

TRIPLE-M REGISTER BULLETIN



NOVEMBER 2008





New England Raiders relax in the autumn sunshine at the Eagle Mountain House, NH, with parts of Bob Hudson's dismantled C-type in the foreground



Soren Karlsson's restored PB 4-seater

TRIPLE-M REGISTER BULLETIN

November 2008

EDITORIAL – Phil Bayne-Powel

e-mail philipbp@mgcottage.freemove.co.uk

Well here we are at the end of another full year of Triple-M activities, and I hope you all got your cars out and about more this year than before, or else progressed your restoration significantly.

Next year our main Triple-M event will be organised by Derek Richards and Alan Grassam in the West Country and preliminary details are given later in the Bulletin.

Safety Fast has been doing articles on “How to Buy aCar”, and the first Triple-M article on the 4-cylinder cars is now coming out in December, with the second article on the 6-cylinder cars coming out in the following month’s issue. This has been slightly delayed from that reported in the notes of the September committee meeting. Next year is the 75th anniversary of the last Triple-M models, the P-and N-types; we are planning a big display at MG Silverstone to celebrate these cars.

As mentioned in the last Bulletin, we are closing down the SAE Bulletin system at the end of this year. We have been adding quite a lot of extra stamps to your SAEs, which were based on the old in-house Bulletin printing. Since being professionally printed from last October, the weight and thickness has gone up, unfortunately putting us into the 87pence rate. This has been a drain on the Register funds to the tune of £100 + each issue, which is why we are wrapping up this system. To those that may still have envelopes left we are sorry to have to ask you to join the subscription system.

Your envelopes will be used and topped up with the extra postage, so they are not wasted. An insert in this Bulletin will notify all those who need to join the subscription system.

Front cover:

Ian Baxter in the Bellevue Special storming up Castle Straight at

Over the past years the attendance at the Annual Dinner and Prizegiving has been dropping off, and the committee would like to know what you people would like to do with this event. In previous years there has been a touring run on the Saturday afternoon and a Pride of Ownership on the Sunday morning. Do you want something similar, or should we incorporate a visit to a museum/steam railway on the Saturday? In this Bulletin you will find a questionnaire that we would like you to fill in and return to us, to help decide what to do.

As you know the Bulletin comes out regularly every two months, and it is put to bed in the 3rd week of the month, and then sent off to the printers. So could I ask you to send all contributions to me well before the 3rd week of the preceding month of publication; this also applies to any adverts that you may want to put in.

We are still looking for a Yearbook Editor to take over from Andrew Bradshaw, otherwise we may not have a Yearbook for 2008.

The Editorial C-type has been out and about, with a 2nd place in class at Wiscombe, and a recent outing at the VSCC Goodwood Sprint. It is still leaking oil out of the bell housing, but an undertray now catches most of it; however it is getting on the clutch and causing clutch slip, so I may have to bite the bullet and take the engine out AGAIN. The car was first on the road back in 2002, and it has taken all this time to sort out the various problems. However it is now going very well after fitting the Volumex blower earlier this year, and is a joy to drive, but a bit rough on the derriere after many hours. Our Jarvis F-type is now back from having a new hood and side-screen fitted and looks really good; this should be out and about more next year being driven by its co-owner, Peter Tabb.



THE DIEPPE RETRO (Wetro!)

29, 30 & 31 August 2008

by Graham Holdsworth

The Dieppe Retro could be described as a 'gastronomic, mobile, vintage car show'. Gentle touring in the delightful Normandy countryside around the lovely town of Dieppe. The organisation is... well... French, but the hospitality is second to none.

This year's event was scaled down and limited to about 70 cars, mainly pre-war, with a fair smattering of veterans, to ensure that we didn't drive too fast. Entries included 1904 Renault, 1908 Buick, 1913 Sunbeam, Vauxhall 14/98, Lagondas, Bentleys, Amilcars, Austins, and early Peugeots and Citroens. There were 4 MMMs:- the Diplock J2, the Hemmings KN, Patsy and Neil Skerratt's PBs, and us in our PB. There were also 4 vintage MGs including the Radford Tigress.

Although it was the end of August, Saturday was a roasting hot day with cloudless blue skies. After an early start (8am) on the seafront, we drove for all of 5 miles and stopped at a village hall for an alfresco breakfast. Never did coffee and croissants taste so good.

Another 20 miles or so and a very long lunch stop at Veules-les-Roses gave ample time to explore this delightful village. An excellent extended lunch followed. The afternoon run was a blur, but Rachael was driving and I just looked at the route card occasionally.



The Triple-M entrants line up

The evening was to be a 'gala dinner and entertainment', after aperitifs and speeches in the Town Hall. Some people walked to the venue, some got taxis, but we drove up in the PB. And what a great evening it was, with an excellent meal followed by an entertaining cabaret – a magician, an 'incredible balancing man' and a singing compere ... No, it really was good! At 1.30am we drove the 3 miles back to the hotel, me in shirtsleeves and Rachael in sleeveless dress on a warm, moonlit night. Weren't we glad we drove to the do?!

Sunday morning, breakfast was served in the cafés in the Grand Rue, with the cars on display in the closed street. The Jazz Band that had accompanied us to every stop on Saturday was playing again. Not so good for those with a hangover.

As we set off for the days run, the rain started. Fairly gentle rain, peer round the aero screens, no problem. Whip the broolly up when going slowly. The sun came out again for the long lunch stop at Biville-sur-Mer, cars steaming in the now hot sunshine. A beautiful village and another lovely meal. Much talk of thunder storms to come.

Discussed with Patsy and Neil – agreed to leave screens down, put on waterproofs. 10 minutes into the afternoon run we met the most spectacular thunder storm and heaviest rain I have ever encountered whilst motoring. Rachael pulled her flat cap down and squinted round the side of the aero-screen, while I sunk down into my seat and peered at my, fortunately, encapsulated route card.

At one point Rachael announced that she couldn't see (an understatement) and pulled on to the verge. I put up the broolly, only to see fork lightening immediately above the steel tip of said broolly. Where do you stow a soaking broolly in a P-Type? Ram it behind the spare wheel of course! As we sat there trying to stop the puddle on the tonneau from flowing forward into the car, a veteran passed us, with its 4 occupants waving and laughing, followed by the Skerratts with their cycle capes bellowing. Rachael said "What's the matter with me? Let's carry on!" And so with a crunch of gears we shot out onto the now flooded road.

In spite of the amazing storm, every cross roads and village street seemed to be lined with enthusiastic spectators, even if most were waving from the window of their euro-boxes.

As we arrived at the finish at St Nicolas, the sun came out and all the drowned rats swapped stories and laughed at each other's bedraggled state while enjoying more 'tart and cidre'.

More speeches were made and gifts handed to all participants. Thus ended a delightful event and even the storm, in retrospect, added to the fun. The ferry trip back to Newhaven on Monday became a bit of a party, but that is another story.

PS: Neil and I were both impressed that the PB's were not at all adversely affected by the extreme wet conditions encountered on Sunday.



Graham Holdsworth's PB after the first storm!

This is always a popular event on the first weekend of September, and if they are doing a 2-day event next year, I will arrange a long weekend (Friday- Monday) as I have done before - Ed

Triple-M Committee meeting

7th September 2008.

From George Eagle

The Chairman reported that Andrew Bradshaw has resigned as Yearbook Editor due to business commitments, and the Register must advertise for a volunteer to replace him.

There is to be a MG Festival at Windsor Castle in 2009. This charity event has been publicised on the web site and will be mentioned in Safety Fast. The organisers have invited 300 MG's, and require one example of each variant. The MGCC are looking after the pre war cars, and the MG Owners Club will be dealing with the post war cars. The organisers will be selecting cars from the lists provided; selected entrants will be required to donate £75 to the charity.

The Secretary reported that the 75th Anniversary of the L2s was well received with some 15 cars present – perhaps the most seen at one meeting? Thanks are due to the owners, particularly Arnaud Jacobs who was rebuilding the engine of his L1 Salonette in the week leading up to the Silverstone weekend.

The Treasurer reported that the PayPal method for paying subscriptions is now up and running, with £163 collected from 12 subscribers, 4 in the UK, 2 from Europe and 6 from the rest of the world.

