

TRIPLE-M REGISTER BULLETIN



January 2009





Garden D-type - as found
Photo: T. Hack



Garden D-type - very original cockpit
Photo: T. Hack

TRIPLE-M REGISTER BULLETIN No.47

January 2009

**EDITORIAL – Phil Bayne-Powell
e-mail philipbp@mgcottage.freeserve.co.uk**

May I be the last to wish you all a Happy New Year, and a successful Triple-M 2009 season. The committee is keeping to the tried and tested programme of events that have been built up over the past years. This year's Big Event is the Exmoor Rut, taking place on 29th-31st May, down in the West Country, organised by Alan Grassam and Derek Richards. Further details can be found later on in the Bulletin.

The first big event of the year is the MG Show at Stoneleigh on February 22nd, which is always good for finding Triple-M parts. Race Retro previously organised by our own Ian Wuilliamson, is at Stoneleigh on 13-15th March. The Brooklands MG Day will be on April 5th this year, and is always a good season starter.

Our website appears to be very successful, as the Club Chairman, John Day, recently decided to sell his NA, and put the details on the website. He was astonished to find that it only took three days to find a buyer. So the moral is to first put your car on the website before you start thinking of agents, auctioneers or dealers.

Ian Williamson has unfortunately been forced to sell his successful and historic ex-Maurice Toulmin Cream Cracker, JB 7521 (Chassis PB 0521); this was sold at the Goodwood Revival meeting auction, and has been acquired by K3 owner Brandon Smith-Hillyard, who has already been using it on the hills. If you are kicking yourself for missing this opportunity to own one of these historic cars, the ex-Jack Bastock 1934 PA Cream Cracker, JB 3854, will be coming up for sale shortly.

Front cover:- Peter Card's beautiful K1 tourer at Barrington Court (photo Adrian Brown)

We are still looking for a Yearbook Editor, but the 2008 Yearbook is being assembled by John Reid, who has kindly stepped into the breach for "one night only"! However I am pleased to announce that we now have a new Treasurer in the form of Bob Milton, who will take over after the AGM, which takes place in the afternoon of March 8th, at the club head offices in Abingdon. If anyone wants to raise an item for discussion at the AGM, please let our Secretary know the details, so it can be programmed into the Agenda. This is the annual opportunity for you, the members, to voice your opinions on how the Committee is looking after your interests.

I hope you are enjoying the Safety Fast articles on "Buying a Triple-M Car". The 2nd half on the 4-cylinder cars will be out in January, and then in February the article on the 6-cylinder cars is featured. Although it is aimed at non-Triple-M owners, I hope you will find something of interest. The Car of the Year scores are nearly finalised, but if any of you have more points to claim you must get them in to Mike Linward in the next few days, but it is looking like Bill Bennett will be the victor for the second year running.

I was very surprised to see that I had won the Speed Championship for 2008 with the C-type, even though I had not competed in many events. The sprints and hillclimbs are a good starting point for competing, as you are only racing against the clock. You can go as fast as you like, and do not need to go to racing school! I will need to ensure that the oil leak is fixed for 2009! Our first outing will be the VSCC Brooklands Driving Tests, which the C-type has not tried before.

Our ND is now fully repaired after its stub axle incident back in May. The running board and wing were retained and reshaped back to the original profile, and the running gear duly repaired. It has taken many months to get it done, so the car has missed most of last year's season, but will be out again in 2009, probably driven by a variety of drivers.

Many of you will be already aware that Bob Hudson was recently knocked down by a hit-and-run motorist, and later died of his injuries. It has been a great shock, and it does not seem possible that we will not be seeing his cheerful presence again; he has been a long standing Register member. Mike Allison has written a fitting tribute, which you will find later on in the Bulletin.

The MCC Classic Trials of 2007 – and my part in them - by Bill Bennett

Bill Bennett and his wife Liz, as navigator, compete regularly in trials in their supercharged P engine J2. The following is just a small part of Bill's and Liz's story for 2007, when they competed in the three MCC Classic Trials, striving, like the rest of the large entry, to gain a coveted 'Triple', which is a Gold or First Class Award in each event. Unfortunately, the 'Edinburgh' in 2007 was cancelled due to the national Foot & Mouth scare in the UK at the time, but the event organisers decreed that the 2008 'Exeter' would not only count towards the 2008 tally, but also complete the third Classic event for 2007.

Exeter Trial, 5th/6th January 2007.

We chose to start at Cirencester, the nearest to home; although being the last of the three starting points it was not ideal from the point of view of running position within the trial. With an entry number of 219 our start time was 00.06 hrs on Saturday morning. We were once again a member of the Half Crackers team along with Gerald Burridge / Jim Burridge (MG PB No. 218) and Ian Williamson / John Bayliss (MG PB Cream Cracker No. 220.)

Our journey to Haynes Museum at Sparkford and our first break, some 90 odd distance was very straight forward, with us arriving a little early, allowing us enough time to have our first breakfast, and even a little nap lying on the floor of the museum foyer.

At 04.39 hrs it was time for our team to leave Sparkford and start the trial proper. At 05.54 hrs we arrived at Meerhay, the first section. This section was quite straight forward, but of course any section is slightly harder using only pre-war headlights to show you the humps and bumps. The other section we had to do in the total dark was Gatcombe Lane, which again did not present any problem to the team. Normans Hump usually stops quite a few of the field, but today the section has been cancelled, due to it being badly damaged by the tree felling teams extracting timber from the wood. This meant we went straight on to Clinton, which is further on into the same wood. We arrived here at about 07.39 hrs as it was just getting light.

Clinton stopped 45 of the 150 cars, but thankfully was cleaned by all three members of the Half Crackers Team.

2.5 miles further down the road we were facing the next tough test of Waterloo. This stopped 39 of the car field, but once again the MG team managed a successful climb. Higher Rill and Bulverton Hill were both successfully climbed, before we reached the next rest stop at Exeter Services at 09.59 hrs. Here we had a one hour break, a cup of coffee and a sandwich later, and then we were back in the cars heading for Tillerton Steep, which is very steep, very rocky and very slippery. Although not quite as difficult as it is some years, it still stopped 33 of the cars. This hill along with the next two sections, Fingle Hill and Wooston Steep, were also cleaned by the Half Crackers Team, which meant it was time to face one of the hardest hills in the MCC events, SIMMS.

I have failed this hill as many times as I have climbed it in the past. The surface changes from one hour to another, and there is nearly always a big queue of competitors waiting for their turn at this great hill. This year Simms was in a good mood, but still claimed 20 victims, unfortunately one of which was Ian Williamson in his Cream Cracker.

The three Half Crackers team went on to successfully climb Tipley Hill and Slippery Sam, finishing at the Trecarn Hotel at 17.09 hrs, just over 17 hours after leaving the start at Cirencester. It was confirmed approx. 10 days later that the Half Crackers team had won two gold and one silver medal.

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Land's End Trial, 6th/ 7th April 2007.

Once again we chose the start nearest to home, (only about 9 miles from the door) at Michaelwood Services on the M5. This time, being the middle start of the three, it gave us an ideal running position within the trial, enough cars in front to clear any loose stuff from the sections, but not enough to dig them out and cause any big ruts. Our number was 173, which gave us a start time of 20.03 hrs friday evening.

Once again there was a minimum tyre pressure for all sections of 10 psi. This seems to be becoming the norm now for MCC events, but does not cause too many problems for me, as I only go below this pressure on very slippery grassy section, which we don't usually get on these events.

