

# TRIPLE-M REGISTER BULLETIN



**DECEMBER 2006**





*The New England open road - taken from the Editorial NA Allingham*



*Malcolm Appleby's part restored Styles F-type Threesome at Bill Sanders' open day*  
Photo: the Editor

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**EDITORIAL – Phil Bayne-Powell**

What a tremendous trip the New England Raid was, and we were only sorry that more people could not have joined us. In the end it was 9 cars that took to the roads, as Frank Ashley had to drop out at the last minute as Margaret went into hospital. She is now back home and we wish her a speedy recovery.

The American roads were beautifully clear, and the colours got better as the weeks went by, with the last week in Massachusetts and Connecticut being the best, with yellows, golds and the maple reds in a glorious display.

Generally the cars behaved, although our leader, Bob Hudson, had problems with broken and sticking rings on his C-type, which required replacements to be flown out from the UK; he missed the middle week, but was back on the road for the final week. The less said about our 14/40, (which spent most of the trip on the trailer) the better!

We met many different Americans at most of the stop-overs, even getting a visit by some Canadians, who has driven down from Montreal to meet us at Stowe. We had tremendous back up from ex-pats, Peter and Rachael Ross, who gave us so much of their time and assistance. We were also deeply in debt to Frank Allocca, who so kindly provided the back up van and trailer, as well as a 74 year old mechanic, Charlie, to help mend the cars; a truly great Triple-M enthusiast.

We were taken out to various collections of cars, as well as transport and fire engine museums, while the girls had days off to visit Boston and to do site seeing on the days when we stayed 2 or 3 nights at one place.

The weather was very good to us, with only one day when it poured all the time, when we were driving from Mystic to Hyde Park. The rest of the time the sun was out, and after the early frost on some days soon warmed up.

**Cover Photo:** The Editorial NA Allingham in the midst of the beautiful colours of the New England Fall (photo The Editor)



We covered about 1800 miles in the three weeks, with some days putting over 100 miles on the trip. But the nice thing was that you could fill the petrol tank up for about \$15 (£8)!! This would have been a large expense in this country. The food was the other memorable item, with huge great plates full at all meals, even a lunchtime "sandwich" came with salad and fries!!

The cars are now back home, and need a bit of attention to various aspects, before being fit again, due to the bashing they received on the roads and the ferry! However we were very pleased to see that not one spoke had broken in the Allingham's wheels, which we had had especially rebuilt with butted spokes before we left.

A condensed report is included later in the Bulletin, but a full report will be written up for the Yearbook. The December and January Safety Fast will have a full report as well, from David Stansbie.

The Triple-M Register dinner was another gastronomic success at the Steventon House Hotel, and the prestigious Car Of The Year award was presented to a very worthy Peter Fenischel, who has scored points in

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only two categories i.e. racing and sprints/hillclimbs, which usually restricts the points gained. George Rozwadowski was presented with the Mary Harris Trophy for this year's Silverstone race, while Richard Last collected the Kimber Trophy for the 3<sup>rd</sup> year in a row.

Steve Dear gave a speech and kept us entertained with vintage jokes – some of which we even remembered! This year, we had no afternoon tour before the dinner, nor any concours on the Sunday morning, but these are being reviewed for next year.

The week of our return from America saw a flurry of activity in our camp, as the Jarvis F-type has now got its new engine back, and installed, following its extensive rebuild by Barry Foster. Both front and rear housings were badly cracked and needed replacing, and the flywheel flange was off centre, amongst other things. It has the later, bigger, 12/12 camshaft, with J/P type rockers, and the F3 extra water manifold on the offside. It also has been fitted with a P-type filter, mounted on the offside of the block, as F-types have only a coarse filter in the sump, and need something a bit more effective. The new ali wings are finished and are with the painters, so when we get them back we can fit everything, and get it wired up, and running, ready for next year's events.

Our N-type saloon has also come back from the upholsterers, looking very smart. The repro Marshall 87 has been fitted, and needs the final connecting up. This Roots type blower has been rectified by Derek Chinn, by installing Tufnal strips in the valleys of the rotors, to reduce the unacceptable 16 thou clearance between the rotors, back to the design clearance of 6 thou. Bryan Ditchman has a similar blower, which has 25thou rotor clearance, and so is getting his unit rectified by Derek; D'Artagnan will then be going even quicker next year.

Now is of course the time to start thinking about next year's Triple-M events, the big one being our rally on the 15-17<sup>th</sup> June, with a link to the Brooklands Centenary celebrations, which should be something really special. We are trying to get a huge turnout of genuine Brooklands cars for the display. See later on for further details of this historic event, which is being masterminded by Paul Duncombe and Keith Leaver.

Also do not forget the major trialling event, the Classic Kimber Trial on 21<sup>st</sup> and 22<sup>nd</sup> April. This is suitable for all cars, not just the trials cars, as Alan Grassam is keen to point out. His Cream Cracker is still for sale if anyone wants to invest in a slice of Triple-M history.

# A Le Mans Experience

## by Barry Foster

Early this year I was asked by David Saxl if the "Rat" was available for Le Mans, as his Riley was not going to be ready. We had a test run at a very wet Cadwell Park race meeting when all went well.

The Le Mans Classic is a HUGE event!! Scrutineering took time and caused some problems, as a very fine interpretation of the FIA Regulations – in French – was applied to all cars; Fortunately parts were available from the stalls in the Autojumble and trade stands.

Each grid represented a different era of motor racing. The pre-war grid, which we were part of, had three one hour slots. The first was at 4pm on Saturday, the traditional start time; the next slot was just after midnight; and the final outing was just after breakfast at 8am.

Each grid had a daylight and a night practice, with driver changeover. Pit stops were timed, as there was a minimum time allowed in the pits. In the Day qualifying I went out and then back in, just to check that everything was OK, and then David went out and did three flying laps, with his best time on lap 2 of 7mins 22.44secs, putting us 36<sup>th</sup> on the grid.

In the Night qualifying, David went out and did one flying lap, before handing over to me. I did two flying laps with the best at 7mins 7.71secs. The clutch was slipping, but we managed 25<sup>th</sup> best time. However this practise was not used for determining the grid positions.

In the first race session at 4pm, David went out and did one flying lap, and then came in and handed the car over to me, and I got in two flying laps. This put us 37<sup>th</sup> overall, and 9<sup>th</sup> on the Index of Performance. This was not bad with a slipping clutch and broken blower drive!!

In the second, midnight race session David went out and did five flying laps before slipping clutch and engine mounting failure put an end to our competition. We were 42<sup>nd</sup> overall and 15<sup>th</sup> on the Index of Performance despite these problems. However we had to withdraw from the last race session.

In the overall results we came 57<sup>th</sup> out of 72, and 48<sup>th</sup> in the Index. So ended our re-creation of the C-types at Le Mans 75 years ago. In 1931 two cars were entered for this event, (Nos 31 and 32), driven by

Samuelson/Kindell and Mrs Chetwyn/Mrs Sisted, who unfortunately retired in the 30<sup>th</sup> lap with ignition failure. However the Samuelson car averaged 53mph and finished, but was unclassified due to taking longer than the permitted 30 minutes on the last lap.

Our 2006 race started well, but mechanical gremlins gradually got the better of the "Rat" – but we intend to return, as we consider that we can do pretty well in the Index of Performance.

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## Exeter Re-Trial

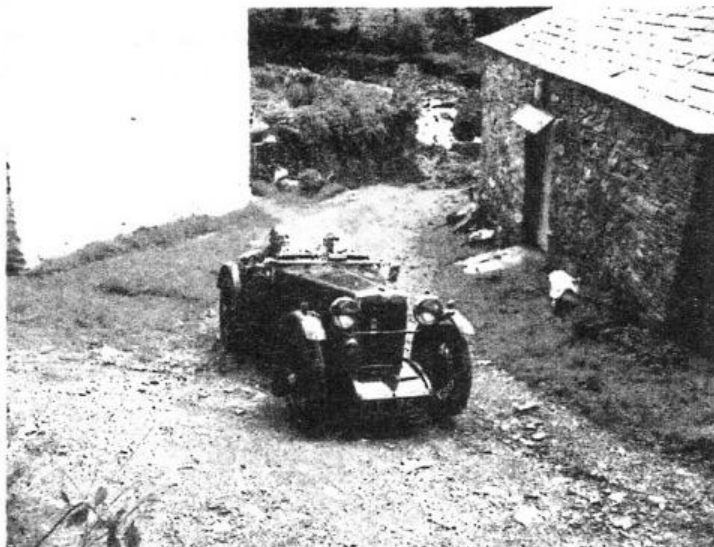
from Alan Grassam

A group of Triple-M diehards (aka Last of the Summer Wine refugees) enjoyed their annual walking trial this September, on the trail of the pre-war Exeter Trials hills. It was good to see Foggy (Bryan Ditchman) out in D'Artagnan, as he has had so much trouble with the car. It was performing well, and once Foggy had learned to control the red mist, climbed Simms and all the other hills with consummate ease; often with Compo (Colin Butchers) behind the wheel.