The Registrar reported 9 new registrations have been received since the date of the last meeting, these include 1 M type, 1 J2, 1 L1, 4 PAs and 2 PBs. The number of cars currently registered is 3042. Copies of the 2008 printed Register have been sent to the MG Owners Club, Octagon Car Club and VSCC, but to date no responses or even acknowledgements have been received. The Register has submitted a response to the draft DVLA procedures drawn up by D Saunders, Director, MGCC.

This year there have been precious few Triple-M competitors in sprints and hill climbs – this includes VSCC events as well. The Committee had no objection to the Competition Secretary's idea of opening up the Speed Championship to include all sprints and hill climbs; these would need to be on a handicap basis.


The Librarian reported successful sales at MGCC Silverstone including 188 copies of the 2007 Yearbook.

The Yearbook has continued to sell post Silverstone with a further 54 copies sold. However, sales of Mike Hawke's J2 book and Ed Taylor's J3 book were down on last year. A re-print is being arranged for the popular J and P oiling charts.

There is a fair flow of copy being sent in to the Safety Fast Editor. Philip Bayne-Powell is making good progress with his piece on "So you want to buy a Triple-M car". Part one, covering the 4 cylinder cars, will be printed in the November issue (*now December-Ed*) and part two on the 6 cylinder cars will probably be printed in December (*now January-Ed*).

The July issue of the Triple-M Bulletin was sent out to 377 members of whom 59 were in Europe (one a Czech), and 13 to the rest of the world. Plans are still being formulated to post the Bulletin on the Triple-M web site.

With regard to events, 16 members will be travelling from the UK to the Le Kimber event on 16th October, and the annual dinner is to be held on 11th October. The Register would welcome a volunteer to organise and co-ordinate celebrations for the Register's 50th anniversary in 2011.

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

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PHONE BEFORE VISITING

RELAXING WITH AN OTTER

Wiscombe Park Hill Climb – by Ian Mackay

By all accounts a fair amount of rain had fallen during the days preceding Saturday 13th September going by the state of the paddock, which was wet and muddy. Skill and judgement was needed just to get to the tarmac approach to the start line.

This years Triple M entry was again small, Class 2a/2b had Frank Ashley (M) and Philip Bayne-Powell (C) along with an Austin 7 (Ulsteroid!). Class 2c for pre 1955 1,100 to 1,500cc, and up to 1,100cc supercharged standard and modified sports cars included Howard Harman PA(s) and Richard Jenkins and Ian MacKay sharing Richard's NA, together with a TA, a TC and two Rileys. In the racing car category Ian Baxter in the N Type Bellevue Special was up against an ERA and a Cooper Bristol.

The compulsory walk up the hill revealed damp conditions, and a considerable amount of moss on the track in the wooded section between the Gate and the finish past Martini hairpin.

The first practice proved just how slippery the track was, with relatively slow times recorded by all of the early runners. The Jenkins NA spun its wheels for most of the ascent, even out in the open between Wis Corner and the Gate. The weather was mostly dry, warm and sunny, and fortunately the surface improved throughout the day. Philip Bayne-Powell kissed the grass bank past Wis Corner on his first practice run, but given the conditions his time appeared unaffected. Practice continued without incident, allowing time for a leisurely lunch break before the afternoon's fun began in earnest.



Frank Ashley's M-type at Sawbench hairpin.

Class 2a/2b was hotly contested with the M on 67.80seconds, the C on 67.74 and Ian Harbottle driving the Austin, assisted by Andrew Moreland who had turned traitor for the day, winning with a time of 67.46 seconds. Class 2c was well won by one of the Rileys on 60.09 seconds, with Ian MacKay, being politically incorrect, beating Richard Jenkins, and coming second in class with a time of 64.31seconds. Howard Harman was 3rd on 64.85 and Richard 5th on 68.27. Ian Baxter did well to beat the ERA, with a time of 51.63seconds, but came second to the Cooper, which had a much larger and more powerful engine. It would seem that, so far as the Triple M cars were concerned, on average the difference between the first practice and the best qualifying timed run was about 10seconds, showing how much the state of the tarmac surface had improved during the day.

The only major incident of the afternoon was with a Caterham 7, which failed to negotiate The Gate and ended up in a ditch fortunately without serious harm to the driver.

The event could not take place without the marshals, several of whom are Triple M members. At least three of these turned out in their proper cars; Mike Dolby's M, Bill Bennett's J2 and Chris Lewis' PB were spotted in the paddock. Ian Coxen was again doing sterling work at the paddock exit, his J2 having let him down, and he had to cancel his entry.

So, with the driving completed, it was off to the beer tent to relax with friends and a pint of Otter. Please do come and enter next year it really is very good fun.



The Editor's C-type rounding the final hairpin,

This was the first time I had taken the C-type up Wiscombe. The last time I was competing there it was in the K3 back in 1977. I had forgotten what a challenge the two hairpins were, as the inside wheel tends to spin away the speed if they are taken too tightly. But blasting up through the Esses with the rev counter on 6000rpm, (and once on 8000rpm, when the clutch decided to slip), whilst sawing at the wheel was terrific fun.

It was certainly very wet and slippery for the first practice, and I lost it at all three major bends! However it did dry out and the times came down, but not enough for me to beat the Ulsteroid! One has to be pretty bold on the Wis straight to carry as much speed into the Gate as possible; this is very blind and a large tree awaits on the far side!

After the practice, Dave Clewley suggested I change the triple-stud Avons from the front to the rear to “improve the mud plugging”. It was a good idea, as they are a larger diameter than the Dunlops, and we changed them over so I could go quicker, which I did.

I would have liked to have a few more runs, as there were several areas where I could have gone quicker, but I suppose that is always the way with Hill Climb events! Need to get quicker next time – Ed.



Howard Harman's blown P-type at Sawbench

Wiscombe Results

Entrant	Car	P1	P2	T1	T2
Class 2a & b					
Philip B-Powell	C-type	79.58	72.64	68.61	67.74
Frank Ashley	M-type	74.06	72.08	69.86	67.80

Class 2c					
Richard Jenkins	NA	78.03	70.90	68.72	68.27
Ian Mackay	NA	75.62	68.93	67.77	64.31
Howard Harman	PAs/c	80.63	70.59	66.63	64.85

Class 12d					
Ian Baxter	Bellevue Special	54.48	54.40	52.44	51.46
(Don Smith Trophy Winner)					



Richard Jenkins (NA) on the starting line

Le Kimber 2008 – 17th to 19th October

By Mike Linward

The French Kimber weekend was, once again, set in glorious autumn sunshine amid the changing tints of the Normandy countryside. John & Lavinia Bevington organised a splendid programme of events, both competitive and social, for the party of twenty-two, who travelled to Hambye for this annual jamboree.

As a result of sterling work put in by John & Lavinia prior to the weekend in securing the relevant permissions, and by John, Patrick Gardner and Mike Linward during the week before in clearing the hills of brambles and other detritus, a full Saturday's trailing was on offer, consisting of ten hills, and re-introducing some that had not been used for several years. This year a completely new hill, now known as 'Plansonnerie', was added to the roster.

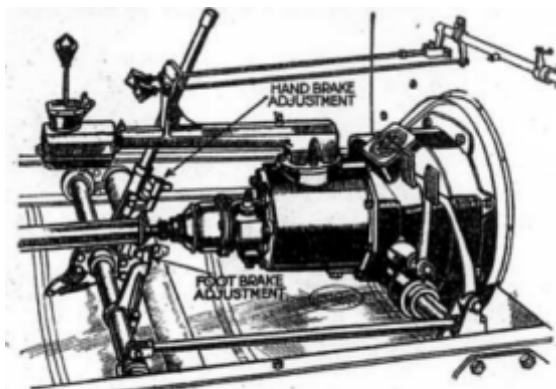
The trialists were Nick Bengier and Bryan Ditchman in Nick's J2, Martin Warner in his supercharged KN, passengered by Buddy Shapiro, Nigel Gibbons with his supercharged PA and Roger Stanbury, John & Katie Reid in their PA, George & Jo Ward also in a PA, but on this occasion un-supercharged, Roger & Rosemary Thomas in their supercharged PA, Ian MacKay, with Richard Jenkins, driving Richard's NA, and Patrick Gardner and Mike Linward in Patrick's J2. In an attempt to cut down the speed of the competitors, the first two hills were attempted as 'regularity' runs, one other hill, the new 'Epine', which was considered quite tricky, was untimed, as was the last hill of the afternoon, tackled in the style of a PCT. In the final analysis, the unblown N type of Richard Jenkins, driven in spirited style by Ian MacKay, came out the winner, with Martin Warner and the KN second, and Roger Thomas and the PA third.