It seems quite funny arriving at the start of one of these long distance trials in daylight, but by the time our start time arrived it was dark. Unlike the Exeter, where the first part of the trial is classed as a Touring Assembly, which means you don't have to follow the suggested route to the first rest point, on the Land's End and Edinburgh trials, you have to stay on route from the beginning, or risk being disqualified. In fact there is a route check somewhere along the route where each competitor has to get a signature on his control card. On this occasion the 98 miles were covered with ease, with us arriving at Bridgwater Rugby Club in good time.

My departure time from Bridgwater was 00.23 hrs, and 28 miles later we were at the first section Felons Oak. With this quite easy section climbed, it was another 14 miles to the next section Stoneless Street, where we arrived at 02.18 hrs. This section was a substitute for Stoney Street, which was a very good rocky section, but one we are not allowed to use any more, many thanks to the Ramblers. Stoneless Street was very straight forward, and only claimed seven victims from all of the cars. Another 11 miles saw us arriving at the Culbone Inn, and another chance to consume yet another bacon butty before moving on to the famous section of Beggars Roost. Here 45 cars, or 25% of the car entries, failed although a lot of them had a restart, which we were spared.

The next section should have been Riverton, but because it had been very badly damaged by the four wheel drive fraternity, and considered too rough for our event, this was substituted with a section called Rodney's Revenge, which caused very few problems. We

drove the 29 miles to the next section, which was Cutliffe Lane. This can be very slippery, loose and steep, but was not too bad this year. It still stopped 26 of the cars, mostly those who were running later, which indicates it got worse as the day went on.

Another 20 miles later we were waiting our turn to attempt Sutcombe. Once again we had no real problem, although 21 cars did fail it. We were soon at the top, queuing for a cup of tea and a piece of home-made cake, which was being sold at one of the houses in aid of the local church and village hall. It's a very welcome break and it's a good chance for us to be able to help a community who put up with us once a year.

Another 11 miles and we were at the unmanned holding control, where we have to wait for a marshal on a motor bike to take us to the next section, Darracott. The reason for the escort is to make sure we cause minimum inconvenience to the local houses, and do not block the little roads whilst waiting to attempt the section. 41 cars failed this section, although again a lot of these had a very awkward restart on a big slab of rock! Having completed the Leddon Farm Special Test, we drove 16 miles to Widemouth Bay holding check where, to the ladies delight, were some toilets. We left this Control at one minute intervals, and drove another 6 miles to Crackington. This section would be quite easy, except that the local farmer tips 1000's of litres of water on the top of the section, which turns it into a deep rutted quagmire! When you leave the start, all you see is a fairly steep lane running up the hill from the stream you have just forded. It's only when you get near the top that you see the quagmire. Not surprisingly 36 cars failed this section. Another 8 miles brought us to the Wilsey Down Hotel and an hour break, with the choice of another breakfast or something bigger if required.

Although we only had another five sections to attempt, they were all quite difficult, and would stop many more competitors from gaining a medal. The first of these was Warleggan, which is a very rocky section, which if driven with too much enthusiasm would probably result in a broken car. As usual there was a lot of grip and only one car failed this section. Next came Hoskin Hill. Well that's not quite true, because the original section was badly damaged by tree felling gangs, and the replacement hill was certainly not as difficult, only catching out 18 cars. 13 miles further on and, having completed another Special test, we went on to the third from last hill, Bishops

Wood. This can be quite slippery and half way up, after crossing a track, you have to climb over a rock, which is higher than the car. Catch it wrong and you will finish up in the undergrowth on the side of the section having failed the section. This gave a problem to 34 cars.

Well only two sections left, BUT they are both very easy to fail. They are Blue Hills 1 and Blue Hills 2. Blue Hills 1 is a short section which takes you through a big puddle, then asks you to climb up a big steep slab, turn sharp right to finish about 30 yards up a steep rough track. Blue Hills 2 is the one you notice as you approach these two sections from the other side of the valley. It usually has hundreds of spectators lining both sides of it, and looks so steep as to almost be impossible to climb. When you get up to it, it is not quite as steep as first appeared, but it is extremely rough with a chicane in it, and a very sharp left hand bend. This section is definitely one of the greats and one everybody want to climb, unfortunately 45 did not climb it successfully, and another 6 cars missed it out.

In the end, it was not the hardest Land's End Trial and 53 of the 179 cars that started got a Gold Medal, 15 cars retired.

80th Exeter Trial, 4th/5th January 2008.

With two gold medals won, we were obviously looking forward to the third MCC trial of the year, The Edinburgh Trial, which takes place mainly in the beautiful Derbyshire Peak District. As soon as the entry forms arrived they were filled in and sent straight back to make sure there were no hiccups with us getting our entry. Entry confirmed, it was the usual long wait for the route card to arrive along with the vehicle numbers, etc. During the summer some jobs were done on the car, which is getting a bit tired, a full engine rebuild will have to be undertaken next year.

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A couple of weeks before the event, we heard that the Edinburgh trial was to be cancelled, due to the threat of Foot & Mouth disease. This was quite a blow but a decision which most of us agreed with. The trials fraternity enjoy a very good relationship with land owners and country folk, so it's only right that we do not do anything which could cause them major problems. For a long time we didn't know how the MCC would deal with the 2007 potential Triple awards, then it was announced that the 2008 Exeter Trial would count for both the final event of 2007, AND the first event of 2008. This made it the most important Exeter Trial I shall probably compete in, potentially counting for two Triple awards.

Gerald Burridge and I were competing for a 2007 Triple award, and the now usual Half Crackers team started from the Cirencester start, Ian Williamson being the third team member. This year, Cirencester was the first of the three starts, so with a late start from here, we were in the almost perfect position within the total field. My number was 167 with a start time of 23.00 hrs on Friday evening. Because the first part of this event, in our case from Cirencester to Sparkford, is a touring assembly, you can take your own route, not necessarily following the suggested route in the Route Book. Knowing this area quite well, we were able to take a more direct route, allowing us enough time to take on fuel, change our rear wheels and get to our first breakfast in good time. After breakfast, a short nap on the floor of the Haynes Museum had us ready to start the trial proper at our official starting time of 03.32 hrs.

A 24 mile drive brought us to the first section called Meerhay. This only stopped 5 cars. Another 25 miles and we were arriving at Gatcombe Lane. Another straight forward section, which was climbed by all cars that continued the trial, two cars retiring through mechanical failure. Another 2.5 miles and we were in the queue waiting our turn to climb Normans Hump. This was nearly the end of my challenge for the 2007 Triple. When it was my turn to attempt the hill, I set off with the usual revs and determination only to develop a misfire about half way up. Now this is not the hill to have a poorly engine, it is quite long, quite rough and very steep especially at the top. Fortunately we managed to cough and splutter our way to the top with much relief. As soon as I was back out on the road where I could stop without causing a jam, I pulled over and changed my plugs. 26 cars were not as lucky as me, having failed Normans hump.

Half a mile further on and we were at the foot of Clinton. This is another tough test of both driver and car. I have spent $\frac{3}{4}$ of an hour half way up this hill in a wet bog, changing my diff, having broken it about 15 yards from the top of the hill. This year we managed a successful climb and then continued along the track to the road. Gerald Burrige was the next car along the track, but when he caught us up he informed us that he had just lost his Triple, having failed to make the first bend at the bottom of the section, he was not alone, 37 other cars also failed this section. Feeling rather lucky and very relieved, we continued the two miles to Waterloo. Now this is also a hard section, so much so that for a few years Class 2 were not asked to climb it. All the Half Crackers team managed to successfully climb it, but 35 other cars were not so lucky. With three of the harder hills behind us, and with daybreak just arriving, we drove the next 12 miles to Stretes with some relief. Stretes is a straight forward hill, which only stopped 2 cars. 1 Mile further on and 66 miles into the trial, and we arrived at Higher Rill. This hill only stopped 1 unfortunate car. Next was the first Special Test at Core Hill. Now a Gold and therefore a Triple was much more important to me than the fastest test time, a failure of a special test counting as a failed section, so I drove with reasonable caution to complete the test properly.



