

# **TRIPLE-M REGISTER BULLETIN**



**October 2010**





***Carlo Schmitz's Supercharged Jarvis D-type reiteration in progress***

Photo: C. Schmitz



***Graham Watts in C0291 storms up the Futa pass in this year's Mille Miglia.  
This car came 6th overall in the 1933 Le Mans driven by Ford/Baumer***

Photo: G. Holdsworth

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The last two months have been pretty busy; starting with the popular Black Horse Driving tests at the beginning of August. This was closely followed by the excellent Flat Cap and Whippet weekend so ably organised by Terry Hartley and Bob Walker, where nearly 50 Cars were treated to beautiful scenery of the Lake District and the Pennines, with scarcely a drop of rain. Some cars suffered including Colin Wallace, whose P-type's little end bush came loose causing the end of the con rod to break and flail round the crankcase, putting holes in both sides of the block. It then took the AA 12 hours to get him home to Farnham, so he was not very happy, and hadn't even made the start of the rally. We lent our ND to Ed Taylor and the NA saloon to Malcolm Robertson, both of whom had made the journey especially from Australia.

The new Club rules now insist on all officers standing down after three year's service, which would mean that Peter Green our esteemed Chairman would have to stand down next year, but because he is deeply involved in the 50<sup>th</sup> Anniversary celebrations of the Register next year, he is being allowed to stay in office until the 2012 AGM. We are therefore looking for a keen person to take over from him, and to this end we are looking for someone to become Vice Chairman at next year's AGM, with a possible view to becoming Chairman after Peter. I sure we all agree that Peter has done an excellent job, and we hope we can get someone to fill his shoes. All applicants for the posts should form a queue outside the Secretary's front door!

Some people have been confused when paying for their Bulletin using the PayPal connection on the website. The payment is requested to be made to Bob Milton, who is of course the Register Treasurer. PayPal is not set up to pay to an organisation, so it has to name an individual in the form. We are changing the website so that this is clearer in future.

**Cover photo:- Serried ranks of Triple-M cars line up for the photo shoot at the Appleby Manor Hotel on the Flat Cap and Whippet rally.**

Wiscombe Hillclimb found a good selection of nine Triple-M cars, with the pre-1955 Sports Car class up to 1100cc hotly contested, especially as the day went on and the damp track dried out. Read on for a full report. The Editorial C-type was going better than ever, partly due to finding the throttle wasn't opening fully, as the screw adjuster was fouling one of the manifold studs; this was cut down and now full throttle is possible. Also the week prior the hill climb, we checked the cylinder head with a "drain down" test, which entails feeding compressed air into each plug hole and seeing where the air escapes from. In this case it was from 3 inlet and 2 exhaust valves. So the head had to come off and the valves be ground in. It was all back together by 6pm on Thursday, ready for the run down on Friday to stay with Keith Portsmore for the weekend. Although the car was going better, the driver seems to be getting slower!

One problem came to light on the way back, which was a persistent leak in the C-type's petrol tank. This had been repaired a few years ago with Petropatch and fibreglass reinforcement, but due to the petrol tank carrier loosing a vital nut, the tank had been banging about and split the repair. It is now with I & M Autobody Repairs in Ropley, who I'm told are good at repairing petrol tanks. For further information see Tips and Hints later in the Bulletin.

We have been getting more members entering the Inter Register Club Rallies. This club was set up many years ago to enable the small Registers to combine their efforts and organise events for their members around the country. The Triple-M and Vintage MG Registers joined up last year. For the first time in these events, we had a team of cars in the latest rally. We did very well, winning the team prize, as will be seen in the report later on in the Bulletin.

We hear that Peter Fenischel has sold his very successful K3 replica to a friend of Gunther Stamm in Germany, and it raced at the Nurburgring in August. Peter is thinking of buying a Formula Junior to race, as well as building a P or J race car with twin blowers – that should be interesting. Peter has been a consistent race competitor for many years, ably representing the Triple-M Register.

We see that RM Auctions have the ex-Dave Lawley NB Airline up for grabs at Battersea Park on the 27<sup>th</sup> October. This was the car that caught fire when in Reed Yates' garage, and has been rebuilt on a steel frame made by Peels of Kingston. It last sold in the States for \$380,000, so it will be interesting to see what it fetches this time!

# Black Horse Driving Tests

## 1<sup>st</sup> August

Patrick Gardner again organised a great event, which attracted 12 actual entrants, with many other Triple-M cars coming for the picnic lunch and to spectate/harass the competitors! There was a good spread of people entered with many younger entries and ladies too.

The tests took place in a farmer's field, which this year had been cut a bit shorter than before. Half of the tests were done before the second half, carefully using the same layout of cones as the first, but with a different route. One test involved driving round a tree, while the passenger held a jug of water over the driver's head to encourage the driver to make a smooth circuit, but two large logs placed in the path ensured that the driver got pretty wet! Great spectator jollity!

Although this event is termed a driving test, it is more of a gymkhana, as passengers are carried, and they are often required to work as hard as the driver. It was very pleasing to see the late John Hart's family turn out in force. Martyn Phillis was exercising the Editorial Jarvis F-type. Some modern and non-MG cars also took part, including two MGAs and a Riley Lynx.

The very nice Black Horse Trophy of a black horse on a plinth was won by Andrew McNeill in a PB engined J2, while the Ladies award went to Clare Gardner (Patrick's daughter).



**The Editor getting a soaking in the C-type (photo Ian Davison)**

## RESULTS:-

1 <sup>st</sup>	Andrew McNeill	PB/J2
2 <sup>nd</sup>	Simon Wilkinson	J2
3 <sup>rd</sup>	Philip B-Powell	C-type
4 <sup>th</sup>	George Ward	PA
5 <sup>th</sup>	Martyn Phillis	Jarvis F-type
6 <sup>th</sup>	Richard Jenkins	NA
7 <sup>th</sup>	Clare Gardner	J2
8 <sup>th</sup>	Val Davison	M-type
9 <sup>th</sup>	Jo Ward	PA
DNF	Bob Clare	PA
"	Eric Mardell	PA
"	Bryan Ditchman	L-type - 'Dartagnan'



**Andrew McNeill kicking up the dust on his way to victory  
(Photo M. Phillis)**

## The 3rd Flat Cap & Whippet Rally

*It would seem that we can't keep the Australians away! **Malcolm Robertson** reports on our third weekend away in the North...*

Regular readers will be coming familiar with my annual visits to the UK to participate in your summer MG activities, and this year was no different. Armed with a fourteen day leave pass from the girls at home, I packed my flat cap, Aussie flag and wet weather gear and headed for the comfort of a Qantas A380, exit row seat (for maximum legroom) to fly to England for a weekend of not so comfortable Triple-M motoring (with minimum legroom).

Australians know that you love your summers, and that you plan all sorts of exciting events involving your MGs, which you cram into the few short weeks of suitable weather. Your idea of suitable weather is, of course, quite different from ours, and in contrast to last year's Triple-M weekend in the west country around Somerset and Devon, when unexpected blue skies and baking sun had everyone baring all, this year's event in Cumbria was perhaps more typical of an English summer - largely cool and damp. Not that anyone complained, as the runs through the steep and twisting tracks of The Lake District would have proved quite a challenge in hot weather. As it was, many cars boiled on some of the grades, and one or two had to resort to the recovery trailer to get home each evening.

The Triple-M rallies in the north of England run under the romantic title of the Flat Cap and Whippet weekends, a reflection of the popular Andy Capp cartoon misconception of the stereotypical northerner. Readers may remember my first Flat Cap and Whippet rally two years ago, where not only did the front wheel on the editor's ND fall off in a moment of adrenalin-pumping excitement when a stub axle broke, but I didn't see a single whippet, supposedly the dog to be seen at the heels of every northerner.

This year my fortunes were reversed, and not only was there a whippet on the rally, the gorgeous *Zebedee*, brought in especially for me according to Terry Hartley, one of the two organisers, but *Millie*, the lovely little N Salonette borrowed from Keith and Philip, performed almost without fault. I say "almost", because in fact this year we had clutch problems, and by the time I returned the little car to Philip's

garage some 1000 hard fought miles after collecting it, the clutch was not releasing at all - all gear changes were either accomplished stationary with some gnashing of teeth, or skilfully executed on the move using a deft hand and a well-tuned ear.

This year's rally was centred at Appleby-in-Westmorland, an ancient market town nestled in the foothills of the Pennines in Cumbria, and a short drive over, under, but definitely not on, the M6 motorway, from the picturesque Lake District. Nearly 50 cars had registered for the event, making it one of the largest organised by the Triple-M Register, and no doubt making it even harder for the organisers (Terry and Sue Hartley and Bob and Beth Walker and their extended families) to find appropriate accommodation and refreshment stops. But not only did they manage to do this, they even extended the rally by an extra day, and an extra ten cars, so that we could all enjoy the ambience and variety of the quite different geography between the north Pennine area and the Cumbrian peaks and lakes.

As in past years, my hosts for the weekend were the iconic Philip and Rosemary Bayne-Powell, stalwarts of the Triple-M fraternity. Philip had prepared three cars for the run north from Surrey: Rosemary's Allingham-bodied NA, Philip's rare two-seater ND, and *Millie*, one of the few surviving NA salonnets, which Philip owns in partnership with Keith Portsmore. Philip and Rosemary drove the Allingham, Ed Taylor from Melbourne drove the ND with fellow Aussie J3-owner Tim Jackson as navigator, and I drove *Millie* with ex-pat Aussie James Heaton as my navigator.

Our drive to and from the south of England to Cumbria included an overnight stop at Philip's sister's home in Stoke-on-Trent, historic *Chetwynd House*, once the home of ceramics designer Clarice Cliff. Philip's sister, Flavia Swann, a dynamic, beautiful and scary academic, takes great pride in the old house, which is to art deco ceramics lovers what *Kimber House* in Abingdon is to MG owners. Flavia throws the house open at least once a year to Clarice Cliff pilgrims, and fields a constant stream of enquiries and requests from both the ceramics community and architectural students.

