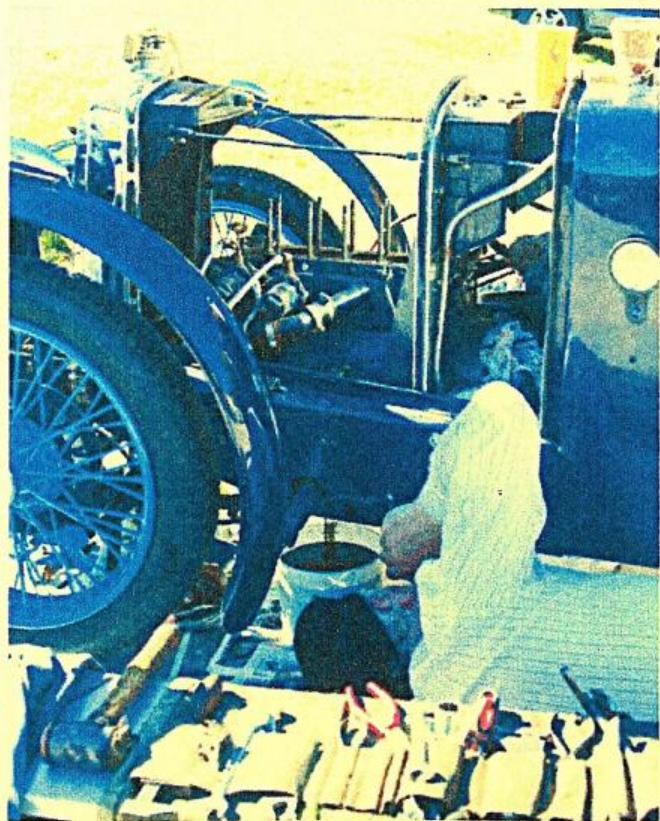


TRIPLE-M REGISTER BULLETIN



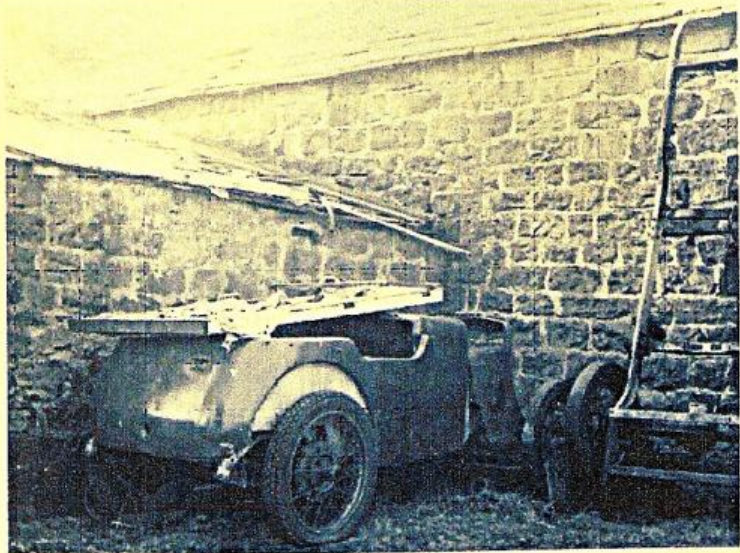
FEBRUARY 2007





*C.A.NMay's 1st PA (BPH418) as recently refurbished by Roel Harryvan
in Groningham, Holland*

Photo: R.Harryvan



*The editorial Jarvis M-type as found by its previous owner,
Nigel Mills, in the 1960s*

TRIPLE-M REGISTER BULLETIN

February 2007

EDITORIAL – Phil Bayne-Powell

I trust you all had a good Christmas, with all those lovely Triple-M bits you needed filling your stockings! Also hopefully you managed to get into the garage to do some of the jobs needed for the new season.

We now look forward to an exciting 2007, with many events lined up for you, including the Brooklands centenary weekend in June, as well as the Pre-War Luxembourg rally at the beginning of July (which is now full). There is also the Dieppe centenary rally on the 1st weekend of September, celebrating the first French Grand Prix there.

There was a good Triple-M turnout for the VSCC Brooklands Driving Tests where two M-types gained 2nd Class awards and a J2 got a 3rd Class; see below for a full report.

This year is the 75th anniversary of the J-type, and so we shall be arranging a display at MG Silverstone, which will consist of a J1, J2, J3, J4, a salonette, and hopefully a REAL bodied car. This was one of the few specialist bodies built on the J-type chassis, and is a very attractive looking car, currently being restored.

The Register's AGM is taking place on 11th March at the Club's head office in Abingdon, and will start at 2.30pm. All members are invited to attend, but if you wish to raise any items, please let George Eagle know beforehand, so that they can be programmed into the tight schedule.

I am pleased to report that the fourth Allingham (NA 0701), advertised in the last Bulletin, has been acquired by Alan Hogg. He now almost has a full set of N-types, with the ND, and 2 and 4-seater models. He should now be looking out for one of the rare Airline Coupes to complete the set of models sold by the MG Car Company!!

On the European front we hear that Arjen van Gelderen, has sold his very nice blown F-type, that was featured in the Bulletin about six years ago, in order to buy Mike Coles' K3 replica. The F-type has gone to Arjen's brother.

Cover Photo:- New England Raid – draining the oil from Bob Hudson's C-type, following ring failure

Things have been moving along in the Editorial garage, with the N-type saloon now fully rewired, and only ten jobs left to do. One of these is a new registration, as the DVLA would not allow us to use the Southern Irish (Eire) registration of ZA 5865, as it is deemed a "foreign" registration, and an inspection of the car had to be done. These Z numbers were obviously issued before the First World War and before the secession of the South from the United Kingdom. The Northern Ireland registrations started with I, and our Jarvis F-type has a registration, IU 2474, from there, which we are hoping to keep, although the log book has been lost.

The F-type engine is now fitted and fully connected up, and the painted wings are now back and being fitted. Once these are on and the side and headlights back on, we can get the wiring done, and another car will be ready for the road. Both of these cars will have their first outing at the Brooklands MG Day on 1st April.

One thing the committee and the editor are keen to do is to get the Bulletin available in an electronic format available for downloading from the Register website. It has lately been prepared totally electronically on half an A4 page, after which the master copy is printed; it is then physically put together by sticking the matching page to the second half of the A4 sheet, before going to the printers as a single sided A4 sheet. We are looking into ways of formatting it so that it is available as an A4 down-loadable sheet for direct printing off in the future.

It has also been suggested that we adopt the T-type's method of receiving the Bulletin, which is to ask for an annual subscription instead of the stamped addressed envelopes. Your response to this idea would be of interest to the committee.

Ian "Cream Cracker" Williamson is organising the 4th International Historic Motorsport Show at Stoneleigh on 23-25th March. Register members can obtain a £3 discount on the entry price when they quote the special code CC508, which ensures that the Register also gets a donation. The ticket hotline is 08701 262 121. Ian tells us that Michelle Mouton the first lady rally driver to beat the men will be there. A leaflet is enclose with this Bulletin for more information, for further details go to their website www.historicmotorsportshow.com

Triple-M cars at the Klaussenrennen Hillclimb

By Andrew Morland

The 21,5 kilometre mountain hill climb up the Klausen pass in Switzerland has a rise of 1286 metres, with 136 corners, and is in the most beautiful location. It has not been spoilt or developed, and must have looked similar in 1934, when the last original event was held. In the early years the road was graded hard-packed gravel, good in the dry, but terrible in the wet. Now resurfaced in tarmac and cobbles, the surface is improved, but the fast straights remain difficult, with ridges and dips that cannot be seen.

For the Memorial events, the organisers felt that it was getting too dangerous, and the fastest middle section, "Urnerbiden", had a speed restriction for about a kilometre. This turned the climb into two speed sections, which are added together at the finish. It is difficult to compare today's speeds with those of 1934, when Rudolph Caracciola got the outright record with a time of 15min 22.2secs, in a Grand Prix W25 Mercedes.

The 2006 Klausen was well attended, and blessed with hot sunny weather. There were 16 Triple-M cars and one Wolseley Hornet Special. The race class up to 1500cc had four supercharged L-types driven by Hans-Martin Schneeberger, Ronnie Leutwyler, Bob Jones and Rolf Wyss, with Jurg Toffol's NMA/K special and Barry Foster's C-type. The opposition came from Aston Martin, Squire, and some fast Rileys, including the famous White Riley. The results were calculated from the combined times for the two runs. Barry Foster's C-type won the class with a very hot motor, and oil and water temperature gauges off the dials, to beat Bob Jones in the L-type by 0,68 of a second. Bob Had the satisfaction of making the fastest ascent in the class with a time of 15mins 12.59secs.

