' 9"
Mike Linward	85'	90' 8"	Fail
Paul Blair	80'	89' 10"	Fail
Brian Bassett	75'	85' 10"	Fail
Robin Hamblett	80'	94' 2"	Fail
Bob Clare	70'	80' 3"	Fail
John Hancock	75'	89' 0"	Fail
Keith Leaver	80'	80' 10"	Fail

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

This event, the Triple-M Register's main event for 2007, has been timed to coincide with the start of the Brooklands Centenary celebrations on Sunday, 17th June 2007. The hotel base for this Triple-M weekend is located a ten minute drive from the historic town of Windsor, and about a twenty minute drive from the Brooklands Track and Museum, and has enough rooms to accommodate everyone who wants to attend.

The weekend will start during the afternoon of Friday, 15th June, with the registration of entrants. During the evening, after dinner, there will be a film show, which will include some Brooklands films. This will be followed on the Saturday morning with a leisurely drive through the Chilterns to Waddesdon Manor, which belongs to the National Trust.

Waddesdon Manor was built for the Rothschilds in the late 19th century, and is in the style of a 16th century French chateau. Following a relaxing time looking around the house, which contains a vast collection of art and furniture, as well as the renowned Victorian gardens and the rococo-style aviary, we will return to the hotel for the evening Gala Dinner.

On the Sunday morning a short drive, of approximately 20 minutes, will take us to the Brooklands Track and Museum, where we will be able to enjoy all the activities of their Centenary celebrations. We hope to include, a drive in your Triple-M car around as much of the original circuit that remains today, linked with other roads to make a circuit.

The Brooklands Museum is a fascinating place to visit, it is both a motoring and aviation museum, and most of the exhibits are pre-war, but there are many post war aeroplanes, including a Concorde, which you can go in and look around.

This will be a spectacular event and should not be missed, we especially hope to see as many overseas Triple-M cars as possible joining us for this historic weekend. Remember, the 17th June 1907 was the actual day when the Brooklands track was first opened for racing 100 years ago.

Later this year entry forms will be available via the Triple-M Register's website. But in the meantime, we invite you to register your interest in attending the event (with no obligation), by contacting one of the joint organisers of the event, Paul Duncombe at Dduncombes@aol.com or Keith Leaver at keithrbleaver@aol.com

FUTURE EVENTS FOR 2006

5-6th August	VSCC Prescott Hill Climb	01608 644777
6th August	MGCC Curborough Sprint	01235 555552
25- 8th Aug	The Register's Norfolk Weekend	0208 529 3241
27th August	Black Horse Driving Tests	01372 452133
27th August	MG Mallory Park Race meeting	01235 555552
1st- 3rd Sept	Goodwood Revival Meeting	01243 755055
9th Sept	SW Centre Wiscombe Hill Climb	01963 440941
9th&10th Sept	Beaulieu Autojumble	01590 614614
16th Sept	MG Castle Combe race meeting	01235 555552
1st- 23rd Oct	New England Raid	0118 9869074
14th&15th Oct	Totally MG Show, Sandown Park	01235 555552
4th November	Triple-M Annual Dinner	01628 665055

Car of The Year 2006

To 31st 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	64
2 nd	691	NA Allingham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	63
3 rd	1976	J2/s	JF 5278	Gil Collins	55
4 th	3315	L1/s	TAS 513	Rod Stansfield Wayne Stansfield	50
5 th	341	M	PJ 7970	David Rushton	44
6 th	2134	K1/s	MG 3094	Peter Fenichel	37
7 th	108	M	OU 4824	Mark Dalby	36
8 th	1140	J2	JL 753	Mike Linward	34
=9 th	397	M 12/12	SC 9559	James Peacop	32
"	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	32
=11 th	920	PA/s	TG 8337	George Ward	30
"	2695	J1-J2/s ss	-	Anthony Howat Garth Howat	30
13 th	2011	K2/s	JO 7531	John Dutton	29
14 th	1428	NA/s	Bellevue Spl.	Ian Baxter	28
=15 th	2000	K3/s	MG 3570	Peter Green Andrew Taylor	26
"	538	NA	NV 4207	Oliver Sharp David Sharp	26
17 th	3	J2	DG 5404	Mike Hawke	25
=18 th	2070	J2/s	JY 1146	John Reid Fred Boothby	24
"		PA/s	-	Mike Painter Alan Painter	24
20 th	3202	PB/s	HS 8860	Peter Plaskitt Mark Boldry	23
=21 st	1460	J2	AGY 339	Keith Hall	22
"	1931	C/s	VD 30	Barry Foster	22
=23 rd	2193	NB	DUB 679	Terry Hartley	21
"	609	PB/s	ARY 614	Mike Dowley	21
"	1997	NA	MG 3271	James Brice	21
26 th	949	L1	OD 6008	Andrew Morland	20
=27 th	3017	J1 Saloonette	UG 3585	Jim Collier	19

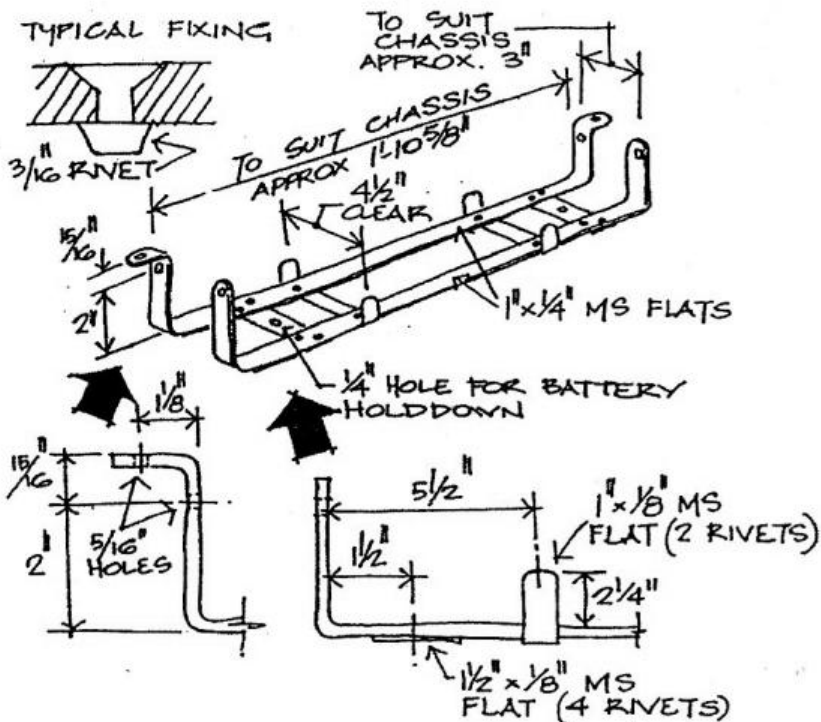
"	1804	PA	MG 3848	Alexander Reid	19
=29 th	2175	PB	JB 7524	Pat Boghossian	18
"	2200	C/s	RX 8306	Andrew Taylor Philip Bayne-Powell	18
31 st	1428	J2	DG 6142	Nick Bengier	16
32 nd	2721	PA	BMF 540	John Saward	14
33 rd	1501	J2/s	HY 8219	Mark Piercy Alan Barker	13
=34 th	1367	PA/s	MG 3921	John Wells	12
"	1164	PA	YSV 703	Hamish McNinch	12
=36 th	348	M	VU 4037	James Mumford	11
"	605	L1/s	MG 2802	Charles Jones	11
"	1888	NA	CGJ 295	Richard Last	11
"	3070	K3/s tc	MG 2525	Richard Last	11
"	2761	K1/s	MG 2794	Paul Mullins	11
"	162	ND/s	BKL 265	Philip Bayne-Powell	11
=42 nd	676	PA/s	WP 5939	Roger Thomas	10
"	212	NE	JB 4750	Peter Green	10
"	1187	PA	EO 5823	Colin Wallace	10
"	815	KN/s	MG 4314	Martin Warner	10
"	600	J2/s	WJ 7070	Ken Robinson	10
=47 th	2361	NA/s ss	EP 5892	Robin Butler	9
"	1537	PA/s	LV 8989	Patrick Gardner	9
"	2789	PA	VYC 529	Keith Jackson	9
"	1823	PA	WO 9320	Terry Andrews	9
"	3247	J2	OY 7444	John Greer	9
"	3235	F1	PJ 4659	Bob Walker	9
"	1971	F2	WM 8548	Terry Wilson	9
"	633	NA	LAS 368	Tony Hay	9
"	233	M	UF 8788	Con French	9
=56 th	1521	C/s	RX 8591	Dave Cooksey	8
"	1917	J1/s	VSV 521	Stuart Evans	8
"	705	PA	AVP 342	Derek Moore	8
"	209	J4/s	AGP 291	Dave Cooksey	8
"	2231	J3/s	YG 4293	David Kempton	8
61 st	1486	K3/s	JB 3181	Howard Maguire	7
=62 nd	1463	NA/s	BUU 964	David Downes	6
"	3148	L1/s	MG 2468	Pat Boghossian	6
=64 th	2816	K1/s	RD 5278	Bob Pattison	5
"	2891	M	SV 8647	Peter Relph	5