On the Friday before, John Bevington had set everyone a challenging rally in the form of a crossword, which was completed by noting signs at the side of the road, and transposing them into the crossword answers. This was considered one of the easier of John's challenges, and as a result, good scores were obtained from everyone. However, John & Katie Reid were a cut above the rest and completed the course in good time, and with all answers correct and neatly presented. George & Jo Ward were second, and Roger & Rosemary Thomas third.

A sumptuous dinner, followed by prize giving, was provided at Maison Quesnel on Saturday evening under the expert control of Lavinia Bevington. All too soon the party dispersed on Sunday after lunch to catch their various ferries back to England, and to look back on another successful motoring weekend. Good location, good food and good company.



The winners of “Le Kimber Trial”, Ian Mackay with Richard Jenkins in the latter’s NA “Miledi” Musketeer Replica



Details of the gear box and propeller-shaft drive. Both butterfly adjustments for the brakes protrude through the floorboards for accessibility.

VSCC Goodwood Sprint

25th October

[This event is very popular, with around 100 people willing to brave the early morning frost this year to give their cars a final thrash around this historic circuit, which has now been made so famous by Lord March's Festival of Speed and Revival meetings. This was the third time the VSCC had held this meeting and because the C-type is going so well, I decided to enter, and hoped I could stem the oil leaks sufficiently to pass scrutineering!

An early morning start had me wrapped up against the cold, and 50 minutes later I was climbing up the steep hill to the Goodwood horse-racing course, when I found the engine wouldn't accelerate at all. I crept over the top and managed to keep going to get to the circuit entrance where the engine spluttered to a halt. I was pretty sure that it was icing up of the blower's carburettor. So the front cowl came off and I tried to lift the dashpot only to find that it was caked in ice; my fingers finally melted the ice and the engine was back in business.

At 8.30 we had to sign on, after which the scrutineers would check the car. However a largish pool of oil had formed under the bell housing and I was told to sort it out. I have a plug to seal the hole in the bottom of the bell housing, and an undertray is fitted to catch any other oil.

After I had mopped up all the oil on the car and ground, the scrutineer returned and the engine was run without any further oil coming out –thankfully! We then had to report for a driver's briefing at 9 o'clock, and only 15 minutes later assemble for the convoy run. This could be done without crash helmets or the compulsory noise check, and passengers were allowed, which enabled mechanics and friends to sample the circuit, albeit at a restrained speed behind the pace car.

As soon as I had returned I joined the queue for the noise check. The maximum allowable reading is 105dBs; this is measured at $\frac{3}{4}$ engine speed at half a metre away from the exhaust. The C-type registered 105dBs!! It was probably a bit higher, but they let it through! The marshals were then chasing me to go out for the practice run, which had to be done in numerical order.

As I was number 8, I was having to rush around getting all this done in a short space of time. The practice run was a standing lap followed by a flying lap, with cars set off at intervals to prevent them catching up the car in front. No overtaking was allowed. However after completing the first lap I was nearly up with the Riley in front, so had to back off so that I could take the important corners at full speed. The C-type was sounding very healthy, and only once did the oil leak cause the clutch to slip and the revs to race. I was very surprised to see that all the apexes of the corners were indicated by yellow marker boards with black crosses. I was told that this was for the use of the Driving School pupils. It certainly helped to line the car up for the correct line, as the last time I had driven on this circuit was back in 1980 in K3003.



Brandon Smith-Hilliard's K3001 in the paddock, with the queue for the noise testing behind. (photo I.Davison)

As well as the C-type, the other Triple-M cars entered were Brandon Smith-Hilliard in K3001, with Andy King on spanners, Peter Fenichel in his pointed tail K-type, and Howard Harman in his blown single seater P-type. Gil Collins was entered in his J2, but didn't make it. Robert Dean turned up in the ex-John Wallinger N-type blown single seater voiturette (which featured in the 2001 Yearbook). A great deal of development work was put into this car by John, who worked for Westlake R & D, but we haven't seen it out in action. It was therefore unfortunate that he was not allowed to compete because he failed the noise test. We hope it will be out again soon with its new owner.

With practice over I had a chance to sample the wares of the NAAFI canteen, which provided good sustenance from the Earl of March's estate. There were some wonderful Vintage cars to be seen in the paddock, the competing cars augmented by many spectator cars. An 8¹/₄ litre V8 Berliet 1907 aeroplane engine in a chain driven chassis created a great deal of interest.

It was also nice to see so many friends both old and new, including a P-type owner who knew me from 40 years ago and had married one of my old girl friends! There was a wonderfully relaxed garden party atmosphere through out the whole day. There was also the replica frontage of the Earls Court exhibition hall that had been built for the last revival meeting. It is interesting to know that the Earl in question was the present Earl of March's grandfather, who foolishly gave it to one of his mistresses who promptly sold it; so it is no longer in the family!

After the hour lunch break the timed runs began, and these were similar to the practice runs except were just a standing lap, with cars coming back into the paddock via the road at the ends on the pits. Cars were set off at intervals, based on their practice times, so no overtaking occurred. The circuit is very fast, with St Mary's being taken in top, and Lavant corner being a 3rd gear bend, while the chicane also requires a change down. The second time I took it so tight that the front wing clipped the tyres!

The Exmoor Rut 2009

Triple-M weekend 30-31st May

Our main Triple-M weekend will take place over the weekend of 29th-31st May next year, based in the heart of Exmoor. The format is similar to previous Triple-M weekends, which people seem to like. So signing-on begins on Friday afternoon/evening at the hotel, with dinner and entertainment. The Saturday has runs through amazing scenery, visits to famous trials hills such as Beggars Roost and Cloutsham, with a morning coffee stop and a buffet lunch. In the evening there will be another dinner in the hotel with more entertainment. The Sunday tour takes you through further beautiful Exmoor scenery finishing with a buffet lunch, after which the rally ends to allow people to get home that day. More details of the weekend will be brought to you in the next Bulletin.

The cost of the rally, which includes all the meals and coffee stops, will be £100 for the driver and car, and £85 for each passenger. A £25 deposit is initially required for each entry, with the balance payable by April 30th. Your entry will be confirmed by e-mail or telephone, and the details of the hotel then given for entrants to book their accommodation. The hotel has 28 rooms, all of which have been reserved by the organisers, which is why they want to have confirmed entries in before allocating the hotel. A good rate of £110 for 2 night's bed and breakfast has been negotiated. Once this hotel is full there is another hotel and B&B virtually next door.

Full details and entry forms will be available shortly on the website or by contacting the joint organisers Derek Richards (e-mail derek.richards@virgin.net Tel.01935 862180), or Alan Grassam (Tel. 01935 863675), who will also be happy to answer any queries you have.