Racing Class - MGs in the top 10

1 st	Barry Foster	Monlhery C-type	30mins 31.69 secs
2 nd	Bob Jones	L-type special	30mins 32.37 secs
5 th	H-Martin Scheeberger	L-type	34mins 56.20secs
9 th	Jurg Tottol	NA/K special	40mins 37.59secs

In the "Target Time" class, for amateurs and posers, there was a good turnout of Triple-M cars, 9 in all. All the Triple-Ms aimed for their own fastest time, except Ronald Zieltjes who won the target time, and got a prize of a very nice Swiss watch.

Everyone went well, except Hamish McNinch, who unfortunately "ate" his diff in the P-type. It happened just two corners before the finish in the first practice. Despite hours of effort spent in trying to fit a spare diff into a smaller housing, and finding that there were no filler plugs to put the oil in, time ran out for him.

Target Time Class

Henk de Vries	K3 Replica	16mins 25s
Peter Altenbach	J4	16mins 56s
David Downes	NA	18mins 42s
Marco Schoop	L2 s/c	18mins 59s
Andrew Morland	L1	19mins 07s
Arjen van Gelderen	F2 s/c	20mins 38s
Ronald Zieltjes	Q-type replica	20mins 38s
Richard Feyrer	J4	22mins 08s
Sam Barrow	F2	22mins 38s
Peter Larcher	M-type	36mins 08s



**Van Gelderen (F) and David Downes (NA)
at the top of the Klausen Pass**

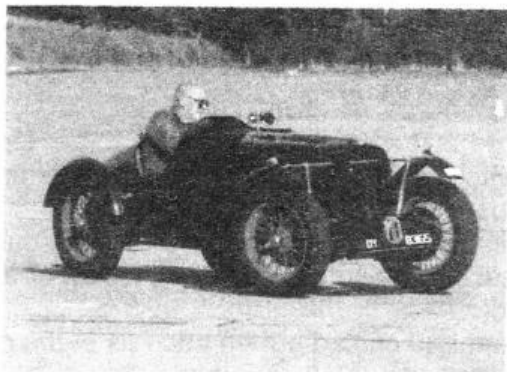
Lincolnshire Centre activities in 2006

From Mike Hewson

Just to let you know that we have made a start in encouraging Triple-M cars to get out to our events in 2006. At our s2nd Revival Autotest in May yours truly (J2) was joined by Rob Gill in class and managed to beat a number of the local hotshots in MGBs to win the class and come 8th overall. At the Gold Cup Autotests in September, Lee Clarke in his very pretty PA special took class honours, and 4th overall, whilst your truly was 2nd in class and 5th overall, beating all the modern TFs, a highly tuned BV8 Roadster, and a tuned Mini 1100, that won the overall Centre Saloon Car championship.

It does show what can be done with 70 year old MGs; they were long open tests where power and its application were important – shades of the old days of the California Cup. Lee Clarke also brought his car to the Gold Cup Summer Concours at the Petwood Hotel, and won the pre-1955 class, whilst I took 2nd with the J in the new 5-round Landlords Choice Pride of Ownership Competition.

Dave Kempton has been out sprinting his J3, and the provisional results for the VSCC Eastern Rally gave him a class win, which we all congratulated him at Cadwell Park the next day; alas there was an error and he ended up with a 3rd in class.



**Lee Clarke (PA Special) on his way to a class win
at the Gold Cup Autotests**

December Committee Meeting

Mike Hawke is proposing to publish a book on the J2, and it was agreed that we would buy 100 for the register librarian to sell.

The J3 booklet by Ed Taylor was sold out from the Register's stand by the end of Friday at Silverstone, so 40 further copies have been ordered.

Paul Duncombe has volunteered to take over the treasurers job after the AGM, where he will be formally elected, Keith Hall will be finish off the accounts for 2006.

The Registrar reported co-operation with the Vintage Morris Minor Register, as engines get swapped between Morris and MGs.

The Comps secretary reported that entries were down in the Speed Championship and that new blood was needed. The use of the Betty Haigh Trophy was discussed; this cup was won by Betty in the 1938 St. Raphael Rally. It was agreed that it would be used as a race trophy to cover all races in the year, including other club's events and also overseas events like the Klausen hill climb.

The current librarians are wishing to stand down at the AGM and so a new volunteer is urgently needed. The MG Silverstone weekend takes a lot of time manning the stand for the three days, so it was decided that this should be manned by a rota of volunteers, including wives.

The Safety Fast editor reported that our section has recently been reduced from 700 words to 500 words.

The Triple-M Bulletin costs have been reduced by £80 a time due to a new cheaper source of inkjet cartridges. The current cost of the Bulletin is about £200 a time. The intention to get the Bulletin available electronically onto the website is hampered by the need to get A5 script onto an A4 format.

The 2007 calendar was discussed, and is set out later, with the big Brooklands weekend being sorted, with display of ex-Brooklands cars still not finalised.

Mike Linward had carried out an analysis of the owners of our cars, and found that there are 2040 cars in the UK, whilst 1408 are overseas (a very high proportion); of the latter there are 375 cars in the States, 215 in Australia, 123 in Holland, 118 in Germany, 36 in Belgium and 23 in Luxembourg.

VSCC Brooklands Driving Tests

14th January

There was a good turnout this year of Triple-M cars for this annual physical and mental exercise. Now that the Mercedes World complex on the west side of the river Wey, the Railway Straight has been open up for use, although the gap where the Hennebique Bridge used to span the river has yet to be bridged.

In the Standard Sports Car class David Rushton in the family M-type was up against the J2s of Nick Bengier and Patrick Gardner, with Rosemary B-P in her Allingham NA, now put to rights after the New England Raid! In the Modified Sports Car Class, the editorial ND was competing with the M-types of Tim Hunt (driving Patrick Gardner's ex-Buddy Shapiro car), James Mumford, and John Bevington, who had come over specially from Normandy (France) to take part. Tim Beckh was driving the Gardner PA.

As usual there were six tests in the morning and another six tests after lunch with cars split into odd and even groups to start at different tests to spread the load. Test 1 (and 7) use the test hill with the manoeuvring taking place after the crest of the hill – the very keen guys walk up to the top to check the course, whilst the rest work it out on arrival, which doesn't always produce a correct route!!

We had a bright and sunny day for the event, and not too cold, but the previous few days had been very rainy, so the track was still quite wet, and on Test 2, a reverse up the banking into a "garage" proved to be very slippery, with several people failing to get into the "garage". However Nick Bengier showed everyone how to do it, getting the fastest time in his class. Tim Beckh however collected a pair of cones, whilst the ND kept jumping out of reverse. The third test is always a fast one on the sloping old Finishing Straight, which all our cars got right.

The 4th test was on the last bit of the banking before the river gap; previously two tests had been crammed into the same area, so the new test was more open and easier.

The 5th and 6th tests were on the old Railway Straight, which meant we had to cross over the river into Mercedes World territory. Test 6 had a nasty step in the concrete which early on caught out a sliding Austin 7, turning it over onto its side; the driver was hurt and was taken to hospital

for a check up, but was later seen back at Brooklands. Because of this incident, Test 6 was cancelled in the morning, and Test 12 in the afternoon was also cancelled.

The mild and pleasant day attracted a fine array of pre-war machinery, and it was nice to chat to many MG people in the lunch break.

After lunch, we tackled the second bunch of tests; Tim Beckh got a wrong route on Test 7 on the Test Hill, perhaps because he hadn't walked up to check the route. This dropped him down the list. Patrick Gardner also got a wrong test, whilst Nick Benger hit a cone. A wrong course gives you maximum penalty points, so needs to be avoided at all costs, even if it means taking out a cone instead!

Test 8 on the Members Banking was again very difficult with the garage half way up the slope; this time it had to be entered from above, which meant going high up on the banking at slow speed with the cars leaning over quite steeply. Not easy at all! Nick Benger again showed the way to do it, producing the best time in his class. However he spoilt his fine overall performance by getting the Test 11 wrong. Despite this and not parking correctly in two garages, he still came 4th in the class, and gained a 3rd Class award.

Patrick Gardner was 5th in the class, and would have got an award if he hadn't gone the wrong way on two of the tests. Rosemary came in 6th, but the best Triple-M car was David Rushton, who produced the fastest time in three tests, but ruined his chances of a 1st Class award by getting the very last test wrong. Even so, he went home with a 2nd Class award.

The modified Sports Car class had 38 entries, and the best triple-M car was John Bevington's M-type; he got all the tests right to finish 4th in the class and bagged a 2nd Class award – so he hasn't lost his touch! Tim Beckh came 13th just in front of the ND, which pipped James Mumford by 1 point, due to his getting two test routes wrong, which is unusual for him. Tim Hunt came 22nd due to wrong tests and missing out three of them.

It was a great start to the season, and shows that the Midget is the car to enter, although our two Magnettes were not far behind. Next year I'll enter the C-type to see if I can do better.