Along the way, we caught up with the third member of "Team Australia" this year, Marguerite and George Morgan, who had stopped to sort out their slipping clutch. They had bought a J2 for their developing collection of Triple-M cars back home specifically to

use on the Flat Cap and Whippet weekend. This freshly-restored new car looked wonderful in a deep shade of Brooklands Grey, but they were still "sorting" it out as they battled the A-roads north. Some mutterings about clutches and only four cylinders were overhead as the three six-cylinder cars carried on their way with a cheery wave having checked that they didn't need our assistance



**The N-types check that George Morgan's J2 is going to make the rally**

Arriving at Appleby Manor, our base hotel, we were stunned by the array of Triple-Ms present at this year's rally. Although there were no seriously rare racing MGs, the breadth of models on hand covered just about all produced by the factory in the six years of Triple-M production: six M-types, four D-types, six F-types, six Js, twelve P-types, at least one L-type, three NBs, four NAs (including ours), and a KN tourer. A couple of other pre-war cars from the SVW range and a

lone T-type made up the balance, driven by Triple-M members whose cars were not ready in time for the event.

Our first rally day was a Friday and, in anticipation of weekend roads clogged with summer tourists, the organisers had wisely decided that we should do The Lake District on that day. It was busy enough on a Friday with hold-ups on the tiny narrow roads as drivers struggled to find passing places wide enough for two cars, or progressed slowly in single file behind boats, caravans and ditherers on the slightly wider two-lane roads. Who knows what it might have been like on a weekend day? But these minor inconveniences were easily surpassed by the splendour of the highest mountains in England and some of the most famous lakes, steeped in the history of their record-breaking past. A highlight of the day was lunch at, and a tour of, the newly opened Lakeland Motor Museum at Backbarrow just near Lake Windermere. This fabulous Museum houses over 30,000 exhibits including a splendid range of vehicles and motoring memorabilia. There was also the Campbell museum for the attempts on the water speed record, culminating in the death of Donald Campbell, with a poignant film taken just before his attempt. Our two-hour visit did not do them justice and a return visit is a must.



**Some of the cars at the Lakeland Motor Museum stop.**

Day two of the rally dawned bright and sunny at first but quickly turned wet and misty, as the intrepid Triple-Mers followed the route high up onto the moors of the North Pennines through three counties and six Dales. Several low fords were tackled, along with some high misty passes. Open air MG owners love a bit of mist and rain, but after a damp morning they were rewarded by the weather clearing in the afternoon, to allow them to take in the stunning views of the Solway Firth and the surrounding countryside from the high points.

As is usual with such events, the days concluded with pre-dinner drinks sessions followed by sumptuous three course dinners. The Appleby Town Brass Band played for us before dinner on our first evening, and an after dinner speaker entertained us with tall tales or true about dunnies (that's Aussie for water closet) and dirt removal (baths) on the final evening. We all had individual meticulously prepared menu and place cards to remind us who we were and what we had ordered way back in May. A true labour of love by the organisers, and wonderful souvenirs of the weekend.

The sun came out on the final day, which concluded with a picnic lunch in the gorgeous gardens of Lord Inglewood's home - Hutton in the Forest. While many of our number toured the house and gardens, others remained with the cars to soak up the sunshine, the ambience of the picnic grounds and to develop deeper friendships.

And what better occasion to develop those friendships than a full three-day Triple-M event. From a personal point of view, it was enjoyable to catch up with many people who I'd met on the previous Flat Cap and Exmoor weekends, including Colin and Isobel McLachlan from Scotland, who were among quite a few from north of the border, Rosemary and Derek Richards from the far south west in Somerset (organisers of last year's event), D-type gurus Janet and Ted Hack from Gloucestershire, and Lou and John Shorten from Norfolk, four cars ably demonstrating the geographic spread of the Triple-M interest in the UK. And from Europe, it was lovely to catch up with Stefaan Vernyns (F-type) and Jacques Van Lint from Belgium again and to meet and Michael Kuyjpers (M-type) and Paul Leers from Holland.

Many new friends were also made, and faces given to well-known names from the pages of this Bulletin. Of course, no event would be complete without a good ribbing from Richard Jenkins about colonials

in general and Aussies in particular, nor some shared anecdotes with a few fellow-SVW owners who seem to gate-crash these events.

Flat Cap organisers Terry and Bob have vowed that this was their last event, and in fairness they should be allowed to retire on a high note, as they have raised the bar on weekends away to a quite stunning level. Never the less, such is the enjoyment of all who have attended these northern events, that it is equally unthinkable that there will be no more. Colin and Isobel were whispering about Scotland as a possibility at one stage, and I'm sure the Triple-M committee has already got some ideas in mind. In the meantime, I think I heard that next year to celebrate the 50th anniversary of the establishment of the Register in 1961 there will be a rally in the centre of England based around the Shelsley Walsh hill climb, as well as a French rally in Normandy in September. I've already put in my leave application.

One sad tale was of the D-type owner whose tow car developed a clutch problem in the week before, so he tried to tow it with his MGB which has a tow hitch, but it was too unmanageable to drive, so the car never made it.

**Footnote:** Terry and Bob would like to express their heartfelt thanks to the event sponsors: Barry Walker, Longstone Tyres, Peter Best Insurance and JEL Bearings for their support. Also special thanks to all the staff at Appleby Manor for their warm welcome and superb service throughout the event.

**Postscript :** David Stansbie's maladies turned out to be that the bolts holding the diff had shed their heads, as can be seen in this photo. Seems that the bolts were not the right quality steel.



# Inter Register Club's Downland Dawdle 21<sup>st</sup> August

This Scatter Rally was organised by the 750 MC on behalf of the IRC, and started at a secluded old pub out in the Country SW of Reading.

We had three Triple-M cars entered, with Roger and Rusty Thomas in their blown P-type joining us, with David Saul and his daughter, Tiffany, in their PA completing the trio. A lone 18/80 of Peter Mace and Peter Hague represented the Vintage MG Register.

We were up against Rileys (6), Alvises (3), Humber (3), Sunbeam (2) and Austins (2). All of them of pre-war vintage. I think this type of event suits our MGs well, as they are quicker than most, and suit the narrow lanes more than the Humbers and Sunbeams.

After partaking of the bacon butties and coffee supplied free of charge, the questions were handed out at one minute intervals. This dictated the time you needed to return to the start to avoid penalty points, and gave 4 hours to plot the positions from the devious clues and then go and find the location, and answer the simple question once you were at the spot. The points ranged from 5, 10, 15 and 20, depending on the difficulty of the clues. So it was best to try and get the higher scores to produce a good total.

It generally takes about one hour to plot the 24 clues, even though we had to abandon three, which we couldn't solve. Also only 16 answers had to be handed in, so this was not too vital, although if you put down more than 16 on the answer sheet, you only were credited with the lowest scores, NOT the highest. Since we managed to visit more than the 16, we kept a note of the answers to the lowest scores, and only used them to top up the answers at the end if needed. As teams were leaving at different times and going different routes, the cars were spread out around the countryside, hence the term "scatter rally".

The organisers made it more difficult this time by inadvertently swapping over the clues for two locations. Three crews worked this one out, and as they were both 20 pointers, these teams ended up at the top of the scoreboard.

Once back at the finish, we handed in our answer sheets and then tucked in to our pre-paid buffet lunch, while the organisers marked

the answer sheets. When the results were announced team BP were pleased to have come 2<sup>nd</sup> overall, with Roger and Rusty Thomas in 7<sup>th</sup> place. And the team prize went to the MG team of BPs, Thomases and Peters Mace and Hague, which netted us some nice bottles. This was the first time we had had a team of three cars, so it was quite a feather in the MG cap!

Everyone enjoyed the event, and we find them a very friendly bunch of people, who are pleased to have another Car Register swell the ranks. (The Vintage MG and Triple-M Registers have combined for this exercise, and each pays the subscription every other year).

The next IRC is another scatter rally organised by the Alvis Register, and takes place around Dartmoor on the 3rd October. We hear that at least two people are planning to enter, Brian Galbraith and Mike Dalby.

The last event is the "Nightjar Rally", which is run by the Austin guys on 20<sup>th</sup> November in the Surrey/Hants/ Berks area. This is a nighttime scatter and orienteering rally, with the latter part being done on foot in woodlands, after parking in a car park and being given the clues there. This is quite a tough one, but hopefully a few stout folk might join us; it starts late afternoon when the sun has gone and finishes about 9 or 10 o'clock.





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## **Report on Triple-M Committee meeting** **5<sup>th</sup> September 2010.**

By George Eagle

Peter Green, Chairman, advised that he had attended two further meetings of the 50<sup>th</sup> Anniversary sub-committee, where good progress has been made. However, plans cannot be firmed up until the date for MG Live! 2011 is announced.

The Summer Gathering was well attended and had generated a small profit.

Peter also stated that he will be attending the memorial service for our late Club President Bill Wallace as a representative from the Triple-M Register.

George Eagle, Secretary, reported there had not been much activity in the last quarter and that no metal badges had been ordered – the first time no sales had been made in a quarter. Bryan Ditchman has donated some of Dickie Green's trials trophies to the Club. The latest Board minutes make reference to an agreement being reached for the Syd Beer files to be handed over to the Club.

George confirmed that he will be attending the 9<sup>th</sup> October Council meeting/AGM on behalf of the Register. The Committee was reminded that our Chairman has to stand down at the Register's 2012 AGM, and as such thought must be given to appointing a successor. It was agreed that consideration be given to the appointment of a Vice Chairman, who would in effect be Chairman elect.

Bob Milton, Treasurer, reported that early indications were the Flat Cap and Whippet weekend had been a great success and also generated a small profit. There is a need to amend the wording on the web site to state that Bulletin subscriptions made via PayPal go to B Milton in his capacity as Register Treasurer.