Subject: Miscellaneous

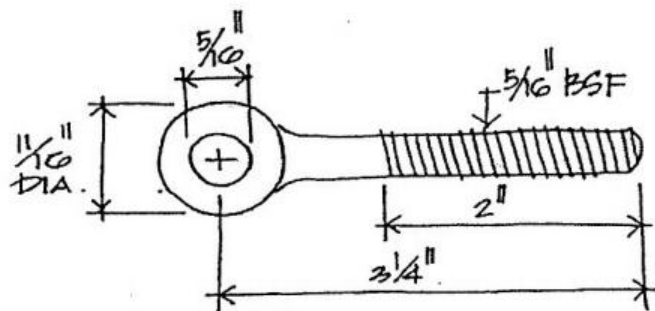
This **Technical Topic** was published by the Australian MMM Register as **Technical Bulletin No. 8**. We thank them for the authorization to share these Bulletins with our members.

1. CARRIER FOR ORIGINAL TYPE BATTERY J, L, P.

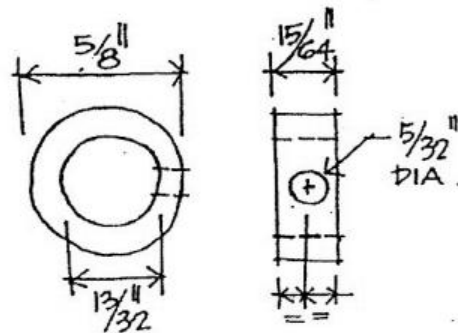
NOTE: RIVETS ARE STEEL AND INSTALLED HOT.



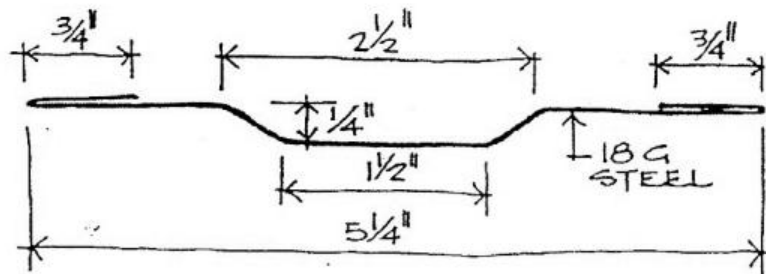
**2. FOR THOSE CONVERTING BACK
TO MECHANICAL BRAKES—PEDAL
TO CROSS-SHAFT LINK**



**3. BANJO END FOR CENTRAL
LUBRICATION SYSTEM**



4. TAILSHAFT UNDERTRAY PROFILE



TECHNICAL DATA FOR THE TRIPLE-M LIBRARY

The following items have been donated to the M.G. Car Club Triple-M Register Library by Mike Coles. They belonged to his father, Geoff Coles. They will shortly be delivered to The Librarians.

1. Blowers and Drives

- 1.1 Shorrock Superchargers Ltd. Notes on pressure lubrication.
- 1.2 Shorrock Superchargers Ltd. Letter to G.V. Coles Esq. dated 9/7/51
- 1.3 Shorrock Superchargers Ltd. Drawing CSK004, Balanced pressure lubrication system.
- 1.4 Shorrock Superchargers Ltd. Letter to G.V. Coles Esq. dated 20/10/54
- 1.5 Noel Shorrock letter to G.V. Coles Esq. dated 3/5/66
- 1.6 Noel Shorrock letter to G.V. Coles Esq. dated 17/5/66
- 1.7 Instructions for Dismantling and Reassembling Shorrock Superchargers (folded leaflet)
- 1.8 Arnott Superchargers, Instructions for use with the Automatic Oiling System (leaflet, 2 copies)
- 1.9 Arnott Low Pressure Superchargers (12-page booklet)
- 1.10 Noel Shorrock letter to G.V. Coles Esq. dated 13/6/66 (enclosed in the above)
- 1.11 Carburettors Ltd. drawing 100,019, dimensions of Arnott Superchargers models 1020, 1600, 2800 and 5000
- 1.12 Carburettors Ltd. letter to Mt. T. Wells enclosing the above drawing
- 1.13 Arnott "G" Type Carburettor (4-page leaflet)
- 1.14 Abarth/Lancia Volumex Supercharger, 4 pages of photographs
- 1.15 Fiat Lancia Twin-Cam Techniques 2-Blowers, 8-page instruction leaflet
- 1.16 M.G. Car Company Ltd. Drawing P299, Supercharger Drive Assembly
- 1.17 M.G. Car Company Ltd. Drawing 1338, Felt Retainer Cap for Blower Coupling
- 1.18 M.G. Car Company Ltd. Drawing 1344, Spring for Blower Drive
- 1.19 M.G. Car Company Ltd. Drawing 1345, Crankshaft Nut
- 1.20 M.G. Car Company Ltd. Drawing 1341, Oil Retainer for Engine Nosepiece
- 1.21 M.G. Car Company Ltd. Drawing 1343, Ball End for Blower Drive
- 1.22 M.G. Car Company Ltd. Drawing 1342, Blower Shaft
- 1.23 M.G. Car Company Ltd. Drawing 1336, Crankshaft Coupling