RESULTS

Class 3 - Standard Sports Cars

2 nd	David Rushton	M-type	625pts	2nd Class
3 rd	Nick Benger	J2	628pts	3rd Class
4 th	Patrick Gardner	J2	666pts	
6 th	Rosemary Bayne-Powell	NA	745pts	

Class 4 - Modified Sports Cars

4 th	John Bevington	M-type	568pts	2 nd Class
13 th	Tim Beckh	PA	689pts	
14 th	Philip Bayne-Powell	ND	698pts	
15 th	James Mumford	M-type	699pts	
22 nd	Tim Hunt	M-type	799pts	

KIMBER CLASSIC TRIAL

This popular weekend will take place as usual on 21st April. Regs and entry forms will be sent out to all the usual suspects, but if you are a Kimber Trial virgin, then e-mail or phone Alan Grassam

The trial, first run in 1936, follows the usual formula. Starting at the Sherborne Hotel in Dorset at 9.30a.m on Saturday April 21st, 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

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.

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.

Entry forms and other details are now available via the Triple-M Register's website. Those requiring entry forms by mail should contact Paul Duncombe at Old Forge Cottage, 140 Braywick Road, Maidenhead, Berks, SL6 1CJ Tel. 01628 629786 or by e-mail at Dduncombes@aol.com

Luxembourg Feeder Run

I am organising a feeder run to the Luxembourg Rally, leaving on the 28th June from Dover to Calais on the 10.05am ferry. From there we make our way to the Chateau de la Motte Fenelon (e-mail cmf@cambraichateaudelamotte.com) for the overnight stay. This will allow a gentle run to the rally to sign on in the afternoon of Friday 29th.

At Cambrai, we shall meet up with several West Country folk who are driving along the north coast of France, after crossing from Poole.

The idea is to stay in the Luxembourg hotel for the Sunday night and make our way back to Cambrai on Monday 2nd July. We then take the 11.50 ferry back to Dover, which will allow those with a longer journey home to get there in daylight.

I have tried to contact all those who might be going last month so that we can get the cheaper ferry rates. These discounted rates are going up every day, so all those who wish to join us will need to book the ferry immediately (I was not able to get a block booking due to the restrictions on these discounted fares).

You will also need to book the hotel itself, as last time we had problems with the block booking – they required one bill for all of us!!

Look forward to seeing many old faces and maybe some new ones. If you have any queries please ring me, Philip, on 01483 811428.

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Visit to Fawley Railway

12th 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).

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 12th 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>

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*****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 *****

FUTURE EVENTS FOR 2007

24/5 th Feb	London Classic Car Show	01484 452002
25 th February	MG Spares Day, Stoneleigh	01568 797228
11 th March	Triple-M Register AGM	01280 860428
23rd-25 th March	Historic Motorsport Show.	01367 250001
1 st April	Brooklands MG Day	01932857381
21/22 nd April	Classic Kimber Trial	01935 863673
15-17 th June	Triple-M Brooklands Weekend	01628 629786
29 th June-1 st July	Triple-M Luxembourg rally	00352 50 00 96
15 th July	Peter Green's Open Day	01753 643468
12 th August	Visit to Fawley Railway	
?? August	Black Horse Driving Tests	01372 360078

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Competition Secretary report

The Car Of The Year points claims for 2006 have now closed, and I am very pleased to record that this year's winner is Bill Bennett's J2 - FW 3909. Bill's trials successes for 2006 include a Triple in the MCC Classic Trials, his second in three years. Very many congratulations Bill.

Second place in the COTY goes to Rosemary Bayne-Powell's NA Allingham, and third place to Barry Foster's C type, with the top three cars all gaining 100 points or more. It will come as no surprise that the Slade Trophy for 2006 also goes to Bill Bennett for another highly competitive trailing year, with second place going to Dave Rushton in his M type, and third place to George Ward in his PA. The complete COTY list is included here together with the List of Events, which made it up.

Of course this list is not complete, as there are many events which our members have taken part in, which are not shown. This is not deliberate policy on my part but organisers, particularly at low-key events, do not take the issue of results very seriously.

A further complication is that results, once collated, are rarely distributed to a wider audience. Why should they be, no one is interested in them? Well you should be. For a start, the MSA (Motor Sports Association) insist that they are produced for any event that is organised by a registered club (Section B13 of the 'Blue Book' – Publication of Results – just for starters), and at the very least distributed to all entrants.

Some clubs are better at this than others, and one of the reasons that the VSCC figures largely in the 'Events List' is not just that they attract a sizeable number of our membership, but that their results service is exemplary – just log on to their web site and see for yourself.

Almost as good is the Motor Cycling Club, but with far fewer events to organise, this would not seem unreasonable, until you realise just how complicated collating and checking the trials results can be from such a large group of disparate entrants.

Sadly the M.G. Car Club does not figure near the top of the list of comprehensive results producers. Part of the problem is in the Car Club's makeup, as almost all events are organised by the Centres, and there is no commonality of approach on this subject. In the days before electronic mail, it was almost impossible to get any Centre to send out a

copy of results to a non-competitor – the results just didn't exist. Even now it is not easy, but over the last few years, Centres (and Registers) have produced their own individual web-sites, us included www.triple-mregister.org and it is true that, included on these sites, there are reports of events, and on odd occasions, a result or two creeps in. But it would be nice to think that if an organiser has taken money off you for taking the trouble of joining in their event, a small amount of that money could be diverted to generate a decent set of results, which would then be available for all to see.

Could I ask you all to take away from this sermon a request to ask, nay demand, a full set of results from your event organiser – quote MSA B13 if you think that might help – and you will make one grumpy, old man very happy. *(I heartily endorse this, as it is not the winning that is of interest to the competitor but also how he fared against his colleagues/peers, and to see if he did better than last time. If results are not produced, I think this discourages people from entering, which may explain why entries are low – Ed.)*

We have a new trophy to be presented this year specifically for racers who, for one reason or another, have not had the recognition within the Register that their efforts, and commitment to track racing deserves. The trophy, to be known as the Racing Challenge Trophy, or 'Betty Haig Trophy', was presented to the Register in 1988 by Monica Wincop, who was Betty Haig's co-driver in a rally series started in the 1930s, specifically for women competitors. Known as the "Rally Paris-Vichy-St. Raphael Féminin", Betty Haig and Monica Wincop won it outright in 1938, and it is their winner's trophy for that event that was presented to the Register. For a few years, the trophy was awarded to the winner of the Triple-M race at Donington, when MGCC ran an event there in the late 1980s and early '90s, but it has been out of circulation since 1992.

Unlike the Speed Championship, there are no specific events for potential racing competitors to enter. All races will count, irrespective of organising Club, provided they are accompanied by a full set of results, preferably in electronic format, and the Comp. Sec. will keep a tally of the competitors' performances. This is a racing only competition, so Regularity or High Speed Trial events will not count. Also discounted, for the time being, will be two-driver races, as it is impossible to work out

from the results how each driver's performance contributed to the finishing position. If someone can come up with a suitable and fair solution to this conundrum, then it will be considered for the future.

Also included with this Bulletin are the events that will make up the 2007 Triple-M Speed Championship, and they include all the events that have proved popular in the past. We are indebted to the VSCC for including an MG race with their SeeRed 2007 meeting at Donington, and this is included in the championship. Further details of events can be obtained via the organising club, or the various web sites listed.

Finally, the COTY list for 2007 starts with two results: the MCC Exeter on 5th/6th January and the VSCC Brooklands New Year Driving Tests on the 14th January. Along with Bill Bennett, Gerald Burrige also gained a Gold Award, and Ian Williamson a Silver Award in the MCC Exeter. Colin Bird also gained an award in Class O. The VSCC New Year Driving Tests at Brooklands also had a good Triple-M turnout, as can be seen in the report.

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Notes on the Proposed Racing Challenge Trophy – The Betty Haig Trophy

This will be an annual award within the calendar year. The award will be presented to the driver of the best racing performance in that year.

The finishing position in each race, or finishing position in each Class of each race if the race is divided into Classes, will determine the points scored. The finishing position will be offset by the number of finishers in the race or Class, to give an index of performance. Scratch results will take precedence over handicap results if both are given for one race (for example in the Triple-M 'Mary Harris' race at Silverstone).

As an example of how the scoring will work:- A driver who is 1st out of 10 in his first race scores 0.1 (1/10), then if subsequently he is 1st out of 20 he scores 0.05 (1/20), if 4th out of 5 he gets 0.8 (4/5), then if 6th out of 6 he gets 1(6/6), and finally if he gets a 3rd out of 20 he scores 0.15 (3/20), which gives him an average figure of 0.42.

All races with published results will count irrespective of the organising car club, and only the finishing position in the race will count, not whether the driver is first Triple-M, but 14th overall in the race. No 'Regularity' or 'High Speed Trials' will be included.

The winner of the Challenge Trophy will be the person with the lowest index averaged over the year, with a minimum of 5 races to count (or possibly 4 in the first year, although too small a number distorts the figures) of which no more than half shall be handicap races. The maximum number of races to count will be 10. If more than 10 races are completed, the worst results will be discounted. If there is a tie, the driver with the most number of finishes in the year will win.