Robin Hamblett, Registrar, confirmed that details of "new" cars continue to be received. In future he will report on the actual numbers and also break these down by model. He is also actively encouraging those dealers who sell Triple-M cars to request the purchasers to contact the Registrar with their contact details.

Mike Linward, Competition Secretary, gave the up-to date COTY scores which show Bill Bennett (J2) in the lead with Brian Galbraith (J2) in second and Mike Hawke (J2) in third. He advised there were

just 8 Triple-M cars racing at MG Live! out of a total entry of 42. The speed differential was such the fastest MGA was lapping the slower Triple-M cars by the third lap. This is clearly not a very satisfactory position and should be addressed before the 2011 meeting. The usual problem is lack of entrants - can the grid be enlarged by inviting other clubs such as the VSCC? There is a good entry for Wiscombe.

Peter Hemmings, Librarian, reported that MG Live! proved to be busy and successful for the library, with sales of the 2009 Yearbook being similar to last year at 176 copies. Mike Hawke's new J2 book "How They Ran" attracted a lot of interest and sold well. The 2009 Yearbook has continued to sell well post Silverstone with 172 copies sold. The trial period whereby members can pay using PayPal to purchase library items has been successful and, subject to any feedback, will be extended over the coming months.

With Terry Hartley's generous help a suitable printer has been found to reprint the "4 cylinder cars" oiling chart, which has sold steadily but is now out of stock.

Dick Morbey, Safety Fast Editor, has again asked for members to submit items for publishing. The next issue will include an extended interview with B Foster.

Phil Bayne-Powell, Bulletin Editor, confirmed the June and August issues were sent out on time with 48 and 60 pages respectively, the latter being augmented by a good article by Steve Cooper on the Peter Cranage N-type. Currently 450 copies of the Bulletin are printed with subscribers averaging 420 each issue. The balance between old and new material has been pleasing, but more of the former are required.

Cathelijne Spoelstra has received good responses to the 2009 Yearbook, with the most popular piece being the Robin Jackson article. Suggestions for the 2010 edition have been steadily coming in, and Cathelijne now has a good idea of what articles the issue will contain. The deadline for submissions is set at mid December. A December meeting is planned with T. Koehorst (who prepares the Yearbook for printing) to discuss and agree the lay out for the next Yearbook.

**Events 2011.** As the Brooklands Era MG day will take place on Sunday 10<sup>th</sup> April 2011, a provisional booking has been made with the Ship Hotel, Weybridge, for the annual dinner to take place on

Saturday 9<sup>th</sup> April. A contract will be signed as soon as the room rates are confirmed and approved by Committee.

The Summer Gathering will again be held at Peter Green's home Greenacres in either June or July dependant upon the date set for MG Live! 2011.

The main event will of course be the 50<sup>th</sup> Anniversary celebrations, details of which can only be finalised once the MG Live! 2011 date is published.

Phil Bayne-Powell mentioned that several Inter Register Club events had been held, with 4 MGs entered and taking the team prize in the latest event.

The date of the next Committee meeting will be on 5<sup>th</sup> December 2010.

## **VSCC Loton Park 4<sup>th</sup>/5<sup>th</sup> Sept** **By Mark Dolton**

Loton might be one of the most welcoming and picturesque events on the calendar but it certainly served up a challenging weekend for the Triple-M contingent. Saturday was dry and warm but Sunday produced a drizzly morning before finally drying out in the afternoon.

### **Saturday: Practise**

Noise testing caught quite a few out initially, but it all seemed to be thankfully resolved by Lunch as everyone found ways around the restrictions. Regardless there were 3 favoured solutions to the problem:

Option 1: Attach an additional silencer, anything you can find to the end of your exhaust. Some very amusing tail pipes appeared, as many members swapped borrowed devices between runs, some running with 3 silencers dangling out the back!

Option 2: Sssh, get everyone else to be quiet in the paddock and then drive quietly at low revs!

Option 3: Stuff anything to hand in the tail pipe!! The wildest rumour being that one competitor had stuffed conkers down the pipe to muffle the roar, only to turn into a reverse facing cannon at the start line!!

The J1/J2 Single seater, driven by Ben Howatt, was one not in favour with the noise restrictions. Originally being told that he would not be able to run, amendments to the baffles somehow sorted the problem, and thankfully acceptance was granted! Or did it just run out of fuel Ben?!!



### **Ben Howatt muffles the roar of the J1/J2 single seater**

Anyway almost as soon as Ben had sorted that issue he found another. On his first run the brakes were not right, finally giving up, foot straight to the floor, at the quick entry to the final hairpin. Lucky signs were there earlier in the run so Ben had slowed but still, only a combination of handbrake action and a wild excursion onto the grass prevented a serious incident. Luckily Ben managed to complete the run, recording the essential practise time.

Back in the paddock with a healthy support team, the hydraulic leak was located and rectified leaving the quick single seater to enjoy the rest of the event. Although I think mentally he's is now in fear of that gear box sat right between his legs!!!

For me the PB was just having a moody weekend. Friday night she fired into life and off the trailer with no issue. Sat morning after a chilly night, nothing! For 2 hours I tried to get the engine to fire with many helpful experienced members trying their hardest to help. Felt like I tried and checked everything. But looks like we had a weak and intermittent spark. But suddenly, as the sun warmed up, life. Cylinder by cylinder coughing and spluttering until all seemed normal. Completed practise runs, just 1.5 secs off my time from last year and well set for the next morning. However the battery was now pretty dead, with no dynamo and no opportunity to charge it, things were going to be interesting.

Andrew Morland's J2 completed a very steady practise session, fuelled by grumbles about his handicap time. Phillip Coombs on his debut looked to be easing into things nicely in the PA and David Rushton had a good day in the competitive M-Type. Elsewhere the two usual quickies were again out in force, the Kayne Special and Bellevue Special being as competitive as ever.

One of the highlights at Loton is the exceptionally social Hog Roast in the evening. This is laid on free for all competitors, marshals, guests, etc, hosted by David Baker. The Bar area has been refurbished with plenty of good seating too, which was a great plus point. The event is run in the same way as Prescott, but for me it is a far more welcoming and social occasion and therefore is definitely the event of the year for me.

### **Sunday - Timed Runs**

As the day broke, the rain started to fall, a light drizzle that lasted nearly all morning. The track had seemed pretty slippery in the dry and it certainly was when damp, catching a number of drivers out. I understand the 24 litre Hispano Suiza Delage did a full 360 spin. Pretty impressive when you see its size compared to the width of the track! By the afternoon things were drying out so most got a dry run in at some point.



**M Type, J2 and PA, from Class 2, in Loton's top paddock**

The PB just wouldn't start; eventually it did fire after a push start and a roll down the hill. At this stage the battery was dead. When we finally got the car running, we were accosted by a marshal telling us to turn it off, as the church service was still in progress. We obviously did not want to offend, but after 2 hrs of messing around, we calmly declined this offer and left her running quietly for a good 30 mins to warm things up.

With the help of Andy King's super battery charger we got her going again in time for my first run, but then I had a misfire at high revs. Probably running too softer plugs to get her going, so I pulled off at the triangle and decided to look after the car for another day. Annoyingly frustrating, but the right decision after so many issues. Now I've had a look, cleaned the points and charged the battery I can't replicate the problem...just one of those days!!!

The other Triple-M contingent faired better. Mike Painter demolishing his class to take class honours with a 70.34 in class 13. Ben Howatt really got to grips with the single seater, significantly reducing his time down to a 73.59 to take sixth. Ian Baxter took the Bellevue special to 3<sup>rd</sup> in class 14.

In class 2 Andrew Morland got quicker and quicker and finally posted a 85.27 to take 2<sup>nd</sup> overall. Andrew had a good run improving on his first run time, but as he changed into 3rd at the top for the final dash to the line, he heard a loud bang and lost his drive. Despite this he was able to coast over the line and not really damage his time. I'm assuming there was no major issue, as he was back out for Wiscombe the following week.

Phillip Coombs left the line with a loud clank, accompanied by continuing clanks from the back-end as he limped up to Triangle and retirement in the J2. So both ended up winching the cars onto their respective trailers for the homeward journey. No diagnosis yet from Phillip, but he still had drive, but something had clearly come adrift; he was hoping, just hoping, it was a bolt on the spider or some lost splines on a driveshaft i.e. not too expensive or difficult to fix!

David Rushton had great fun in the M-type all weekend, and it behaved itself all the way home, until a loud knocking noise appeared around a mile from home. In the end it seems all that had broken was a rocker shaft. A new one has now been fitted and car is ready for Madresfield. Despite David's eventful drive home, he took home the Tidd and Ingham Trophy for the 10th fastest of the slowest times!



**How many toddlers can you fit in a P Type?  
Dolton girls and cousins enjoy the family atmosphere!**

So another fantastic weekend, a real family event. Thank you so much to so many of you that gave me help and advise over the weekend. Despite missing Wiscombe, I'll hopefully be out for both the MGCC Castle Combe and Goodwood Sprints in October. Hope to see many of you there!

### Triple-M results:

#### **Class 2 Standard and Modified Sports Cars 751-1100cc Unsupercharged and up to 750cc Supercharged**

Andrew Morland	MG PA	747 1934	85.27	2 <sup>nd</sup> O/all
David Rushton	MG M TYPE	847 1932	101.86	Tidd & Ingham(10th fastest of the slowest times)
Philip Coombs	MG J2	848 1933	102.78	

#### **Class 13 Pre 1941 Racing Cars up to 1100cc**

1 <sup>st</sup> Mike Painter	MG KAYNE	850 1935	70.34	1 <sup>st</sup> O/all
6 <sup>th</sup> Garth Howat	MG J1/2	850 1933	73.59	

#### **Class 14 Pre 1941 Racing Cars 1101-1500cc**

3rd Ian Baxter	MG Bellevue Special	1491 1935	68.17	
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# **MGCC SW Centre Wiscombe Hill**

## **Climb - 11<sup>th</sup> September**

By Mike Linward

The rain that was forecast for most of the Saturday event did not materialise, having fallen the previous night. Nevertheless, the course was still quite damp and slippery, especially for the early practice runs, and it never quite dried out, even by the end of the afternoon. There were eleven Triple-M entrants, a slight improvement on last year, but at least they all ran with the exception of Richard Jenkins' NA, which was not quite back in full health, so Ian MacKay kindly offered Richard a drive in the J2, now fully restored after last year's inversion. Ian Baxter's 'Bellevue Special', NA was a late addition, not in the original programme, and was added to Class E3 up against a 2 litre, 1994 Vandiemer.