Clegg (Mike Linward) accompanied by Wally (Ian Mackay) unfortunately ran a big end in the J2, while exceeding the speed limit on the M3, but craftily borrowed Maisie Foster's MGF to storm the hills. Wesley's (Alan Grassam) Cream Cracker was sulking a little due to lack of use, but still climbed all the hills with distain. But even Captain Mainwaring (Ian Williamson) has never climbed Simms on 30psi (*presumably this is tyre pressure not blower pressure!* – Ed.). Howard (Mike Dalby) showed us all just how well a properly set up M-type can go – what a superb little car. Smiler (John Reid) swept up in his Eurobox, which came in handy for trips to and from the pubs in the evenings!

As well as visiting the well known and still used hills such as Simms, Fingle, Meerhay and Waterloo, we identified and climbed the now-tarmaced Whitesheet, Pepperdon, Harcombe, Ryall, Marl Pits, and Pin Hill. We also climbed Knowle Lane, Higher Rill, and Ibberton, all three are as much as they were in the 30s, and made exciting climbs for the Cracker and D'Artagnan.

A very enjoyable few days, proving that you obtain maximum FUN from your Triple-M car by using in the way for which it was designed!



Mike Linward with Colin Butchers climbing  
New Mill, near Boscastle

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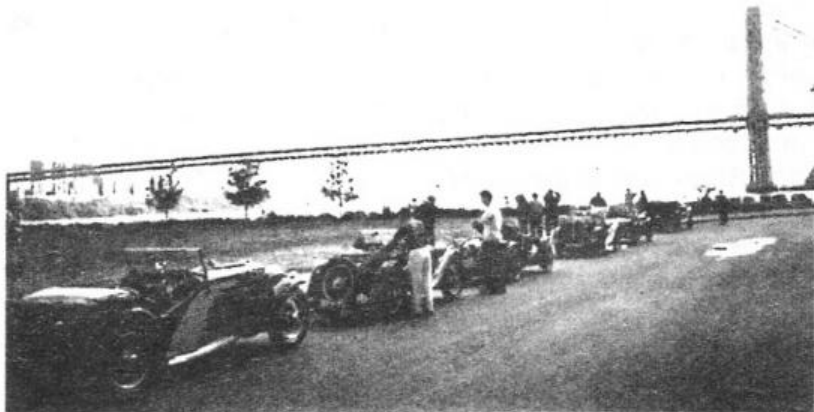
## **New England Raid II** **1<sup>st</sup>-23<sup>rd</sup> October**

After many months of planning and waiting, the rally of the decade had finally arrived, and we were actually in America with our pride and joy.

The last Raid took place in 1991, which I was fortunate to attend with my long time friend, Dr Peter Tabb. This time Rosemary could come with me in her NA Allingham, which is very reliable, after all the years of sorting the gremlins. We also shipped over our 14/40 for our friend Martyn Phillis and his wife Ann.

Three of the previous Raiders returned for a second time; beside your editor, Tony and Judith Margel came in the same red M-type that they had before, and Patrick and Annabel Gardner left the K3 rep behind, and brought his 18/80.

On arrival we were met by a welcoming group of Peter and Rachael Ross, Frank and Janet Allocca, and Mike Leckstein, who helped out last time at the New York end.



The Raiders at the double-decker Washington Bridge,  
with Manhattan in the distance

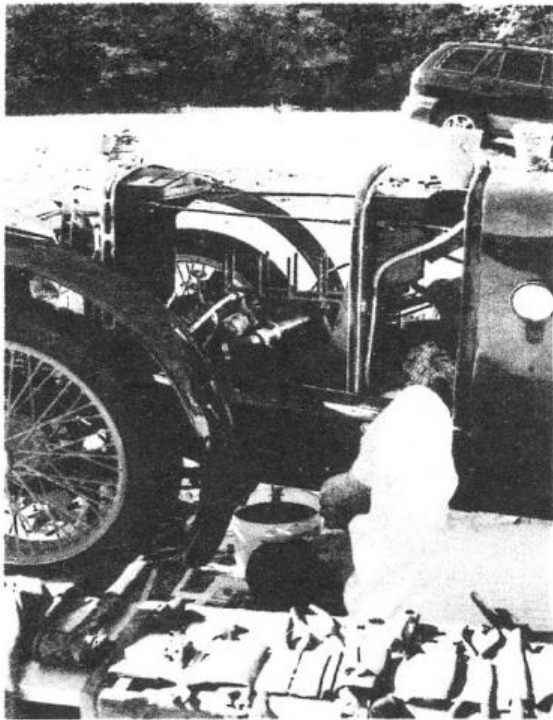
After collecting our cars from the docks, we made our way 340 miles north to Stowe in Vermont, in three days of travelling, so that we arrived at the northernmost point, where the Fall would start, and we could follow it as it made its way southwards. Here we stayed in The Olde English Inne, owned and restored by Chris Francis, an ex-pat, who came over for the America's Cup races and stayed. We were joined that evening by locals Bill and Jan Saunders, Malcolm Appleby.

The following day we were invited to Bill and Jan Saunders' "motorlodge" to see their collection of cars. The entailed going over a high col between two mountains, called Smugglers Notch, which at the top ended up weaving around huge great boulders! The Saunders' 2-storey "Motorhome" had been specially built, with about 6 bays for cars on the ground floor, and accommodation above. His cars ranged from a 1926 Model T Ford through to a modern Plymouth Prowler, a lovely Chevy Corvette, and a Chevy Police car, as well as MG TC, TD, MGA and MGB.

Malcolm Appleby had trailered up his partly restored Styles F-type, and was delighted to meet one past, and one present owner, of this rare model. Malcolm's car was supplied new with a side-mounted spare, which is a far better location than stuck on the end of the tail.

We had 2 days at Stowe, which is close to the ski resort; and people chose various trips to fill the time, including visiting the home of Ben and Jerry's ice cream, and also the various covered bridges in the area. These are timber bridges, and the covering is to keep the worst of the weather off the structural deck to stop it rotting. The last night we were joined by five Canadians who had driven down from Montreal for the meal, and then drove the two hour journey back afterwards.

From Stowe we travelled 140 miles to Jackson, New Hampshire, high up in the White Mountains. We stayed in a 1916 4-storey timber hotel, Eagle Mountain House, with beautiful scenery surrounding us. The C-type arrived on the support trailer, driven by Charlie Schwank, a 74 year young mechanic, who works for Frank Allocca, who had most generously provided the Chevy van and the trailer. The C-type had started smoking very badly, so much so that poor Sandra was nearly suffocated. Luckily we were staying there for two days, so the next day we set to and took the head of the C-type, and found siezed and broken piston rings.



Draining the Castrol R from Bob Hudson's headless C-type

Many people relaxed in the sunshine, while others went off on various tours, or climbed a mountain! Chipmunks were a regular sight as were the large Monarch butterflies.

The next day the C-type was trailered to Peter Ross' where the engine was to be stripped down and checked before ordering new piston rings from the UK.

From Jackson we went to Camden on the eastern seaboard of Maine, and were met by Jim Lea, a clock maker. He took us to the Owl's Head Transport Museum, after a lovely lunch in a restaurant overlooking the sea. This museum was built by some enthusiasts to house their collection of cars and aeroplanes, and was full of interesting exhibits.

After that a visit to a restorer of fire engines was squeezed in, before drinks and nibbles back at Jim's place. Here we met several local members who had come to see the cars, including Dick Cobb, who has a vast collection of interesting MGs, including a University Motors M-type drophead Coupe, probably the only one in existence.

After heavy overnight rain, some of us had trouble starting our cars to make the 110 mile journey to Kennebunkport, which is a lovely old Maine fishing village, south of Portland. The Hudsons had rejoined us in a hire car, as they were waiting for the C-types piston rings to be FedExed out from England. En route we stopped at Freetown, where all the expensive shops could be found selling their tax free wares, which enticed a good few of the ladies. David Stansbie had trouble restarting his blown J2, which didn't like the colder air or the low octane fuel. A good push start across Route 1 got it going again!