The Comp. Sec., who's decision in all matters relating to the Challenge is final, will keep a tally of the points scored for each driver and will collect the results of all MGCC and VSCC races. Drivers in other Clubs' races should advise the Comp. Sec. where electronic results can be obtained or send copies of results if only paper copy exists. It is the drivers' responsibility to make sure that the Comp. Sec. has a copy of the official results of the races they wish to count towards their total.

If no drivers complete the minimum number of races in the year required by the rules, the trophy will not be presented.

C.O.T.Y. 2006

To 31st December – Final Scores

<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	118
2 nd	691	NA Allingham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	103
3 rd	1931	C/s	VD 30	Barry Foster Pete Tinknell David Saxl	100
4 th	3	J2	DG 5404	Mike Hawke	85
5 th	2070	J2/s	JY 1146	John Reid Fred Boothby	81
6 th	1804	PA	MG 3848	Alexander Reid	78
=7 th	3315	L1/s	TAS 513	Rod Stansfield Wayne Stansfield	76
"	341	M	PJ 7970	David Rushton	76
9 th	2134	K1/s	MG 3094	Peter Fenichel John Dutton	75
=10 th	1460	J2	AGY 339	Keith Hall	70
"	1140	J2	JL 753	Mike Linward	70
12 th	1976	J2/s	JF 5278	Gil Collins	65
=13 th	920	PA/s	TG 8337	George Ward	59
"	1428	NA/s	Bellevue Spl.	Ian Baxter	59
15 th	2000	K3/s	MG 3570	Peter Green Andrew Taylor	57
=16 th	2011	K2/s	JO 7531	John Dutton	54
"	3202	PB/s	HS 8860	Peter Plaskitt Mark Boldry	54
=18 th	949	L1	OD 6008	Andrew Morland	52
"	81	C/s	JK 1932	Bob Hudson Oliver Richardson	52
20 th	1187	PA	EO 5823	Colin Wallace	51
21 st	212	NE	JB 4750	Peter Green Fred Boothby	49
=22 nd	1164	PA	YSV 703	Hamish McNinch Fred Boothby	48
"	397	M 12/12	SC 9559	James Peacop Alex Peacop	48

24 th	2695	J1-J2/s ss	-	Anthony Howat	47
				Garth Howat	
25 th	2200	C/s	RX 8306	Philip Bayne-Powell	45
=26 th	538	NA	NV 4207	Oliver Sharp	42
				David Sharp	
"	2175	PB	JB 7524	Elizabeth Taylor	42
				Pat Boghossian	
				Andrew Taylor	
28 th	2141	PA/s	RC 3349	Derek Richards	40
29 th	2193	NB	DUB 679	Terry Hartley	38
30 th	609	PB/s	ARY 614	Mike Dowley	37
31 st	108	M	OU 4824	Mark Dalby	36
32 nd		PA/s	-	Mike Painter	34
				Alan Painter	
=33 rd	1997	NA	MG 3271	John Dutton	33
				James Brice	
				David Dutton	
"	3420	PA	BMH 34	Andrew Bradshaw	33
=35 th	317	Jarvis M	GP 1856	Annette Bayne-Powell	32
				Philip Bayne-Powell	
"	1595	M	PG 1045	Frank Ashley	32
"	1659	PA	VL 5643	Terry Davies	32
38 th	2361	NA/s ss	EP 5892	Robin Butler	31
=39 th	156	K1/s	APC 950	George Ward	30
"	3017	J1 Salonette	UG 3585	Jim Collier	30
=41 st	676	PA/s	WP 5939	Roger Thomas	29
"	3148	L1/s	MG 2468	Pat Boghossian	29
"	158	PA	BJO 800	Peter Down	29
=44 th	2761	K1/s	MG 2794	Paul Mullins	28
				Edward Mullins	
"	3045	PA	OY 8365	Lee Clarke	28
"	1773	ND	MG 3281	Alan Hogg	28
				Terry Andrews	
=47 th	605	L1/s	MG 2802	Bob Jones	27
				Charles Jones	
"	162	ND/s	BKL 265	Philip Bayne-Powell	27
				Colin Butchers	
=49 th	1112	M Coupé	GG 3949	Mike Allison	26
"	1521	C/s	RX 8591	Dave Cooksey	26
=51 st	348	M	VU 4037	James Mumford	24
"	724	J2	HS 7065	Rodney Lambert	24
=53 rd	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
"	2231	J3/s	YG 4293	David Kempton	23
59 th	534	NA	HH 8103	Bill Bennett	22
60 th	1888	NA	CGJ 295	Richard Last	21
=61 st	2721	PA	BMF 540	John Saward	20
"	3399	PB	K 4512	Jørgen Sjøntoft	20
=63 rd	2686	NB	MG 4844	Alan Hogg	18
"	1917	J1/s	VSV 521	Stuart Evans	18
65 th	2284	J2	OB 5374	Andrew Henderson	17
=66 th	1537	PA/s	LV 8989	Patrick Gardner	16
"	1270	NB Cresta	MG 4750	Oliver Richardson	
"	1533	PA-PB	WV 5012	Bob Clare	16
"	741	PA	ATO 387	Dick Morbey	16
"	1925	PA	BPG 994	Bill Cullen	16
"	1550	PA	567 CRU	Bob Clare	16
72 nd	2742	J2	DG 7828	Peter Scott	16
=73 rd	1501	J2/s	HY 8219	Robin Hamblett	15
"	465	R/s ss	-	Mark Piercy	13
"	670	PA	BFY 711	Alan Barker	
"	148	M	OY 1548	Mark Piercy	13
=77 th	1367	PA/s	MG 3921	Richard Holl	13
"	1591	J2	YJ 892	John Haine	13
"	1049	PB/s	VH8637	John Wells	12
=80 th	3070	K3/s tc	MG 2525	David Stansbie	12
"	711	PA/s 4str	MG 4641	Gerald Burridge	12
"	1647	NB	JB 6864	Richard Last	11
"	3063	F1	IA 9830	Paul Blair	11
"	843	M	ST 6963	Bill Abbott	11
"	932	J2	CG 5513	John & Lou Shorten	11
"	3018	PB	MG 4516	Tony Margel	11
"	1266	NB	JB 7261	Martin Gratte	11
=88 th	815	KN/s	MG 4314	Graham Holdsworth	11
"	600	J2/s	WJ 7070	Christopher Hurion	11
"	1991	KN/s Saloon	ELF 409	Martin Warner	10
"	1974	F1	PJ 1713	Ken Robinson	10
				Peter Prosser	10
				Averille Lyne	10

=92 nd	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
=104 th	705	PA	AVP 342	Derek Moore	8
"	209	J4/s	AGP 291	Dave Cooksey	8
106 th	1486	K3/s	JB 3181	Howard Maguire	7
=107 th	3298	PA/s	OSL 309	Stuart Procter	6
"	2501	NB/s	AAM 372	George Eagle	6
"	3157	PA	JW 5326	David Saul	6
=110 th	2816	K1/s	RD 5278	Bob Pattison	5
"	2891	M	SV 8647	Peter Relph	5
=112 th	2715	KN/s	CG 8379	Edward Cottam	4
"	3225	M	PJ 795	Richard Bishop-Miller	4
"	597	PB/s	VV 4538	Peter Haynes	4
115 th	135	KN Saloon	BYK 340	Peter Prosser	3
=116 th	3009	J2	AGO 497	Peter Hemmings	2
"	845	M	PG 5027	Mike Cleary	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 Amell	2
"	950	L1/s	MG 2349	Ian Davison	2
"	2741	KN/s	GSK 347	Philip Walker	2
"	1004	NA	BNA 230	Martin Latimer	2
"	749	PA/s	MG 3394	Peter Warne	2
=129 th	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 included in the 2006 COTY scores:

7 th January	MCC Exeter Trial	Full Results
15 th January	VSCC Brooklands New Year Driving Tests	Full
22 nd January	MAC Clee Hills Trial	Partial Results
5 th February	Stroud & District MC Cotswold Clouds Trial	Partial
18 th February	Fell Side Auto Club Northern Classic Trial	Partial
18 th February	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 Naviscat	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 Naviscat	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
20 th May	VSCC Eastern Rally	Full
21 st May	Triple-M Flat Cap & Whippet Weekend	Full
21 st May	VSCC Cadwell Park Race Meeting	Full
2 nd June	Jersey Festival of Motoring Victoria Ave. Sprint	Full
3 rd June	Jersey Fest. Of Motoring Westmount Hill Climb	Full
3 rd June	VSCC Harewood 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
11 th June	VSCC Oulton Park Race Meeting	Full
17 th June	Trois Epis (Alsace, France) Hillclimb	Full
24 th June	MGCC Silverstone International Race Meeting	Full