The first practice runs were completed without too many alarms, although everyone commented on the slippery conditions, and understeering at Sawbench. Second practice saw most people make improvements, with Howard Harmon in particular, lopping nearly 10 seconds off his time in the supercharged PA. Ian MacKay set the pace with 64.74secs, having settled the demons from last year through the gate with his first run. Only Brian Galbraith in the J2 went backwards with his time in the nineties, caused by some very fouled up plugs. This was cured to a large degree during lunch with a borrowed set of 'extended nose' plugs (BP6HS) that managed to keep themselves clean for the rest of the afternoon.

The lunchtime break was blessed with lovely sunshine as we sat on the bank and admired the cars and the view across the valley, a really lovely setting.

The competition runs in the afternoon saw further improvements but, other than Ian Baxter, no one quite managed to break 60 seconds. Ian MacKay's 62.44secs was comfortably the quickest unblown car, but Frank Ashley was very pleased with his 64.44secs in the M-type, which he thought was his fastest time up the hill. Mike Linward and Neil MacKay, (Mike's car with Neil's engine) were just about satisfied with their times around the 64 second mark in the shared car, and relieved that the new engine had held itself together; there will be further improvements as the engine loosens up. Philip

Bayne-Powell was a little disappointed with his times around 66 seconds in the supercharged C-type, but conceded that he was not happy to use more revs in the lower gears to move his times along (*although I saw 7000rpm in 2<sup>nd</sup> gear, the gear ratios were totally wrong – I will have to alter the diff ratio or use smaller wheels next time – Ed*).

Stuart Evans' supercharged J-type was also not having a good day, the car popping and banging during the lunch break in an effort to get it to perform properly. He finally used Brian Galbraith's discarded B6HS plugs to knock off over 7 seconds on his last run, but not enough to beat Howard Harman's time. Richard Jenkins observed that he was quicker in the borrowed J2 than he had been in his own NA the previous year. (This car has the advantage of an engine producing 55bhp in a lighter car!!)

As Ian Baxter ran in the last group he was unlucky to hit the only shower of rain to fall in the whole day. The Bellevue Special only managed one timed run, which was slower than his first practice time



**Andrew Morland in his blown P-type special just after the start, about to post 2<sup>nd</sup> fastest time in class (photo M. Phillis)**

The competition programme proceeded at a brisk pace, and with no serious unforeseen hold-ups the afternoon's runs finished at about 5 p.m. There was just time to have a swift half of Otters at the mobile bar, catch up on the day's activities with drivers and visitors, before the hill was opened and cars were allowed to depart.

Although there were promises of more competing Triple-M cars this year, eleven cars could be considered a modest number, but the group will be looking for a big improvement next year to help celebrate the Register's 50<sup>th</sup> Anniversary.

## Results

<b>CLASS 2B</b>		Prac 1	Prac 2	Run 1	Run 2	Class Result
all Triple-M cars						
Mike Linward	J2	75.53	71.56	67.72	<b>64.91</b>	5 <sup>th</sup>
Neil MacKay	J2	71.24	70.06	65.39	<b>64.58</b>	4 <sup>th</sup>
Ian MacKay	J2	70.96	64.74	<b>62.44</b>	62.69	1 <sup>st</sup>
Richard Jenkins	J2	75.47	72.54	67.81	<b>65.12</b>	6 <sup>th</sup>
Philip B-Powell	C/s	70.79	69.15	66.77	<b>66.45</b>	7 <sup>th</sup>
Frank Ashley	M	72.24	67.60	64.90	<b>64.44</b>	3 <sup>rd</sup>
Brian Galbraith	J2	87.52	93.34	<b>76.77</b>	76.85	8 <sup>th</sup>
Andrew Morland	PA/s	70.12	65.93	65.41	<b>63.61</b>	2 <sup>nd</sup>
<b>CLASS 2C</b>						
Stuart Evans	J1/s	73.33	71.26	69.90	<b>62.27</b>	5 <sup>th</sup> (2 <sup>nd</sup> Triple-M)
Howard Harman	PA/s	74.23	65.08	<b>60.67</b>	63.44	4 <sup>th</sup> (1 <sup>st</sup> Triple-M)
<b>CLASS E3</b>						
Ian Baxter	NA/s ss	53.27	51.17	<b>53.83</b>	-	2 <sup>nd</sup> (1st triple-M)

## Inter Register Club Events

For more details and entry forms contact the Editor.

**3rd October**      **Alvis**      **Scatter Rally**      **Dartmoor**  
**20th Nov**      **Austin Ten DC**      **"Nightjar" Rally**      **Surrey/Hants**

## FUTURE EVENTS

<b>2-3rd October</b>	<b>VSCC Donington –SeeRed</b>	<b>01608 644777</b>
<b>10th October</b>	<b>MGCC SE Centre – Naviscat</b>	<b>01932 882467</b>
<b>16th October</b>	<b>MGCC 80th Anniversary Event</b>	<b>01235 555552</b>
<b>23rd October</b>	<b>Goodwood Sprint</b>	<b>01608 644777</b>
<b>6th November</b>	<b>VSCC Lakeland Trial</b>	<b>01608 644777</b>
<b>12-14th Nov</b>	<b>Classic Car Show Birmingham</b>	<b>0871 2301088</b>
<b>20th November</b>	<b>VSCC Costwold Trial</b>	<b>01608 644777</b>
<b>4th December</b>	<b>VSCC Winter Driving Tests</b>	<b>01608 644777</b>

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BRITISH MOTOR VEHICLE ASSOCIATION

# Car Of The Year 2010

## Scores to 27<sup>th</sup> September

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	114
2 <sup>nd</sup>	3	J2	DG 5404	Mike Hawke Ed Taylor	103
=3 <sup>rd</sup>	2200	C/s	RX 8306	Philip Bayne-Powell	94
“	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	94
5 <sup>th</sup>	2694	J2-PB/s	Kayne Spl.	Mike Painter	82
6 <sup>th</sup>	2692	J2	SW 4156	Brian Galbraith	71
7 <sup>th</sup>	-	KN/s	OHL 3	David Hince Peter Fenichel Richard Pilkington Alex Pilkington	66
8 <sup>th</sup>	1426	NA/s ss	Bellevue Spl.	Ian Baxter	64
9 <sup>th</sup>	1140	J2	JL 753	Mike Linward Neil MacKay	62
10 <sup>th</sup>	920	PA	TG 8337	George Ward Jo Ward	60
11 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	59
12 <sup>th</sup>	108	M	OU 4824	Mike Dalby	57
13 <sup>th</sup>	341	M	PJ 7970	David Rushton	50
=14 <sup>th</sup>	2362	NA	BTT 726	Richard Jenkins Ian MacKay	46
“	2134	K1/s	MG 3094	Peter Fenichel Tim Metcalfe	46
16 <sup>th</sup>	1135	M	SV 5438	Alan Grassam	44
=17 <sup>th</sup>	1270	NB Crest a	MG 4750	Bob Clare	42
“	3205	K3/s	JB 7526	Peter Green Clint Smith	42
19 <sup>th</sup>	2272	C/s	LJ 4444	Oliver Richardson	41
20 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor	40
=21 <sup>st</sup>	2430	PA/s	497 UXH	Howard Harman	38
“	1533	PA-PB	WV 5012	Dick Morbey	38
23 <sup>rd</sup>	1428	J2	DG 6142	Nick Bengier	37
24 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	35
25 <sup>th</sup>	2852	M	RH 5831	Philip Coombs	34
26 <sup>th</sup>	148	M	OY 1548	John Haine	33
27 <sup>th</sup>	2284	J2	OB 5374	Andrew Henderson	31
28 <sup>th</sup>	676	PA/s	WP 5939	Roger Thomas Russell Thomas	30

29 <sup>th</sup>	1117	L1	JK 3375	Paul Mullins	29
=30 <sup>th</sup>	1883	J2	PO 8865	Patrick Gardner Claire Gardner	28
“	627	J2	FS 5663	Ian MacKay Richard Jenkins	28
“	3226	C/s	JO 2288	Hamish McNinch Barry Foster Fred Boothby	28
33 <sup>rd</sup>	2170	PB/s	CLX 1 12	Mark Dolton	27
=34 <sup>th</sup>	2579	M	MG 874	Valerie Davison Ian Davison	25
“	2028	NB/s	MG 3694	Jane Metcalfe	25
=36 <sup>th</sup>	30	J2	OC 3816	Ian White	24
“	2631	K3/s	JB 1472	Brandon Smith-Hilliard	24
=38 <sup>th</sup>	2175	PB	JB 7524	Elizabeth Taylor Colin Butchers	23
“	1804	PA	MG 3848	Alex Reid	23
=40 <sup>th</sup>	738	J2	UP 8871	Colin Henderson	22
“	1235	L1/s	JB 6878	Bryan Ditchman	22
“	2591	PA	MG 3242	Colin McLachan	22
43 <sup>rd</sup>	1419	J2	AGJ 540	Paul Miller	21
=44 <sup>th</sup>	-	J2	WF 5494	Fred Boothby	20
“	2147	NA/s	AAO 797	Robert Dean	20
“	225	K1	ALU 463	Martin Jacobs	20
47 <sup>th</sup>	167	M	APB 298	Andy King Rachel Bolton-King	19
=48 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	18
“	2517	M	SV 6402	Roger Glister	18
“	1550	PA	567 CRU	Peter Scott	18
“	3017	J1 Sal'ette	UG 3585	Jim Collier	18
“	2141	PA/s	RC 3349	Derek Richards	18
“	2823	F1	GY 5141	Rob Walker	18
“	2193	NB	DUB 679	Terry Hartley	18
“	1463	NA/s	BUU 964	David Downes	18
=56 <sup>th</sup>	158	PA	BJO 800	Peter Down	17
“	2953	NA	BLL 491	Tony Knowles	17
=58 <sup>th</sup>	1156	PA-PB	AAD 264	Nick Dean	16
“	922	D	KG 1237	Digby Gibbs	16
“	3190	J2	JC 1421	Brian Bassett	16
“	1963	PB	YS 5081	Keith Wallace	16
“	411	L2	JB 1649	Geoffrey Jarvis Ken Robinson	16
“	250	PA	MG 3294	Andrew Bradshaw	16
“	651	J3/s	MGJ 3 3	Ross Kelly	16