Kennebunkport is a very popular village during the fall, and in the evening we had to wait outside the restaurant, with a flashing pager, for nearly half an hour, before they could let us in! In the old days the village used to produce some very large square riggers, and some of us took the opportunity to sample the Atlantic in a 1999 replica of a 1930s Herreshof two-masted 55 foot schooner.

John Haine's normally reliable M-type packed up 100 yards from the hotel with a failed isolator switch. We had to put these switches on the cars as part of the requirements for the ferry,

From Kennebunkport we went 100 miles south to Concord, where the first battle of the American War of Independence took place (where we came second!). The autumn colours were really beginning to look their best. We stayed three days at the historic Colonial Inn, and some people took the opportunity to take the train into Boston to see the sights there.

The day after we arrived, we convoyed off to Amhurst NH to meet up at Chris Nowlan's place for an MG T-party. He has a lovely house with a purpose built 3-car garage, and a huge underground workshop. A tremendous turnout of people, and some 40 cars ensure a great gathering with a buffet lunch in Chris' vacated garage! Chris' blown L2 is a real beauty, complete with pre-selector gearbox. He also had a very original swept wing J2, that had been first sold to Morocco, and still sported its Moroccan licence plates!



When we got back to the hotel, a very nice J2 turned up out of the blue; it turned out to be Bastock's very first trials car, before the Cream Cracker team was set up.

The piston rings had at last arrived for the C-type, so I went down to Peter Ross' place to give Bob and Peter a hand, as well as trying to sort out our 14/40. The C-type was put back together and was once more running, and better than ever. I hitched a lift back to the hotel in it, to check how it compared to our C-type. There is definitely more urge when fitted with a blower!!

Having done Concord, we set off for the south coast of Connecticut, to Stonnington on the shores of Mystic Bay. On the way, we were invited to lunch with Peter and Rachael Ross at Bolton. We saw his two TCs being restored, one for serious racing, and the other for Rachael. We saw the very first PA 0251, which Peter has rescued, but it needs restoring.



The Raiders at Peter and Rachael Ross' home in Bolton

A beautiful sunset welcomed us to the south, but Tony and Judith Margel turned up later due to a battery isolator switch failure, (the second one on the trip), which meant that they were hunting for the hotel in the dark, not an easy job in an M-type with 6 volt lighting!

Andrea and Marvin Stuart turned up in their very nice Shorrock-blown TD, and took us up to the Submarine Museum, where the very

first nuclear submarine, USS Nautilus, was moored. The tour round convinced most people that they would not like to be cooped up inside for months on end, as it was very compact! There were Japanese and Italian midget submarines on display as well.

From there, several people went on to the Mystic Seaport museum, which was fascinating, with a fully operational yard rebuilding the ships, which included the Joseph Conrad, the smallest square rigger built, as well as the Charles W. Morgan, the last wooden whaling ship. The original dockside buildings were preserved, with people on hand to tell you all about the old days.



The Raiders lie up at Stonington (14/40 on the trailer)

The 20<sup>th</sup> day brought us solid rain as we tried to get to Hyde Park in New Jersey, needing the hood up all day. The instructions were not at all helpful, and our trio of Gardner and Stansbie got badly lost, and had to resort to using the map to get back on the route.

Curtis Beck, and Frank and Janet Allocca joined us for the evening meal, with Curtis quizzing Tony Margel about a VA he was after.

The next day we were entered for the VSCC of America's Nutmeg Rally, and were looking forward to seeing lots of Vintage American vehicles. However because in America, anything over 25 years old is "Vintage", we had such cars as 308 Ferraris, E-type Jaguars, Plus 4

Morgans and the like. The only pre-war cars I saw was a very nice 3 litre Bentley, a type 30 Bugatti, looking very like the inspiration for "Chitty Chitty Bang Bang", with pronounced flared wings and a divided curved top windscreen. There was also a Riley Falcon; also some nice post-war cars, such as a Lancia Flaminia Convertible, and a Grand Sport Hotchkiss.

The day was clear blue skies throughout, although it was pretty nippy first thing, but the sun warmed things up later. The route instructions were very easy, and in between we had to collect clues to a series of questions in each sector. Several cars were so keen that they retraced the sector, when they found that they had missed clues. The route went through some beautiful countryside, with golden carpeting of leaves in the woods.

The buffet lunch was held upstairs in a pub, and then we had another 80 odd miles to cover in the afternoon, before returning to the start to hand in our answers. This was not the end of the rally, as it included an evening buffet meal with speeches and prizes. The Brits didn't feature in these, as we were treating it as a relaxing day out, and it was nice to talk to the Americans, who are very enthusiastic.

We then reluctantly turned south for New York, ready to take the cars back to the docks. We went over Bear Mountain, which was a very tortuous climb, and then over Bear Mountain Bridge which leaps across the Hudson river from one mountain to another at an unbelievable height. It was obviously a favourite route as we met several packs of snarling supercars out for their Sunday run!

We were supposed to meet up with Mike Lechstein, who was going to take us to our hotel, through the maze of roads that surround New York. We all got a bit lost meeting up with him, but eventually all the chickens were gathered together. In the evening, we went into New York by coach, to sample the best Chinese meal that Mike could arrange. The city was pretty much gridlocked, both going in and coming out.

And so the last day arrived and our cars had to be taken back to the docks, ready for their return journey. We caught the redeye plane back to England, and to normality, and live off the wonderful memories, and friends made during the trip. The cars had done us proud and created quite a stir wherever we went; a few will need some winter overhauls but nothing too serious occurred. Here's to the next time!

# **KIMBER CLASSIC TRIAL**

## **21<sup>st</sup> and 22nd APRIL**

Advance notice that this popular weekend will take place as usual next year. Regs. and entry forms will be sent out to all the usual suspects in late January, but if you are a Kimber Trial virgin, then e-mail or phone Alan Grassam, and he will make sure you are put on the list

The trial, first run in 1936, follows the usual formula. Starting at the Sherborne Hotel in Dorset at 9.30a.m on Saturday April 21<sup>st</sup>, the cars follow a scenic route of some 80 miles, with a lunch stop at the Sparkford Inn, before returning to the hotel. There will be 12 sections of a mildly challenging nature, but chosen to be non-damaging. In the evening after our informal dinner, Sir Peter Knight of the Somerset and Dorset Air Ambulance Trust will entertain us over the brandy. Special rates have been negotiated with the Sherborne Hotel, which is undergoing a considerable revamp this winter.

On the Sunday it is hoped there will be the usual driving tests and barbecue/pig roast chez Hamish McNinch and the Klausen King Barry Foster. We are not yet sure which celebrity chef will be in charge, but hope the Low Ham Maestro may be persuaded to perform his magic again. Not sure? Then contact Alan: Tel. 01935 863673 or e-mail [agsquarecrackers@ukf.net](mailto:agsquarecrackers@ukf.net)

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## **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, 17<sup>th</sup> 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, 15<sup>th</sup> 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.

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 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 that 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](mailto:Dduncombes@aol.com) or Keith Leaver at [keithrbleaver@aol.com](mailto:keithrbleaver@aol.com)

# Visit to Fawley Railway

## 12<sup>th</sup> August

The Triple-M Register has the opportunity for an organised visit to the private steam railway and museum owned by Sir William McAlpine (the former owner of "Flying Scotsman" and a transport enthusiast and benefactor).

The railway is situated at Fawley Hill, near Henley-on-Thames, Oxon. It is of standard gauge (scale: 12 inches to the foot!) and runs for a mile and a quarter over a very steeply graded track, with a maximum ruling gradient of 1 in 13.

A 1913 Hudswell Clarke saddle tank provides the traction. There is also a substantial railway-related museum there, containing a wealth of historic and significant railway exhibits, artefacts and other items of interest. The railway is not open to the public, but we have secured Sunday 12<sup>th</sup> August 2007 for our visit. This is a rare opportunity to visit Fawley and visitor numbers are necessarily limited - in our case to 40 individuals (hopefully all in Triple-M cars).