- 1.24 M.G. Car Company Ltd. Drawing 1337, Felt for Blower Coupling
- 1.25 M.G. Car Company Ltd. Drawing 1340, Felt Retainer for Nosepiece and Blower Coupling
- 1.26 M.G. Car Company Ltd. Drawing 1339, Blower Coupling Nut
- 1.27 M.G. Car Company Ltd. Drawing 1335, Blower Coupling
- 1.28 M.G. Car Company Ltd. Drawing MG528/101, Blower Coupling (For use with Marshall Blower). (A poor photocopy in three parts)

2. Carburettors and Pumps

- 2.1 A.E. Tieche Co. Ltd. Unnumbered Drawing, Pump Body
- 2.2 S.U. Carburettors, Tuning your S.U. carburettor by Scott Fisher and Roger Garnett (8-page leaflet)
- 2.3 S.U. Carburettor Co. Letter to G.V. Coles Esq. dated 20/8/70
- 2.4 S.U. Carburettor Co. Part AKD 4801, Fuel Pump Type L and HP single (4-page leaflet)
- 2.5 S.U. Carburettor Co. Letter to G.V. Coles Esq. dated 19/8/69, enclosing the above
- 2.6 S.U. Carburettor Co. Chart of Needles (43-leaf book, needle sizes 090 to 250)
- 2.7 Sundry photo-copied sheets from the above
- 2.8 S.U. Carburettor Co. Service Sheet AUA 213A, Pump Testing
- 2.9 S.U. Carburettor Co. Service Sheet AUA 216A, Recommended Mounting Positions for Electric Pumps
- 2.10 As above Sheet AUA 216
- 2.11 S.U. Carburettor Co. Service Sheet AUA 200, The S.U. Fuel Pump
- 2.12 S.U. Carburettor Co. Letters to G.V. Coles Esq. dated 29/1/68 and 2/3/70
- 2.13 S.U. Carburettor Co. Service book AKD 4791G, Needle sizes
- 2.14 S.U. Carburettor Co. Drawing Part no. 1379A (an enormous 3-inch diameter float chamber)
- 2.15 S.U. Carburettor Co. List PW101, Adjustment of Twin and Triple S.U. carburettors
- 2.16 S.U. Carburettor Co. Drawing Part No. 1159 (2.281 inch diameter float chamber)
- 2.17 S.U. Carburettor Co. Booklet ALT9111, H Type Carburettor Services and Repair Kit
- 2.18 S.U. Carburettor Co. List no. 47, Horizontal and Downdraught Controllable Jet S.U. Carburettors
- 2.19 S.U. Carburettor Co. Part No. AKD4793B, L and HP Single Fuel Pump
- 2.20 S.U. Carburettor Co. Part No. AKD4801, L and HP Single Fuel Pump

- 2.21 S.U. Carburettor Co. List no. 21, The SU Petrolift
- 2.22 S.U. Carburettor Co. Sheet No. 115, Description of L-type Single and Dual Pump
- 2.23 S.U. Carburettor Co. Sheet No. 123, description of Large Capacity LCS Single and LCD Dual Pump
- 2.24 S.U. Carburettor Co. Lists 125/1, 125/2 and 125/3, Description of Carburettor, Basic Manual and Thermo Types
- 2.25 M.G. Car Co. Service Information Sheet No. 7, S,U, Carburettor Needles (17 copies)
- 2.26 M.G. Car Co. As above, continuation sheet dated 2/36 (1 copy)
- 2.27 M.G. Car Co. As Sbove, continuation sheet dated 8/39 (21 copies)
- 2.28 Sports and Vintage Motors Ltd., Fitting Instructions for Water Pumps.
- 2.29 Kigass Ltd., Plunger Fitting Instructions
- 2.30 Amal, Price List No. H340
- 2.31 Amal, Spare Parts List No. 351 (issue no. 1)
- 2.32 Amal, List H294, Hints and Tips for Vertical, Horizontal and Inclined Neelde-Jet Carburettors
- 2.33 Amal, List 294R, Title as above
- 2.34 Amal, List 347U, Amal T.T. Carburettors

3. Cams and Followers.

- 3.1 Timing Chart for M.G. Engines
- 3.2 Sports and Vintage Motors (Shrewsbury) Ltd., DrawigJ-type Camshaft
- 3.3 M.G. Car Co. Ltd., Drawing Part no. 992, Valve Rocker
- 3.4 As above, two poor photo copies
- 3.5 Sports and Vintage Motors (Shrewsbury) Ltd., Drawing Cam profile (Inlet/Exhaust)
- 3.6 Graph comparing opening of Standard and Reece Cams

4. Tyres and Wheels

- 4.1 Dunlop Rim & Wheel Co. Drawing CDM2463, 4Jx15 Wire Wheel for Lotus Engineering
- 4.2 Dunlop Rim & Wheel Co. Drawing CDO6607, Type 42 Wire Wheel with 4 $\frac{1}{2}$ Jx16" Rim
- 4.3 Dunlop Rim & Wheel Co. Drawing CDM2124, Type 42W Wire Wheel with 4Jx16" Rim. Ref. J.E. Haesendonk, Ilford

5. Steering

- 5.1 M.G. Car Co. Drawing 454/1, J4 Divided Track Rod Steering

- 5.2 Morris Cowley 1933, Bishop Cam Steering Gear
- 5.3 Cam Gears Ltd., List 123, Bishop Cam and Lever Steering Gear
- 5.4 M.G. Car Co. Drawing part No. 454/101, Swivel Pin Top Cap
- 5.5 M.G. Car Co. Drawing part No. 454/107, Track Rod Centre Lever
- 5.6 M.G. Car Co. Drawing part No. 454/100, Swivel Pin for Divided Track Rod
- 5.7 M.G. Car Co. Drawing part No. 454/102, Swivel Pin Bush
- 5.8 M.G. Car Co. Drawing part No. 579/100, Track Rod (Long)
- 5.9 M.G. Car Co. Drawing part No. 362/133, Track Rod (Short)
- 5.10 Adamant Engineering Co., Drawing Hemispherical Steel Ball (Two v. poor photo copies)
- 5.11 M.G. Car Co. Service Information Sheet No. 4, Divided Track Rod Steering (3 copies)
- 5.12 M.G. Car Co. Drawing 454, Divided Track Rod Steering.
- 5.13 A.J. Scott, Overhaul of the Marles Weller Steering Box (2 copies, ex-MMM Infoletter)

6. Shocks

- 6.1 General Instructions for the Installation and Adjustment of Andre Shock Absorbers (2 Photo copies)
- 6.2 London Shock Absorber Service Letter dated 2/2/67
- 6.3 Lucas Service Data Vol. 6. No. 26 Luvax Piston Type Shock Absorbers (one sheet)
- 6.4 Lucas Service Data Vol. 6. No. 25 Luvax "L.W." Type Shock Absorbers (6 sheets)
- 6.5 Luvax Hydraulic Shock Absorbers Service Data (8 sheets)
- 6.6 Joseph Lucas Ltd. Luvax Piston Type Shock Absorbers (8 sheets)
- 6.7 Andre Hartford Drawing 506M/2
- 6.8 Luvax Ltd. Publication 562B, Leaflet