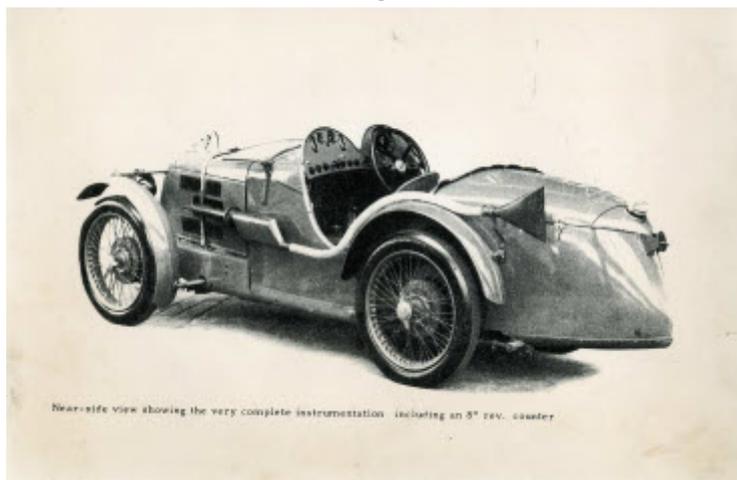
=65 <sup>th</sup>	1004	NA	BNA 230	Martin Latimer	15
“	2227	KN	MG 4282	Peter Hemmings	15
67 <sup>th</sup>	81	C/s	JK 1932	Sandra Hudson	14
=68 <sup>th</sup>	2742	J2	DG 7828	Robin Hamblett	13
“	42	M	RX 6795	Michael Boulton	13
70 <sup>th</sup>	126	L2	ANB 431	David Naylor	12
=71 <sup>st</sup>	2077	K1-Kn/s ss	-	Annie Templeton	11
“	2188	M	GH 4434	Colin Reynolds	11
“	447	J2-PB	AMY 217	Andrew McNeil	11
“	1146	K3/s	JB 3182	Gunther Stamm	11
=75 <sup>th</sup>	1000	PB/s	JB 7521	Brandon Smith-Hilliard	10
“	2133	KN/s ss	-	Andy King	10
“	1650	M	DV 4449	Robbie Bugbird	10
“	1917	J1/s	VSV 521	Stuart Evans	10
“	407	J2/s	XJ 4982	Peter Batty	10
“	2088	J2	VO 9826	Simon Wilkinson	10
“	27	J2-PA/s	DRV 740	Steve Futter	10
=82 <sup>nd</sup>	2960	J2	AM-30-25	Thijs de Groot	9
“	3302	J2/s	KS 6104	Andrew Harrington	9
“	1	NA/s	JB 3852	Mike Allison	9
“	845	M	PG 5027	Mike Cleary	9
“	2920	J2	JA 4275	Jonathan Marsh	9
“	1537	PA/s	LV 8989	Patrick Gardner	9
“	950	L1/s	MG 2349	Ian Davison	9
“	869	F1	GY 4981	Robin Smith	9
“	679	J2	MG 2787	Terry Holden	9
“	73	PA/s	US 8752	Mike Pancheri	9
“	994	L2	ALA 656	George Eagle	9
“	1418	PA	ARO 872	Paul Ferrena	9
“	329	PA/s	CZ 4895	John Adams	9
“		F1	DX 9913	Bill Cullen	9
“	64	PA 4str	AEL 465	Ian Willis	9
=97 <sup>th</sup>	119	J2	KG 1600	Paul Edwards	8
“	1521	C/s	RX 8591	Dave Cooksey	8
“	957	L2	MG 2799	Derek Smith	8
=100 <sup>th</sup>	284	M	MG 533	Paul Lovett	7
“	1710	F1 Jarvis	IU 2474	Martin Phillis	7
=102 <sup>nd</sup>	1367	PA/s	MG 3921	John Wells	6
“	2695	J1/s ss	-	Garth Howat	6
“	1647	NB	JB 6864	Bill Abbott	6
“	162	ND/s	BKL 265	Ed Taylor	6

“	2922	NA/s Saloon	XXG 102	Malcolm Robertson	6
“	1278	F1	MG 1313	Ian Goddard	6
“	968	PA	BU 8079	Roger Davies	6
“	2703	PA 4str	MG 3452	Tony Wild	6
“	789	NA	YS 7798	Keith Hall	6
“	2789	PA 4str	VYC 529	Keith Jackson	6
“	2957	PA 4str	JC 2222	Geoff James	6
“	1659	PA	VL 5643	Terry Davies	6
“	1591	J2/s	YJ 892	David Stansbie	6
“	534	NA	HH 8103	Bill Bennett	6
“	3063	F1	IA 9830	John & Lou Shorten	6
“	625	F1	OV 9757	Ewan Harnis	6
“	1777	PA	BEV 518	Ron Warr	6
“	1600	D	PO 5751	Ted Hack	6
“	1971	F2	WM 8548	Terry Wilson	6
“	1607	F1	HZR 714	Stefaan Vemyns	6
“	2229	PA	JK 4823	David Stewart	6
“	1936	L1	JB 1646	Peter Sutcliffe	6
“	1297	NB	BVB 561	John Thomson	6
“	843	M	ST 6963	Tony Margel	6
“	3101	M	DR-94-72	Michael Kuijpers	6
“	8	D	PJ 2495	Peter Chapman	6
“	1676	D	NG 2461	Mike Jakeman	6
“		J2	APK 4 38	John Forster	6
“	2236	J2	TJ 5 05 0	George Morgan	6
“	2220	PA 4str	AYH 640	Tom More	6
“	417	PB/s	AVP 50	Tony Connell	6
“	776	NB	YS 6658	Mike Legg	6
=134 <sup>th</sup>	761	J2/s	APU 2 80	David Downes	2
“	2494	J2/s	AKN 535	Dave Pendlebury-Brown	2
“	1331	PA	EDU 347	Roger Cadogan	2
“	3027	PA	TJ 9 04 3	Mike Legg	2
“	3298	PA/s	OSL 309	Les Procter	2
“	3130	PB/s	JB 7136	Jean ne Temple	2
“	142	L1/s	APD 8 86	Adrian Cole	2
“	2215	PB/s	JB 7525	Sarah Frankel	2
“	1401	J2	JN 2675	Martin Edgar	2
“	2120	M	OD 425	Bob Mellors	2
“	397	M 12/12	SC 9559	James Peacop	2
“	1018	J2	MG 2853	Philip Coombs	2

“	1925	PA	BPG 994	Bob Clare Eric Maidell	2
“	1174	M	MJ 1911	Jay Hall	2
“	1985	K3/s	CS 3009	Philippe Douchet Bob Jones	2
=149 <sup>th</sup>	597	PB/s	VV 4538	Peter Haynes	1
“	3057	PB	YS 5489	Geoff Smith	1
“	3070	K3/s tc	MG 2525	Richard Last	1
“	2715	KN/s	CG 8379	Tanya Lewis	1

Results from the following events are the only ones that have either been submitted or analysed since the last Bulletin, and hence are the only ones that make up the 2010 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

18 <sup>th</sup> July	Triple-M Summer Gathering	Full
24 <sup>th</sup> /25 <sup>th</sup> July	Vintage Minor Rally, Prescott	Part
24 <sup>th</sup> /25 <sup>th</sup> July	GP de Puy Notre Dame Retro, France	Part
25 <sup>th</sup> July	VSCC Pembrey ‘Richard Seaman’ Race Meeting	Full
1 <sup>st</sup> August	Peper Harrow ‘Black Horse’ Driving Tests	Full
7 <sup>th</sup> /8 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
8 <sup>th</sup> August	MGCC SE Penshurst 80 <sup>th</sup> Anniversary Celebration	Full
12 <sup>th</sup> -15 <sup>th</sup> Aug	Triple-M ‘Flat Cap & Whippet’ Weekend	Full
21 <sup>st</sup> August	Inter Register ‘Downland Dawdle’ Rally	Full
22 <sup>nd</sup> August	VSCC Mallory Park ‘Bob Gerard’ Race Meeting	Full
29 <sup>th</sup> August	GP Franco Belge Retro, Messines Belgium	Part
4 <sup>th</sup> /5 <sup>th</sup> Sept	VSCC Loton Park Hill Climb	Full
11 <sup>th</sup> Sept	MGCC SW Centre Wiscombe Park Hill Climb	Full
11 <sup>th</sup> /12 <sup>th</sup> Sept	Bo’ness Hill Climb Revival	Full
12 <sup>th</sup> Sept	VSCC Madresfield Driving Tests	Full



## SPEED CHAMPIONSHIP 2010

Scores to 27<sup>th</sup> September

Position	Car/s	Driver	Points
1 <sup>st</sup>	M	Frank Ashley	29
2 <sup>nd</sup>	PA/s	Howard Harman	24
3 <sup>rd</sup>	J2	Ian MacKay	14
4 <sup>th</sup>	J2	Neil MacKay	12
=5 <sup>th</sup>	C/s	Philip Bayne-Powell	11
“	NB/s	Jane Metcalfe	11
=7 <sup>th</sup>	J2	Mike Linward	10
“	KN/s	Annie Templeton	10
=9 <sup>th</sup>	J2	Richard Jenkins	9
“	K3/s	Andrew Taylor	9
=11 <sup>th</sup>	J1/s	Stuart Evans	8
“	K3/s	Peter Green	8
=13 <sup>th</sup>	PA/s	Andrew Morland	7
“	NA/s	David Downes	7
=15 <sup>th</sup>	NA/s ss	Ian Baxter	6
“	K1/s	Peter Fenichel	6
=17 <sup>th</sup>	J2	Brian Galbraith	5
“	KN/s	Andy King	5