Currently only a limited number of places are still available. A preview of the railway can be seen at <http://www.michaelpead.co.uk/photography/rail/fawley.shtml>

## FUTURE EVENTS FOR 2007

<b>21/22<sup>nd</sup> April</b>	<b>Classic Kimber Trial</b>	<b>01935 863673</b>
<b>15-17<sup>th</sup> June</b>	<b>Triple-M Brooklands Weekend</b>	
<b>29<sup>th</sup> June-1<sup>st</sup> July</b>	<b>Triple-M Luxembourg rally</b>	
<b>12<sup>th</sup> August</b>	<b>Visit to Fawley Railway</b>	
<b>?? August</b>	<b>Black Horse Driving Tests</b>	<b>01372 360078</b>

# C.O.T.Y. 2006

## To 25<sup>th</sup> November

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	104
2 <sup>nd</sup>	691	NA Allingham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	103
3 <sup>rd</sup>	1931	C/s	VD 30	Barry Foster Pete Tinknell David Saxl	100
4 <sup>th</sup>	3	J2	DG 5404	Mike Hawke	85
5 <sup>th</sup>	2070	J2/s	JY 1146	John Reid Fred Boothby	81
6 <sup>th</sup>	1804	PA	MG 3848	Alexander Reid	78
7 <sup>th</sup>	3315	L1/s	TAS 513	Rod Stansfield Wayne Stansfield	76
8 <sup>th</sup>	2134	K1/s	MG 3094	Peter Fenichel John Dutton	75
=9 <sup>th</sup>	1460	J2	AGY 339	Keith Hall	70
"	1140	J2	JL 753	Mike Linward	70
11 <sup>th</sup>	341	M	PJ 7970	David Rushton	62
=12 <sup>th</sup>	920	PA/s	TG 8337	George Ward	57
"	2000	K3/s	MG 3570	Peter Green Andrew Taylor	57
"	1976	J2/s	JF 5278	Gil Collins	57
=15 <sup>th</sup>	2011	K2/s	JO 7531	John Dutton	54
"	3202	PB/s	HS 8860	Peter Plaskitt Mark Boldry	54
=17 <sup>th</sup>	949	L1	OD 6008	Andrew Morland	52
"	81	C/s	JK 1932	Bob Hudson Oliver Richardson	52
19 <sup>th</sup>	1187	PA	EO 5823	Colin Wallace	51
20 <sup>th</sup>	212	NE	JB 4750	Peter Green Fred Boothby	49
=21 <sup>st</sup>	1428	NA/s	Bellevue Spl.	Ian Baxter	48
"	1164	PA	YSV 703	Hamish McNinch Fred Boothby	48
"	397	M 12/12	SC 9559	James Peacop Alex Peacop	48
24 <sup>th</sup>	2695	J1-J2/s ss	-	Anthony Howat Garth Howat	47
25 <sup>th</sup>	2200	C/s	RX 8306	Philip Bayne-Powell	45

=26 <sup>th</sup>	538	NA	NV 4207	Oliver Sharp	42
"	2175	PB	JB 7524	David Sharp Elizabeth Taylor Pat Boghossian Andrew Taylor Derek Richards	42
28 <sup>th</sup>	2141	PA/s	RC 3349	Derek Richards	40
29 <sup>th</sup>	2193	NB	DUB 679	Terry Hartley	38
30 <sup>th</sup>	609	PB/s	ARY 614	Mike Dowley	37
31 <sup>st</sup>	108	M	OU 4824	Mark Dalby	36
32 <sup>nd</sup>		PA/s	-	Mike Painter Alan Painter	34
=33 <sup>rd</sup>	1997	NA	MG 3271	John Dutton James Brice David Dutton	33
"	3420	PA	BMH 34	Andrew Bradshaw	33
=35 <sup>th</sup>	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	32
"	1595	M	PG 1045	Frank Ashley	32
"	1659	PA	VL 5643	Terry Davies	32
38 <sup>th</sup>	2361	NA/s ss	EP 5892	Robin Butler	31
=39 <sup>th</sup>	156	K1/s	APC 950	George Ward	30
"	3017	J1 Salonette	UG 3585	Jim Collier	30
=41 <sup>st</sup>	676	PA/s	WP 5939	Roger Thomas	29
"	3148	L1/s	MG 2468	Pat Boghossian	29
"	158	PA	BJO 800	Peter Down	29
44 <sup>th</sup>	2761	K1/s	MG 2794	Paul Mullins Edward Mullins	28
45 <sup>th</sup>	605	L1/s	MG 2802	Bob Jones Charles Jones	27
=46 <sup>th</sup>	1112	M Coupé	GG 3949	Mike Allison	26
"	1521	C/s	RX 8591	Dave Cooksey	26
=48 <sup>th</sup>	348	M	VU 4037	James Mumford	24
"	724	J2	HS 7065	Rodney Lambert	24
=50 <sup>th</sup>	968	PA	BU 8079	Roger Davies	23
"	1823	PA	WO 9320	Terry Andrews	23
"	1428	J2	DG 6142	Nick Benger	23
"	664	PA/s	BLB 209	Paul Duncombe	23
"	1463	NA/s	BUU 964	David Downes	23
55 <sup>th</sup>	534	NA	HH 8103	Bill Bennett	22
56 <sup>th</sup>	1888	NA	CGJ 295	Richard Last	21
=57 <sup>th</sup>	2721	PA	BMF 540	John Saward	20
"	162	ND/s	BKL 265	Philip Bayne-Powell Colin Butchers	20
"	3399	PB	K 4512	Jørgen Sjøntoft	20



=60 <sup>th</sup>	2686	NB	MG 4844	Alan Hogg	18
"	1917	J1/s	VSV 521	Stuart Evans	18
62 <sup>nd</sup>	2284	J2	OB 5374	Andrew Henderson	17
=63 <sup>rd</sup>	1773	ND	MG 3281	Terry Andrews	16
"	1537	PA/s	LV 8989	Patrick Gardner Oliver Richardson	16
"	1270	NB Cresta	MG 4750	Bob Clare	16
"	1533	PA-PB	WV 5012	Dick Morbey	16
"	741	PA	ATO 387	Bill Cullen	16
"	1925	PA	BPG 994	Bob Clare	16
"	1550	PA	567 CRU	Peter Scott	16
70 <sup>th</sup>	2742	J2	DG 7828	Robin Hamblett	15
=71 <sup>st</sup>	1501	J2/s	HY 8219	Mark Piercy Alan Barker	13
"	465	R/s ss	-	Mark Piercy	13
"	670	PA	BFY 711	Richard Holl	13
"	148	M	OY 1548	John Haine	13
=75 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	12
"	1591	J2	YJ 892	David Stansbie	12
=77 <sup>th</sup>	3070	K3/s tc	MG 2525	Richard Last	11
"	711	PA/s 4str	MG 4641	Paul Blair	11
"	1647	NB	JB 6864	Bill Abbott	11
"	3063	F1	IA 9830	John & Lou Shorten	11
"	843	M	ST 6963	Tony Margel	11
"	932	J2	CG 5513	Martin Gratte	11
=83 <sup>rd</sup>	815	KN/s	MG 4314	Martin Warner	10
"	600	J2/s	WJ 7070	Ken Robinson	10
"	1991	KN/s Saloon	ELF 409	Peter Prosser	10
=86 <sup>th</sup>	2789	PA	VYC 529	Keith Jackson	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
"	943	PA	MG 4124	Rodney Collins	9
"	2227	KN	MG 4282	Peter Hemmings	9
"	3190	J2	JC 1421	Brian Bassett	9
"	1419	J2	AGY 540	Paul Miller	9
"	738	J2	UP 8871	Colin Henderson	9
"	391	J4/s	KY 4963	Peter Altenbach	9

=98 <sup>th</sup>	705	PA	AVP 342	Derek Moore	8
"	209	J4/s	AGP 291	Dave Cooksey	8
"	2231	J3/s	YG 4293	David Kempton	8
101 <sup>st</sup>	1486	K3/s	JB 3181	Howard Maguire	7
=102 <sup>nd</sup>	3298	PA/s	OSL 309	Stuart Procter	6
"	2501	NB/s	AAM 372	George Eagle	6
=104 <sup>th</sup>	2816	K1/s	RD 5278	Bob Pattison	5
"	2891	M	SV 8647	Peter Relph	5
=106 <sup>th</sup>	2715	KN/s	CG 8379	Edward Cottam	4
"	3225	M	PJ 795	Richard Bishop-Miller	4
"	597	PB/s	VV 4538	Peter Haynes	4
109 <sup>th</sup>	135	KN Saloon	BYK 340	Peter Prosser	3
=110 <sup>th</sup>	3009	J2	AGO 497	Peter Hemmings	2
"	3147	PB	-	Kevin Richmond	2
"	3131	PA	BNA 710	Ray Masters	2
"	1174	M	MJ 1911	Jay Hall	2
"	283	M	SVS 374	Patrick Gardner	2
"	2680	PB	AVB 442	William Opie	2
"	411	L2	JB 1649	Geoffrey Jarvis	2
"	2679	NB	BTU 604	Peter Arnell	2
"	950	L1/s	MG 2349	Ian Davison	2
"	2741	KN/s	GSK 347	Philip Walker	2
"	1004	NA	BNA 230	Martin Latimer	2
=121 <sup>st</sup>	2077	K1-KN/s ss	-	Annie Templeton	1
"	65	PA/s	DPH 228	Nigel Gibbons	1