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Another 6 road miles brought us to Bulverton Steep, which saw another 20 cars fail. 18 miles further on and we were parking in Exeter Services and preparing ourselves for our next breakfast! We had now completed 88 miles of the trial, and only had 6 more sections to attempt. BUT 5 out of these 6 sections are more than capable of spoiling your fun.


At 09.52hrs after our compulsory 1 hour break, we were on the road again, heading for Cheriton Bishop and then on to Tileron Steep. This can be a very hard, rough hill with big rock outcrops about half way up and certainly a hill to respect. This year it was not at it's worse and only stopped 31 cars, most of which had a restart. Another 6 miles on the road and we arrived at Fingle Bridge, which is a most attractive area with many visitors. Having crossed the very narrow pack horse bridge we were at the foot of Fingle Hill. This is a very long steep section with many sharp bends. Usually the surface is quite smooth and is a really joy to climb, but this year the four wheel drive brigade had been using it and was quite rough in places, causing 2 cars to fail it.

3 miles further on and we were at Wooston Steep. This hill has two routes with car classes 1 to 6 turning left just after the restart area, and classes 7 & 8 continuing straight on up. All classes meet again on the track leading to the next Special Test, Clifford. My tactic here was exactly the same as for the first Special Test. This successfully completed, we had 19 miles to cover to take us to the next section, the one that has caused me to loose more Gold Medals than any other MCC hill, but is still probably my most favourite hill.

But before we get there we must stop at Islington Parish Hall to have a piece of homemade cake and a cup of tea and at the same time boost the funds of the St Michael Church Restoration. This done, we proceed down the long narrow lane to the foot of Simms. How will it be this year? We can hear some cars climbing it but also quite a few failing. There is nearly always a queue in this lane and the butterflies always start here, and by the time I get to the start line I'm positively shaking. From the start line you can only see the first 20 yards or so, then there is a right hand bend after which the very, very steep, rough hill of Simms is in front of you. In theory there are three routes you can take up this section, up the left side, up the middle or up the right side. I have successfully climbed the hill on all three routes, but the right side is often restricted by spectators.

Competitors talk for ages about which is the best way to climb Simms, both before climbing the hill, afterwards and of course in the bars afterwards, when this discussion can take groups of drivers well into the night. After all is said and done sometimes it is the car which picks the route, with the occupants hanging on for dear life. This year the hill claimed 53 car victims by far the highest toll of any hill. The sheer pleasure of leaving the top of Simms, pumped up on adrenalin after a successful climb has to be experienced. It takes more than the 1 mile to the next section to come back down to earth, but this you must do otherwise without complete concentration it's very easy to fail Tiple Hill, as 19 cars found out. This climbed, it's on to the last hill Slippery Sam, often marshalled by a team from the MGCC. This hill stopped another 10 cars. Well, that's all the hills climbed, all we have to do now is to drive the 5 miles to the finish, sign off and have a beer (or two)! This is followed by the two week wait before the results are published, and you can say with confidence that you have a Gold Medal and a 2007 Triple!!

Bill is too modest to report here, but he and Liz received confirmation that they had gained a Gold on the 2008 Exeter, and with it, yet another Triple – the second in a row, and the fourth in five years – a magnificent achievement for a pre-'39 car in modern conditions.

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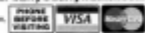
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The Munster rally and Trois-Epis Hill Climb From Barry Foster

Maisie and I went to north-east France in June this year in our C-type for the Munster Rally and the Trois-Epis Hillclimb. We were joined by David and Sandra Downes in their blown N-type and David and Jill Pendlebury-Brown (Brownie) in their blown J2.

The Rally on the Saturday was a little cool and damp, especially through the forested areas. Our lunch at the casino had lots of good food and excellent wines! We finished early in the afternoon to save ourselves for the hill climb the next day.

The hill is an excellent run of 9 kilometres; the surface is good as it is used for the French Hill Climb Championships, on 2 and 4 wheels. We had one dry run and one wet run plus two drying runs up the hill. Times were all over the place, but we were not last, and all three cars were ahead of some of the Porsches and others. Brownie had a puncture, and the N-type developed a petrol leak at the carburettor – otherwise all went well for the weekend.

The J2 returned to England, but the C and N-type went off to Italy to compete in the Mugello speed event. This is a road and circuit test over two days. The 87 kilometre road runs over three passes, using part of the Mille Miglia course. The road section went very well. I had an Italian co-pilot (as competition licences are required, so Maisie became a spectator) who knew the route, so the road book went under the seat.

For the circuit section, co-pilots were not required, which was just as well. We set our times, but the modern cars were gridded, with the pre-war cars simply put at the back of the grid.

When the lights went out I took off and went through the next couple of rows, eight or nine cars up. Then one of them went to overtake me, unaware of the way our cars corner, and clipped the nearside front wheel, which shot me off into the “kitty litter”. I saw trouble coming and went sideways into the passenger seat. The offside wheels dug in and barrel-rolled the car, which dug in again and threw me out! I was clear of the car as it completed two more rolls to end up on its wheels. I was taken to the medical centre, which is “state of the art”, as the circuit host Moto GP. I had sprained ankles, wrists and elbows, bruises on my thigh

from the steering wheel, and a gash on my leg from the bottom edge of the metal dashboard.

I am now OK, but the car is undergoing a complete strip down and rebuild. It is 18 years since the last time it was stripped down after my other mishap. Maisie and I flew home a couple of days after the accident, with David and Sandra Downes looking after us, as I could not drive.

Six weeks later, David and I flew back to Florence, where we were met by the event's organiser, and taken back to the farm to collect the car, trailer and tow car. We had a gentle drive back home, eating and drinking our way back across Italy and France. So ended my 2008 season.



Barry's somewhat bent C-type after its Mugello incident

Secretary's Bulletin report on Committee meeting - 7th December 2008.

Peter Green, Chairman, advised that Paul Duncombe has decided to retire from the committee, once he has produced the 2009 accounts. He was pleased to announce that Bob Milton, a former R- type owner, has volunteered to take over with effect from the 2009 AGM, thus ensuring an orderly hand over. The Committee minuted their thanks to Paul Duncombe for his 2 year service as Triple-M Treasurer.

Contact has been made with Mark Dolton, son of well-known former competitor, Tony Dolton, who has offered to assist the Register with the web site/competition reports.

A lot of work has been undertaken in conjunction with R White to enhance the pictures pages of the web site by adding a Historic section; this facility is now up and running and has attracted a lot of interest. It is planned to further enhance the web site by setting up the home page to scroll through the pictures.

George Eagle, Secretary, noted a vote of thanks was due to John Clark who kindly agreed to display his historic ex Brooklands/Alpine Trial L2 on the MGCC stand at the recent NEC Historic Car show. A Border, George Eagle's Son-in-law, has almost finalised the programme to enable Paul White, Bulletin Subscriptions Co-ordinator, to computerise his records starting from 1st January 2009.

Since the inception of the PayPal facility, Bulletin subscriptions totalling £256 have been collected.