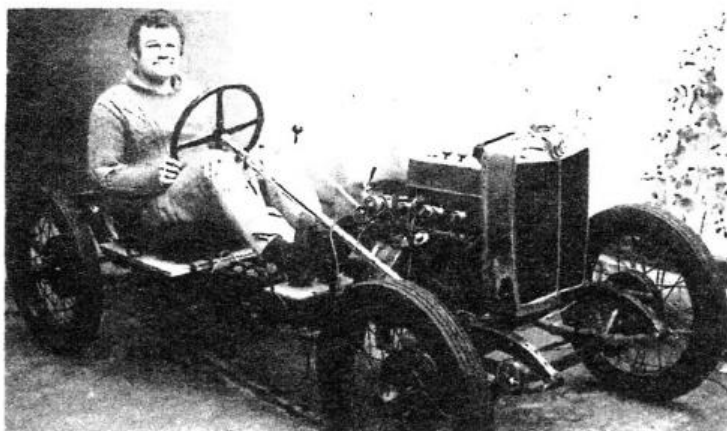
24 th June	MGCC Silverstone California Cup Driving Test	Partial
25 th June	MGCC Silverstone Gymkhana	Partial
25 th June	MGCC Silverstone Pride Of Ownership	Partial
25 th June	MGCC Silverstone Sprint	Full
25 th June	VSCC Loton Park Hill Climb	Full
30 th June	MGCC of France Rally	Partial
2 nd July	MAC Shelsley Walsh Hill Climb	Partial
16 th July	Triple-M Summer Gathering	Full
23 rd July	MGCC SW Dorset Day Out Rally	Partial
23 rd July	VSCC Mallory Park Race Meeting	Full
5 th /6 th August	VSCC Prescott Hill Climb	Full
6 th August	MGCC SE Weald & Downland POO	Full
6 th August	MGCC SE Weald & Downland Gymkhana	Full
6 th August	MGCC SE Weald & Downland Driving Tests	Full
13 th August	Nurburgring "Old Timers GP" Race Meeting	Full
20 th August	MGCC Lincolnshire Centre Summer Concours	Full
26 th August	Triple-M Norfolk Weekend Pride of Ownership	Full
26 th August	Triple-M Norfolk Weekend Observation Rally	Full
3 rd September	VSCC Madresfield Driving Tests	Partial
9 th September	MGCC SW Wiscombe Park Hill Climb	Full
9 th September	MRL Silverstone Race Meeting	Full
10 th September	MGCC Lincolnshire Centre Gold Cup Autotest	Full
17 th September	MGCC SE Centre Michelham Priory P.O.O.	Full
17 th September	Holsworthy MC Taw & Torridge Trial	Partial
24 th September	Klausenrennen Hillclimb	Full
24 th September	Crassbox & Classic Exe Valley Trial	Partial
October	Triple-M USA Raid	Partial
7 th October	MCC Edinburgh Trial	Full
15 th October	MGCC SE Centre Autumn Navisat	Full
21 st October	Le Kimber Trial Weekend	Full
21 st October	VSCC Goodwood Autumn Sprint	Full
22 nd October	Minehead MC Exmoor Clouds Trial	Partial
22 nd October	MGCC SW Kimber PC Trial	Partial
29 th October	Launceston & NC Tamar Trial	Partial
11 th November	VSCC Lakeland Trial	Full
19 th November	Woolbridge MC Hardy Trial	Partial
25 th November	VSCC Cotswold Trial	Full
26 th November	Bristol MC Allen Trial	Partial
2 nd December	VSCC Winter Driving Tests	Full
10 th December	Camel Vale MC Camel Classic Trial	Partial

SLADE TROPHY 2006

To 31st December – Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	47
2 nd	M	David Rushton	17
3 rd	PA/s	George Ward	16
4 th	J2	Keith Hall	11
5 th	PB/s	Gerald Burridge	10
6 th	KN/s	Martin Warner	9
7 th	PA/s	Patrick Gardner	8
8 th	PA/s	John Wells	7
9 th	PA	Colin Wallace	6
10 th	J2	Mike Linward	5
=11 th	J2	Tin Beckh	4
"	PA	Alexander Reid	4
13 th	J2/s	Colin Bird	3
=14 th	J2/s	John Reid	2
"	PA	Derek Moore	2
16 th	J2	Nick Bengier	1

Nigel Mills tries out the rolling chassis of his Jarvis M-type,
In the 70s – it now resides with the editor



C.O.T.Y. 2007

To 27th January

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1st=	909	J2-PA/s	FW 3909	Bill Bennett	10
1st=	1049	PB/s	VH8637	Gerald Burrige	10
1st=	341	M	PJ 7970	David Rushton	10
4th=	1000	PB/s	JB 7521	Ian Williamson	9
4th=	1428	J2	DG 6142	Nick Bengier	9
6th=	1894	M	GC 7705	John Bevington	8
6th=	3272	J2/s	APG 718	Colin Bird	8
6th=	1883	J2	PO 8865	Patrick Gardner	8
9th	691	NA Allingham	BYU 271	Rosemary Bayne-Powell	6
10th	283	M	SVS 374	Tim Hunt	3
11th=	162	ND/s	BKL 265	Philip Bayne-Powell	2
11th=	348	M	VU 4037	James Mumford	2
11th=	1537	PA/s	LV 8989	Tim Beckh	2

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

6 th January	MCC Exeter Trial	Full Results
14 th January	VSCC Brooklands New Year Driving Tests	Full



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TRIPLE-M SPEED CHAMPIONSHIP 2007

PROPOSED EVENTS

Races:

Saturday	23th June	Silverstone	MGCC Main Club
Sat/Sun	15 th /16 th Sept.	Donington Park	VSCC SeeRed 2007

Sprints:

Sunday	1 st April	Curborough	MGCC Midland Centre (Dave Ormerod david.ormerod1@virgin.net)
Monday	7th May	Colerne (Wessex)	MGCC SW Centre (Bruce Morgan tel: 01275 790855)
Sunday	24th June	Silverstone	MGCC NW Centre
Saturday	21 st July	Cornbury Park	Benjafiels Racing Club
Sunday	5 th August	Curborough	MGCC Midland Centre (Dave Ormerod david.ormerod1@virgin.net)
	unconfirmed	Debden	Herts County Auto & Aero Club

Hillclimbs:

Sunday	8 th July	Loton Park	Hagley & District MC (Tony Fletcher, 5 Barrie Avenue, Offmore Farm, Kidderminster DY10 3QN)
Saturday	8 th September	Wiscombe Park	MGCC SW Centre (Bruce Weston Tel: 01963 440941)

The RAC International Tourist Trophy Race Ards circuit, Belfast 20th August 1932

Goldie Gardner entered a team of three C-types for this race, and arranged to have the event photographed by Brunel, who photographed many MGs in his time. A photo album was produced of the event, and Dave Cooksey, who owns Goldie Gardner's car, has been fortunate to acquire this historic album. He has very kindly allowed us to use photographs to illustrate several interesting aspects. Mike Allison has helped with identifying several people.



Cyril Paul collects his C-type from Abingdon, to take it to the docks in Liverpool. Goldie Gardner, with his trademark beret and Eddie Hall wish him a safe journey. Note the trade plates on the front, and a standard D-type behind.



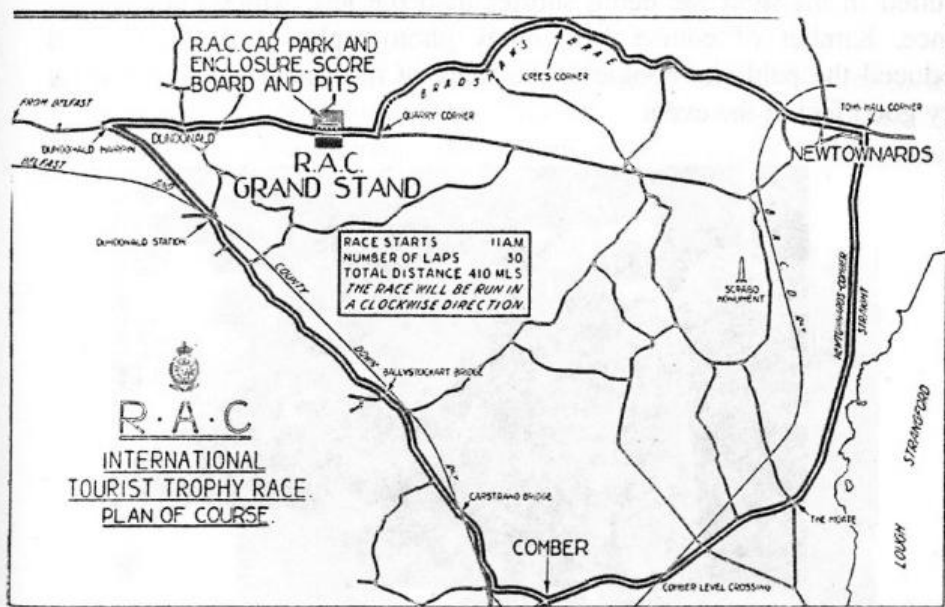
Here is Hamilton in clean overalls, with his mother, standing by his car, which is being worked on in the pits. Note that the blower pipe had been taken through the radiator, a feature carried out for Hamilton by Railton and Thomson and Taylor at Brooklands. Hugh McConnell one of the scrutineers pointed out that this was not a standard intake and would be rejected at scrutineering; so it had to be changed back to the standard configuration, by pinching the bits off the practice car.