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

7 <sup>th</sup> January	MCC Exeter Trial	Full Results
15 <sup>th</sup> January	VSCC Brooklands New Year Driving Tests	Full
22 <sup>nd</sup> January	MAC Clee Hills Trial	Partial Results
5 <sup>th</sup> February	Stroud & District MC Cotswold Clouds Trial	Partial
18 <sup>th</sup> February	Fell Side Auto Club Northern Classic Trial	Partial
18 <sup>th</sup> February	VSCC Exmoor Fringe Trial	Full
4 <sup>th</sup> March	VSCC John Harris Trial	Full
25 <sup>th</sup> March	VSCC Herefordshire Trial	Full
26 <sup>th</sup> March	MGCC SE Centre Spring Naviscat	Partial
8 <sup>th</sup> April	VSCC Silverstone Race Meeting	Full
8 <sup>th</sup> April	MGCC SE Centre Nescot Autotests	Full

9 <sup>th</sup> April	MG Day at Brooklands	Partial
15 <sup>th</sup> April	MCC Land's End Trial	Full
15 <sup>th</sup> April	750MC Easter Egg Navisat	Partial
22 <sup>nd</sup> April	MGCC SW Kimber Classic Trial	Full
23 <sup>rd</sup> April	MGCC SW Kimber Classic Driving Tests	Full
29 <sup>th</sup> April	VSCC Northern Rally	Full
30 <sup>th</sup> April	MGCC Caledonian Concours	Partial
30 <sup>th</sup> April	VSCC Curborough Sprint	Full
1 <sup>st</sup> May	MGCC Caledonian 3-Day Rally	Full
1 <sup>st</sup> May	MGCC SW Wessex Sprint	Partial
1 <sup>st</sup> May	Basingstoke CCC 'Popham Airfield' Rally	Partial
7 <sup>th</sup> May	MGCC Atlantic Coast Run	Partial
14 <sup>th</sup> May	MG Regency Run	Partial
14 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
21 <sup>st</sup> May	Triple-M Flat Cap & Whippet Weekend	Full
2 <sup>nd</sup> June	Jersey Festival of Motoring Victoria Ave. Sprint	Full
3 <sup>rd</sup> June	Jersey Fest. of Motoring Westmount Hill Climb	Full
3 <sup>rd</sup> June	VSCC Harewood Hill Climb	Full
4 <sup>th</sup> June	Jersey Fest. of Mot. Mount Bingham Hill Climb	Full
4 <sup>th</sup> June	MGCC SW Centre Charmy Down Gymkhana	Partial
24 <sup>th</sup> June	MGCC Silverstone International Race Meeting	Full
24 <sup>th</sup> June	MGCC Silverstone California Cup Driving Test	Partial
25 <sup>th</sup> June	MGCC Silverstone Gymkhana	Partial
25 <sup>th</sup> June	MGCC Silverstone Pride Of Ownership	Partial
25 <sup>th</sup> June	MGCC Silverstone Sprint	Full
25 <sup>th</sup> June	VSCC Loton Park Hill Climb	Full
23 <sup>rd</sup> July	MGCC SW Dorset Day Out Rally	Partial
5 <sup>th</sup> /6 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
6 <sup>th</sup> August	MGCC SE Weald & Downland POO	Full
6 <sup>th</sup> August	MGCC SE Weald & Downland Gymkhana	Full
6 <sup>th</sup> August	MGCC SE Weald & Downland Driving Tests	Full
26 <sup>th</sup> August	Triple-M Norfolk Weekend Pride of Ownership	Full
26 <sup>th</sup> August	Triple-M Norfolk Weekend Observation Rally	Full
9 <sup>th</sup> September	MGCC SW Wiscombe Park Hill Climb	Full
9 <sup>th</sup> September	BSN Silverstone Race Meeting	Full
17 <sup>th</sup> September	Holsworthy MC Taw & Torridge Trial	Partial
24 <sup>th</sup> September	Klausenrennen Hillclimb	Full
24 <sup>th</sup> September	Crassbox & Classic Exe Valley Trial	Partial
October	Triple-M USA Raid	Partial
7 <sup>th</sup> October	MCC Edinburgh Trial	Full
21 <sup>st</sup> October	Le Kimber Trial Weekend	Full
21 <sup>st</sup> October	VSCC Goodwood Autumn Sprint	Full
22 <sup>nd</sup> October	Minehead MC Exmoor Clouds Trial	Partial
29 <sup>th</sup> October	Launceston & NC Tamar Trial	Partial
11 <sup>th</sup> November	VSCC Lakeland Trial	Full

# SLADE TROPHY 2006

To 25<sup>th</sup> November

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	45
2 <sup>nd</sup>	PA/s	George Ward	16
3 <sup>rd</sup>	M	David Rushton	12
4 <sup>th</sup>	J2	Keith Hall	11
5 <sup>th</sup>	KN/s	Martin Warner	9
6 <sup>th</sup>	PA/s	Patrick Gardner	8
7 <sup>th</sup>	PA/s	John Wells	7
8 <sup>th</sup>	PA	Colin Wallace	6
9 <sup>th</sup>	J2	Mike Linward	5
=10 <sup>th</sup>	J2	Tin Beckh	4
"	PA	Alexander Reid	4
12 <sup>th</sup>	J2/s	Colin Bird	3
=13 <sup>th</sup>	J2/s	John Reid	2
"	PA	Derek Moore	2
15 <sup>th</sup>	J2	Nick Bengier	1

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# SPEED CHAMPIONSHIP 2006

## Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	K3/s, PB	Andrew Taylor	24
2 <sup>nd</sup>	J2/s, PA	Fred Boothby	23
3 <sup>rd</sup>	K1/s	Peter Fenichel	20
4 <sup>th</sup>	C/s	Barry Foster	18
=5 <sup>th</sup>	K2/s	John Dutton	17
"	NA	James Brice	17
7 <sup>th</sup>	L1	Andrew Morland	15
=8 <sup>th</sup>	NA	George Rozwadowski	14
"	L1/s	Charles Jones	14
=10 <sup>th</sup>	M	Alex Peacop	13
"	PB/s	Mike Dowley	13
=12 <sup>th</sup>	NA/s	Robin Butler	12
"	K1/s	Henk de Vries	12
14 <sup>th</sup>	C/s, J4/s	Dave Cooksey	11
=15 <sup>th</sup>	PB, L1/s	Pat Boghossian	10
"	NE, K3/s	Peter Green	10
"	NA, K3/s	Richard Last	10
"	C/s	Pete Tinknell	10
=19 <sup>th</sup>	L1/s	Rod Stansfield	9
"	J2/s	Ken Robinson	9
21 <sup>st</sup>	J1/s	Stuart Evans	8
=22 <sup>nd</sup>	PB/s	Peter Plaskitt	7
"	J3/s	Dave Kempton	7
"	PA	Andrew Bradshaw	7
25 <sup>th</sup>	C/s	Oliver Richardson	6
=26 <sup>th</sup>	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 Colins	5
"	K1/s	Robert Pattison	5

The Speed Championship has finished for 2006 with Andrew Taylor being declared the winner, although only contesting two events. Andrew's award was presented at the Triple-M Dinner on 4th November. The Speed Championship has been poorly contested for 2006, with the majority of events selected having no Triple-M entrants. Even Wiscombe Park Hillclimb, which a few years ago boasted 35 Triple-M entries, this year had only one - Barry Foster, who's C type unfortunately did not get past the second practice run, due to a partial seizure in the gearbox. There is no simple reason why sprints and hillclimbs have become less popular in recent years so far as Triple-M owners are concerned, but reverting to Wiscombe, one observation was very telling. Less than half the 85 competitors, which itself is very low, were MGCC members and the largest classes were filled with Westfield, Caterham and Lotus Club members, who's age profile was considerably younger than that of the MGCC members present.