## SLADE TROPHY 2010

Scores to 27<sup>th</sup> September

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	46
2 <sup>nd</sup>	PA	George Ward	10
3 <sup>rd</sup>	M	Ian Davison	9
=4 <sup>th</sup>	J2	Thijs de Groot	8
“	J2	Mike Hawke	8
6 <sup>th</sup>	M	John Haine	7
=7 <sup>th</sup>	PA/s	Nigel Gibbons	6
“	M	David Rushton	6
=9 <sup>th</sup>	PB/s	Brandon Smith-Hilliard	5

“	PA/s	John Wells	5
“	J2	Mike Linward	5
12 <sup>th</sup>	J2	Nick Bengier	4
13 <sup>th</sup>	M	Alan Grassam	3
=14 <sup>th</sup>	J2	Patrick Gardner	2
“	L1/s	Bryan Ditchman	2
“	M	Mike Dalby	2
17 <sup>th</sup>	NA	Ian MacKay	1

## Racing Challenge Trophy 2010 The Betty Haig Cup Scores to 27<sup>th</sup> September

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	K1/s, KN/s	Peter Fenichel		0.493
	J2/s	Peter Batty	4	0.685
	J2-PA/s	Mike Painter	4	0.344
	C/s	Hamish McNinch	3	0.578
	C/s	Oliver Richardson	2	0.115
	J2	Fred Boothby	2	0.479
	KN/s	David Hince	1	0.273
	KN/s	Annie Templeton	1	0.333
	NB/s	Jane Metcalfe	1	0.667
	KN/s	Andy King	1	0.667
	K3/s	Andrew Taylor	1	0.676
	C/s	Dave Cooksey	1	0.714
	K3/s	Peter Green	1	0.971
	NA/s	David Downes	1	1.000
	NA/s	Robert Dean	1	1.000

The Bulletin notes for August seemed to have got mislaid, so this revised set are a little longer than usual as they include a bit of catching up. MGCC Silverstone proved to be something of a disappointment so far as the Triple-M speed competitions were concerned. The Triple-M race on Saturday, held on the 3.2 mile Grand Prix circuit, only contained eight Triple-M cars. The rest of the grid was made up of MGAs, T types and XPAG

engined specials. It was little wonder that Triple-M spectators had to look to the back of the grid to see our cars competing. Annie Templeton's single-seat KN was the best performer, finishing 10<sup>th</sup> overall after a close race with John Bishop's XPAG engined PA single seat special. Next back was Andrew Taylor in the black K3, after a good race with Alister Naylor's supercharged TC, but only managed to finish in 23<sup>rd</sup> position, over a lap and 43 seconds behind the race winner. Andy King and Peter Fenichel also finished a lap and a half behind and completely on their own. Jane Metcalfe, Peter Green and David Downes competed at the back of the grid, but Jane's performance in the NB was good enough to gain her the handicap win and with it the Mary Harris Trophy. Unfortunately Dave Cooksey's race finished on the second lap when he retired his C type with a suspected big-end failure.

Running the race meeting on the Grand Prix circuit may have been forced on the Club by circumstance, but it was not a good experiment from our point of view. The grid size demanded by the organisers for the long circuit just cannot be met by Triple-M drivers alone, so there will always be a mix of other, inevitably quicker, cars. This in turn puts off Triple-M drivers entering and with good reason. All the Triple-M cars taking part were supercharged, and all but one were six-cylinder, so none of the cars could be called slow. Nevertheless there was a substantial speed differential between the winning group of MGAs and the majority of our cars. Had there been a mix of unsupercharged four cylinder cars then there would likely to have been complaints about 'moving chicanes' from the quicker drivers and a move to ban them from future grids.

The Silverstone Sprint on Sunday was equally disappointing with only two Triple-M cars taking part, a big difference from 2009 when the Triple-M Class was the largest of the event. The sprint now takes place over the Stowe Circuit, 1.08 miles long inside the main circuit perimeter, although one and three-quarter turns of the course were used. Only one practice run was allowed, but three timed runs for the competition. John Bishop's single-seat XPAG/PA amalgam was regarded as appropriate for the 'Triple-M and Vintage MG' class, and duly won with a solitary time of 139.40 seconds. The 'first' Triple-M car was Howard Harman's supercharged PA with a best time of 155.33 seconds, followed by Philip Bayne-Powell's C-type in 175.57 seconds.

There were several MGs entered for the Le Mans Classic on the 11<sup>th</sup> July, and among the more successful was Hamish McNinch's C-type, which completed 19 laps in 2 hours and 30 minutes placing it 15 on scratch out of 69 entrants to the race. Staggeringly, this put the C-type in 4<sup>th</sup> place on handicap behind a Riley Brooklands, an HRG and an Amilcar C6. Philippe Douchet's K3 was 26<sup>th</sup> overall and 11<sup>th</sup> on handicap, still a creditable performance. Barry Foster's C-type did not fare so well, expiring on the first lap.

There was some fine Triple-M racing at the Vintage meeting at Pembrey on 25<sup>th</sup> July. Oliver Richardson achieved a good handicap result in the Standard & Modified Pre-War Sports Car race. Hamish McNinch also entered his C-type in this race, but finished last. Also taking part were Fred Boothby's J2, Mike Painter's supercharged J2 and the K1 Special of Peter Fenichel. Oliver Richardson gained another handicap win in the 'Survivors' race 10, which closed the meeting.

There were only four Triple-M cars at Vintage Prescott this year, which was a little disappointing, but Roger Glister in the M-type managed to salvage a handicap win in Class 2 for Standard & Modified Sports Cars up to 1100cc.

There was the closest of finishes to the Voiturette Trophy race at Mallory Park on the 22<sup>nd</sup> August. Mike Painter in the J2 'Kayne Special' was just six hundredths of a second behind the winning Austin of Frank Hernandez. They must have been side by side for the whole race, as both were credited with the same fastest lap time of 1 minute 2.59 seconds on lap 4. The third placed car finished a distant 33 seconds behind these two.

## **Different D-Types**

by Ted Hack

As D-type owners who read their 'Dispatches' will know, of the 250 D-types built between 1931 and 1932, 206 were 4 seater tourers, and 39 were Salonettes. The other 5 were sent in chassis form to specialist body builders; 3 to Stiles and 2 to Jarvis.

Of these five at least 2 are still known to exist; the one by Stiles is being restored in Scotland, and the one by Jarvis, owned by Carlo Schmitz, is being restored in Luxembourg (see photos below). It is chassis number D0360 and was one of only two we believe which was fitted with a supercharger by the factory.

The recent pictures tell their own story in that this will be a first class restoration. The D Group are hoping that it will make an appearance at next year's 50<sup>th</sup> Anniversary of the Triple M Register celebrations and swell the ranks of the D Types. We look forward to it!

*There is also the early D-type, D0259, which I restored a few years ago, and is currently owned by Bill Bennett. This has a different rear end treatment and is thought to have been a Prototype for the J1. – Ed.*



# Tourist Trophy Monument

## By John Greer

For some time a memorial to commemorate the years of the Tourist Trophy races, or more affectionately known as the “Ards TT”, held during the 20s and 30s, has always been in the thoughts of those enthusiasts and supporters of all things vintage, The Ulster Vintage Car Club. In 2004-5 these thoughts turned to deeds, and the decision to produce something of substance. The committee under the chairmanship of Roger Corry, was set up to process all ideas and suggestions. After many deliberations, the final decision was that some sort of granite monument be erected.

At this stage two well-known motoring protagonists/historians, Mike Wylie and Ian Titterington, were brought on board to design the final ‘piece de resistance’. Finally on 18<sup>th</sup> August 2008 these thoughts were finally made manifest. A large crowd attended the opening, together with the ex-Tom Delaney 1928 winning Lea Francis, and a variety of cars on display in the town square.

Brian Galbraith had travelled all the way from deepest Cornwall in his trusty J2 to be present, to join with the spirits of Black, Nuvolari and Dodson.

There were speeches by the UVCC President and Chairman, Chairman of the RAC, President of the Brooklands Society, and the Mayor of Newtownards. Councillor Tim Fletcher unveiled the magnificent engraved monument in black Indian marble.

This was a great tribute to all involved and the day finished off with a supper in the Town Hall.



**John Greer and his J2 at the Ards TT Monument**

## **An Elusive J1 in Scotland**

### **By Mike Hawke**

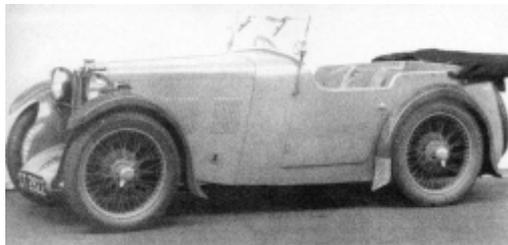
It was 1966 and the J2 was living in Barrow-in-Furness, when a sainted MGCC member, who had been touring the Lake District in his MGA, called in to say that he had found a J2 lying on the moors north of Carlisle.

Promptly (well next Saturday) a search party was prepared, and the hills north of Carlisle scoured. So good were the directions, that the car was soon found, even though it was some way from the road, and not at all visible from public access. It turned out to be a J1, complete and not very rusty. Indeed one might have believed it to be a runner, until we lifted the bonnet, and saw a hole in the crankcase.

The owner lived in a small cottage a small distance away, but was out. I learnt that he ran an "open all hours" corner shop in Carlisle., and was virtually uncontactable by letter, phone or even in person.