7. Gearbox and Drivetrain

- 7.1 Hardy Spicer Ltd. Drawing K1-2-39R, Flange Yoke Model KR1100
- 7.2 Hardy Spicer Ltd, Drawing 50/0285/R KR1111-1118 Joints and Yoke Shaft Assembly
- 7.3 Hardy Spicer Ltd, Drawing 54-1020 KR1111-1118 Joints and Yoke Shaft Assembly
- 7.4 M.G. Car Co. Service Information Sheet No. 3, Gearbox Oil Leakage from Layshaft (3 copies)
- 7.5 M.G. Car Co. Service Information Sheet No. 5, Gear Lever Rattle (4 copies)
- 7.6 ENV Engineering Ltd, Drawing C.IS24, General Arrangement

Gearbox (the crash job)

8. Head and Valve Gear

- 8.1 M.G. Car Co. Service Information Sheet No. 7 J, Regarding Valve Timing on J-Type Engines (2 sheets, 13 copies)
- 8.2 The "J" Type M.G., Decarbonising, by W.E. Blower. Reprinted from *Motoring*. 144 copies)
- 8.3 M.G. Car Co. Drawing Service 149, J Cyl. Head Modified Valve Guides
- 8.4 3 photo copies of the above (poor)

9. Exhaust

- 9.1 Exhaust Systems, from *Motor* 6/8/66 (4 pages)
- 9.2 M.G. J4 Brooklands Silencer (dimensioned sketch)
- 9.3 M.G. Car Company Ltd. Brooklands Silencer (Table of Dimensions - 3 weak photocopies)

10. Fuel and Oil

- 10.1 Photo of M.G. Quick-filler Cap (2 off)
- 10.2 Penrite Oil, recommended Chart for M.G.
- 10.3 Recipe for Shell RM/8 (Jotted note)
- 10.4 Terry and Barry Bone, Drawing, Coupled Nipple Lubricating System for PA and PB
- 10.5 The famous Castrol 20,30,40. (Leaflet)
- 10.6 Fuel. (Six-part article from *Drag racing and Hot Rod*, poor photocopy)

11. Crankshaft

- 11.1 Drawing KJS/MG/001, Fully Balanced Crankshaft for M.G., M, C, D and J 73mm (K.J. Sheffield)
- 11.2 Drawing, Laystall Special J2 type M.G. crankshaft, 73mm stroke
- 11.3 M.G. Car Co. Drawing Part No. M.G.464, Assembly for Steady Bearing for Crankshaft
- 11.4 M.G. Car Co. Service Information Sheet No. 22, Fitting Crankshaft Front End Ball race (8 faint photo copies)
- 11.5 M.G. Car Co. Service Information Sheet No. 31, Crankshaft fatigue

12. Dashboard, Instruments, Steering Wheel

- 12.1 Extract from Hobson Ltd. letter dated 22/6/67
- 12.2 Hobson Telegauge, Dimensioned Sketch
- 12.3 Note on cleaning off Hobson Telegauge Fluid
- 12.4 Bluemel Bros. Ltd. Letter to G.V. Coles Esq. dated 6/2/67

13. Distributors, Magnetos, Electrics

- 13.1 Joseph Lucas Ltd., List no. C.E.52, Spare Parts for the M.G. Midget 1931
- 13.2 Joseph Lucas Ltd., List no. C.E.224, Spare parts for the M.G. Midget P-type (Plus photo copy)
- 13.3 Joseph Lucas Ltd., List no. C.E.263, Spare parts for the M.G. "BP" Model 1936 (Plus photo copy. the misprint is theirs!)
- 13.4 Lucas Equipment and Spare Parts. Photo-copies of the M.G. pages from a large catalogue. Pages, 92, 93, 104, 114, 115, 132, 133, 158, and 159.
- 13.5 Lucas letters to G.V. Coles Esq, dated 14/10/71, 6/1/72, 19/1/72 and 25/2/72
- 13.6 Scintilla Vertex Magneto Leaflet no. E257 (8 pages, colour)
- 13.7 Ditto, a later version

14. Data Sheets

- 14.1 M.G. Car Co. Drawing, 12/12 Data Sheet
- 14.2 Blueprint, Speeds in Gears, Standard J2 Midget
- 14.3 M.G. Model Q. 1935. Engine Data (Typed Sheet)
- 14.4 M.G. Car Data Sheet - No. 1, The M-type Midget (Reprinted from *Safety Fast!*)
- 14.5 No. 2. The D-type Midget
- 14.6 No. 3. The F-type Magna (2 copies)
- 14.7 No. 5. The K-type Magnette
- 14.8 No. 6. The L-type Magna
- 14.9 No. 7. The N-type Magnette
- 14.10 No. 8. The P-type Midget

=66 th	2715	KN/s	CG 8379	Edward Cottam	4
"	1270	NB Cresta	MG 4750	Bob Clare	4
"	3225	M	PJ 795	Richard Bishop-Miller	4
=69 th	1533	PA-PB	WV 5012	Dick Morbey	2
"	1925	PA	BPG 994	Bob Clare	2
"	158	PA	BJO 800	Peter Down	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	148	M	OY 1548	John Haine	2
"	3147	PB	-	Kevin Richmond	2
=75 th	2077	K1-KN/s ss	-	Annie Templeton	1
"	65	PA/s	DPH 228	Nigel Gibbons	1
"	1591	J2	YJ 892	David Stansbie	1

Results from the following events are the only ones currently included in the 2006 COTY scores to date:

7 th January	MCC Exeter Trial	Full Results
15 th Jan	VSCC Brooklands New Year Driving Tests	Full
22 nd Jan	MAC Clee Hills Trial	Partial Results
5 th Feb	Stroud & District MC Cotswold Clouds Trial	Partial
18 th Feb	Fell Side Auto Club Northern Classic Trial	Partial
18 th Feb	VSCC Exmoor Fringe Trial	Full
4 th March	VSCC John Harris Trial	Full
25 th March	VSCC Herefordshire Trial	Full
26 th March	MGCC SE Centre Spring Navisat	Partial
8 th April	VSCC Silverstone Race Meeting	Full
8 th April	MGCC SE Centre Nescot Autotests	Full
9 th April	MG Day at Brooklands	Partial
15 th April	MCC Land's End Trial	Full
15 th April	750MC Easter Egg Navisat	Partial
22 nd April	MGCC SW Kimber Classic Trial	Full
23 rd April	MGCC SW Kimber Classic Driving Tests	Full
29 th April	VSCC Northern Rally	Full
30 th April	MGCC Caledonian Concours	Partial
30 th April	VSCC Curborough Sprint	Full
1 st May	MGCC Caledonian 3-Day Rally	Full
1 st May	MGCC SW Wessex Sprint	Partial
1 st May	Basingstoke CCC 'Popham Airfield' Rally	Partial
7 th May	MGCC Atlantic Coast Run	Partial
14 th May	MG Regency Run	Partial

14 th May	VSCC Wiscombe Park Hill Climb	Full
21 st May	Triple-M Flat Cap & Whippet Weekend	Full
2 nd June	Jersey Festival of Motoring Victoria Ave. Sprint	Full
3 rd June	Jersey Fest. of Motoring Westmount Hill Climb	Full
4 th June	Jersey Fest. of Mot. Mount Bingham Hill Climb	Full
4 th June	MGCC SW Centre Charmy Down Gymkhana	Partial
24 th June	MGCC Silverstone International Race Meeting	Full
24 th June	MGCC Silverstone California Cup Driving Test	Partial
25 th June	MGCC Silverstone Gymkhana	Partial
25 th June	MGCC Silverstone Pride Of Ownership	Partial
25 th June	MGCC Silverstone Sprint	Full
25 th June	VSCC Loton Park Hill Climb	Full