On a happier note, Bill Bennett continues to drive his J2 with considerable success in trials, and achieved a Class Win on the recent MCC Edinburgh Trial in October, and with it, a second MCC 'Triple', one of only five awarded in 2006 for cars in all Classes, including the specials class. Very many congratulations to Bill and Liz for this wonderful achievement.

The COTY list is up to date for the end of November, but please check the Events Recorded list, and if any competitive event that you were involved in is not shown please inform the Comp.Sec., so that the appropriate allocations can be made before the year's end.

**Please note that our secretary, George Eagle's e-mail address has changed to [geaglel2@dsl.pipex.com](mailto:geaglel2@dsl.pipex.com) – note there is a small L before the 2, (as in L2); this got left out in the October announcement**



# YOUR LETTERS

## From David Wright

Dear Phil

What an educational publication our Triple-M Bulletin is. As a fellow metallurgist, I was never expecting to see a complicated subject like fatigue, so extensively, and understandably explained as by Paul Duncombe in the October issue. Congratulations.

I would like to reinforce the importance of avoiding notches, since over the years many a butcher and hobby machinist has had a go at something critical. I rebuilt my car in the 1970s, when there were probably more suspect parts around than there are today. As an example, it took a long time until I found new rear spring hangers with anything resembling a significant radius on them (I recall from the then existing CK Spares). Significant meaning something over about 1mm (0.04mm) radius.

One very common bodge was to get the front bearing tight on the stub axle by going round the stub with a sharp punch to cause raised craters. If anyone has seen this on their stub axles, throw it away as soon as possible, it is lethal.

One useful electrical modification I can recommend, is to replace the cutout with a hidden diode, as explained by Ewan Harris in the 1975 Yearbook. This is a dead easy modification; at the same time I fused every circuit separately, including the main feed (40Amps), put a separate earth wire to all the lamps, etc, and have never had an electrical problem to this day. Well that is not quite true, as it doesn't improve the reliability of the SU petrol pump points! I am now testing solid state ones.

On clearing out, my parents recently found some very small old photos of what looks to be a newish F-types in the 30s, owned by an uncle of mine who used to be MG mad. The

registration numbers are WV 3139 and MG 1921; I will gladly donate them to the present owners if the cars still exist (*there is no Register record of the first car, but the latter is F1444, owned by B. Kellert, - Ed.*).

Yours sincerely

## From Peter Fenischel

Dear Phil,

It was a great pleasure for me to attend the recent Triple-M annual dinner, and to accept the Car of the Year Award from the Register.

MG 3094 performed extremely well in 2005 (vs. 2006 - but more on that later), and I would like to thank all my friends and fellow MG enthusiasts for their support, in what turned out to be a great year of fun, and some success, in races, hillclimbs and sprints.

I would like to particularly say "thank you" to Bob and Charles Jones at Baynton Jones, for keeping my K1/s on the track in very fine form, and for putting up with all those last minute (and sometimes late on a Sunday) telephone calls with requests for advice and support; also in making sure that needed repairs were completed in time for the next event; to John Dutton who expertly shared the race seat in two-driver events, and to Duncan Wiltshire, at Motor Racing Legends, for organising such well run and exciting events through the year, both in the UK and in Europe.

I would also like to thank Peter Blenk, who shares my workshop in London, for always being willing to help in sorting MG problems, and taking on projects beyond my expertise; to all my friends in both the VSCC and MGCC for the comradeship, and friendly competition, that makes historic racing so much fun, and in particular to Paul Mullins and Peter Green, who pushed hard and effectively during 2005 and 2006 to bring Triple-M cars back out on the track; and, to all my Triple-M team mates in the VSCC's

SeeRed team relay race (2005's "MG K's" and both the 2006 teams "Octagon Racers A & B") who really helped to bring our pre-war MG cars back into the forefront of Club competition.

Of course, a big thank you to my family, who do put up with many weekends with me "away racing", and to my wife Celeste for putting up with all that, and the too often torrential rain at venues like Mallory Park!

MG 3094 ran very well at Le Mans in June this year, in the Legend support race for the Le Mans 24 Hours, albeit with a bit of driver failure thrown in, particularly in trying (unsuccessfully) to negotiate the Dunlop Curve at speed, and keeping ahead of a well driven Type 50 Bugatti.

Although I've not been able to repeat the performance levels of 2005 this year, I can certainly say that the much needed engine rebuild, which was started in August, following another big end failure at Silverstone, will hopefully put MG3094 back on the front of the grids for 2007!

Yours sincerely

## **From Peter Ross**

Dear Phil & Rosemary,

Thank you for your very nice note. It was a great pleasure seeing you here again, and with Rosemary this time. We welcomed the opportunity to be part of the organisation of this trip, and to give back something to a movement which has been such a big a part of our lives. Even though we don't see you very often, we count you as great friends, and it was a pleasure to be able to help. It was a pity that a few mechanical maladies spoiled the anticipated enjoyment, but I think we all accept those risks, because the rewards are so great when all does go well.

I wrote to Mike Hawke and Bob Clare about the J2 we met at Concord, and have received a huge history of that chassis number from Mike. It was Archie Langley's car and then Jack Bastock's,

before coming here in Sept 1934, whence it was raced pre-war by Tom Dewart. Dewart was the original importer, and racer of the special ARCA TA that was at Chris Nowlan's. However, it went through a restoration (by Dave Raymond?) when "certain parts of another J2 were used". I think I am tasked with peeping under the front apron to see what chassis number it has now. If it is the same as the guarantee plate says, then it is the Langley/Bastock pre Cream Cracker MG Car Company team car, and can rightly carry "WP 2915". The guarantee plate with the "BJ102" engine number was probably fitted in 1934, when Bastock bought a new engine, and the car was exported. Having the current engine number on the plate would have made the import paperwork easier, as you folk witnessed when leaving the docks this time!

With best regards,

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## **From Paul Duncombe**

### **Philip**

In the Fatigue article published last month I referred to the beta allotrope of aluminium having an hexagonal close packed crystal structure, whereas I meant to refer to the alpha allotrope (the usual form) which is face centred cubic. Some one might pick up on this (the beta form is very rare!) so I would like to have published a note along the above lines please.

Regards

## **From Mike Linward**

### **Philip,**

While staying with John and Vinny Bevington for this year's Le Kimber event, we were rummaging through some of John's old motoring files and came across the results of the Cheddar Register Meeting, driving tests and concours, dated 11th October 1981. There were several things that struck me about the information presented. The first was how late in the year the event took place, the second was that there were 50 entrants: 4 18/80s and 46 Triple-M cars. While I expect most of the cars still exist, the majority still with the same owners, unfortunately some of the drivers have time expired.

My question is, if we had a similar event organised at that time of the year in 2007, would it get the same response? In theory there should be an even bigger entry as the Register has greatly expanded since 1981 and with most cars now benefiting from better quality restoration work. My guess is that we would be lucky to get 20 cars, with excuses such as "I don't do driving tests" or "it's far to late in the year", but we did it then so why not now. I'm not sure if the 1981 Cheddar event was linked to the Saturday Night Dinner at The George at Wedmore, which was always a

great social event, with the whole pub heaving with eaters and drinkers (over 120 sat down to dinner on one occasion, I seem to remember).

The only event in 2006 that came close to the October 1981 Cheddar event in terms of opportunity, was the Sunday driving tests, and Barbeque at Butleigh following on from the April Kimber Trial on Saturday and the Saturday evening dinner. However even on that occasion, there were only a handful of drivers taking advantage of a perfect environment for a bit of fun driving. Could we hope that the driving tests for the 2007 Kimber would have 50 entrants, assuming of course that Barry and Hamish would have us? You don't have to do the trial on Saturday, but it would be good to see you at the Saturday night dinner, assuming the venue was big enough; but do come along and try your hand at some driving tests. I can assure you there will be some 1981 competitors present, ready and willing to show you how.