Some 13 years later, when I was working in Glasgow, I was on the A74 and remembered the J1. The country had changed. Farm barns by Mr Atcost and conifer plantations had sprung up all over the place making it difficult to orientate oneself, especially in the dark. When I eventually honed in on the spot, the J1 had become a residential caravan, guarded by an Alsatian. Of the J1 there was no sign.

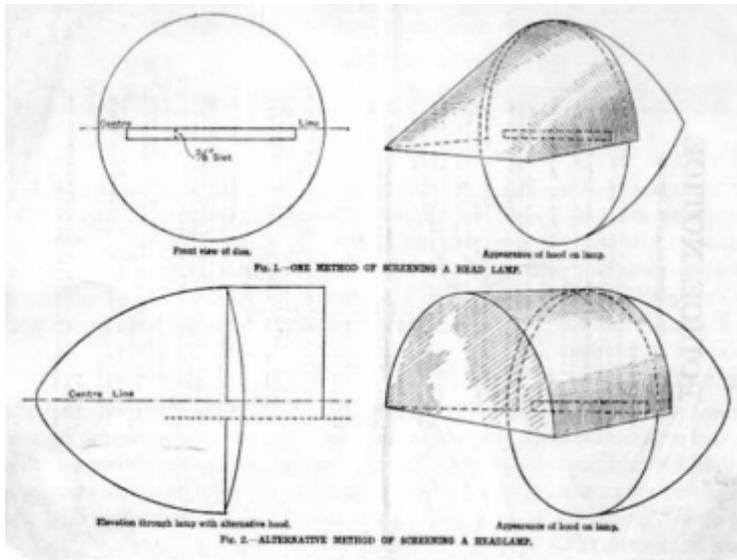
Later John Bannell managed to contact the owner, who simply said that he had sold it. Does anyone remember rescuing a J1 from the Cauldside area?



# Put That Light Out

When war broke out in September 1939, a blackout was imposed on cars by the British Government. This caused serious problems for drivers and pedestrians; motoring accidents increased alarmingly, and the number of people killed on the road almost doubled. Initially only sidelights were allowed, with inevitable results. Wilfred Trotter, honorary surgeon to George V, wrote an article in the British Medical Journal, in which he stated that by “frightening the nation into blackout regulations. The Luftwaffe was able to kill 600 British citizens a month without ever taking to the air, at a cost of exactly nothing”.

The Government was forced to change the regulations; dipped headlights were permitted, as long as the headlamps had covers with three horizontal slits. To help drivers seeing where they were going in the dark, white lines were painted down the middle of the road. Curb edges and car bumpers were also painted white as well as the edges of the front and rear wings. A 20mph speed limit was also introduced to cut down accidents; the first prosecution under the new speed limit was the driver of a hearse!



# Special brake back plates

By Mike Hawke

The standard J-type back plates are made of pressed steel; the housings for the operating cam and shoe fulcrum pivot are crimped in, whereas the later models had strengthening plates rivetted into the backplates. These J-type housings can bend under heavy braking, and in the extreme come loose.

I decided that mine needed stiffening, and made some steel strips to brace them. I was in the middle of this when John Bannell arrived on the scene. In those day his J2 (J3179, ex-Raymond Baxter) was but a chassis supported by two kitchen chairs. When I explained what I was doing, he said, "there is no need to do that. I know where there are some backplates with the stiffening already cast in", I said that it was impossible as they were pressed from steel plate, but he reiterated that they were cast items.

These non-standard back plates were at Clark's scrapyard in Carlisle. We found two of them, and they were in cast aluminium, without a flange as a dust cover. One had a stub axle attached indicating that they came off a front axle, and the other had an H-section brake lever, just like a miniature con-rod attached. The bores for the operating cam and the fulcrum were radially stiffened, just as John had said. It was a far better, but more expensive, engineering job than the standard pressed steel affair. I fitted them and modified just the two back plates for the rear of my J2

Later John found two more, this time on a back axle casing of the Morris Minor/MG pattern in a scrap yard in the Shap/Appleby area of Westmoreland.

Where did these come from? They bolt straight onto M/D/C/J and F-type MGs. No one who has seen them claims to have ever seen anything like it.

Was the car they came from some sort of prototype? Were they a go-faster goodie? If the latter, who marketed them?

# YOUR LETTERS

## From Wolfgang Lang

Dear Mr. Bayne-Powell,

Please find attached a nice picture for the MG Bulletin. It shows "Father & Son" (Wolfgang Lang and Simon Lang) with our PA Special after the "Lindau Classic Rallye 2010".

This was a trip of 180 km around the hills of the Lake of Konstanz. We were second in the pre-war class on a very hot day.

It would be nice to find this picture in the next bulletin!  
Best regards from Bavaria!



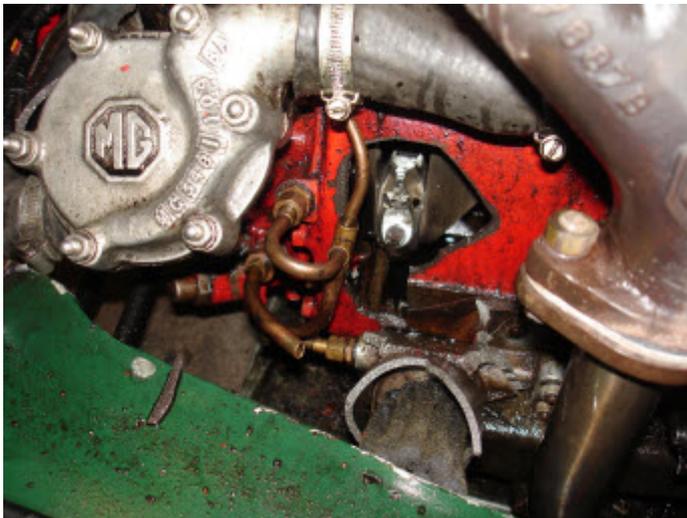
## From Colin Wallace

Dear Phil

This is what happens when No.1 Con Rod decides to shear!!  
This was without the supercharger fitted and within 60 miles of  
the MMM Weekend in Westmorland.

It took 12 hours and 4 AA Relays to get home.

RIP



## From George Eagle

Hi Phil

As promised herewith photos of the L1 salonette body, which I believe was once on an L1 owned by you, being restored at Dave Cooksey's establishment.

Nice to see such a rare body being rebuilt ready to be placed on a genuine L-type salonette chassis owned by Rod Ptak.

Regards



**Editor's comments** :-This body has had a very interesting life, having been virtually round the world on its travels! The body originally belonged to L0565, registration 825 FBX, which I bought from Diccon Masterman in the late 60s. It was used regularly for many years, including a trip to Le Mans (see photo) and via Biarritz to the Spanish border. It also raced at Brands Hatch in a SE Centre Sprint (see photo). I then sold it to an American in Texas, who later sold it to Mike Hughes. Up to this point it was very original, with its apple green roof and black body. Mike Hughes kept it under a carport a few hundred yards from the sea, which went to town on the metal and woodwork.

A restoration was started, but before completion was sold to Hiro Nishio in Japan, who was going to restore it to its original glory. However he needed to sell some of his cars, and it went to Hishashi Aranti, who despite promising to restore it, rebuilt it into a "racer". The discarded body was then heard about by Rod Ptak in Canada, who has an L-type salonette chassis (L0297) needing a body, and he was able to purchase the partly restored body. It is now at Dave Cooksey's place near Andover, being prepared ready to be shipped to Canada and fitted to Rod's chassis. Despite the fact that the original car has been vandalised into a racer, It is good to know that the body is going to a good home and helping to resurrect another salonette





## From Sam Barrow

Dear Philip,

Just to say that I once again enjoyed reading the Bulletin and was quite amazed to read about your underground MGs!!!

Also appreciated your comments about the long drive with the F2, and I hope to make it to your MMM do next year prior to Silverstone.

By the way there is a slight error on the inside back page photo, as the F-type next to David Stansbie's J2 is I believe the Bolting Bulldog, ex John Day, and now belongs to Frans Van Hoof, one of Stefaan Vernyns Belgian MMM friends. My F2 is in the background next to the green L2 of Gaston Lenaerts.

I have just participated in the Hittnau Oldtimer Clasic in Switzerland, even with planes from 1934 - [www.oldtimerclassic.ch](http://www.oldtimerclassic.ch) and next weekend is the Bergrennen in Steckborn!!! Trying also to get the blown PB up and running for sometime next year.

Best regards.

## From Graham Holdsworth

Dear Philip

Having just received my August Bulletin, it's reminded me to send you some photos from my summers jaunts.

It was great to see C0291 hammering up the famous Futa Pass near the end of this year's Mille Miglia Retro (see photo on cover); they did well considering they had nearly a foot of snow in the Umbria Mountains on the way to Rome on the second day. I'm afraid we didn't use the P-type for the 2200 mile round trip - must be getting old! But the MX5 made short work of the Stelvio in the snow.

Our second trip to the terrific Le Mans Classic in July, rewarded us with the sight of 5 Triple-M cars racing, and I enclose some photos. Seeing Vintage cars racing on this famous circuit in the dark is something very special. It says a lot for all the cars' preparations when you realise the temperature on the Saturday was 37C at midday and 29C at 2am !

Regards



**Philippe Douchet returns to the paddock in K3026**



**Hamish McNinch** fettling C0260 after practice. With **Barry Foster** and **Fred Boothby**, the car came 15<sup>th</sup> overall out of 66 cars, and came 4<sup>th</sup> in the Index of Performance.