FUTURE EVENTS

14-16th Nov	NEC Classic Car Show	0870 060 3776
6th Dec	VSCC Wescott Driving Tests	01608 644777

Car Of The Year 2008 Scores to 22nd October

<u>Position</u>	<u>Register</u>	<u>Number</u>	<u>Car</u>	<u>Registration</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s		FW 3909	Bill Bennett	111
2 nd	2362	NA		BTT 726	Richard Jenkins Ian MacKay	88
3 rd	2200	C/s		RX 8306	Philip Bayne-Powell	75
4 th	2134	K1/s Spl.		MG 3094	Peter Fenichel John Dutton	72
5 th	1804	PA		MG 3848	Alex Reid John Reid	71
6 th	1426	NA/s		Bellevue Spl.	Ian Baxter	64
7 th	691	NA All'ham		BYU 271	Rosemary Bayne-Powell Jeremy Bayne-Powell	60
8 th	2631	K3/s		JB 1472	Brandon Smith-Hilliard Peter Fenichel	51
=9 th	2000	K3/s		MG 3570	Peter Green	47
"	920	PA/s		TG 8337	George Ward	47
11 th	2077	K1-KN/s ss		-	Annie Templeton	46
=12 th	1270	NB Cresta		MG 4750	Bob Clare	44
"	3	J2		DG 5404	Mike Hawke	44
14 th	1463	NA/s		BUU 964	David Downes Barry Foster	43
15 th	1883	J2		PO 8865	Patrick Gardner Alexander Gardner	36
=16 th	1931	C/s		VD 30	Barry Foster	35
"	2028	NB/s		MG 3694	Jane Metcalfe Tim Metcalfe	35
"	609	PB/s		ARY 614	Mike Dowley	35
19 th	1168	PB 4str		MG 4283	Chris Lewis	34
=20 th	1533	PA-PB		WV 5012	Dick Morbey	33
"	148	M		OY 1548	John Haine	33
"	1428	J2		DG 6142	Nick Bengfer	33
"	1235	L1/s		JB 6878	Bryan Ditchman	33
"	597	PB/s		VV 4538	Peter Haynes	33
25 th	656	PB/s		JC 3269	James Gunn Rebecca Gunn	32
26 th	2694	J2-PB/s		Kayne Spl.	Mike Painter	31

27 th	1049	PB/s	VH 8637	Gerald Burridge	
				Jim Burridge	30
28 th	1985	K3/s	CS 3009	Philippe Douchet	
				Bob Jones	29
29 th	600	J2/s	WJ 7070	Ken Robinson	28
=30 th	3420	PA	BMH 34	Andrew Bradshaw	27
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	27
“	108	M	OU 4824	Mike Dalby	27
33 rd	676	PA/s	WP 5939	Roger Thomas	26
=34 th	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	25
“	1997	NA	MG 3271	John Dutton	
				David Dutton	25
“	2517	M	SV 6402	Roger Glister	25
“	1521	C/s	RX 8591	Dave Cooksey	
				Oliver Richardson	25
=38 th	1140	J2	JL 753	Mike Linward	24
“	3070	K3/s tc	MG 2525	Richard Last	24
“	1917	J1/s	VSV 521	Stuart Evans	24
“	411	L2	JB 1649	Geoffrey Jarvis	24
“	2291	C/s	JK 2340	Adam Singer	
				Joe Singer	
				Rachel Singer	24
43 rd	65	PA/s		James Mumford	22
“	3246	J2	AL-37-86	Albert Koolna	22
“	1647	NB	JB 6864	Bill Abbott	22
“	2141	PA/s	RC 3349	Derek Richards	22
=48 th	2175	PB	JB 7524	Elizabeth Taylor	21
“	815	KN/s	MG 4314	Martin Warner	21
“	2133	KN/s ss -		Andy King	21
=51 st	80	J2	DE-46-64	Henri de Jong	20
“	2697	PB/s	CRE 569	Mark Reece	20
53 rd	2227	KN	MG 4282	Peter Hemmings	19
=54 th	2960	J2	AM-30-25	Thijs de Groot	18
“	2793	NA	JN 4402	Ken Hall	18
“	845	M	PG 5027	Mike Cleary	18
“	2695	J1-J2/s ss -		Garth Howat	
				Ben Howat	18
“	1888	NA	CGJ 295	Richard Last	
				Tristan Last	18
“	2011	K2/s	JO 7531	John Dutton	18
=60 th	679	J2	MG 2787	Terry Holden	17

“	1164	PA	YSV 703	Fred Boothby	17
=62 nd	1991	KN/s Saloon	ELF 409	Peter Prosser	16
“	2215	PB/s	JB 7525	Richard Frankel	16
64 th	-	KN/s	OHL 3	David Hince	
=65 th	27	J2-PA/s	DRV 740	Richard Pilkington	15
				Carol Cooper	
				George Cooper	14
“	2193	NB	DUB 679	Terry Hartley	14
“	3303	M	LS 2464	Oliver Richardson	14
“	1532	M	WD 4147	David Boyd	14
=69 th	950	L1/s	MG 2349	Ian Davison	13
“	1751	M	UV 7468	Brian Bassett	13
=71 st	664	PA/s	BLB 209	Paul Duncombe	12
“	2147	NA/s	AAO 797	Robert Dean	12
“	317	Jarvis M	GP 1856	Annette Bayne-Powell	12
“	1595	M	PG 1045	Frank Ashley	12
=75 th	397	M 12/12	SC 9559	Alex Peacop	11
“	2430	PA/s	497 UXH	Howard Harman	11
=77 th	3018	PB	MG 4516	Graham Holdsworth	10
“	3272	J2/s	APG 718	Colin Bird	10
“	1486	K3/s	JB 3181	Howard Maguire	10
“	3302	J2/s	KS 6104	Andrew Harrington	10
“	1419	J2	AGJ 540	Paul Miller	10
“	1925	PA	BPG 994	Bob Clare	10
=83 rd	1367	PA/s	MG 3921	John Wells	9
“	105	KN/s	BFY 658	Argen van Gelderen	9
“	1	NA/s	JB 3852	David Allison	9
“	250	PA	MG 3294	Andrew Bradshaw	9
=87 th	1000	PB/s	JB 7521	Ian Williamson	8
“	3130	PB/s	JB 7136	Jeanne Temple	8
=89 th	1516	K3/s ss -		Jeremy Hawke	7
“	865	J2	GY 2874	Allan Gould	7
“	2761	K1/s	MG 2794	Paul Mullins	
				Edward Mullins	
				John Dutton	7
=92 nd	2715	KN/s	CG 8379	Tanya Lewis	5
“	1976	J2/s	JF 5278	Gil Collins	5
=94 th	2703	PA 4str.	MG 3452	Tony Wild	4
“	2789	PA 4str.	VYC 529	Keith Jackson	4
“	2591	PA	MG 3242	Colin McLachlan	4
“	2957	PA 4str.	JC 2222	Geoff James	4

“	283	M	SVS 374	Patrick Gardner	4
=99 th	761	J2/s	APU 280	David Downes	2
“	833	PB	VH 8903	Barry Smith	2
“	749	PA/s	MG 3394	Peter Warne	2
“	1710	F1 Jarvis	IU 2474	Peter Tabb /Philip Bayne-Powell	2
“	3027	PA	TJ 9043	Michael Legg	2
“	1278	F1	MG 1313	Ian Goddard	2
“	3427	J2	XAS 214	Charlie Cartwright	2
“	1870	PA	AYY 38	Malcolm Kirby	2
“	2823	F1	GY 5141	Robert Walker	2
“	1607	F1	HZR 714	Stefaan Vernyns	2
“	1777	PA	BEV 518	Ron Warr2	
“	2686	NB	MG 4844	Alan Hogg	2
“	81	C/s	JK 1932	Bob Hudson	2
“	1600	D	PO 5751	Ted Hack2	
“	1659	PA	VL 5643	Terry Davies	2
“	670	PA	BFY 711	Richard Holl	2
“	968	PA	BU 8079	Roger Davies	2
“	633	NA	LAS 368	Tony Hay	2
“	1823	PA	WO 9320	Terry Andrews	2
“	3063	F1	IA 9830	John & Lou Shorten	2
“	1971	F2	WM 8548	Terry Wilson	2
“	2229	PA	JK 4823	David Stewart	2
“	-	J2	OC 4719	Mark Chamberlain	2
“	1936	L1	JB 1646	Peter Sutcliffe	2
“	1297	NB	BVB 561	John Thomson	2
“	2170	PB	CLX 112	Mark Dolton	2
“	“	800	J2 MG 2174	Sally Hewitt	2
“	2579	M	MG 874	Valerie Davison	2
127 th	3298	PA/s	OSL 309	Stuart Procter	1

The following events are those new events that have had results added since last time in the Car of the Year scores above

31 st August	VSCC Cadwell Park Race Meeting	Full
13 th September	MGCC SW Wiscombe Park Hill Climb	Full
27 th September	VSCC Kentish Rally	Full
12 th October	MGCC SE Autumn Naviscat	Part
17 th /18 th October	Le Kimber Rally & Trial	Full
19 th October	AMOC Donington Race Meeting	Full