Regards,



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## CARS FOR SALE



This is Ken King's car and is in very good condition. For full details please contact George Eagle, tel; 01280 860428 or e-mail; [geaglemgl2@dsl.pipex.com](mailto:geaglemgl2@dsl.pipex.com)

**Joe Joslin, 180 Locust Street, Danvers Massachusetts, Maine 01923, USA, Tel. 978 774 8998 e-mail**

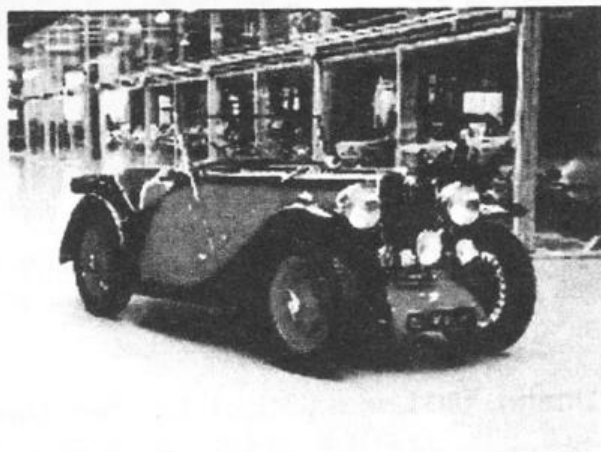
[jj@joslinadv.com](mailto:jj@joslinadv.com) has a 1935 NA 4-seater for sale, UK registration TJ 9036, fully restored and on the road, finished in black with blue wheels and interior, as originally supplied to the Lancashire Police. Extensive records and history available.

**Hall & Bradfield, 8 Reece Mews, Kensington, London SW7 3HE, e-mail [cars@hallandbradfield.co.uk](mailto:cars@hallandbradfield.co.uk) Tel. 020 7589 8787** have for sale C-type 0261, registration MG1100,

finished in pale blue, and blown. This car has been around in the past, but is a good opportunity to get hold of one of these lovely cars.

We have just found out that the fourth NA Allingham (NA 0701) is up for sale in Germany, with a dealer, **E.Thiesen Berlin, Im Meilenwerk, Wiebestrasse 29-38, 10553 Berlin, website:-[www.thiesen-berlin.de](http://www.thiesen-berlin.de) and e-mail [larkamp@thiesen-berlin.de](mailto:larkamp@thiesen-berlin.de)**

This car is the ex-Barry Linger car, and is now fully restored with a pre-selector gearbox, and side mounted supercharger, finished in red and black, with red interior. The timber body was made by Keith Portsmore. The price quoted is £74,460!!



## CARS WANTED

**James Miers, 65 Ottway Lane, Ashted, Surrey KT21 2PS**  
Tel. 01372 272788 or 0777 942 3847 (mob) is looking for something interesting to restore.

**Paul Jarrold (51 North Road, Wells, Somerset, BA5 2TL)** is looking for a new restoration project

## TIPS & HINTS

**Keith Ardley, Bedford House, 14 Bridge Road, Mepal, Ely Cambs, CB6 2 AR Tel. 01353 778493** provides a re-silvering service for headlamp reflectors. Price £3 per inch across the diameter.

**The Electrical Parts Company Ltd, Windy Nook, Uppertown Farm, Berrington, Tenbury Wells, Worcs, WR15 8TH, Tel. 01584 811118 (stores), 01584 811575 (office)** are suppliers of obsolete lucas auto electrical spares, and could be worth contacting for those difficult to obtain items.

**Andrew Brock Classic and Vintage Auto Bulbs, web site [www.classicandvintagebulbs.com](http://www.classicandvintagebulbs.com) Tel. 0208 299 0299 (London)**, can supply quartz Halogen bulbs which are a direct replacement for the standard bayonet fitting bulbs used on our cars, giving up to 100% increase in brightness. Available in 6 and 12 volt guises.

**Johnsons Engineers Ltd, 28 Carr Lane, York, YO26 5HU Tel. 01904 780000 [e-mailian@johnsonsenigneers.com](mailto:e-mailian@johnsonsenigneers.com)** offer a complete white metalling service. They can also carry out general engineering work such as block boring, head and block refacing, new valves guides, hardened valve seat inserts, crank grinding and balancing amongst others.

## SPARES FOR SALE

James Miers, 65 Ottway Lane, Ashtead, Surrey KT21 2PS Tel. 01372 272788 or 0777 942 3847 (mob) has J type dynamo/engine bevel gears, oil pump gear, handbrake ratchet support bracket, chassis shock absorber support bracket. Offers please.

## The Triple-M Register Awards – Past Winners

### Racing Trophy Winners

Year		Car	Chassis Number	Register Number
	<u>Not Awarded before 1972</u>			
1972	J. C. Adams	PA/s	PA 0314	329
1973	G. V. Coles	J4/s	J 4006	391
1974	Not Awarded			
1975	Not Awarded			
1976	Not Awarded			
1977	Not Awarded			
1978	T. T. Hunt	PA/s	PA 1874	787
1979	A. D. Dolton	PA	PA 1707	1849
1980	A. G. Smith	PB	PB 0682	571
1981	B. T. Foster	C/s	C 0280	1931
1982	B. T. Foster	C/s	C 0280	1931
1983	L. H. Bull	J2	J 3357	1048

The Racing Trophy was then superseded by a Speed Championship that included Sprints and Hill Climbs as well as Races:

## Speed Championship Winners

Year	Driver	Car	Chassis Number	Register Number
1984	Patrick Gardner	J2/s	J 2988	6
1985	Len Bull	J2	J 3357	1048
1986	Alan Grassam	PB	PB 0702	1504
1987	Len Bull	J2	J 3357	1048
1988	Peter Green	K3/s	K 3011	2000
1989	Barry Foster	C/s	C 0280	1931
1990	Mike Dowley	PB/s	PB 0462	609
1991	Elizabeth Green	PA	PA 2049	2328
1992	Peter Green	K3/s	K 3011	2000
1993	Peter Green	K3/s	K 3011	2000
1994	Len Bull	J1/s ss	J 0376	2695
1995	Mike Allison	NB/s	NA 0995	2028
1996	Andrew Taylor	PB	PB 0533	2175
1997	Andrew Taylor	PB	PB 0533	2175
1998	Andrew Taylor	PB	PB 0533	2175
1999	Peter Green	K3/s	K 3011	2000
2000	Andrew Taylor	K3/s	K 3011	2000
2001	Colin Lambert	12/12 R	2M 2262	2769
2002	Peter Green	PB	PB 0533	2175
2003	Peter Green	K3/s	K 3011	2000
2004	Peter Green	K3/s	K 3011	2000
2005	Andrew Morland	L1	L 0399	949
2006	Andrew Taylor	PB	PB 0533	2175

**We are still looking for a new librarian to replace Charlie and Jackie Hayter who wish to stand down at the next AGM; the work is light, and takings are about £100 a month; manning of the Silverstone stand is NOT part of the librarian's role, as this will now be covered by a rosta system**

# Mary Harris Trophy Handicap Winner Silverstone Race

Year	Driver	Car	Chassis Number	Register Number
1963	Mike Hawke *	J2	J 2396	3
1964	Bruce Beer	J3/s	J 3751	88
1965	Stewart Milton	M	2M 1870	295
1966	Peter Bentley	PA/s	PA 0579	129
1967	John Goodacre	PA/s ss	PA 0833	328
1968	Mike Hawke	J2	J 2396	3
1969	Peter Crannage	NA(ND)	NA 0253	365
1970	Malcolm Beer	K3/s	K 3018	940
1971	Nigel Musselwhite	PB	PB 0690	191
1972	John Adams	PA/s	PA 0314	329
1973	Doug Harris	M-PB/s	2M 2763	999
1974	Andrew J.T. Smith	K3/s ss	K 3015	48
1975	Andy McLennan	J2-P/s	J 3295	2103
1976	Don Smith	J2/s	J 2157	1531
1977	Clive Sherriff	M	2M 1879	1077
1978	Tim Hunt	PA/s	PA 1874	787
1979	Tony Dolton	J2-P/s	J 2431	318
1980	Stephen Dear	F1	F 1222	1457
1981	Mike Hawke	J2	J 2396	3
1982	Patrick Gardner	J2	J ????	1827
1983	Andrew J.T. Smith	K3/s ss	K 3015	48
1984	Partick Gardner	J2/s	J 2988	6
1985	Tony Dolton	NA/s	NA 0818	2082
1986	Alan Grassam	PB	PB 0702	1504
1987	Ian Davidson	J2/s	J 3688	1277
1988	Mike Dowley	PB/s	PB 0462	609
1989	Gerhard Maier	K3/s	K 3013	66
1990	Peter Moores	J2	J 3046	971
1991	Elizabeth Green	PA	PA 2049	2328
1992	Anne Templeton	K1/s ss	K 0326	2077
1993	Nigel Musselwhite	D-PA	D 0460	2081
1994	Bob Jones	L1/s	L 0482	605
1995	David Downes	J2/s	J 3489	761
1996	Andrew Taylor	NE	NA 0522	212
1997	Mike Allison	NB/s	NA 0995	2028



1998	Brian Sayers	K/s**		
1999	Andrew Bradshaw	PA/s	PA 0553	2171
2000	John Adams	J4/s	J 4003	209
2001	Carol Cooper	J2-PA/s	J 4275	27
2002	Ian Davidson	J2/s	J 3688	1277
2003	John Dutton	K2/s	K 2011	2011
2004	Tim Metcalfe	NB/s	NA 0995	2028
2005	Peter Green	NE	NA 0522	212
2006	George Rozwadowski	NA	NA 0778	1888

\* The trophy presentation did not start until 1964

\*\* The car has subsequently been withdrawn from the Register

## Kimber Trophy Winners

### First Triple-M car in the Silverstone Race

Barry Foster won the original Kimber Trophy, presented by Jean Kimber-Cooke for the Kimber Centenary Trophy Race 1988. He kindly donated a replica to be presented to the first Triple-M driver in the Kimber Trophy Race in subsequent years.