Bob Clare, Registrar, reported only three new registrations have been received since the last meeting – these were 1 M Type, 1 J2 and 1 PB. The number of cars now registered is 3047. Copies of the printed Triple-M Register were sent to the MGOC, Octagon CC and VSCC. Only Richard Monk of the MGOC has responded to state that some Triple-M cars are not shown on the Triple- M Register. He has undertaken to write to the owners seeking their permission to pass on the details to the Triple-M Register. Arrangements are in hand to again produce a printed Triple-M Register for 2009.

Mike Linward, Comps Secretary, advised that Bill Bennett leads the COTY ahead of Richard Jenkins and Philip Bayne-Powell. Bill Bennett has won the Slade Trophy, with George Ward second and Richard Jenkins third.

It was nice to report Brandon Smith-Hilliard had gained a first class award in the VSCC Cotswolds trial with his first competitive drive in his newly acquired Cream Cracker PB JB7521. Mike Linward also reported he is investigating the possibility of drawing up a list of clubs, and their events in order to publicise events on the Triple-M web site better. To have a better reflection of performance, he is also looking into the options of extending the 2009 Speed Championship, won this year by Philip Bayne-Powell in his C- type, to a maximum of 10 RAC approved events

With regard to library sales Peter Hemmings reported 272 copies of the 2007 Yearbook had been sold. Work is being done to streamline the Library web pages to include illustrations of items.

420 copies of the last issue of the Bulletin were printed and this will be increased to 450 for the next issue. Following requests from members, future issues will be numbered starting with number 47. Philip Bayne-Powell, Bulletin Editor was pleased with the number of competition/event reports submitted by members and he urges members to continue with this increased support for future issues.

John Reid has agreed to continue as Editor for the 2008 Yearbook. Several articles are already to hand and others are being written, including two by C Spoelstra, and one by M Green. As they did such a good job with the 2007 Yearbook, it is planned to again use Burlington Press for layout and printing of the 2008 Yearbook. It is disappointing there was no response from members to the web site advert for pictures.

With regard to enhancements to the web site Peter Green agreed he would investigate the possibility of having technical descriptions of the cars added to either the pictures pages for each model or by a separate panel on the home page.

Events for 2009 will be Silverstone, pencilled in for 10th to 12th July, the Windsor parade 25th April, Summer Gathering in either June or July and the Exmoor Rut to be held on 29th to 31st May.

Some 35 responses have been received to the Annual Dinner questionnaire – it is hoped more will be sent in. The analysis of the responses will be finalised once all replies are received, but in the meantime the Committee agreed the date should be in April, not October as this year, and the next dinner postponed to 2010.

The date of the next meeting and AGM is 8th March 2009.

The Exmoor Rut 2009

Triple-M weekend 29th-31st May

The organisation for the weekend is coming along at a pace and the entries have been rolling in. Most of the Hotel rooms are now taken, although there is more accommodation within walking distance. The routes have now been planned and driven, taking in some of the most spectacular scenery and roads on Exmoor and the north Devon coast. We guarantee this will exercise your Triple-Ms. Coffee and lunch stops have been booked and sampled, and the paper work has been started. Also to add a bit of light competition, we are thinking of putting together a photo quiz for the Saturday morning run.

For those already booked we will be sending out menus shortly for the two dinners.

For those that missed the last Bulletin this is our main event in 2009. It will take place over the weekend of 29th-31st May, 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, which has a highly recommended bar with a large selection of local beers and single malts! Dinner and entertainment will follow. The Saturday run takes us passed some famous trials hills, such as Beggars Roost and Cloutsham, with a morning coffee stop near Porlock, and a buffet lunch on the North Devon coast. In the evening there will be another dinner in the hotel with more entertainment.

The Sunday morning tour takes you south through more beautiful Exmoor scenery finishing with a buffet lunch, by the river Exe, after which the rally ends, to allow people to get home that day.

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.

We have to limit the numbers to 80 people/40 cars, as this is the maximum the Hotels banquet suite can take. So if you are still thinking about it. Don't think! Just Act! Full details and entry forms are available 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 863673), who will also be happy to answer any queries you have.

FUTURE EVENTS

| | | |
|---------------|--------------------------------|---------------|
| 7-8th Feb | Bristol Classic Car Show | 0117 9071000 |
| 22nd Feb | MG Show and Spares Day | 0845 017 9683 |
| 8th March | Triple-M AGM | 01280 860428 |
| 13-15th | March Race Retro at Stoneleigh | 0871 2307157 |
| 5th April | MG Day at Brooklands | 01932 857 381 |
| 10-11th April | MCC Lands End Trial | 01458 224082 |
| 25th April | Royal Windsor MG Festival | 01753643468 |
| 29-31st May | The Triple-M Exmoor Rut | 01935 862180 |



Car Of The Year 2008 Scores to 20th December

| Position | Register Number | Car | Registration Mark | Driver/s | Points |
|-------------------|-----------------|------------|-------------------|--|--------|
| 1 st | 909 | J2-PA/s | FW 3909 | Bill Bennett | 113 |
| 2 nd | 2362 | NA | BTT 726 | Richard Jenkins Ian MacKay | 92 |
| 3 rd | 2134 | K1/s Spl. | MG 3094 | Peter Fenichel John Dutton | 83 |
| | 4 th | 2200 C/s | RX 8306 | Philip Bayne-Powell | 77 |
| | 5 th | 1804 PA | MG 3848 | Alex Reid John Reid | 71 |
| 6 th | 1168 | PB 4str | MG 4283 | Chris Lewis | 65 |
| 7 th | 1426 | NA/s | Bellevue Spl. | Ian Baxter | 64 |
| 8 th | 2631 | K3/s | JB 1472 | Brandon Smith-Hilliard Peter Fenichel | 62 |
| 9 th | 691 | NA All'ham | BYU 271 | Rosemary Bayne-Powell Jeremy Bayne-Powell | 60 |
| =10 th | 2000 | K3/s | MG 3570 | Peter Green | 47 |
| " | 920 | PA/s | TG 8337 | George Ward | 47 |
| 12 th | 2077 | K1-KN/s ss | - | Annie Templeton | 46 |
| =13 th | 1270 | NB Cresta | MG 4750 | Bob Clare | 44 |
| " | 3 | J2 | DG 5404 | Mike Hawke | 44 |
| =15 th | 1463 | NA/s | BUU 964 | David Downes Barry Foster | 43 |
| " | 738 | J2 | UP 8871 | Colin Henderson | 43 |
| =17 th | 1883 | J2 | PO 8865 | Patrick Gardner Alexander Gardner | 36 |
| " | 2284 | J2 | OB 5374 | Andrew Henderson | 36 |
| =19 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 |
| =22 nd | 1533 | PA-PB | WV 5012 | Dick Morbey | 33 |
| " | 148 | M | OY 1548 | John Haine | 33 |
| " | 1428 | J2 | DG 6142 | Nick Bengier | 33 |
| " | 1235 | L1/s | JB 6878 | Bryan Ditchman | 33 |
| " | 597 | PB/s | VV 4538 | Peter Haynes | 33 |
| 27 th | 656 | PB/s | JC 3269 | James Gunn Rebecca Gunn | 32 |
| 28 th | 2694 | J2-PB/s | Kayne Spl. | Mike Painter | 31 |
| 29 th | 1049 | PB/s | VH 8637 | Gerald Burridge Jim Burridge | 30 |
| 30 th | 1985 | K3/s | ftjutruCS 3009 | Philippe Douchet Bob Jones | 29 |