SPEED CHAMPIONSHIP 2008

Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	C/s	Philip Bayne-Powell	17
=2 nd	KN/s	Andy King	14
“	PB/s	Mike Dowley	14
“	NA	Tristan Last	14
5 th	PA	Andrew Bradshaw	13
=6 th	K1/s	Peter Fenichel	12
“	K2/s	John Dutton	12
=8 th	KN/s	Annie Templeton	11
“	PA	Fred Boothby	11
=10 th	NA/s ss	an Baxter	10
“	KN/s	Tanya Lewis	10
“	C/s	Oliver Richardson	10
=13 th	NA	Ian MacKay	9
“	PB/s	Richard Frankel	9
=15 th	M	Frank Ashley	8
“	J2-PA/s	Mike Painter	8
=17 th	NA	Richard Jenkins	7
“	NA/s	Robert Dean	7
“	K3/s	Howard Maguire	7
=20 th	PA/s	Howard Harman	6
“	NB/s	Jane Metcalfe	6
“	J2/s	Andrew Harrington	6
=23 rd	J2/s	Gil Collins	5
“	K3/s ss	Richard Last	5
“	PB/s	Mark Reece	5
“	K3/s	Peter Green	5
“	KN/s	Arjn van Gelderen	5
“	J2-PA/s	George Cooper	5

SLADE TROPHY 2008

Scores to 22nd October

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	32
2 nd	PA/s	George Ward	15
=3 rd	PB/s	Jim Burridge	10
“	M	John Haine	10
=5 th	NA	Ian MacKay	9
“	J2/s	Colin Bird	9
=7 th	KN/s	Martin Warner	8
“	J2	Albert Koolna	8
=9 th	J2	Patrick Gardner	7
“	PA/s	Roger Thomas	7
“	NA	Richard Jenkins	7
=12 th	PA/s	Nigel Gibbons	6
“	PA	Alexander Reid	6
“	PB/s	Gerald Burridge	6
“	PB/s	Ian Williamson	6
“	PA/s	John Wells	6
17 th	J2	Henri de Jong	5
=18 th	J2	Nick Bengier	4
“	J2	Mike Linward	4
=20 th	PA	John Reid	3
“	PB/s	Barry Smith	3
22 nd	J2/s	Ken Robinson	2

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Racing Challenge Trophy 2008

The Betty Haig Cup

Scores to 23rd October

Position	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 st	K1/s	Peter Fenichel		0.319
2 nd	K1-KN/s ss	Anne Templeton		0.328
	PB/s	Richard Frankel	3	0.438
	PB/s	Mike Dowley	3	0.450
	J2-PA/s	Mike Painter	3	0.544
	KN/s	Andy King	3	0.874
	K2/s	John Dutton	2	0.322
	J1/s	Stuart Evans	2	0.350
	KN/s	Tanya Lewis	2	0.436
	NA/s	Robert Dean	2	0.449
	K3/s ss, NA	Richard Last	2	0.500
	PB/s	Peter Haynes	2	0.548
	NB/s	Jane Metcalfe	2	0.800
	C/s	Oliver Richardson	2	0.900
	J2/s	Gil Collins	2	1.000
	PB/s	Mark Reece	1	0.200
	K3/s	Howard Maguire	1	0.400
	KN/s	Arjen van Galderen	1	0.500
	PA	Andrew Bradshaw	1	0.500
	K3/s	Brandon Smith-Hilliard	1	0.579
	NA/s	David Downes	1	0.586
	K3/s	Peter Green	1	0.667
	NA	Tristan Last	1	1.000
	PA	Fred Boothby	1	1.000
	J2-PA/s	George Cooper	1	1.000

Notes from the Comps Secretary

Mike Linward

Bill Bennett's attempt at another MCC Triple came to an abrupt halt at Litton Slack on the Edinburgh trial, over the weekend of the 4th and 5th October. It looked at one time as if no one in Class 2 would climb Litton successfully, which in the event would not make the hill count, but Adrian Dommett in his Wolseley Hornet special made it to the top, which denied all others in the Class their potential 'Golds'. This was doubly disappointing for Bill, as a Gold on the Edinburgh would have given him his third MCC 'Triple' in a row. Many commiserations.

On a brighter note, Anne Templeton entered her KN single seat racing car in the recent VSCC Cadwell Park race meeting. She successfully completed Race 4 in 6th place overall out of twenty finishers, which gained her the Len Thompson Memorial Trophy, and the Nuffield Trophy, after which the race meeting is named.

One competition that has now finished is the Speed Championship, and this year's winner is your Editor, Philip Bayne-Powell, driving his supercharged C type. Many congratulations to Philip, and just reward for his persistence in all forms of competition, not just the speed events for which the trophy is awarded. It is hoped that entries for next year's speed competitions will be greater than we have seen over the last few years, but at the time of writing, the economic gloom that seems to be settling over the Word's economies, does not make this a good prospect.

Bill Bennett still leads the COTY table, but dark horse Richard Jenkins is making steady progress on the rails. Whether there is enough time, or events, in the remainder of the calendar, for an overtaking move, remains to be seen.

Unlike the British Tax Returns, which have to be in by the end of January 2009, submissions for the COTY will finish by the end of the third week of January, that is Sunday the 19th. Tax may not be taxing, but points have to be pointed – in the direction of the Comp.Sec., either by e-mail or letter – preferably not by telephone, as he has a notoriously poor memory. The best of luck to everybody.

Morgan Maverick and Porthos – Some Answers but more Questions?

By John Reid

In April 2008 Chris Lawrence published his autobiography “Morgan Maverick”, in which he describes the variety of activities and achievements in his life. My thanks to Mike Hawke for telling me about this book, signed copies of which are available from Collectors Car Books at Silverstone, priced £30. Incidentally, young Mike and his J2, DG 5405, can be seen on page 32, in a 1954 (not '51 as the book says) photograph of the cars and members of the Royal Navy Engineering College Motor Club.

A wide ranging career has given Chris Lawrence plenty to write about, but it is most likely that readers of the Bulletin will know him for his early motor racing activities; in particular a class win in the Morgan +4 TOK 258 at Le Mans in 1962, his company LawrenceTune, and before that as owner and racer of the Hillwood Special (see Colin Butcher’s article in Yearbook 2006), followed by the Musketeer trials car Porthos, JB 6866. “Morgan Maverick” is an interesting and entertaining read and well recommended, but as we shall see I think the passage of time has dulled the memory, or maybe some changes took place to the Musketeers post-war that remain to be researched...?

Porthos, one of the 1935/6 Three Musketeer trials specials and normally driven by Jack Bastock, was first registered in August 1935. The build specification is well known, the Competition Department using a variety of Triple-M parts to build what they thought would make a good trials car – or maybe they just started with some spare L1 chassis still hanging on the wall in 1935, and added other useful bits that were lying around the factory!

In the early 1950s, Chris Lawrence was in Portsmouth, and purchased a large quantity of mid-1930s MG parts and a chassis. These were the chassis and dismantled parts of Porthos, and the remains of Athos, following its serious fatal accident. Quite why Porthos was dismantled is not recorded, but having built a new garage “as soon as the cement floor had dried Dick Walsh of Wrangaton Engineering brought my pile of MG junk up from Devon. I well remember my father’s face when he looked at what I had bought with every penny I had. The heart of this collection was an NE type Magnette, which was in fact, a well-known car. MG at Abingdon had built a team of cars in the early ’30s called the ‘Three Musketeers’ for trials. The trio had done really well, becoming famous. The half finished chassis I mention was that of ‘Porthos’. The dismantled parts were the rest of Porthos and quite a lot of ‘Athos’, which had been comprehensively crashed into a bus, and was very smashed up. Not having a very big workshop, I quickly got rid of any unusable bits and pieces and set about finishing Porthos to go circuit racing.”...

Lawrence describes Porthos as “something quite special. The Three Musketeers were basically NE Magnettes, having K3 power trains, with the exception of having a normal crash gearbox in place of the Wilson pre-selector type, and a much superior supercharger set-up...suffice it to say that my little 1100cc engine with its six cylinders, received 5lbs of ‘boost’ at 1200rpm and 8 pounds at 5000 revs.” Now the 1935/36 Musketeers were not NE Magnettes (they were built on an L1 chassis) and nor were the engines 1100cc K3 units, but Marshall supercharged N-types bored out to 60mm to give 1408cc. However, by the time Lawrence bought his collection of Musketeer bits, had the engines been changed? Looks we know can deceive, but the photographs in the book show the Musketeer special design (not an NE) with an engine similar to Aramis’. Or is he thinking of the 1934 team cars which were rebodied NE Magnettes, though these had 1271cc engines?

