

TRIPLE-M REGISTER BULLETIN

DECEMBER/JANUARY 2018



THE MG CAR CLUB LTD

TRIPLE-M REGISTER BULLETIN



The cover of Bulletin Number 1 from April 2001. The newly introduced colour cover featured Philip and Rosemary Payne-Powell's ND and NA Allingham at a South-East Centre autumn rally at Groombridge Place. Philip's editorial work set the pattern for the new publication that was to continue and flourish under Bob Richard's very capable stewardship. Maintaining those standards is quite a challenge.

BULLETIN No 100

Front Cover Picture:

After the disappointment of Cadwell Park (Bulletin 98) Dave Cooksey enthusiastically drifts the C-type at the VSCC Castle Combe Autumn Classic. One of five brave Triple-M racers to battle it out amongst far more powerful machinery including the race winning Fraser Nash Super Sports. This was lapping some 20 seconds faster than Barry Foster who led the MMM contingent. Photo by Colin Murrell.

Editorial:

Welcome to Issue 100 of the Bulletin. It is now over 16 years since the Bulletin replaced the Infoletter that had been running for 145 issues. Issue 1 was published in April 2001 which doesn't seem that long ago; a lot has changed in that time and yet some features are remarkably familiar.

The Editor for Issue 1 was Phillip Bayne-Powell At the same time Peter Green was appointed Chairman; Mike Allison having been elevated to Honorary President of the Register after a remarkable 40 years as Secretary and then Chairman. Interesting events noted were the imminent launch of the Register Website and the forthcoming 40th Anniversary celebrations, albeit with the threat of cancellation of events due to the Foot & Mouth outbreak.

One thing that has not changed is the appeal for articles and photographs for publication and for member's views as to what the Register should be doing. In this issue we are fortunate to have a good mix of articles covering technical, historic and social features but more are needed. My thanks to all who have contributed articles and photos over the years; please keep them coming.

Digby Gibbs

A GENTLE REMINDER - YOUR 2018 BULLETIN SUBSCRIPTION RENEWAL!!

Many many thanks to all who have already responded to their Bulletin renewal request, if you are yet to renew or not continuing with your subscription please could you contact me as soon as possible

Paul White, MMM Bulletin Subscription Coordinator



Chairman's Jottings By Dick Morbey

Not for the first time I find myself looking at a blank screen and wondering what to include in these jottings, especially as they will not appear in print for another five or six weeks and I am not clairvoyant about future events. I hope that what follows will be timely and relevant; if it isn't, I'm sure you will say so!

First of course I wish you and yours all the very best for a healthy and fulfilling 2018. As far as the Register is concerned our plans for the new year are already gelling very nicely. Thanks to Mark Dolton and his diligent work, the 2018 Racing programme is taking shape, greatly assisted by our race partners and sponsors and with support and other input from the Register.



Other diary dates already in prospect include the MG and Triumph spares day at Stoneleigh on Sunday, 11 February, where will have our usual display and a stand with enticing library and other goodies on offer. Do please support the event. We have already received offers of help from some of our stalwarts, but as always we are relying on you all for assistance, so if you can spare us even just an hour (or more!) on the day, please do let me know.

Some provisional dates now: MG Live! Saturday and Sunday 2 & 3 June; and Peter Green's Register Summer Gathering: Sunday 8th July.

The Register Committee has been very active recently. Our most recent meeting took place on 26 November and you can read a digest of the discussions in George Eagle's report in these pages. We have always aimed to be an open organisation and evidence of that came with the attendance at our meeting by ace photographers Colin Murrell and Steffi Broch, those MG and Triple-M stalwarts.

They may have been somewhat surprised that the majority of our meeting was taken up by a very detailed discussion of the Register's role and the criteria under which the Register manages the listing of Cars. It has been clear to us for quite some time that many people within and beyond our fraternity are not fully aware of the purpose and relevance of our Register and the significance of our Listing of Cars.

The committee unanimously decided on two specific actions:

1. To re-examine and revise the Guidelines which govern the inclusion of Triple-M cars on the Register and also the allocation of register numbers.

2. To agree a formal statement which we have already published on our website (but is repeated in this edition of the Bulletin). This aims to make clear to everybody involved in our little world what our Register is all about and what the Listing of Cars is - and is not! We will also be circulating the statement to dealers, auctioneers, publishers and other interested parties.

We have invited comments on the newly published guidelines and have already received some positive and useful observations. The committee will be reflecting on these shortly.

Although you may feel that the foregoing is not exactly the most interesting topic in the world, the committee's aim in ventilating it has been to clarify the situation as far as possible to the mutual benefit of all who are involved in our world.