Year	Driver	Car	Chassis Number	Register Number
1988	Barry Foster*	C/s	C 0280	1931
1989	Barry Foster	C/s	C 0280	1931
1990	Barry Foster	C/s	C 0280	1931
1991	Len Bull	J1/s ss	J 0376	2695
1992	Philip Walker	KN/s	KN 0296	2741
1993	Mike Dowley	PB/s	PB 0462	609
1994	Philip Walker	KN/s	KN 0296	2741
1995	Philip Walker	KN/s	KN 0296	2741
1996	Karl-Heinz Kuhn	K1/s	K 0414	3215
1997	Mike Dowley	PB/s	PB 0462	609
1998	Anne Templeton	K1/s ss	K 0326	2077
1999	Philip Walker	KN/s	KN 0296	2741
2000	George Rozwadowski	L1/s ss	L 0364	3145
2001	Richard Last	K3/s tc ss	K 3009	3070
2002	Richard Last	K3/s tc ss	K 3009	3070
2003	George Rozwadowski	L1/s ss	L 0364	3145

2004	Richard Last	K3/s tc ss	K 3009	3070
2005	Richard Last	K3/s tc ss	K 3009	3070
2006	Richard Last	K3/s tc ss	K 3009	3070

## Don Moore Trophy – Driver of the Fastest un-blown 4 Cylinder Car in the Silverstone Race

Year	Driver	Car	Chassis Number	Register Number
1998	James Wells	J2	J 3357	1048
1999	Hamish McNinch	PA	PA 2250	1164
2000	Fred Boothby	PA	PA 2250	1164
2001	Len Bull	J2	J 3357	1048
2002	Hamish McNinch	PA	PA 2250	1164
2003	Andrew Taylor	PB	PB 0533	2175
2004	Andrew Taylor	PB	PB 0533	2175
2005	Andrew Taylor	PB	PB 0533	2175
2006	Fred Boothby	PA	PA 2250	1164

## Car Of The Year Winners

\*The car has subsequently been withdrawn from the Register

Year	Car	Register Number	Chassis Number	Owner
1964	J4	132	J 4004*	Geoff Coles
1965	J4	132	J 4004*	Geoff Coles
1966	PB	2	PB 0556	Stephen Dear
1967	PB	2	PB 0556	Stephen Dear
1968	F3	644	F 1376	Elwin Sapcote
1969	PB	43	PB 0725	Charles Shepstone
1970	J2	437	J 3564	Alan Simpson
1971	J2	437	J 3564	Alan Simpson
1972	J2	3	J 2396	Mike Hawke
1973	PB	571	PB 0682	Andrew Smith
1974	PB	571	PB 0682	Andrew Smith
1975	PB	571	PB 0682	Andrew Smith

1976	J2	1079	J 3574	Richard Beresford
1977	L1	72	L 0432	David Taylor
1978	PA	787	PA 1874	Tim Hunt
1979	J2	3	J 2396	Mike Hawke
1980	J2	3	J 2396	Mike Hawke
1981	C	1931	C 0280	Barry Foster
1982	PA	676	PA 0329	Roger Thomas
1983	J2	3	J 2396	Mike Hawke
1984	J2	3	J 2396	Mike Hawke
1985	J2	1048	J 3357	Len Bull
1986	J2	3	J 2396	Mike Hawke
1987	PA	676	PA 0329	Roger Thomas
1988	J2	27	J 4275	George & Carol Cooper
1989	C	1931	C 0280	Barry Foster
1990	PA	676	PA 0329	Roger Thomas
1991	J2	1140	J 3288	Mike Linward
1992	K3	2000	K 3011	Peter Green
1993	K3	2000	K 3011	Peter Green
1994	J2	1048	J 3357	Len Bull
1995	J2	3	J 2396	Mike Hawke
1996	NE	212	NA 0522	Peter Green
1997	PB	2175	PB 0533	Peter Green
1998	K3	2000	K 3011	Peter Green
1999	PB	2175	PB 0533	Peter Green
2000	K3	2000	K 3011	Peter Green
2001	NE	212	NA 0522	Peter Green
2002	PB	2175	PB 0533	Peter Green
2003	PB	2175	PB 0533	Elizabeth Taylor
2004	J2	909	J 3248	Bill Bennett
2005	K1	2134	K 0417	Peter Fenichel

**We are sorry to hear that Ken King died on the 12<sup>th</sup> November after a long struggle with heart problems. Ken was well known to many through his pride and joy, the two-tone green PA, which he totally rebuilt. Outside MGs, he was a great charity worker, for which he was awarded the MBE; he was also a Trustee of Bletchley Park. We send our condolences to his family**

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**PRESIDENT – MIKE ALLISON**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel.01635 40724. E-mail:MMMGservice@aol.com)

**CHAIRMAN –Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: p.green@mgk3.co.uk)

**SECRETARY – George Eagle**, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: geaglemgl2@dsl.pipex.com)

**TREASURER – Keith Hall**, 4 Daines Close, Southend on Sea, Essex. SS1 3PG. Tel. 01702 582364 E-mail: thorpebayhalls@aol.com)

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London. E4 6BZ. (Tel. 0208 529 3241 E-mail: mikelinward@yahoo.co.uk).

**SAFETY FAST EDITOR – Bob Hudson**, 228 Shinfield Road, Reading, Berks, RG2 7DU. (Tel. 0118 986 9074 E-mail: [bobhudson@ntlworld.com](mailto:bobhudson@ntlworld.com))

**YEARBOOK Co-EDITOR - John Reid**, Fardenway, Orwell, Royston, Herts, SG8 5QH. (Tel. 01223 207387 E-mail: [john.b.reid@talk21.com](mailto:john.b.reid@talk21.com))

**YEARBOOK Co-EDITOR – Roger Thomas**, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey. GU3 2HU. (Tel 01252 316028 E-mail: [MMMfixit@hotmail.com](mailto:MMMfixit@hotmail.com))

**YEARBOOK ADVERTS – Elizabeth Taylor**, 52 Littlebrook Avenue, Burnham, Bucks, SL2 2NN. (Tel. 01628 665055 E-mail: [e.taylor@littlebrook1991.fsnet.co.uk](mailto:e.taylor@littlebrook1991.fsnet.co.uk))

**REGISTRAR – Bob Clare**, 39 Hillside Avenue, Worthing, W.Sussex, BN14 9QS. (Tel. 01903 203698 E-mail: 100570.2213@compuserve.com)

**HISTORIAN – Barry Foster**, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169 )

**BULLETIN EDITOR – Phil Bayne-Powell**, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: philippb@mgcottage.freemove.co.uk )

**LIBRARIANS - Jackie and Charlie Hayter**, 49 Breach Avenue, Southbourne, Emsworth, Hampshire, PO10, 8NB (Tel. 01243 371440 e-mail: [charles.hayter@bopenworld.com](mailto:charles.hayter@bopenworld.com))

**TECHNICAL ADVISER – Bob Jones**, Westerleigh, Bishopstone, Salisbury, Wilts, SP5 4BW (Tel. 01747 858915 9am-6pm Mon-Fri. E-mail: [bayjobob@aol.com](mailto:bayjobob@aol.com))



*The Raiders check out Peter Ross' PA 0251 - the first production PA*

Photo: the Editor



*Derek Smith's M.G. in 1966: a running TC overlooks the work progressing on PA and L2*

Photo: D. Smith





*Chris Nowlan's blown L2 on the end of the line-up  
at the T-party at Chris' home in Amhurst, NH*

Photo: Editor