Here is Hammy's car getting its blower installation altered back to standard. Cyril Paul's car is in the middle; Goldie stands behind his entry.



This is Low's unblown C-type leaving scrutineering. He finished 2nd in class and 10th overall, one of only two MGs to finish!



Official plan of the course



Here we see Cecil Kimber, in the raincoat, standing by Gardner's car, which is adorned with all the latter's lucky charms! Remember that Kimber had a bad motorbike accident when he was younger, which resulted in his right leg being shorter than the left, which explains his stance. Kimber of course took many photographs of the event and produced the publicity booklet "The Luck of the Game", which gives a very good feel of the event.

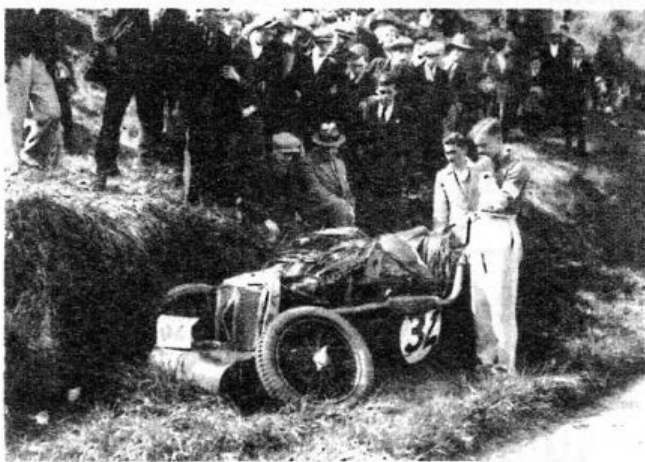


Here we see autograph hunters around Hamilton; he was very fast in practice with a lap time over 75mph. Unfortunately he had a bad crash in

practice and was taken to hospital, but nevertheless had his bed wheeled out into Newtownards Square to watch the race! His car was damaged beyond repair, so the mechanics set to and prepared the practice car (known as Hoodoo – now in South Africa) for F.S.Barnes to drive, taking back the blower set up that Hamilton had borrowed earlier.



The blown C-types at the start of the race, with J D Barnes in front of his brother, F.S.Barnes. Cyril Paul (31), Eddie Hall (34) and Stan Hailwood (33) lead the rest, while Norman Black seems to have trouble getting away.



BERLIN CALLING - by Alan Hogg

Many years ago I remember going to the Cinema to see the film "Funeral in Berlin", starring Michael Caine. I never anticipated that 30 odd years later I would visit Berlin to see a MG.

It all started one evening in late November 2006, when I was looking at a favourite web site that has many exotic and expensive pre-war motors for sale across Europe - of course I only look, not buy! That evening a new car was on the site, a very rare and desirable MG NA Allingham. Marjorie, my wife, was about and I showed her the pictures, and she admired the car saying why don't you buy it! What an invitation - Berlin here I come. We were about to go on a few days holiday & I talked to the dealer, Thiesen in Berlin, who happened to be also closing for a few days, and agreed that he would not sell the car until I had visited.

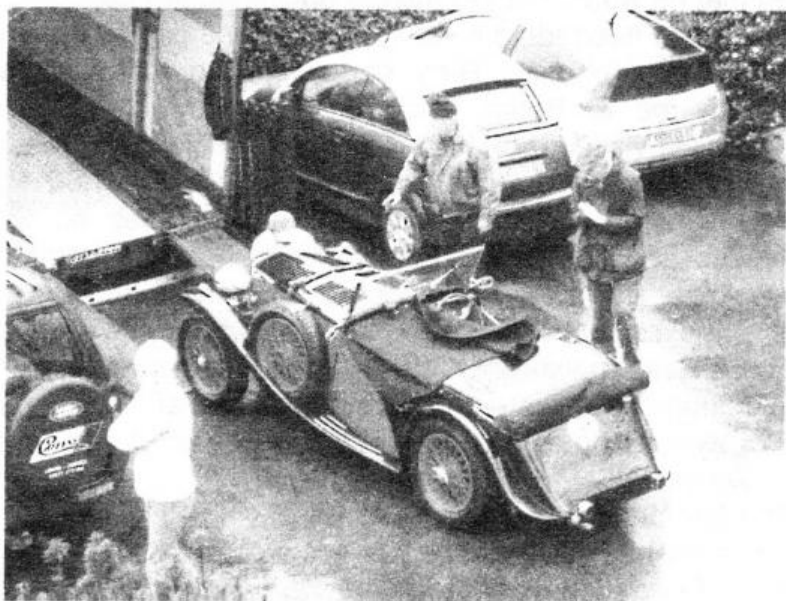
I decided I needed an experienced second pair of eyes to look at the car, and phoned Terry Andrews, who readily agreed to come with me to Berlin. Then one rather cold day in early December we visited the Meilenwerk Berlin. The Meilenwerk is an interesting place for old car enthusiasts. A converted Railway Terminal built in the mid 1800's, it now houses all sorts of businesses associated with Pre War and some immediate Post War vehicles. There are workshops, memorabilia, and car storage facilities. It even had Cafe/Coffee Shop to rest in between visits.

The Allingham was, as expected, restored to a high standard, and although not entirely correct (wrong headlamps, springs and various items of detail), it was nevertheless very tempting, in my case compelling!

The test drive with Terry Andrews driving - he did not tell me that he also had never driven a car with a pre-selector - was excellent. Once the NA cleared it's throat, and the blower came on song the outside lane on the Berlin ring road seemed quite natural. This test drive was followed by a lengthy period of negotiation. Terry and I pointing out the shortcomings of the car, and here

Terry earned his trip to Berlin. We agreed a price, signed a contract, and left, with the writer considering what is the current Euro/Pound rate - I had to buy a lot of Euros!

At the time I thought I had paid a full price for the Allingham, but to my amazement a few days after arriving home, I received an E-mail from Thiesen stating that they had received an offer from a buyer who had looked at the Allingham before me, but he needed to sell a car before making an offer. That offer was substantially more than mine, and if I was willing to cancel the contract, I would receive a few thousand Euros in recompense. I am a retired banker, and money for nothing is always attractive, but in this case, I just could not disappoint my wife! *(Also it is very unlikely that another Allingham will come on the market in the foreseeable future – Ed.)*



**The Allingham arrives at Colin Tieche's
for its checkup**

Quack remedies – from Mike Hawke

Back in 1953 when I bought my J2 DG 5405, the fuel we bought from the pump was rather different from today's offerings. Nor were all brands of fuel the same. I seemed to remember that the J2 liked Cleveland Discol (with alcohol) better than most. A bit like its owner perhaps.

The routine was that a decoke and valve grind was needed each winter (annual mileage about 5000) and it really was needed. Exhaust valves and seats in particular were badly pitted, and the combustion chambers and ports very carboned up.

Then Esso I think started to add tetra ethyl lead to the fuel as an anti-knock agent. This may not have been a new procedure, but motor manufacturers were upping compression ratios, and anti-knock properties of fuel became more important. A side effect of this was that valve seat pitting was much reduced. By the late sixties it had almost become unnecessary to do an annual decoke, unless you wanted to keep your competition machine in the peak of condition. Later fuels became cleaner burning, and the routine decoke and valve grind became a thing of the past.

The legal requirement to take lead out of petrol led to much heartsearching, and a lot of agonising in the old car press. All manner of dire predictions were made about the devastating effect this could have on old cars. I did not see an insurmountable problem for cars of the J2's era. At worst one could go back to the annual decoke and valve grind. But for cars of the classic era, like by MGC GT, designed to take advantage of the leaded fuels, things could be more sinister. Indeed on the run up to the lead ban, one fuel company produced a brew which took great chunks out of Mini Cooper and MG Midget exhaust valves; both Jeremy and I suffered from this problem.

When only unleaded fuel became available, I bought a crate of some stuff called Zero Lead 2000 to use in the J2. It proved to be satisfactory, in that the car continued to run much as she had

done before, with no ill effects. By 2006 my stock was running low, and I rang the telephone number on the can. A cross farmer's wife answered; the gist of her message was that the firm who sold the lead substitute (whatever that was) were not on this number, and would we all go away!! (*Zero Lead 2000 is available from Morris Lubricants Ltd, Castle Foregate, Shrewsbury, Shropshire, SY1 2EL Tel. 01743 232200. The Editorial cars have run on this from the beginning, and since it is potassium based, it is compatible with the lead replacement fuel, which has now been largely phased out – Ed.*)

What Now? Go without and see how long the" lead memory lasted/ I had not had the J2's cylinder head off since it was used as an emergency substitute on the 500cc engine on the 1986 MIRA 24 hour record run. Do I change to some other compatible lead substitute/ But what?