SPEED CHAMPIONSHIP 2006

To 31st July

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	K3/s, PB	Andrew Taylor	24
2 nd	J2/s, PA	Fred Boothby	23
3 rd	K1/s	Peter Fenichel	20
4 th	C/s	Barry Foster	18
=5 th	K2/s	John Dutton	17
"	NA	James Brice	17
7 th	L1	Andrew Morland	15
=8 th	NA	George Rozwadowski	14
"	L1/s	Charles Jones	14
=10 th	M	Alex Peacop	13
"	PB/s	Mike Dowley	13
=12 th	NA/s	Robin Butler	12
"	K1/s	Henk de Vries	12
14 th	C/s, J4/s	Dave Cooksey	11
=15 th	PB, L1/s	Pat Boghossian	10
"	NE, K3/s	Peter Green	10
"	NA, K3/s	Richard Last	10
"	J2/s	Pete Tinknell	10
=19 th	L1/s	Rod Stansfield	9
"	J2/s	Ken Robinson	9
21 st	J1/s	Stuart Evans	8
=22 nd	PB/s	Peter Plaskitt	7

"	J3/s	Dave Kempton	7
"	PA	Andrew Bradshaw	7
25 th	C/s	Oliver Richardson	6
=26 th	NA/s	Oliver Sharp	5
"	F1/s	Arjn van Gelderen	5
"	PB/s	Mark Boldry	5
"	K1/s	Paul Mullins	5
"	KN/s	Andy King	5
"	K3/s	Howard Maguire	5
"	PA/s	Mike Painter	5
"	NA/s	David Downes	5
"	KN/s	Edward Cottam	5
"	J2/s	Gil Collins	5
"	K1/s	Robert Pattison	5

TRIPLE-M SPEED CHAMPIONSHIP 2006 PROPOSED EVENTS

Sprints:

Sunday	6th August	Curborough	MGCC Midland Centre (Dave Ormerod david.ormerod1@virgin.net)
Sunday	1 st October (Unconfirmed)	Debden	Herts County Auto & Aero Club

Hillclimbs:

Saturday	9th September	Wiscombe Park	MGCC SW Centre (Bruce Weston Tel: 01963 440941)
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The results from your best five events will count for the Championship

SLADE TROPHY 2006

To 31st July

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	21
2 nd	M	David Rushton	11
3 rd	PA/s	George Ward	10
4 th	KN/s	Martin Warner	9
5 th	PA/s	Patrick Gardner	8
6 th	PA/s	John Wells	7
7 th	J2	Keith Hall	6
8 th	J2	Mike Linward	5
9 th	J2	Tin Beckh	4
=10 th	PA	Colin Wallace	3
"	J2/s	Colin Bird	3
12 th	PA	Derek Moore	2
13 th	J2	Nick Bengier	1

MMM NEWS 2006

We have been in the MG business for almost 35 years. We are pleased to offer you accurate advice, a friendly service, a super 70 page catalogue FOC & the only remaining 'on-tap' secondhand spares service in the UK.

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MMM Camshaft bearings from only £39 a set!

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PN oil pumps

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Maries Weller st. box sector shafts (never before made)

Maries Weller hemisphere carriers (never before made)

Nickel plated licence disk holders

Nickel plated p/gall hose-clips

Any part of the 12" cable brake set now available

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JFA horn button mounted r/v mirrors

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(taps available separately - rods/frooks separate)

BONORA g/relieve filler caps - chrome plated

MMM gear change levers

PN cutout/fusebox assys. (originals restored)

MMM Long thin batteries with fixing kits

Rear hub bearing castle lock nuts - LHRH

Have you seen our superb new Bluemels pattern 4-spoke 16" st. wheels for EVERY MMM model

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Please phone
before visiting

My Life, by OU 4824 (245 UXG)

Red M type

(helped by Mike Dalby)

What a super time I had at the recent Chiltern Trial, meeting a number of cars again that I had not seen for a long time, although some did not recognise me, as I had an age related number at that time.

I had been towed to Aston Rowant on a trailer behind the MGA of my new owner Mike. It was easier than driving all the way from Devon, especially as there were many road works. Being towed by the 'A' looked the part as well.

Arriving at the start, it was good to find that we knew the largest car on the event, the Allard of Roger Ugalde, a car from the same local car club in Devon. Amusing knowing the largest, me being nearly the smallest!

The run itself was superbly organised, and I managed to climb all the famous hills. We paused on Kop Hill to recreate the famous photograph of 'M' types climbing it on the first Chiltern Trial.

The gathering of the cars on the Sunday was good, and it was interesting to talk with not only the MGs, but also the Singers and Austins. We saw the Grasshoppers again on the Kimber Trial.

I had been bought from a motor dealer in December 2004, and I went on various local events during 2005, but the Chiltern was the furthest away.

My new owner had been researching the history of 'Speckled Hen', and Cyril Fulford Dobson, who drove the car in the 1928 Edinburgh Trial. Mr Dobson then went on to drive one of the first 'M' types in the 1929 Lands End Trial.

This was how Mike became interested in the history of the 'M' types. He is now working with Mike Hawke on the follow up to the K3 Dossier, researching the Double Twelve racing cars, and what happened to them afterwards.

We therefore have a copy of the 'M' type build records, which shows I was built on the 20th February 1930, and was blue! Now RED!

My original registration number was OU 4824, and therefore Hampshire registered.

The Hampshire Records office still have copies of the registration lists, which show that I was supplied by Hazelmere Motor Company Ltd., (Morris Depot, Station Road, Aldershot) to a 2nd Lt. R. G. Muir, on 21 March 1930, of the Royal Signals at the Officers Mess, Mons Barracks, Aldershot. He left the Army as an Acting Lt. Col. in April 1946. I do not think I was still owned by him then!

My Triple M number is 108, and in the early Registers was owned by a Peter Yates.

I think it was Peter that had my number changed to MG 2412, transferring it from a MG J2 in 1974. We found this evidence from the Kithead Trust.

About this time I believe I was rebuilt, but I do not know by whom!

I have a new engine block with some strange bolts on the side, as shown in 1928 Morris Minor catalogue, and my number is 114A 3095. The Vintage Morris people think this MAY be the 14th Morris Minor block made! Still it works well!

The previous owner to Mike, was a John Michael Start of Kent, who had bought me in March 2002, so he did not own me long!

The MG club offices have helped me to retrieve the original OU 4824 which is good, but I will stay Red!

Mike is trying to find my story from my Army days to when Mr Start bought me in 2002, so if you can help and knew Peter Yates, he would be very grateful and can be contacted at Mikejd@autodatum.freemove.co.uk.

If you can help on the history of the 12/12 cars, and the original Replicas, Mike would also be pleased to hear from you.