## **TIPS AND HINTS**

**Martin White** has just restored a P-type, where the wooden side valences holding the bonnet catches had bent so badly at the rear end, that a previous owner had cut bits off the bottom of the bonnet to make it fit. To prevent this happening, he made an inverted L-shaped bracket from 20swg steel, about 1" wide, with a 1/4" hole drilled at either end. The short end was then bolted to the rear bonnet catch, before the valence was pulled back down to its final position. Then drill and bolt the long arm onto the side of the chassis rail. When the catches are locked the bracket is in tension, so it doesn't have to be very strong

**I & M Autobody Repairs Ltd, (Manor Farm, Ropley. Hants, SO24 0DF. Tel. 01962 773018 e-mail [ian@iandmautobodyrepairs.co.uk](mailto:ian@iandmautobodyrepairs.co.uk))** can repair leaking petrol tanks, which welders will not touch. They only repair tanks in the traditional manner i.e. with folded and soldered joints. They have a special liquid cleaner, which cleans off the rust and slightly etches the metal, so removing any trace of petrol, which then allows them to weld in new pieces without the tank exploding! They can examine the inside of the tank using a light on the end of a camera probe, which gives an image on a screen, to indicate the internal condition. A word of warning. If your tank has been sealed with a slosh-type sealant, they cannot do any repairs, as they cannot clean off the inflammable sealant. They also DO NOT recommend the modern fad for sealing tanks with this slosh sealant, as they have found that the ethanol in the modern fuels attack the sealant, which then breaks down and can block the fuel lines. The Editorial C-type is currently with them, and they are replacing the whole of the bottom panel, which has had so many patch repairs in the past, that it is likely to leak again if just patched up again. Also by taking off the whole bottom panel, they can get access to all parts of the inside, and repair any loose baffles etc.

**The Vintage Bearing Company (17 Studio 1, Waterside Court, Burton-on-Trent, DE14 2WQ. Tel. 0793 900 5739 or 01283 509562. e-mail:- [vintagebearing@aol.co.uk](mailto:vintagebearing@aol.co.uk) and [www.vintagebearings.co.uk](http://www.vintagebearings.co.uk))** has resurfaced after being off the scene for some years; they can overhaul old obsolete bearings, such as the twin roller rear wheel bearings (3LDJ40) on N-types and similar.

Road springs seem to be difficult to come by these days, but the Editor found a helpful firm in **Owen Springs (Aldwarke Terrace, Aldwarke Road, Parkgate, Rotherham, S.Yorks, S62 6BX. Tel 01709 710700. E-mail [sales@owensprings.co.uk](mailto:sales@owensprings.co.uk))** They hold a vast range and a large stock of all types of multi leaf and

parabolic springs and supply them worldwide. They also have an extensive modern manufacturing facility, enabling a same day service for repairs and refurbishment of springs, with a 24 hour delivery service to all parts of the UK.

Bedding in our brake linings so that they fully contact the drums is most important in stopping our vehicles, so here is another suggestion courtesy of our Alvis friends for getting those brake just right. Get a brake drum that has been skimmed oversize, and bond the inside with 60-grade abrasive paper. Fit this drum to each wheel in turn, replace the road wheel and using this, rotate the wheel and drum while gradually adjusting the cables, until a constant scuffing noise is achieved; The wheel does not have to be turned very much, as the abrasive paper quickly removes the lining material, so that the lining is soon in full contact with the drum. Remove wheel and drum and clean out the brake lining dust, and then refit. Test the result on the road, and readjust after 50 miles or so.

This is probably quicker than the other way of getting full contact, which is to use chalk on the drums, which then shows up the high spots on the linings, which can then be removed ordinary sandpaper.



# J-type steering lock stops

From Ed Taylor

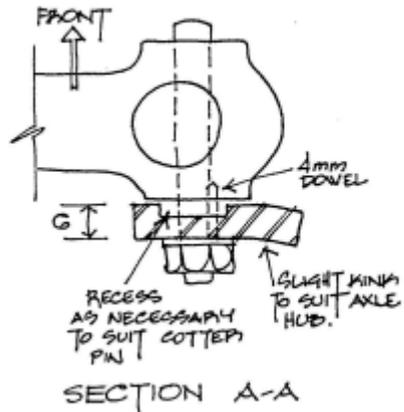
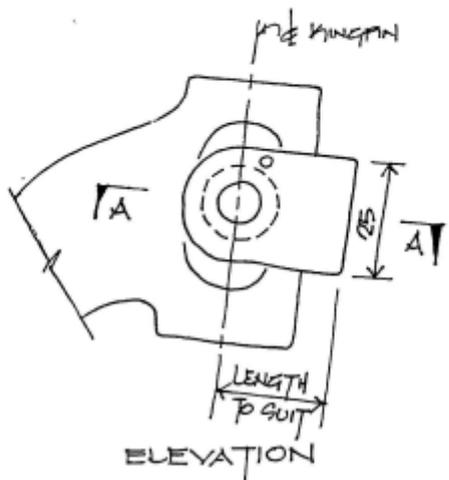
Nothing I've read or seen has indicated how you control the steering lock limit. The manual & 'Blower' refer to adjusting the drop arm position so that the steering hits against 'stops' before the steering box buttons. BUT WHAT?!!

I always assumed the king pin cotter pin (nut or whatever!) would do the trick, but in setting the steering up, this did not work - hence my solution for the benefit of these others (if any?) who have the same problem.

I made up a small MS plate out of 25mm x 6mm flat and bolted it on to the cotter pin.

- Cotter pin may need some careful filing to get it to fit in a little further (i.e. more of the thread end out).
- The Plate length is adjusted to give maximum lock consistent with protection of the box.
- I used a small dowel also to prevent the plate from rotating.

(The tolerance of fit doesn't have to be that good - a flat washer under the nut will keep it in).



## SPARES FOR SALE

**Richard Martin (27 Stocks Road, Albury, Tring, Herts HP23 5RT. Tel. No. 07921 588060)** has the following for sale:-

Used original J2 prop shaft; £40.

Complete J2 Marles Weller steering column (but no drop arm); £90.

Restored CJF2 cutout with repro brass cover (ex Barry Walker & unused since purchase); £250.

Set of 4 used J2 pistons & con rods; £20 for set.

Serviceable 19" side laced wheel in silver, rebuilt about 25 years ago with new spokes; £30.

**Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2NU. Tel. 01344 424258)** still has the following parts for sale:-

Original J3 Klaxon horn; £75.

12 v Lucas Altette horn suitable for most Triple-M cars; £45.

6 volt Lucas Altette horn for M-type; £45.

Pair of Lucas L140 headlamps for P-type and others; £90.

Set of four bonnet catches for J/F/L-types; 40.

K3 Profile publication; £10.

**Stephen Hemingway (Malt Shovel, Shutter Lane, Gotherington, Cheltenham, Glos. GL52 9EI. Tel. 01242 674672 or e-mail [stephemingway@tiscali.co.uk](mailto:stephemingway@tiscali.co.uk))** has the following books for sale, all in excellent condition:-

TRIPLE- M YEAR BOOKS for 1973, 1982, 1984, 1988/89, 1989, 1990 through to 1998, 2000, 2001.

Tuning and Maintenance of MG Cars - Philip H Smith.

The MG Story - Joseph H. Wherry.

MG Gold Portfolio 1929-1939.

MG for Life - Max Zingg.

MG by McComb - F Wilson McComb.

The Story behind the Octagon - Brian J Moylan.

MG from A-Z - Jonathan Wood.

MG Workshop Manual - W E Blower.  
S.U. Reference Catalogue - July 1996

**Dave Clewley (Sunny Bank, Leysters, Tenbury Wells, WR15 8PL. Tel. 01568 750442)** has a pair of rebushed and crack tested N-type stub axles for sale, £175.

**Ian Coxen, (Freshfields Frogpool, Truro, Cornwall TR4 8RP. or telephone 01872 863.507)** is trying to reduce unused stocks, so is offering the following items for sale:-

A Complete set of P-type front wings, running boards, rear wings. Will need quite a lot of work on fronts, some on rest, but basically reasonable. Offers please.

A pair of beaded front cycle wings off my PA, 7" wide, suit trialists. In fairly good order, repair at bottom support. Offers.

## SPARES WANTED

**David Winstanley (7 Ashley Court, Finningley, Doncaster, S. Yorks. DN9 3RA Tel. 01302 770281)** is looking for a complete K-type ignition instrument cluster. Also a K/P/N, petrol reserve tap assembly, and fixing bracket for pattern.

**The forecourt of Syd Beer's garage in Houghton in 1963, with the ex-Norman Black NE ready for action (photo - The Editor)**



## CARS FOR SALE



Amrand Eisen from Luxembourg is selling his recently restored J1 (J0597, July 1933). Original UK registration M 2587. Finished in black with red wheels and interior. Only covered 10 miles since completion in August 2008. Can be seen at the Conservatoire National des Vehicules Historiques in Diekirch. Price 27,000 Euros.

### **Subscribing to the Australian Pre-War MG Newsletter**

Malcolm Robertson advises that interested Triple-M Register members are able to subscribe to the Aussie Newsletter (which comes out three times a year) using PayPal. Two alternatives are available: a hard copy, airmailed to your home for £20 a year, or an electronic version, teleported through the ether in the blink of an eye for £12 a year. For a subscription form, payments, or more information, e-mail Tony Sloan [al.sloan@bigpond.com](mailto:al.sloan@bigpond.com).

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**REGISTRAR** – **Robin Hamblett**, 21 Rosemary Gardens, Thatcham, Berks, RG18 4BA. (Tel. 01635 292456 E-mail: [robin.hamblett@gmail.com](mailto:robin.hamblett@gmail.com))

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

**SAFETY FAST SCRIBE** – **Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel. 01494 883112. E-mail: [richard.morbey@gmail.com](mailto:richard.morbey@gmail.com))

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***Team Australia in the Flat Cap and Whippet rally with ND and N-type saloon.  
From L to R Ed Taylor, Tim Jackson, Malcolm Robertson and Neil Cooke***  
Photo: M.Robertson



***Ian MacKay at Wis Corner on his way to winning his class at this year's Wiscombe Hill Climb***  
Photo: The Editor



***N-types in the courtyard at Clarice Cliff's old home***

Photo: Malcolm Robertson



***John Gillett racing his newly acquired K3030, the very original ex-Bira car***

Photo: J.Gillett