Unless of course the engine had been rebuilt with a short stroke crank and sleeved to 57mm...

He entered Porthos in several 1100cc races, including Goodwood and Crystal Palace, but soon found that the word "supercharged" in the entry list made him "*an instant scratch man in the handicap races, which were the only ones for which the car was eligible.*" The solution for the 1955 season was to delete the supercharger, and replace it with 6 Amal motorcycle carburettors in an attempt to retain as much as possible of the engine's power.

Up to now the car still looked very much like what MG had built, though the P-type part of the body was now without doors and had an external exhaust. A change in employment to work at Rotax in London, provided Lawrence with development help and ideas from a colleague Geoff Price, resulting in Porthos being stripped down to the chassis and fitted with an all enveloping low drag fibreglass Mistral body made by Microplas (see photograph). With the Amal carburettors and the streamlined body the car was indeed quite a lot faster.

After more races at Goodwood members' meetings, Lawrence entered Porthos for the 'Fibreglass Trophy' at Brands Hatch, a 50 lap handicap race for fibreglass bodied cars. (As an aside, two of the Musketeers have raced at Brands Hatch – I entered Aramis for an MGCC meeting in 1972!) Archie Scott-Brown was on scratch, giving Porthos a start of 2 laps and 10 seconds. While leading on the last lap with Scott-Brown second, Lawrence T-boned a spinning back marker's car "*in the most comprehensive way possible, totally destroying his chassis and also lozenging my ladder frame beyond repair, as I was to discover later, although Porthos was still driveable back to the pits.*" That ended his racing for the season. Porthos was stripped to the chassis, but the repairers Blakes decided it was too far gone for economic repair so now "*I had no money with which to buy another car, only a pile of old, mostly worn out bits, some of which were bent and a badly damaged fibreglass body designed to remain in one piece.*"

The outcome was the design and building of a new chassis powered by the MG engine, and using the MG back axle and gearbox. Early in 1957 the Rotacks MG was rolled out, or rather, first dismantled in the cellar where it was built, and then reassembled in the road! The fibreglass body had been repaired, the wheel arches trimmed to a better shape, and the original cream and brown paintwork replaced by black and silver. By the end of a successful 1957 season, including two second places at Goodwood, the Magnette engine was getting rather tired, not to mention the gearbox. Nearing the completion of a winter engine rebuild, the opportunity arose to join forces with his uncle, Tony Sanderson, and buy an AFM with a BMW 328 engine. The Rotacks MG was sold to buy a 1927 Rolls-Royce 20 as a tow car for the AFM, and so ended Chris Lawrence's association with the Three Musketeers...

...which leaves one to reflect on what happened to the Rotacks MG, and is the car or engine still hiding somewhere? And was it 1100cc or 1408? We'll probably never know. Maybe it's time to close the book or are we, like Coleridge, incapable of remaining content with half-knowledge?



Porthos with its Mistral fibreglass body

PG 1045 – Car of the Year 2007

By Frank Ashley

These are a few words to tell how my 1929 M-type managed to achieve the coveted Car of the Year award for 2007. I have been competing with the car since 1995, when I decided that if I didn't get a comp's licence and have a go at a sprint and a hill-climb, it would soon be too late, and I would regret it for the remainder of my life. With those first two events at Curborough and Prescott, the bug well and truly bit, and the car and I have been active for most years since.

In my early days, I was pretty slow, and generally outclassed in terms of class awards by the likes of 1100cc Rileys and the odd blown Austin 7. However there was another MG in the class at most events, which became my target, and that was the 12/12 car of Colin Lambert. Colin was always quicker than me at most venues, which we put down to his greater experience, although as the years went by, the gap in our times came down, until in 2002 I finally achieved a faster time at Prescott.

By now, I had started to get the odd handicap award in VSCC events as my times gradually came down, and thus I started to move up the COTY table. 2004 & 2005 resulted in respectable placing in the table, but 2006 saw me well down the table after a year of few events, while preparing the car for the New England Raid. Sadly we were unable to take part due to my partner becoming seriously ill, although the car did travel, and was actually driven on American soil, before being put into a warehouse to await return to England along with the other cars.

After a very difficult winter, I decided that I would have a full year of all sorts of events with the car, starting with the MGCC sprint at Curborough. This is a great event, and used to have a MMM class. Sadly entries are now few, and the class is for pre-39 cars, with numbers being made up by VSCC cars. One month later, was another visit to the same course for the VSCC sprint, followed by a journey to Devon for a weekend of hill-

climbing with the 500 Association on Saturday, and VSCC on Sunday. The latter yielded a 2nd in class on handicap, and due to the very wet conditions, and the fact that he had just bought it, I actually beat Terry Crabb's ERA!

The next event was to be MG Silverstone, with entries in the California Cup and the Sprint: The driving tests were great fun and I managed second in class, while the M-type team took the Inter Register Trophy. Sunday was a very different story with the sprint taking place in horrendous rain. First practice saw my one and only spin, in the middle of Stowe corner; no drama or excursions onto the grass, the car just did about a 270° in the middle of the circuit, and the anti-stall didn't work! Consequently my times were better read by an hourglass than electronic timing.

The weather soon improved, and a week later saw us back on the hills, this time for the VSCC meeting at Shelsley Walsh. Generally described as a power hill due to its steepness, the course is hardly conducive to low times in an M-type. However, lack of power does mean that you can go flat out for most of the time, and I was obviously a bit braver through the Esses than previously, as I netted a first on handicap in class 2. An interesting comparison is that my best terminal speed is 41mph, whereas Chris Williams in the Napier Bentley crosses the line at about 96mph having lifted off!

Another short rest, and one week later we were at Loton Park for the Hagley and District Light Car Club meeting. No official awards, but an impromptu competition between the only two entries in the vintage sports car class saw me have a greater improvement over previous best than Terry Rogers in his AC engined Frazer-Nash, and so he very kindly gave me the trophy that he won for his class win. However, on my second run, the gremlins had struck, and the engine was misfiring badly. Investigations in the paddock finally revealed that there was no clearance on No 3 valve and no adjustment possible; it didn't look good with only two weeks before the Bugatti Owners Club meeting at Prescott

The following day, the head came off and the broken valve dropped out, leaving the remainder still firmly held in place by the collets. Fortunately no damage had been done other than to chip a bit of carbon off the top of the piston. With a new valve ground to length and put in place, everything was back to a "go" situation ready for Prescott.

Then came the floods and Prescott was postponed until September. So the front Andre Hartford dampers were loosened, and we had a few days of social event at the Vintage Minor Register's Dorset Rally. This really is another splendid do, with a navigation rally for those with the skill or tours for the navigationally challenged. The MMM register is usually invited to these events, and I can heartily recommend them; the 2009 event will be based around Prescott at the beginning of August.

Returning to the Midlands required re-tightening of the front dampers in readiness for VSCC Prescott. Another enjoyable event at this splendid venue, but without getting in among the silverware, it was never the less a good proving time for the next meeting entered.

This was another trip over the water, but this time only as far as the Channel Islands for the Jersey Festival of Speed. Organised by the Classic and Vintage Motor Racing Club of Jersey, the event started on Friday with a $\frac{1}{4}$ mile sprint at St Ouen's Bay, followed by 2 days of hill-climbing at Greve de Leqc. An added bonus was an entry for 6 overseas visitors to Jersey Light Car Club's meeting at Bouley Bay on the Bank Holiday Monday. In addition to the competitive events there was a Vin d'Honneur reception and buffet, and a Gala dinner and prize giving at the end. The sprint was a straight road with a right to left kink, and as a first timer, I was warned not to straightline the kink, as it had a very steep camber, and as cars went over the hump, tyre contact would be reduced to about 4 inches! Not much to worry about on a 4.00 x 19 tyre. My times were not spectacular, and my terminal speed of 58 mph paled into insignificance compared to the 137mph recorded by a

machine with 2 wheels and 100cc's less, although I think Ducatti can produce a bit more BHP/litre than my M.