| | | | | | |
|-------------------|------|-------------|---------------|--|-----------------|
| 31 st | 600 | J2/s | WJ 7070 | Ken Robinson | 28 |
| =32 nd | 3420 | PA | BMH 34 | Andrew Bradshaw | 27 |
| " | 2495 | J2/s | AKN 535 | Dave Pendlebury-Brown | 27 |
| " | 108 | M | OU 4824 | Mike Dalby | 27 |
| 35 th | 676 | PA/s | WP 5939 | Roger Thomas | 26 |
| =36 th | 2922 | NA/s Saloon | XXG 102 | Keith Portsmore / Philip Bayne-Powell | 25 |
| " | | 1997 NA | MG 3271 | John Dutton | |
| " | 2517 | M | SV 6402 | David Dutton | 25 |
| " | 1521 | C/s | RX 8591 | Roger Glister | 25 |
| " | | | | Dave Cooksey | |
| =40 th | 1140 | J2 | JL 753 | Oliver Richardson | 25 |
| " | 3070 | K3/s tc | MG 2525 | Mike Linward | 24 |
| " | 1917 | J1/s | VSV 521 | Richard Last | 24 ⁴ |
| " | 411 | L2 | JB 1649 | Stuart Evans | 24 |
| " | 2291 | C/s | JK 2340 | Geoffrey Jarvis | 24 |
| " | | | | Adam Singer | |
| " | | | | Joe Singer | |
| =45 th | 65 | PA/s | DPH 228 | Rachel Singer | 24 |
| " | 2430 | PA/s | 497 UXH | Nigel Gibbons | 23 |
| =47 th | 348 | M | VU 4037 James | Howard Harman | 23 |
| " | 3246 | J2 | AL-37-86 | Mumford | 22 |
| " | 1647 | NB | JB 6864 | Albert Koolna | 22 |
| " | 2141 | PA/s | RC 3349 | Bill Abbott | 22 |
| " | | | | Derek Richards | 22 |
| =51 st | 2175 | PB | JB 7524 | Elizabeth Taylor | 21 |
| " | 815 | KN/s | MG 4314 | Martin Warner | 21 |
| " | 2133 | KN/s ss - | | Andy King | 21 |
| =54 th | 80 | J2 | DE-46-64 | Henri de Jong | 20 |
| " | 2697 | PB/s | CRE 569 | Mark Reece | 20 |
| 56 th | 2227 | KN | MG 4282 | Peter Hemmings | 19 |
| =57 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 |
| " | 1000 | PB/s | JB 7521 | Brandon Smith-Hilliard | |
| " | | | | Ian Williamson | 18 |
| =64 th | 679 | J2 | MG 2787 | Terry Holden | 17 |
| " | 1164 | PA | YSV 703 | Fred Boothby | 17 |
| =66 th | 1991 | KN/s Saloon | ELF 409 | Peter Prosser | 16 |
| " | 2215 | PB/s | JB 7525 | Richard Frankel | 16 |
| 68 th | - | KN/s | OHL 3 | David Hince | |
| " | | | | Richard Pilkington | 15 |
| =69 th | 27 | J2-PA/s | DRV 740 | 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 |
| =73 rd | 950 | L1/s | MG 2349 | Ian Davison | 13 |
| " | 1751 | M | UV 7468 | Brian Basset | 13 |
| =75 th | 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 |
| =79 th | 397 | M 12/12 | SC 9559 | Alex Peacop | 11 |
| " | 1367 | PA/s | MG 3921 | John Wells | 11 |
| =81 st | 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 |
| " | 2170 | PB | CLX 112 | Mark Dolton | 10 |
| =88 th | 105 | KN/s | BFY 658 | Argen van Gelderen | 9 |
| " | 1 | NA/s | JB 3852 | David Allison | 9 |
| " | 250 | PA | MG 3294 | Andrew Bradshaw | 9 |
| =91 st | 3130 | PB/s | JB 7136 | Jeanne Temple | 8 |
| " | 1823 | PA | WO 9320 | Terry Andrews | 8 |
| =93 rd | 1516 | K3/s s | - | Jeremy Hawke | 7 |
| " | 865 | J2 | GY 2874 | Allan Gould | 7 |
| " | 2761 | K1/s | MG 2794 | Paul Mullins | |
| | | | | Edward Mullins | |
| | | | | John Dutton | 7 |
| =96 th | 2715 | KN/s | CG 8379 | Tanya Lewis | 5 |
| " | 1976 | J2/s | JF 5278 | Gil Collins | 5 |
| =98 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 |
| =103 rd | 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 JarvisIU | 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 Warr | 2 |
| " | 2686 | NB | MG 4844 | Alan Hogg | 2 |
| " | 81 | C/s | JK 1932 | Bob Hudson | 2 |
| " | 1600 | D | PO 5751 | Ted Hack | 2 |

| | | | | | |
|-------------------|------|------|---------|--------------------|---|
| “ | 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 |
| “ | 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 | ohn Thomson | 2 |
| “ | 800 | J2 | MG 2174 | Sally Hewitt | 2 |
| “ | 2579 | M | MG 874 | Valerie Davison | 2 |
| 129 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:-

| | | |
|----------|--|-------|
| 19th Oct | AMOC Donington Race Meeting | Full |
| 19th Oct | Minehead Motor Club Exmoor Clouds Trial | Part |
| 25th Oct | VSCC Goodwood Autumn Sprint | Full |
| 26th Oct | Launceston & N.Cornwall Tamar Classic Tria | IPart |
| 16th Nov | Woolbridge Motor Club Hardy Classic Trial | Part |
| 22nd Nov | VSCC Cotswold Trial | Full |
| 30th Nov | Bristol Motor Club Allen Trial | Part |
| 6th Dec | VSCC Winter Driving Tests | Full |
| 7th Dec | Camel Vale Motor Club Camel Classic Trial | Part |

SLADE TROPHY 2008
Scores to 20th December

| <u>Position</u> | <u>Car/s</u> | <u>Driver/s</u> | <u>Points</u> |
|-------------------|--------------|------------------------|---------------|
| 1 st | J2-PA/s | Bill Bennett | 49 |
| 2 nd | PA/s | George Ward | 15 |
| 3 rd | NA | Richard Jenkins | 12 |
| =4 th | PB/s | Jim Burrige | 10 |
| " | M | John Haine | 10 |
| =6 th | NA | Ian MacKay | 9 |
| " | PA/s | John Wells | 9 |
| " | J2/s | Colin Bird | 9 |
| " | PB/s | Brandon Smith-Hilliard | 9 |
| =10 th | KN/s | Martin Warner | 8 |
| " | J2 | Albert Koolna | 8 |
| =12 th | J2 | Patrick Gardner | 7 |
| " | PA/s | Roger Thomas | 7 |
| =14 th | PA/s | Nigel Gibbons | 6 |
| " | PA | Alexander Reid | 6 |
| " | PB/s | Gerald Burrige | 6 |
| " | PB/s | Ian Williamson | 6 |
| 18 th | J2 | Henri de Jong | 5 |
| =19 th | J2 | Nick Bengier | 4 |
| " | J2 | Mike Linward | 4 |
| =21 st | PA | John Reid | 3 |
| " | PB/s | Barry Smith | 3 |
| 23 rd | J2/s | Ken Robinson | 2 |

Racing Challenge Trophy 2008

The Betty Haig Cup

Scores to 20th December

| Position | Car/s | Driver/s | No. where less than 5 Races | Index of Performance |
|----------|----------------|----------------------------|--------------------------------------|-------------------------|
| 1st | K1/s | Peter Fenichel | | 0.319 |
| 2nd | K1-KN/s | Anne Templeton | | 0.328 |
| | ss | | | |
| | 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 |

J3603

By Barry Foster

Early in October, I flew out to Cape Town for five weeks. My task was to build Rodney Green's J2, which was at Harp Restorations in Cape Town.