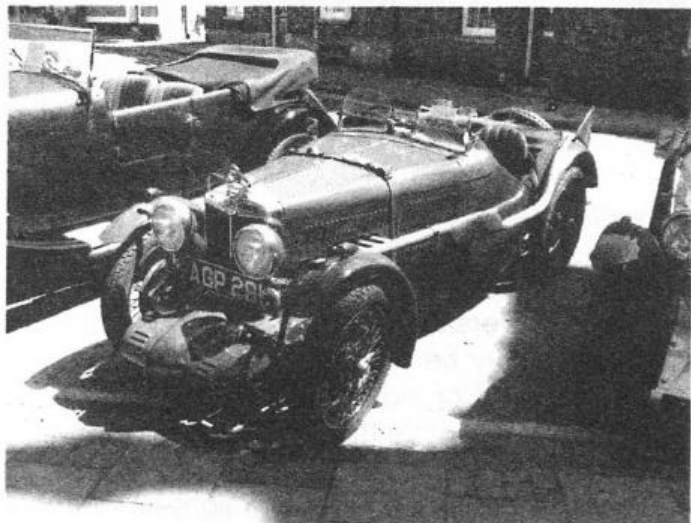
Triple- M's at St Helens (or, A Lucky Find)

By John Harris

The reason for writing these few words is not the event itself but what came out of it by pure chance of being in the right place at the right time. On Saturday 10 June an exhibition, depicting the history of the MG Cars in Abingdon, was mounted in St Helen's church Abingdon. It was organised and manned by Brian Moylan of the Abingdon Works Centre and was part of the various activities in celebrations of the 450th Anniversary of Abingdon's Royal Charter, granted in 1556.

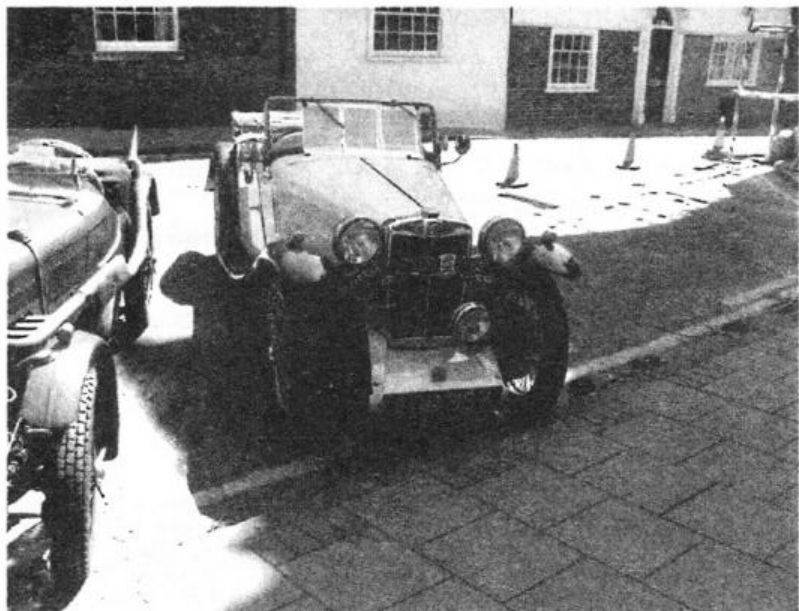
A representative selection of MG's were there to support this event. They ranged from the 18/80, belonging to John Vennables, through MMM's, and the A of Brian Moylan to a Midget and a B.

As well as my PA (1705) there was John Adams' J4/103 and Bob Hudson's C0284 and a ND. Unfortunately I didn't get round to taking a photo of that one.



John Adams' J4/103 at the Abingdon event

I chose to take some photos in black & white just for a change. Just for the record the J4 is green and my PA for those of you who don't know it is dark/light blue.



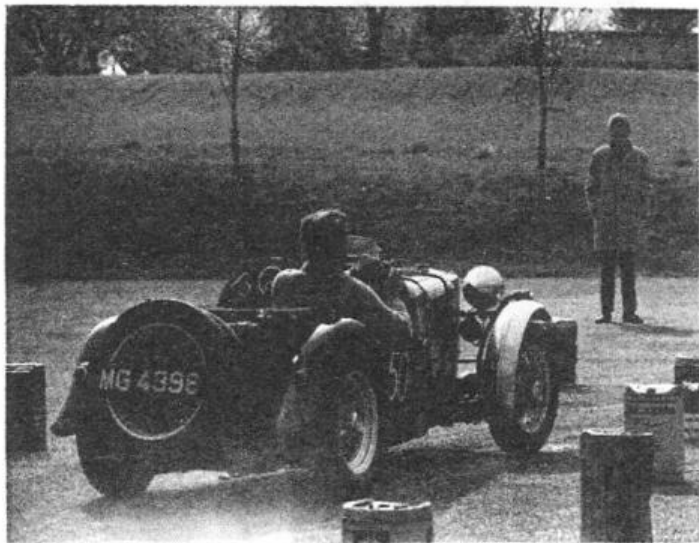
John Harris' PA at the Abingdon event

While idly chatting to passers by a chap named Dick Naisby came along. Conversation revealed that his father had worked at the Abingdon factory before moving on to Pressed Steel. Dick had with him a selection of old prints, some of later cars but a few of MMM cars. He kindly gave them to me to do with as I saw fit.

Having looked through them it seemed prudent to divide them into sections. These are: those that might be of interest to specific registers and those of a general nature that showed cars from

several registers and could go to the main club archive and be shared by relevant registers. I hope this makes sense).

Those that showed Triple-M cars are reproduced, along with some photos I took on the day.



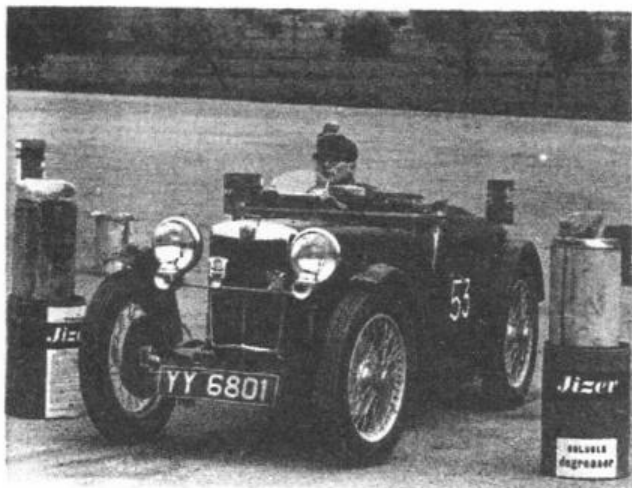
Paul Fletcher in his Centric blown PB

As you will see they are quite old and my guess is that they are from around the 60's, maybe a little later. Some are taken at a race event, probably a general club event as there appear to be some T Types there as well.