The hill-climb at Greve de Leqc was wonderful; not too steep, and apart from two corners heavily marked with straw bales, it was foot to the floor all the way. The Festival of Speed does not have FTD or class awards, but rather just two awards, "For the Spirit of the Event". The bike award was won by a chap who took 2 classic bikes from north Scotland, whilst to my utter disbelief, I was awarded the trophy for cars. This put the icing on the cake of what was a fabulous weekend.

The final events of the year for me were the MG hill-climb at Wiscombe, where I managed a class win, and Bugatti Owners Club at Prescott, where the only thing I gained was a damaged tendon in my wrist, caused by losing control of the winch handle while unloading the car from the trailer!

A few words about the car. I have owned it for more than half it's life, having acquired it as a semi-derelict wreck in 1967. It was rebuilt during the 70's, finally hitting the road in 1987. The car was never intended to be in absolute original condition, but to be tidy and usable. To this extent, it sports hydraulic brakes, front hinged doors aka late models, a 4 speed gearbox and 12 volt electrics. After a few years use, work to remedy a failed white metal big end, showed that the crank was cracked and needed replacement. The engine was rebuilt by Mike Dowley with a Phoenix crank and rods, and a lot of work on the cylinder head. Fuel is supplied by a 1 1/4" down-draught SU and exhaust is by a separate pipe system, similar to a 12/12, but with the exhaust under the car.

After running in, the car was set up on a rolling road, giving BHP at the wheels in the high 30's and peak revs at 6500. This engine has now run for 11 years, and at the end of the 2007 season, I decided that it was time to take the engine out for inspection. This was done over the winter, and has now been rebuilt with new pistons and big ends. It is currently being run in with road miles and some gentle competition, and hopefully we

can get it back on the rolling road during this winter, ready for 2009. So ended my year. I had had some 17 days of different events

with my car, plus other use including shopping, travelling to pub meetings, and to Oulton Park to marshal at the VSCC meeting. Winning the COTY topped what had already been a fabulous year for me, and shows that you don't need an exotic MG to have fun and some success. So get a licence, helmet and overalls and let's see you out there next year.

YOUR LETTERS

From Berndt Aulin (L 0713)

Hello Phil

My friend Gabriel Öhman asked a question in the May number of the Bulletin, how many L-Owners name their cars Ellen, Elinor etc. I The chassis to my car is almost complete, and has been so for a while (years), just waiting for the ironplater to get ready with the body. Well what to do when waiting? The chassis can't just stand in the garage and stop other activities. I got the opportunity to place my chassis in the new car museum called "Autoseum" in Simrishamn, in the south of Sweden. Arriving at the museum I took the chance to make a little longer driving test. It was rather exciting to put a "test driving chair", a big battery, and a small petrol tank and then firing up the engine and drive away. That's just what you can see on the pictures. After about 3 kilometres the engine started to throw oil, somewhere in the region of the vertical drive, and one tire ran

flat. Anyway I had a great and funny moment driving the chassis around without being afraid of the police to stop me.

This week I'm going up to the ironplater, helping him to put on the doors to the body. Hopefully the rest shouldn't take so much time to do. The biggest problem has been to find out how the sliding-roof should be built in the right way. It seems as nobody knows. Thanks to old pictures, I think we have found out how it should be shaped and all problems seem to be solved. Looking forward to drive around in the second (perhaps) driveable Continental Coupé in the world after MG 3320 owned by Dick Cobb in the USA. (*I believe this is the ex-Nick Sands car – Ed*)

Best wishes



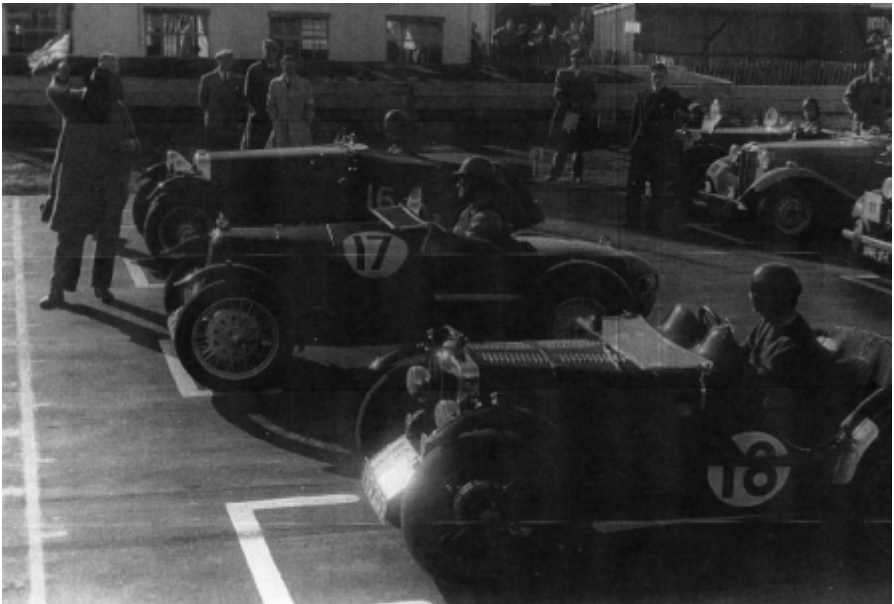
From Mike Hawke

Dear Phil

Many thanks for the latest Triple-M Register Bulletin, and with reference to the letter from Keith Portsmore and Mr Gentry's C-type; I enclose a photo of C0283 on the starting grid at Goodwood. As Mr Gentry says he only competed in one race at Goodwood, this must be the same occasion. It is race 5 at the BARC Members' Meeting on 22nd March 1952. The car behind is J2749 driven by Geoff Coles who came 10th. I have no record of where Mr Gentry came. The photo comes from the Michael Coles collection.

Chris Nowlan's letter shows F0443, which was registered MG 1450 on 1st January 1932, and at that time was a standard 4-seater F-type tourer; the body in the photo is a later modification.

Yours sincerely



From Simon Cauthery

Phil,

If you need to fill any space here are a couple of photos of “mystery objects” The manifold actually fits the J2 head; hole spacings and sizes match, but it seems to be intended to be hot water heated. (*Any ideas of who produced this – Ed*)

The other 2 are probably not MG related at all, but came with a load of other spares.

Best regards



From Graham Roots

Dear Phil

Reference the Brighton to Beer trials entries in the last Bulletin, the 1935 entry for Mr S.M.Harrocks car should give the registration as ALJ 666, as this P-type is now in my stables. I understand that there is an article in the Sports Car magazine covering this rally (June 1935 issue I believe). This has a photograph of this car halfway up a hill. I have been trying to get a copy of the article, but without success, even after trying the VSCC, Beaulieu, and Gaydon.

I wonder if any readers can help me with a copy of this article.

Regards

From Walter Kallenberg

MMM meets Mille Miglia

Hallo MMM owners, summer is over, so hopefully the next one is coming. We are thinking about an informal MMM meeting in May next year during the week, the Mille Miglia starts in Brescia. We have a Hotel direct at the Lake Garda with the right facilities for us. Go on Google and then "Hotel Saviola". It is the 20th week. The Mille Miglia starts on the 14th of May at Brescia.

We would block the hotel and organise some trips round the lake. No costs for the meeting, everybody pay the hotel, that's it.

If you are interested, please let us know.

Best regards and MGgrüße

P.S. When the Rome meeting will happen, it will be together with the modern MGs. We think that the MMM cars alone is more fun.

There is a possibility to go by train from Germany to

TIPS AND HINTS

Martin White tells us that “if you take a dipping headlight for an L140 (J,L,P-types) headlight, and remove the reflector, but keeping its support ring, you can press fit a Lucas 700 pre focus unit (or Halogen H4) unit into it – having first removed the glass of course! Hey Presto you have a dipping reflector unit, which will go straight into the lamp bowl as per the original. This does not work with the larger L150 (N-type) unit, as the ring is too large,

You can also do a similar thing with the M-type lights. Break out the glass of the Lucas 700 unit, trim it a bit and then clip it behind the glass using the W-clips as originally used. (To break the new glass it is easier to break it with a metal rod from the inside, rather than smacking it with a hammer on the outside!) For best results trim the new unit to the exact diameter of the glass you are using. To create a watertight unit, you can glue the glass to it with polyurethane seam sealer.