I had been sent a disc of photos of the car, so had worked out what needed to be done, and what was missing. I travelled with a large package of parts as Excess baggage!

I had previously built the engine and gearbox in the UK, and freighted it out beforehand, complete with a new body and much panelwork.

By the time I had left, the mechanics had been done, the supercharger fitted, the body and panelwork fitted and painted. The trim had been done and the electrics almost finished-a faulty ammeter and regulator holding things up. The ignition and mixture had been set up so that the engine could start and run.

Graham and Max, who had helped me, along with the painters and trimmer, were left to finish off a few details to complete the car.

Rodney intends to use the car in South African motorsports events. He also has an MGA twin cam, an XPAG special and an MGB with which he came 14th in the last SPA 6-Hour race, so I know Rodney will use the car properly.



D-type Found in a Garden

You would have thought that finding a “new” D-type was pretty impossible now, but just before last Christmas one was discovered in an overgrown garden, where it has been since 1951. A second hand car dealer bought a run down bungalow just outside Weston super-Mare in Somerset. When he started to clear the undergrowth he found two rusty Minis and a D-type, registration WM 7500 (chassis No. D 0430), previously unknown to the Register. Unfortunately, due to the length of exposure to the elements, the bodywork is beyond saving, and even the chassis has gone. It was very original and had the correct carburettor, Petrolift pump and D-type gearbox with the correct remote control.

The car has been bought by Tony Mobray, who collected it last month using a mobile crane. He intent to restore the car to a rolling chassis; the body is too far gone and folded up when removed from the chassis. The engine however was in remarkably good condition. Tony is happy to lend any original items as patterns, in particular the dashboard and/or the glove boxes.

Herewith are photos of the car as found, augmenting those colour ones on the cover:-





Very original engine bay, with SU Petrolift pump



The rust has really taken hold here

From The Sports Car - January 1937

Taking advantage of the demolition of adjoining property, Bellevue Garage and Service Stations Ltd, are extending their racing shops at the Wandsworth Common site. The new building are expected to be in use by the commencement of the racing season, when the racing department will be entirely separate from the ordinary garage and service department.

A subsidiary company is being floated, with the title of Bellevue Garage (Racing) Ltd, which will deal exclusively in the tuning, preparation and servicing of racing and sports cars for all kinds of competition work at home and abroad. Mr W.E.Wilkinson will be appointed a director and will be in control as Gereal Manager. Incidentally, during the winter the full racing staff was retained, and will be increased for the coming season,

With the moderntest-shop and up-to-date layout, the Bellevue racing shops will be amongst the finest in the country.

During the winter much tuning work has been carried out on MG cars, including a Magnawhich was used by G.E.T.Eyston for long-distance record work at Montlhery some years ago. Several Alfa Romeo and Bugatti cars have also been serviced.

During 1937 the Evans brothers will again be very prominent in speed events with MG cars. Dennis Evans will run the sprint Montlhery Midget, which has a Zoller blown Q-type engine, a lengthened frame and a cowled radiator.

A special Mulette is being prepared for Kenneth Evans' and Wilkinson's personal use. This is an N-type car raced last season by various drivers who hired it from the Bellevue stable.

The engine now has six Amal motorcycle carburettors, fitted with a substantial rod system of throttle operation. The chassis has been considerably lightened by extensive drilling of frame members, pedals, shock absorber brackets etc. An offset single-seater body has been fitted, which embodies some very fine panel beating and a tail ending in a fine taper. There is only one main steel hoop in the construction and that looks like a piece of Meccano!

The engine is now lined down to 1100cc, and it has been run at full output on the test bench for 45 minutes without mishap. Last year with high axle ratio and two seater body, this MG lapped at 108 mph.

Amongst customer's cars which will be in the care of the Bellevue stable during 1937 are Mr Boyle's Alta, which will run in Irish races, Mr Esplen's R-type MG Midget, Billy Cotton's ex-Dobbs single-seater Riley, and the same driver's K3 MG Magnette.

The Riley is now giving more power than formerly from its six carburet-engine. The K3 Magnette may be fitted with the special racing body that previously graced J.H.T. Smith's Magnette.

A sports model N-type Magnette is being prepared for a Russian driver to race in the Pau Grand Prix on February 21st. W.E. Wilkinson has been invited to accompany the owner.

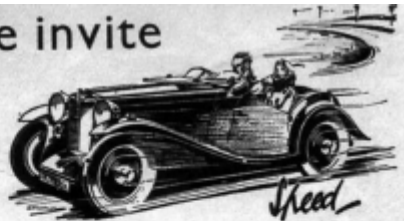
W.E. Wilkinson will this year take a prominent part in racing events. Apart from partnering Kenneth Evans with the N-type magnette, he is likely to be seen behind the wheel of Billy Cotton's Riley, and he also drive R. Parnell's MG Magnette which is to have a twin-camshaft cylinder head this season

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YOUR LETTERS

From Harry Hickling

Hi All,

All the best for the New Year.

Theun Hoogmoed and his friend Wout van Everdingen have just spent some time with us seeing the sights of Sydney and Canberra. They had come over to prepare a yacht for the Sydney to Hobart yacht race, and then Theun wanted to catch up with Cathy and I and of course see the Canberra pre-war MGs.

We have had an excellent time, with trips to Malcolm Robertson, Brian Oxley, and sight seeing to Parliament House and the War Memorial. We also spent a bit of time around the farm and on the river. We all had a great time - I doubt they would have left if they didn't have to get home. Attached is the famous Theun in F0525. The car needed a good tune and wasn't running as well as it should but still we took it for a small drive. Our F0861 is beginning to gather some progress again, after having been diverted to the Peking to Paris SA work.



From David Ewart-James

Phil

I read the article on fitting a fan to a J2 with interest, as I only use JW 2519 for short journeys around town, and overheating is always to be feared. However, to do a proper job, I would have thought a water pump is desirable. Has anyone published a suggestion how to fit one or, if not, could you please print this request for suggestions?

Thanks

From Brian Bassett

Dear Phil

My 1929 M-type, UV 7968, is now on the road again after a long engine and gearbox overhaul. It still has the original crank and white-metalled rods, although the crank is now on the limit. The rebore just scraped in with +40tho oversize pistons. It also has had a remetalled rear main bearing and a new front ball race. The cylinder head has had hardened seats fitted along with new valves and guides, cam followers and bushes, together with a new vertical drive bearing.

Ken Robinson of Slough Grinding Services took care of the head assembly, lapping in the valves, then having set the rocker bushes in the correct position, grinding the valves to the correct length to obtain the correct timing and valve clearance.

When the car was running before the overhaul, the oil pressure would reach 100psi, when starting up and dropping to about 65psi when hot. When reassembling the engine after the rebore and head overhaul, I found that the oil restrictor pin to the head had been built up with soft solder along the flat section. Before reassembly I filed off the solder to restore the pin to its correct shape. I now have 70-75psi when cold, dropping down to about 60psi when hot, which I believe is the norm. has anyone else experienced this bodge before? (I have seen this bodge on a number of occasions, and always check any new engine restrictor pin for this – Ed).

The only reason I can think of to explain this bodge is that in the days of leather seals and oil flooded dynamos, this device was to restrict the oil to the valve area, thereby reducing the amount of oil that would leak past the vertical drive seal.