Sheer indecision meant that I did nothing. By June and the MG Silverstone race meeting, I had used the last of the additive. Whist there I spoke to a man selling a thing called Fuel Cat, which were pellets you put in the petrol tank and ran on unleaded fuel. Nothing ventured nothing gained! People told me I needed something. If it did not work, and I had to take the head off, so what. It was about time I had a look inside.

The J2 has now done some 2000 miles, with no ill effects showing. In fact just the opposite! On the trip to the Norfolk Triple-M rally she covered 630 miles and used 14 gallons of fuel. That is 45mpg! Not so long ago she was a 25mpg gas guzzler. I had had Burlen Fuel Services recondition a pair of carburettors, which improved consumption to 35mpg, and I was pleased that for the first time in 50 years, I had a fuel consumption, which compared favourably with the official figures; but 45mpg? The only time I had seen such a figure in connection with J2s was in the December 1933 Road Test of the J2 conducted by J.O.Sherwood , and written up in *The Motor in Australia and*

Flying. He got 80mph! But in Australia the cars are running upside-down, and don't use so much fuel!!

Can Fuel Cat be judged a success? How long does the memory last? Over 2000 miles? The Norfolk run was not a throttle bending blast, but 45mpg has to be very good in any circumstances. At least the omens are good.

YOUR LETTERS

From Chris Nowlan

Dear Raider Phil,

I hope this Christmas season finds you all in good spirits, well rested and unpacked from your New England tour. I suppose that the MG's are pretty well tucked away for the winter. Having said that, if you folks are having the same kind of super mild weather we have been experiencing these past few months, then maybe the MG's are getting out? We still have pansies in bloom, and the grass is still green. Seems more than just a bit remarkable, as we should normally be under a foot of snow by now. I've tried to tell George W. that we really do have a global warming problem, but he's just not listening!

The highlight of our MG year was certainly the honour of hosting you folks for a most memorable day at our new home (*in Amhurst New Hampshire – Ed*). It seemed like the afternoon was over in a flash, and I regret that I didn't have more time to get really acquainted with all of you. We were very grateful for the amazing organisational skills of Kathy Ahrendt, our new local T-Party friend, who really pulled the event together, and handled loads of details that we had not even thought about. Laurie and I were very pleased to be able to join you at the Ross's, and it made for a most relaxing day for us. I really wanted to pick the brains of many of the guys, as there were aspects of my own cars that

some of you could have shed light on. I also wanted to check out your cars in more detail, but there just wasn't enough time!

We did attend the "Gathering of the Faithful" in Smuggler's Notch a few weeks before you folks arrived. I drove the L2, but Laurie and "Dickens" preferred the comfort of our SUV. This was our first GoF since returning to our New England roots, and we were pleased to see old friends that I've had not seen in 30 years. We also attended the New Hampshire T-Party Christmas party and these folks are really starting to feel like "family".

We enjoyed Sandra's excellent trip report, and only regret that we did not participate in far more of the tour. A few of us Yankee MMM folks have started talking about a return raid to the UK. Tom Metcalf has suggested 2011, which would be the 50th anniversary of the MMM register (Also Tom figures it will take that long to get his N-type restored)

Kindest Regards

From Chris Reavill

Dear Phil

I really enjoy the Bulletin, and greatly appreciate the excellent work you do to produce it each time. It is a great effort and really inspires me to resume the mechanical rebuild of our PA, which was put on hold during the house build. *(This is one of the reasons we produce the Bulletin, to encourage and help people get their cars back on the road – Ed)* Hopefully the car will be back on the road (uprated to blown PB spec) for the summer of 2008, house completion permitting.

All the best for 2007.

Your editor received this early photograph from Dean Hood of the staff at Strathmore Garage near Perth in 1933, and asked if the car could be identified:-



Your editor replied "Thank you for sending me the photo, and I am pretty certain that the car is a Double 12 (12/12) M-type, as it has the cut down doors, whereas the standard M-type had flat tops to the doors. It also has the external exhaust, which was fitted for racing at Brooklands, where these racing versions of the M-type gained a team prize. As a result the MG Car Co produced 12/12 Replicas of the cars for sale to the public. Both models are very sought after these days. All the M-types had pointed tails, although many owners later chopped off the tails to save weight and fitted external petrol tanks, which was then picked up by the MG Co, when they produced the typical MG with the slab tank and spare wheel on the back. Also the photo shows the small, 8" brake drums which were fitted to the M-types. The registration is not on the list of know cars that the Register keeps, so it would appear to have been scrapped."

Dean Hood (in Kuala Lumpa) replies:-

Dear Philip,

Thanks again for your interest in the Strathmore Garage MG photograph with the staff. Pity the photograph is not a little sharper. Your interpretation sounds solid. So many of the registration numbers were changed by owners in the post WWII years. I got hold of a copy of the MMM Register some several years ago, and was quite surprised and impressed by the number of cars that you have listed, and the detail on them.

As I think I mentioned to you, I am an MG man from way back. My first car, MG PA 1934 4-seat tourer, registration BGC 42, acquired when I left the Navy in 1957, was the love of my life. I hate to think of it having been scrapped, if indeed that is what happened to it. I put in many miles in that little car, including a wonderful trip from Hounslow to my home in Tain, north of Inverness.

I once also owned a 1931 M-type that had a slab tank. The car had been abandoned at RAF Northolt by someone who had long-since gone off to some overseas posting. The logbook had been left with the car for whoever was prepared to deal with it. It was in a sorry state. However with the help of a borrowed battery, a foot pump to put some air back into the "knobbly" tyres, and a push-start by some of the RAF blokes, I got it running on a very cold and snowing evening, and set off for Hounslow, with the exhaust completely shot and dragging on the ground. The lights flickering on and off, and the ignition shorting out (sparks everywhere).

As I started down the Great West Road, I picked up a curious police Wolseley that followed behind me all the way to Hounslow. No hood on the car of course; that had rotted away a long time before, and there were only tatters remaining on the frame. The Bobbies must have thought I was crazy, as I kept reaching over the windscreen to wipe the snow away. They didn't pull me over

however, which is just as well, as they would have had me for "driving without current registration and no insurance etc."

I later traded a broken down Riley special to the shop in Hounslow that rebuilt my engine. Later on, now repainted and refurbished, and my being short of cash (which was usual at the time), I sold the M-type to a Yank based at Lakenheath, and I believe it found its way to Kentucky.

Thanks again Philip.

From Derek Power

Dear Philip

Not having MG1766 on the road yet (will I ever?), I very often turn to the back of the Triple-M Bulletin to see the Cars for Sale, the Spares and the Hints and Tips, which I find very interesting

In the October issue, there was a bit about a near alternative to the fume seal for the J-type, which is the same as the D-type, showing a sketch of the cross section, with dimensions. I took the plunge and sent off just over £16.

On receiving this it was clear that the legs of the section were not capable of taking the 8mm (5/16") thickness of the firewall. I did check this and found that the maximum that you can get in the gap was 4mm.

I telephoned the company concerned, and they confirmed that the item they had sent was in fact the correct number, and the next size up had a gap of 9.5mm, but to get this one had to order 100metres. What would I do with the other 97 metres I am not sure. So before any of our colleagues send their money off, it might be worth thinking about this.

But I do enjoy the magazine.

Yours

From Ewan Harris

Dear Phil

It was interesting to read Colin Butcher's letter about his experiences relating to the ignition on his MGB. My F-type has had some form of electronic assistance since the mid 70s, with either a "capacitance discharge" system or a more simple "transistor assistance" system.

The capacitance discharge system keeps both the points and condenser, but these are under considerably less stress, so are much less likely to fail. Using the C.D. system, the points gap can be reduced to 10thou, so reducing wear on the heel, the consequent change in dwell angle does not affect bits operation.

The main advantages of the C.D. system include:-

- 1) Same strength spark throughout the rev range.
- 2) Much improved cold starting, with reduced choke use
- 3) Larger plug gap – up to 40thou.
- 4) Much reduced wear of plugs.
- 5) Virtually zero wear of the points; only needing to be cleaned once a year as a precaution.

The transistor system is much simpler, but still has advantages:-

- 1) Much reduced wear of points.
- 2) Does not need a condenser – this can be left in place as long as one terminal is insulated/disconnected.
- 3) Improved strength of spark throughout the rev range.
- 4) Keep point gap as standard.

Both systems should be positioned near the coil and distributor, to keep leads as short as possible. If spade connectors are used throughout, it is relatively easy to rearrange the wiring if the system fails. However with the "transistor assisted" system, the condenser would need to be reconnected too.