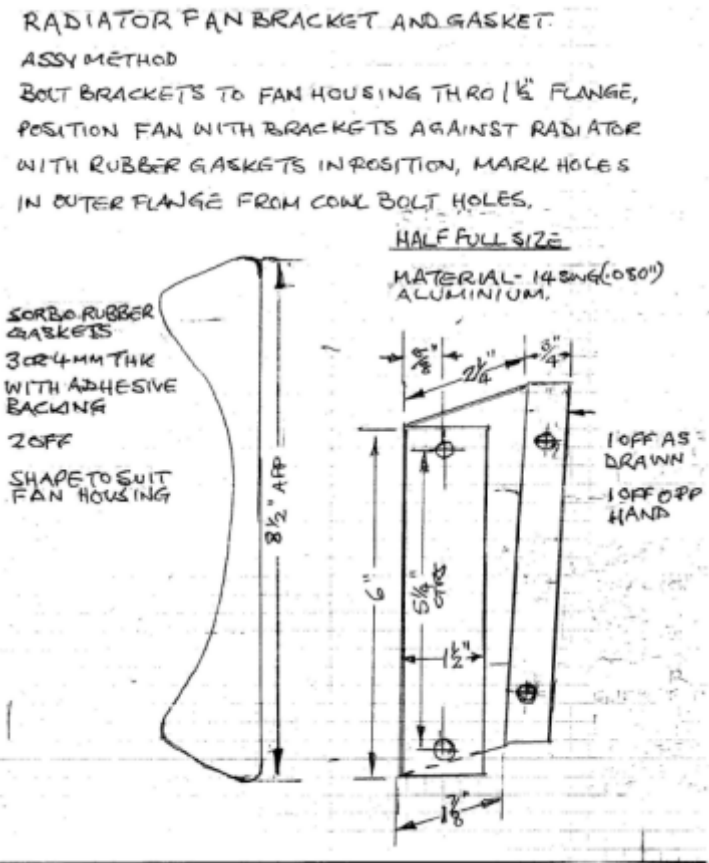
Pennyfarthing Tools (26 Pennyfarthing Street, Salisbury, SP1 1HJ Tel. 01722 410090) sell (and buy) old and modern hand and machine tools.

Brian Bassett gives us a tip about fitting a fan to his J2. “My car has been on the road now for just over two years, and has covered 1600 miles. I have read in the Bulletin about various fan installations, and noted the various ways the fan has been mounted behind the radiator.

I purchased a Kenlowe assembly direct from them, and I thought readers might be interested in my method of installation with my home made brackets. The brackets are made from 14gauge (.080) thick aluminium, very easy to drill and bend, but strong enough for this application. I also used black sorbo rubber approximately 4mm thick with adhesive backing. I stuck one on each side of the plastic fan housing to act as a buffer, to prevent the plastic chafing on the radiator core.

Whilst I have seen various fan installations, I feel that the Kenlowe one is the best. The Fan and housing is very light and rigid; the design of the plastic housing gives adequate protection from trapping the fingers in the fan. The aluminium brackets are very light and easy to make. I believe the same brackets would be suitable for most Triple-M cars, with slight alterations mainly to the width of the bracket.

Hopefully, Triple-M owners will find this of use, and worth considering in light of today's traffic conditions. The Kenlowe part number is 11.s.12v for the fan. A switch can also be supplied."





ITEMS FOR SALE

Rob Dunsterville (e-mail lakesideescapebnb@tsn.cc) has the following reproduction brochures as produced by the Register a few years ago, and now no longer available. They are true reproductions even down to the correct type and colour of paper used:-

M-type 11"x8¹/₂" (4 sides) – MMM repro (2 No.)

D & M-type 8¹/₂"x7" (6 sides) –MMM repro (2No.)

D & M-type (6 sides) – original?

F-type 8¹/₂"x7" (6 sides) – MMM repro (2 No.)

L-type 15"x16" double sided fold out –MMM repro

Airline and 2/4 seater (4 sides) –MMM repro

"The Epic of the Double-Twelve" 6¹/₂"x5", (6 sides) – MMM repro (2No.)

"Unfettered" 11¹/₂" x 8" (2 sides) details of the F-type – MMM repro

C-type Monthery Midget 10"x 8" (4 sides) – MMM repro "Blower" on

Magna Motoring, 5¹/₂"x 3³/₄" (8 sides) – repro

Wakefield Lubrication Wall Charts, MMM repro:-

J2 Midget (2No.); N and KN Magnette; PA, PB, J types

Triple-M Register Yearbook 1974



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CARS FOR SALE



James Mumford (james@easltd.co.uk tel. +44 (0)1444 417624 eve/we, West Sussex) has for sale his fabric bodied M Type, chassis No 2M2305, in good condition with MOT and licence. This strong and well-used car has been often seen in MGCC and VSCC events in the South East including success in Autotests and Trials.

Has VSCC Buff Form. Fitted with a 4 speed gearbox and 12v electrics, is a tidy and useable car waiting for a younger and more energetic owner

Low cost introduction to MMM motoring at £8,800. Some spares also available. Contact James for further details and photos.



Martin White (71 Deepfield Road, Bracknell, Berks, Rg12 2NU Tel. 01344 424258 evenings 7pm-8pm, or 01344 425364 during the day) is selling his J2 as featured in the Register notes in October's Safety Fast. It is fitted with a BMC A series engine, and Morris hydraulic brakes. Offers around £15,000.

Tim Miller (Saddlery House, Kingsbury Episcopi, Somerset. TA12 6AT. Home : 01935 822978 Mobile : 0790 22 00 444) has a 1934 P-type 4-seat for restoration. Rolling chassis with rebuilt engine (Std. bores) and gearbox (PB ratios) fitted. Powder coated wheels with Michelin tyres. Complete original body for rebuild, including fuel tank and rear floor, and four wings in primer. Most other parts to complete as is, although I have a spare wheel carrier and slab tank, if you must make another two seater out of it. Last on the road in 1967. V5C and some history. £8750. Possible part exchange M-type or parts, or modern small estate car.



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SPARES WANTED

Roger Glister (2 Moorside Court, Cowpasture Road, Ilkley, West Yorks, LS29 8UF Tel. 01943 600026) is looking for a 8/47 crown wheel and pinion set, or complete diff for a P-type. Also an inlet manifold and /or SU carburettors for a J-type.

URGENTLY WANTED:- A YEAR BOOK EDITOR FOR THE COMING YEARBOOK 2008. SOME ARTICLES ARE ALREADY DONE, WITH OTHERS PROMISED. JOHN REID WILL GIVE ASSISTANCE TO THE LUCKY EDITOR. PLEASE CONTACT ANY COMMITTEE MEMBER AS SOON AS POSSIBLE SO THAT WE GET A YEARBOOK PUBLISHED.



George Eyston celebrates the successful record breaking of EX 120 at Pendine (from O.Richardson collection)

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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: geagleml2@dsl.pipex.com)

TREASURER – Paul Duncombe, 140 Braywick Road, Maidenhead, Berks, SL6 1DJ. (tel. 01628 629786 e-mail: Dduncombes@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 – Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel. 01494 883112. E-mail richard.morbey@googlemail.com)

YEARBOOK CO-EDITOR – Andrew Bradshaw, 43 Hertford Street, Cambridge, Cambridgeshire, CB4 3AF. (Tel: 01223 564872 (H) E-mail ajbhome@dsl.pipex.com)

YEARBOOK CO-EDITOR – John Reid, Fardenway, Orwell, Royston, Herts, SG8 5QH (Tel. 01223 207387 E-mail john.b.reid@talk21.com)

YEARBOOK ADVERTS – Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel. 01628 665055 E-mail: e.taylor@oakend.net)

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)

LIBRARIAN – Peter Hemmings, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel. 01635 269260 e-mail: peter.hemmings@tiscali.co.uk)

SUBSCRIPTION CO_ORDINATOR – Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail rhiwlas.35@btopenworld.com)



Berndt Aulin test drives his bodyless L-type Continental Coupe for the first time



***VSCC Goodwood Sprint. Peter Fenichel's K-type leaves the chicane behind to take 2nd in class
Photo: I. Davidson***