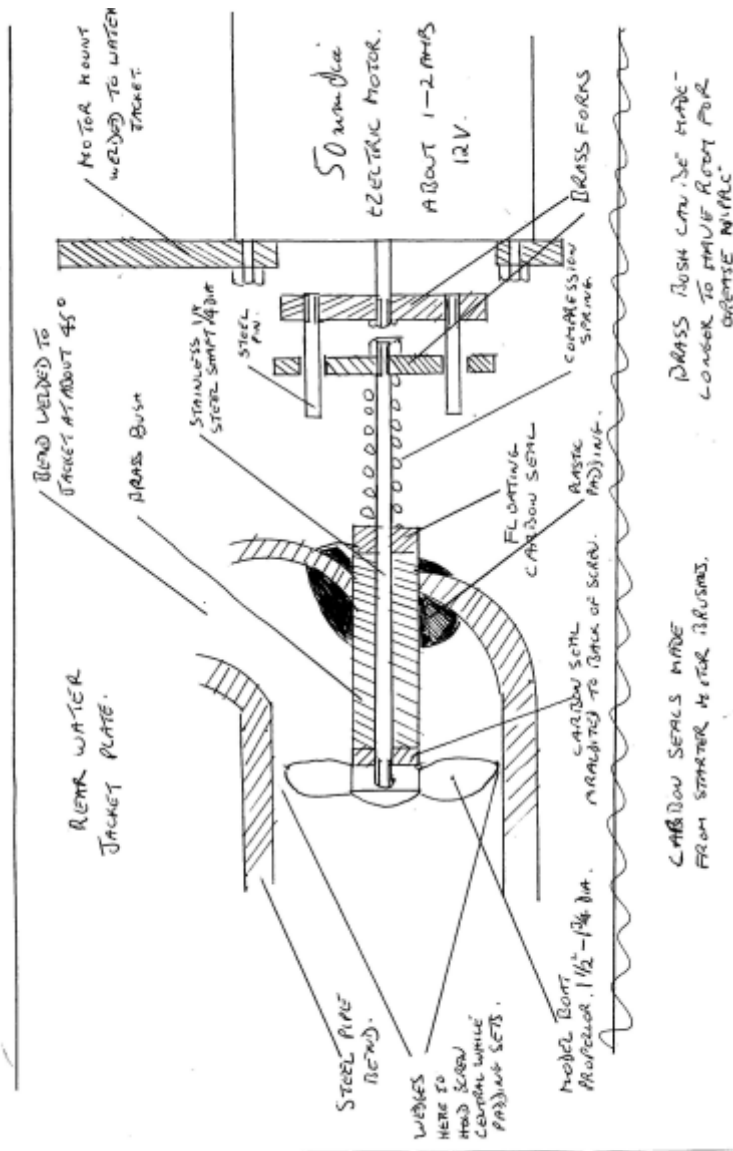
The car is now running very well, largely thanks to Ken Robinson's input, but a certain amount of restraint is required due to still running in. The car's first outing was to Peter Green's Summer Gathering, when nit was very wet but enjoyable.

I have no information about previous owners, so if anyone knows anything of its past please let me know (Tel. 0118 9265351)



TIPS AND HINTS

Ewan Harris sends us a sketch of an electrically driven water pump, which he has successfully had installed on his F1 since the early 1980s. It is best used with a "proportional" automatic thermostat when it will maintain the radiator header tank water temperature at 180 degrees



He points out that there are a few points that are not shown in the sketch. The pipe used has the same diameter throughout. The brass bush protrudes more than that shown so that a grease nipple can be fitted – use water pump grease. The compression spring is hooked to the driven fork and to the floating seal, so that the seal rotates over the external end of the brass bush. If anyone wants any further information, Ewan is happy to help out (16 Fulda Crescent, Crediton, Devon, EX17 3DL)

Ewan has also fitted a wax fitted bellows thermostat between the cylinder head outlet and the radiator header tank in a short brass housing.

In addition, if anybody is having dynamo charging problems, and is not sure if the problem lies with the wiring/cutout or the dynamo itself, then disconnecting the leads at the dynamo, and applying a battery charger to the D+ lead should help clarify matters.



Water pump installed in Ewan Harris' F-type

For metal work in the Nottingham area, contact Ray at Compound Curvatures. Tel. No. 0115 920 0254.

Martin White tells us how to get a broken stub of a haft shaft out without taking the diff out.

“firstly ascertain that the shaft has not broken off flush. Then get a piece of tube that will fit snugly over the half shaft. Burr up the inside of the tube so that it is grippy, and then push it up the back axle casing driving it onto the broken half shaft stub. Then pull the tube out with the end of the half shaft stub gripped inside

ITEMS FOR SALE

Rob Dunsterville (e-mail lakesideescapebnb@tsn.cc) still has the following reproduction brochures left 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”x8 1/2” (4 sides) – MMM repro

D & M-type 8 1/2”x7” (6 sides) –MMM repro (2No.)

D & M-type (6 sides) – original?

F-type 8 1/2”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” 6 1/2”x5”, (6 sides) – MMM repro (2No.)

“Unfettered” 11 1/2” x 8” (2 sides) details of the F-type – MMM repro

“Blower” on Magna Motoring, 5 1/2”x 3 3/4” (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

If none are sold this time they will be going to auction in March

Barry Foster (Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST, Tel 01458 850169) has for sale four new cycle wings, and a new N/L/K camshafts. Offers please.

Peter Long (35 Wellington Road, Ashford, Middlesex, tel. 01784 245293) has these P-type spares for sale, or exchange for the wanted parts below:- oil drain housing
Vertical drive pinion (fair)
Set of good rockers
Water pump steel collar and gear (good)
Pair of long thin trafficators (1 good, 1 broken)
Set of new clutch springs

Peter Frost (Tel. 0116 260 9795 or e-mail frostpeter@talktalk.net) is making up new door handles for the D/J/F-types, and would like to hear from people who are interested to gauge the batch number required.

Ted Hack of the D-type group (Tel. 01242 603266 or e-mail ted@mgdgroup.org) is proposing to have some Derrington inlet/exhaust manifolds made up at around £250, which will also fit the M-type and AA head C-type. If you are interested please contact him.

Mike Dowley at Sports and Vintage Motors tells us that he can now offer newly drop forged steering arms for the Marles Weller or Bishop Cam steering boxes. Also available is a reproduced works valve length setting tool for the J-type, at a cost of £18.50 + VAT.

Martin White (71 Deepfield Road, Bracknell, Berks, Rg12 2NU Tel. 01344 424258 evenings 7pm-8pm, or 01344 425364 during the day) has for sale a pair of Lucas L150 Biflex headlamps at £150; also the Profile Publications booklet on the K3, £6 inc P+P.

The Editor (Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB Tel. 01483 811428) has the following items for sale:- F-type rear wings – need some work
D-type bonnet (34”hinge length) good sides rusty top
NA nearside door with hinges
Pair of F/D channel section front wing stays
Pair of L?? side valences (wing/bonnet) 37” long, 51/2” wide at rear 31/2” wide at front
M-type back axle casing
M-type scuttle petrol tank
Pair of good N-type rear wings

SPARES WANTED

Alan Old (47 Butterbache Road, Huntingdon, Chester, CH3 6BY. Tel. 01244 341484) is in need of the following items:-
J2 Engine
Set Cycle wings
Front lower wing stays
Petrol Tank tap
Pair Plinth mounted aeroscreens
4 spoke steering wheel
Pair exterior door handles
Dashboard
Set of 12” brake back plates with shoes pivot and cams

David Winstanley (7 Ashley Court, Finningley, Doncaster, S.Yorks, DN9 3RA Tel. 01302 770281) is urgently in need of a good flywheel for his K-type. He also has an Armstrong Siddeley pre-selector gearbox for sale ready to fit to Triple-M engines; it has been fully rebuilt by Bill Morris with a high ratio, close ratio conversion, gear train, planet gears, and MG bell housing. Not used since being rebuilt. Contact David for further details, price etc.