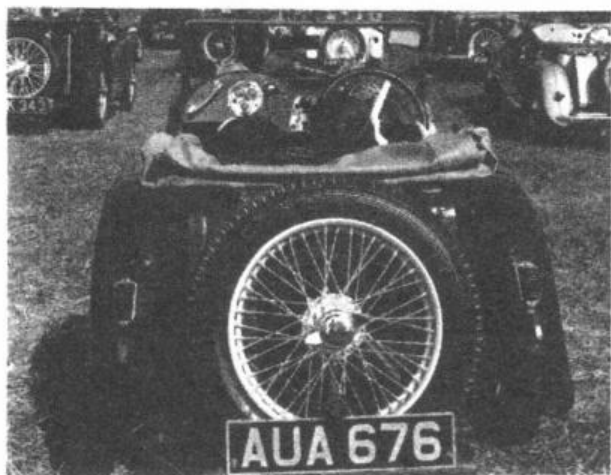
Studying the photos I was able to, in some cases, pick out the registration numbers and guessing the model. I used the 1993 Yearbook list to identify at least some of them. (together with *additional info gleaned from the 1986 Register that I have – Ed.*)

I don't know when these were taken, or by whom. What the race circuit is would be interesting to know (*I am pretty certain that it is Brands Hatch – Ed.*)

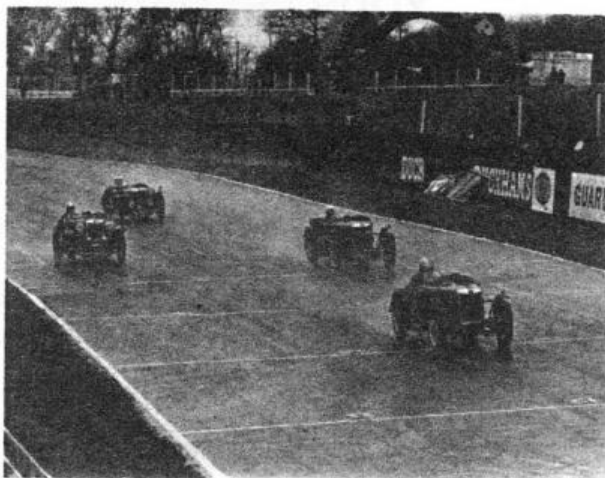
There are some taken at what appears to be a driving test event in the days before we used cones, so if you got it wrong you hurt the car as well as your pride.



R.H.Fee competing somewhere in his J2 (car currently missing)



P.Gower's PA probably at Beaulieu. (car now in Japan)



MMM & T-types racing at Brands Hatch, in the 60s, with Ian Barlow's NA on the left



MMM & T-types line up in the pits for their race at Brands Hatch, probably in the 60s, with Geoff Coles J4 at the front.

YOUR LETTERS

From Gerhard Maier

Hello Phil,

Arriving safely home from Silverstone, I found the Bulletin in my letter box.

Your article about the bph you found in the C-type engine, gave me the idea to sent you some info about valve timing, which I brought to paper some years ago.

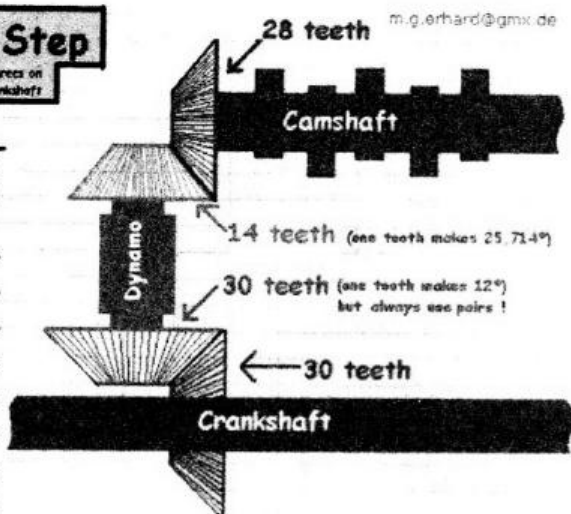
Kindest Regards,

(Gerhard pointed out to me that the photograph of Bobby Kolrausch was with EX 127, and was not an R-type, which was the caption on the back of the photograph. No one else had spotted this – Ed)

Valve-Timing-Step

min. 1,714285° degrees on crankshaft

teeth retard on red gear	teeth advance on green gear	result in + degrees on crankshaft
2	1	= 1,714° +
4	2	= 3,428° +
6	3	= 5,143° +
8	4	= 6,857° +
10	5	= 8,571° +
12	6	= 10,285° +
14	7	= 11,999° +
16	8	= 13,713° +



degrees minus can be achieved by advancing red gear and retarding green gear

From David Downes

Dear Phil,

Long time no see. Hope you are well, but I assume you are from the info in the Bulletin, about your cars and trips. I too retired at the end of March what with new contracts being imposed etc and getting to the ripe old age of 58, I thought that was enough, and what a great bout of weather we've had since then.

I enclose a photo for the Bulletin, just in case you have a space.

It is of Dave Pendlebury-Brown (Brownie) driving my J2 at the 2nd International Nurburgring meeting this June (Silverstone weekend though). He told me he just had a gentle drive round, but it looks from this that he is dicing with every and anyone. Car survived OK. People were great, with a great mix of cars, and the value for money, related to hours on the track, was excellent. Four hours on the "closed" ring for just the old cars was more than most people could handle, and you could go as fast, or as slow, as you felt happy with, with or without a passenger.



Dave has nearly finished his own J2 that was owned by Colin Tieche a while back. As I'm sure you know Dave has been associated with MMM cars since I think the sixties, but often says he has never had a picture published so maybe his 5 mins of fame has arrived. Even though he must have restored half a dozen or more MMM cars for himself and then sold them on so he could take on another project to keep himself occupied.

Sandra has showed interest in Luxembourg next year as she enjoyed it so much last time in the N, including the spirited drive back with your group to Cambrai, we'll see if she survives Angloueme and Klausen this year (trailer I think is best).

Very best regards

**MIDGET****MAGNETTE****MAGNA**

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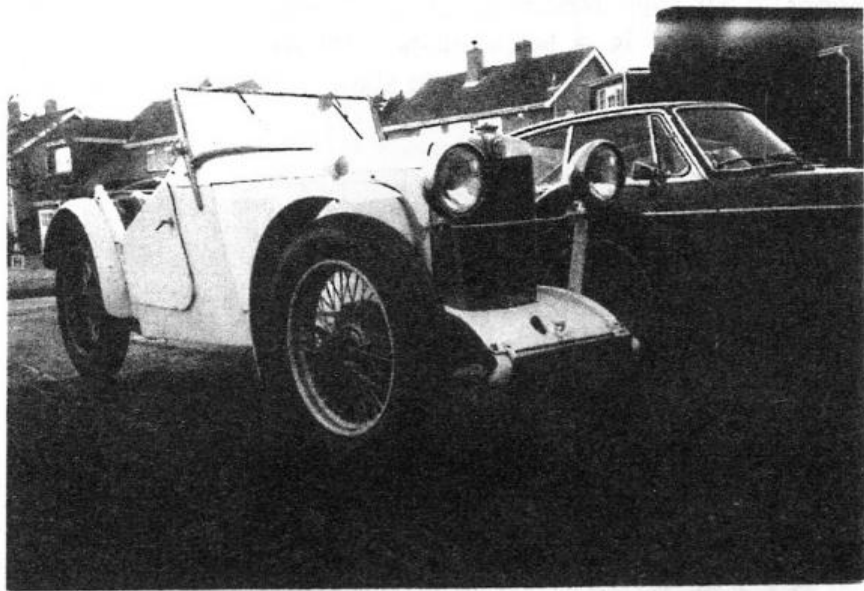

BRITISH MOTOR
VEHICLE APPROVED

From Brian Bassett

Dear Phil

Herewith an update on J2, JC1421 (Register No. 3190). After six years of saying I will have it finished by the end of the year, JC was MOT tested in March and passed after very careful scrutineering and brake testing session. Needless to say, the rebuild had its ups and downs, and now that it is on the road, there are still a few problems. *(this is true for all restorations, which are never finished when the last nut is tightened up! – Ed)*

I am however very interested in finding out more of the history of the car, and I enclose a picture of it when purchased in 1999.