On a completely different note, one way to improve the braking performance of our cars is to fit a relatively soft lining. I can recommend Ferodo's D3923. Of course the rate of wear is greater, but for relatively low mileage cars this should not be a problem.

I have 3 "transistor assisted" ignition units for sale at a clearance rate of £10 each; also a copy of Blower at £28.

Finally, thank you for a Great Bulletin, and a Happy New Year.

Best wishes

TIPS AND HINTS

The Editorial Allingham NA suffered from a broken front wing stay on the boat going out to the States. It broke at the point near to the bottom, where the wiring for the lights goes into the tube through a hole in the wing stay from where it comes out of other holes higher up to feed the side and head lights. This point is obviously a weak point due to the hole being cut into the tube, but also it leaves a section of the tube below the wiring hole open for dirt and water to get in. The MG Car Co had considered this problem and provided a drain hole at the bottom of the stay just above the wing stay mounting. However we found that this lower section of tube had filled up with road dirt and blocked the drain hole. This meant that the water could sit in this section and gently corrode the wing stay, so that there was little metal left to stop it from breaking. So all you with N- or P-types, which have this tubular wing stay design, are advised to check that there is a open drain hole at the bottom, and clear out any road debris that may have lodged inside.

Speedy Cables, who are very useful for rev counter and speedo cables, have centralised their operations at Abercrave, Swansea, SA9 1SQ Tel. 01639 732213

INFORMATION/FEEDBACK WANTED

There has been a spate of failures on battery isolator switches recently; two M-types had these plastic items with red keys fail on the New England Raid. It is very useful to have these switches in case the electrics short out somewhere, but they are not much use if they do not work properly. The early ones had a red plastic key with a plastic lug, which sheared off very easily. Later keys had a metal lug in the plastic key.

Holden's catalogue offers two of these at different prices, the more expensive (FIA Approved) one being 350% more expensive than the other.

Our N-type saloon had the cheaper version fitted and once wired up kept cutting the feed; it has now been changed for a Lucas metal version 250% costlier than the cheaper one.

Has anyone else had problems with these units?? If so please could you let us know.

Bryan Ditchman has had good work done by **Allerton Upholstery**, who recovered some seats for him. They are friendly and amenable. Contact James Allerton on 0118 976 1962. They are to be found on the B3030 between Arborfield and Sindlesham, south west of Reading.

Bryan had his king pin top hat bushes and thrust washers made from bearing bronze. The thrust washers were made 2thou thicker than required after measuring the gap, once the new top hats had been installed, and then reduced on an oil stone to get the final tight fit.

CARS WANTED

Bryan Ditchman (Syringa Cottage, 74 Hazeley Heath, Hartley Wintney, Hants, RG27 8NA. Tel. 01189 326 346) is wanting a late PA (i.e. twin-breather block with Bishop Cam

steering box). Must be complete, but would prefer it if it is fully dismantled.

Michael Griffith (The Old Sawmill, Hollycombe, Liphook, Hants, GU30 7LS Tel. 01428 723811 or e-mail m.griffith-osm@ukonline.co.uk) is seeking a good J2 that can be confidently used without having to spend time sorting it out. It needs to be tidy but not concours. As an alternative he would consider a Vintage M-type, which has been uprated with 12/12 cam, new crank etc. He has been an MG Car Club member for many years, and has now seen the light!

SPARES FOR SALE

Barry Foster , (Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. Tel. 01458 850169) has for sale parts of a 1934 pointed tank K3, consisting of a cradle, a "bag" fuel tank, various tubes, pipes etc, and the body skin to cover it so it looks like an original big K3 fuel tank – ideal for a special/racer. Offers around £100.

Alan Garratt (Tel. 01458 273052) has coachwork drawings for an F2 Magna and a J2 Midget that he would like to sell. They are not factory ones but very professionally produced.

SPARES WANTED

Lyn Flook (Eve's Cottage, 3 Orchard Street, Cambridge, CB1 1JS Tel 01223 322186 or mobile 079664 74258) is needing a PB block in good or easily repairable condition, or a modern PA/PB casting.

George Ward (Tel No. 01252 - 876783 or e-mail george@ese-assoc.demon.co.uk) urgently needs an 'Uncracked' Marles Weller steering box drop arm before the April Kimber trial.

He is off to NZ for 6 weeks so e-mail contact is preferred, but we will be monitoring our phone calls periodically.

SPARES FOR EXCHANGE

The Editor has a very rare **white** steering wheel in fair condition that he would like to exchange for a standard black steering wheel to go on the Jarvis F-type. Bluemels offered different coloured steering wheels for our cars back in the 1930s. This wheel would fit M-types and J-types, as well as F-types, which all have the wheel held on with a central chrome fixing bolt. It unfortunately does not go with the red coachwork or the blue carpets on the Jarvis, which is why it is looking for a suitable car to adorn.

Slade Challenge Trophy, Trials Award, past winners

Year	Driver	Car	Chassis Number	Register Number
1973	Colin Butchers	NA	NA 0560	438
1974	George Ward	PA/s	PA 0875	920
1975	George Ward	PA/s	PA 0875	920
1976	Barry Smith	PB	PB 0696	833
1977	Paul Fletcher	PB/s	PB 0556	2
1978	Stephen Dear	PA/s	PA 0682	1200
1979	Stephen Dear	PA/s	PA 0682	1200
1980	Ian Davison	PA/s	PA 1067	749
1981	Mike Hibberd	PA/s	PA 0966	667

1982	Mike Hawke / Jeremy Hawke	J2	J 2396	3
1983	Mike Hawke	J2	J 2396	3
1984	Jeremy Prince	J2	J 4227	304
1985	Pete Moores	J2/s	J 3046	971
1986	Pete Moores	J2/s	J 3046	971
1987	Pete Moores	J2/s	J 3046	971
1988	Pete Moores	J2/s	J 3046	971
1990	Pete Moores	J2/s	J 3046	971
1991	Gerald Burridge	PB/s	PB 0395	1049
1992	Gerald Burridge	PB/s	PB 0395	1049
1993	Colin Biles	J2/s	J 4400	1699
1994	Gerald Burridge	PB/s	PB 0395	1049
1995	Ian Williamson	PB/s	PB 0521	1000
1996	Gerald Burridge	PB/s	PB 0395	1049
1997	Ian Williamson	PB/s	PB 0521	1000
1998	Ian Williamson	PB/s	PB 0521	1000
1999	Bill Bennett	J2-PA/s	J 3248	909
2000	Bill Bennett	J2-PA/s	J 3248	909
2001	Bill Bennett	J2-PA/s	J 3248	909
2002	Bill Bennett	J2-PA/s	J 3248	909
2003	Bill Bennett	J2-PA/s	J 3248	909
2004	Bill Bennett	J2-PA/s	J 3248	909
2005	Bill Bennett	J2-PA/s	J 3248	909

Register Trophy The John Kidder Award

2002	Andrea & Malcolm Green
2003	Alan Grassam & Derek Richards
2004	Ted Hack & Bill Grayling
2005	Jos Wantz

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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)

YEARBOOK Co-EDITOR - John Reid, Fardenway, Orwell, Royston, Herts, SG8 5QH. (Tel. 01223 207387 E-mail: 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)

YEARBOOK ADVERTS – Elizabeth Taylor, 52 Littlebrook Avenue, Burnham, Bucks, SL2 2NN. (Tel. 01628 665055 E-mail: 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)

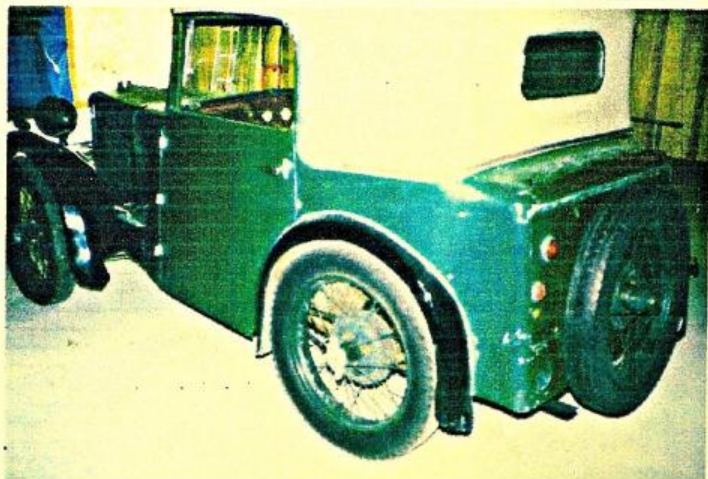
BULLETIN EDITOR – Phil Bayne-Powell, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: philipbp@mgcottage.freemove.co.uk)

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

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



*The Moroccan swept-wing J2 now owned by Chris Nowlan
at the T-type party in Amhurst, N.H. - M. Phillis*



*The only known University Motors M-type Coupe, owned
by Dick Cobb Photo: R.Cobb*



Line up of the Raiders at Chris Nowlan's house in Amhurst N.H.

Photo : M. Phillis