Bryan Ditchman (Syringa Cottages, 74 Hazeley Heath, Hook Hants, RG27 8NA. Tel. 0118 932 6346) is looking for the following P-type parts:- front apron, a pair of doors, rear wing stays and battery carrier; He also would like to borrow a pair of 4-seater rear wings as patterns or part exchange for a pair of 2-seater rear wings.

Peter Long (35 Wellington Road, Ashford, Middlesex, tel. 01784 245293) is in need of the following P-type parts:- Petrol tank; pair of firewall support brackets; body irons; hood frame; pair of rear lower spring plate (that take the shocker mounting bolts); hood frame.

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

CARS FOR SALE



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, as well as the MG Enthusiast magazine for January. It is fitted with a BMC A series engine, and Morris hydraulic brakes. Offers around £12,000-15,000.



Very original car in good condition. Original Registration Number.
The car is in Italy but transportation can be arranged.
Full details from Nicola Zanella Tel: 0039 33833 69684
e-mail; niczanella@libero.it



Subject to meticulous chassis up restoration in the late 1970's. Driven less than 1000 miles since. Unused for the last 20+ years, has been kept in heated storage. Same owner for the last 30 years; now preparing to downsize. Perfect interior, top, weather equipment, tonneau, sump guard. Original Petrolift, full gauges, show quality chrome. Requires fuel tank repair. Will ship anywhere for cost.

For enquires or further details please contact Ron Cook at:

Telephone (work): (514) 845-0111,

Telephone/Fax (home): (514) 695-2225

Email: roncook@videotron.ca

Locati

on Montreal, Canada.

Obituary - Bob Hudson -1934-2008

By Mike Allison

As one gets older, it is inevitable that we should lose friends and relations, especially contemporaries. However, when one leaves as Bob did, it comes very hard indeed for those who are left to accept the fact. He was crossing the road, and was hit by a motor vehicle, the driver of which did not stop, leaving Bob in the road, with serious head injuries. Despite all the best efforts of the staff at John Radcliffe Hospital, Oxford, Bob succumbed on 16 December. I understand that the Police have now charged a person believed to have been responsible.

Bob was one of my large circle of Triple-M friends, one of those who joined in the first year of the Register, and who became a good and close friend.

In a previous life he had, as befits someone brought up literally by the Thames, become a keen rower, and had silverware to prove that he had been successful. About three years ago the five who made up a onetime successful crew (coxed fours) met, and took part in the Veterans race at Henley... although it was admitted that the former Cox was not with them, having grown a little in the intervening years! Bob was in his customary No 2 place, and the crew still put up a creditable show, and Bob had the video to prove it.

Bob took up motor racing in a Ford Special, which he had built himself, the sort of thing we did back in the late 1950's; but since his everyday car was an 18/80 saloon, he hankered after a suitable vintage MG to race. In this he was encouraged by Mel Jones, and other MG enthusiasts. He bought an M-type, but this got stolen before he could undertake any serious work on it, just as the Triple-M Register was forming.

His reply to my letter of invitation to join the Register was that he thought he was on the trail of a C-type, which he subsequently bought and rebuilt. He then raced with some success for a number of years, until his work took him to firstly to Scotland, and then to Ireland.

Bob was an electrical engineer by training, and spent most of his working life designing large-scale electrical equipment. When he retired from the Company, he and Sandra returned to **London, and then moved out to Reading, to be near their daughter, who had settled there.**

He was involved doing peripatetic electrical work for various car restorers in the area.

On his return he got the C-type out again, and had it restored, and then started using it for a wide variety of events, including the second MMM Raid to New England a couple of years ago, of which he was a prime organiser.

Always a keen Register man, he joined the committee, and was "Safety Fast!" Register Scribe for two or three years. He certainly enjoyed the past few years with the MG and in the Club and Register activities. Just recently he was rebuilding himself a PB Midget, which sadly is not yet finished, just as his life itself was not really finished.

Bob was a devoted husband, father and grandfather, for whom the family was always first in his considerations. He was a gentle man, in the literal sense of the term, as well as being a thoroughly nice friend to have. He will be sadly missed by all, not least by Sandra, and their children, Nick, John and Elizabeth with their respective partners, and their granddaughter Mya, with whom our thoughts are at this difficult time.

J, K, L, P, N, KN & PB Models

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Revised and Re-issued: February, 1936

Service Information Sheet No. 13

VALVE TIMING

When it is required specially to tune an engine the following remarks in respect of valve timing will be of assistance and are in addition to the instructions laid down in the Manuals.

It is possible for a person not acquainted with the engine to set the rockers in various wrong positions which will cause considerable variation of timing on the corresponding valve.

The correct procedure is as follows:—

1. Set the rocker eccentric bush in the position shown in Fig. 1 for the J. Type and that as shown in Fig. 2 for the K., L., PA., N., KN. and PB. Type models.
 2. Insert the correct feeler gauge between the valve rocker and the cam.
 3. Shorten or lengthen the valve stem until it just reaches the rocker. It is not possible, owing to the probability of wear of the rocker face, cam face or valve, to give a definite length of the valve stem.
-



FIG. 1
SHOWING POSITION OF
ECCENTRIC BUSHES FOR
J. MODELS

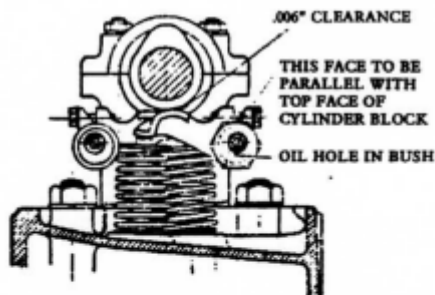


FIG. 2
SHOWING POSITION OF ECCENTRIC
BUSHES FOR K., L., PA., N., KN.
AND PB MODELS

Note:— To shorten the valve stem, grind the end carefully on a fine emery wheel, using a “V” block to steady the valve. The end of the stem must be square or very slightly raised in the centre.

To lengthen the valve stem, regrind the valve with its seat, providing the amount is not more than .001 in. to .002 in. If in excess of this measurement it is advisable to re-cut the valve seat with a suitable seating cutter.

It should be noted that the tappet clearances given above are for checking purposes only in the case of K., L., PA., N., KN. and PB. models. The final clearances are .006 in. Inlet, .008 in. Exhaust (ref. Service Information Sheet No. 12).



Q-type at Brighton Speed Trials (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: geaglemgl2@dsl.pipex.com)

TREASURER – Bob Milton, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF. (Telephone 01359 221397 E-mail treborbardbarn@fsmail.net)

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 EDITOR –VACANT – VOLUNTEER NEEDED

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, Llan-degla, Denbighshire, LL11 3AE (Tel. 01978 790652 E-mail rhiwlas.35@btopenworld.com)



Terry Saunders' recently completed 4-seater NA
Photo: T. Saunders



***Bob Hudson as we shall remember him, in his C-type
on the New England Raid***
Photo: P. Ross



Theun Hoogmoed's F-type visiting Harry Hickling in Australia

Photo: H. Hickling