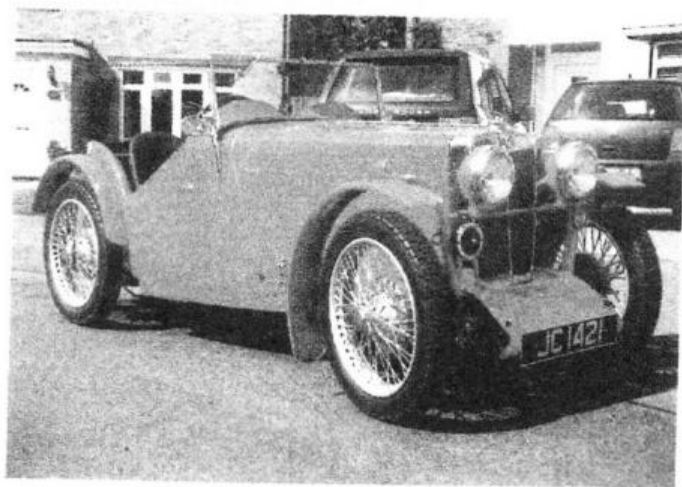


Car as bought in 1999, with Ford engine

I have a brown registration book that dates from 1959, with the previous owners listed; the last owner died in the 1970s, and the car was left standing until I purchased it.

The late owner's wife was unable to shed any light on why it was fitted with a Ford engine, hydraulic brakes, chassis oiling pipework removed, and larger tyres fitted to 18" centre laced wheels. The last owner bought the car in 1960, and the owner prior to this, John Wrey Gardiner, in London W1, had the car for only six months. The owner prior to that was Alan English from Selsey in Sussex who bought it prior to the duplicate log book being issued in 1959, when his name was the first entry. The log book also records that the Ford engine was fitted (or at least recorded) on 1st June 1960. I have had no luck in contacting these two previous owners. I wonder if the names ring any bells.

The club has been able to help me with the name of the first owner, a Mr Alan Robinson of Old Conway in North Wales; but after that there is a large blank until Alan English – hopefully someone out there will be able to shed some light on the car.



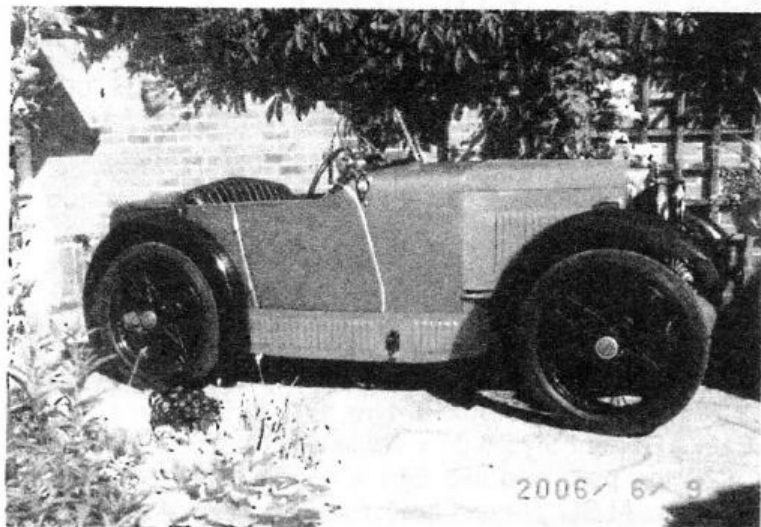
Picture of car as now restored

My other Triple-M car is an Oxford built M-type, UV 7468, (Register No. 1751). I spent 13 years from 1975 to 1989 rebuilding this car. The main reasons for taking 13 years were working full time, and other family commitments with two daughters and a wife, as well as an MGB to maintain.

When I bought the car in 1975, it had no history. The previous owner bought the car unrestored, and sold it to me in the same condition. The log book had been lost by the previous owner during several moves. The car was first registered on the 25th August 1929, but we have no record of the first owner.

The car has had mainly club outings over the years competing in driving tests and gymkhanas. It has appeared on the cover of Safety Fast twice, and had a starring role in Granada TV's Pulling Power, with Gail Porter at the wheel.

After all these years it would be nice to learn about the car's past, if anyone can shed light on this car also.



Brian's M-type as it looks now

TIPS & HINTS.

I found a very useful tool recently at an Autojumble; I believe it is called a "podger", which is a tapering piece of steel about 10" long, which is used for lining up holes correctly so the bolt can be easily inserted. Being 1/4" at one end tapering to 5/8", it can be inserted into the holes which have to at least overlap, and then by wiggling the podger round and pushing it in, it lines up the holes ready for the bolt. For single holes it obviously has to be taken out, and the parts held in position, while the bolt is put in, but where there are two or more holes, the podger can be used in one hole, and wiggled about, until the second hole lines up, when the bolt can be popped in.

CARS FOR SALE

Brian Hopkins (Tel No. 01236 842388) has a 1933 J2 for sale with Brooklands racing history. Currently fitted with a Ford 100E engine, but a J2 engine is included in the price. Good condition with a new body tub in 1996. £15,000.

Also for sale is a 1935 PB. superb car restored in 1992; needs white metalling. £16,000.

SPARES FOR SALE

The Editor has a 4.75/5.00 x17" Dunlop tyre on a centre laced £35; a Dunlop Racing 5.00x19" tyre, £40; a Spartan 5.25/5.50 x 17" tyre, £15; a Regent 5.75/6.00 x 16" tyre, £20; also two Gates 560x15" tyres, £30 the pair; and two E78 x 15" tyres, £30 the pair; all with good treads. ALSO N-type, and P-type nearside doors, with good timber and metal, £20 each. Still for sale are a pair of good N-type rear wings, £35 the pair.

Photographs Wanted

Mike Dalby (e-mail Mikejd@autodatum.freeseerve.co.uk) has had a request from Mike Dorset for 'Grasshopper' photos that were taken at this year's Kimber Classic Trial.

Could anyone who has copies, please email them to Mike Dalby and he will forward them

SPARES WANTED

Please note that all requests for adverts for spares wanted/for sale need to be accompanied by a contribution for the Tips and Hints section in future

Ewan Harris (16 Fulda Crescent, Crediton, Devon, EX17 3DC) needs an F-type bottom feed carburettor bowl, where the feed is at 3 o'clock (looking down onto the bowl), and the connection to the carb body is at 12 o'clock.

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Five of the seven cars in the C-type display at Silverstone with Editor's car in front of Robin Gordon's

Photo: Dick Morbey



Silverstone Gymkhana - the B-P girls in action. Annette (Jarvis M) with Rosemary behind (NA Allingham)

Photo: A. Reid



Peter Green's summer gathering with a rare M-type Sportsmans Coupe in the foreground

Photo: Dick Morbey