In other news ... by the time you receive this edition, we will have rolled out the next wave of individual access to the database. Something around 200 owners have previously been given the chance to trial the database and their feedback has been very helpful. The next rollout will be to owners whom our records show to be members of the MG Car Club. Therefore if you are a Club member, please make sure that the Register has your membership number on file. I won't bore you with the reasons why you still need to advise us directly, but if you are unsure whether we in the Register have this information, please drop me a line with the details. Thank you

The task of refreshing the committee continues - and I am not referring here to convivial lunches! 2018 will see several committee changes. As you'll see from his notes, George Eagle has signalled that after very many years of dedicated service as our Secretary, the time has come for him to step down from this role, so he will not be seeking re-election at the AGM in the summer (provisional date Sunday 27 May 2018). Other changes already in the pipeline may have taken place by the time you read these notes, but I would nevertheless urge everyone not to wait until they can see a committee vacancy - the time to act is NOW. As a membership group we rely entirely on fellow-members to maintain our momentum, whether it be on the committee or in other ways, so would you please make a belated new year resolution to do your bit? Youth or greater age is no barrier!

And now an unashamed plug. You know we have a Register Library through which you can buy publications and other goodies? And that it is available on line via our website? That's fine - I was just checking!

And finally: The Register website Forum. Correctly used it is a great resource and all praise should go to webmaster Nick Feakes for creating and maintaining it and to those who contribute to it. Did you happen to spot some 'turbulent' postings recently? Well, many of you did and sadly it necessitated drastic action to moderate postings which were offensive and simply wrong at every level. No-one likes to wield the editorial red pen - it's not in the spirit of our group, so I would urge all contributors to reflect before launching into hasty invective on what is a very open Forum. Just treat it rather like having a face to face chat with friends - I like to think that's who we are - and all should be well.

Until next time

A Statement by the Triple-M Register of the MG Car Club Ltd.

The committee of the Triple-M Register ('the Register') has been concerned to note various comments made on social media and in other areas about the purpose, function and operation of the Register. These comments indicate that these matters and the significance of inclusion of Triple-M cars in the Register's Listing of cars is not fully understood, or is being disregarded.

For the avoidance of doubt the Register makes the following statement:

1. The objectives and guidelines for the operation of the Register are set out in full on the Register's website and in the Register's Listing of cars, which is published annually;
2. The most recent Objectives and Guidelines were revised and unanimously approved by the Register committee on 1 December, 2017;
3. The Register Listing is a compilation of information kept for the Register's own purposes. It is maintained and published for general information. The inclusion of any car in the listing does not in any way signify or confer authenticity to that car;
4. Neither the Register, its committee, nor the MG Car Club Ltd. ('MGCC') accept any responsibility or liability for the accuracy of the information in the Register Listing;
5. The Register Listing has been compiled since the formation of the Register in 1961. The compilation of information is done by unpaid volunteer members of the MGCC. Information about listed cars is drawn largely from information provided by their owners, historically in most cases without detailed enquiry;
6. The Register now has a policy and practice of engagement with owners to ensure that all relevant information about a car may be recorded as reliably as reasonably possible for the benefit of current and future owners. Increasingly that means that the Register will ask owners to provide detailed images and information about their cars;
7. When a car is first accepted for inclusion in the Register Listing it is assigned a Register number. A function of that number is to 'date stamp' the car's inclusion in the Register Listing. It does not signify an endorsement of the car's identity or authenticity, its history or provenance;
8. Private and trade sellers and auctioneers of cars have on occasions mistakenly advertised cars for sale on the basis that they 'are listed on the Register and are thus 'authenticated' by the Register'. Statements such as "*MGCC MMM Register No. confirming its authenticity*" are commonplace. Such statements misrepresent the situation;
9. At no time does the inclusion of a car in, or its exclusion from the Register Listing, or the possession or lack of a Register Number, signify an endorsement of the car's identity or authenticity, its history or provenance or lack thereof;
10. All would-be purchasers of a Triple-M car and/or those wishing to deal in them are therefore strongly advised to make their own enquiries about the car before entering into a commitment for purchase or sale;
11. The Register Committee's general policy is that it will not comment publicly about the registration details of any particular car;
12. Any owner of a listed Triple-M car may discuss the classification of their car with the Committee;
13. Interested parties may contact the Register committee for guidance about this statement and its practical implications.

This statement was unanimously approved by the Committee of the MGCC Triple-M Register on 1 December, 2017

Secretary's Update

Chairman Dick Morbey opened the meeting by welcoming invited guests Colin Murrell, photographer, and partner Steffi Broch.

As Dick will have reported in his Chairman's Bulletin Report the first topic on the agenda was the Register listing and Guidelines. The debate was quite lively and very constructive, Dick noted down the main changes agreed unanimously in Committee who also approved the proposed announcement. The amended Guidelines were circulated to Committee for final approval. It has to be noted here that Dick put in a huge amount of work on this matter and Peter Green was instrumental in the inevitable fine tuning.

Stoneleigh 11th February 2018 – it was agreed the Register should again attend this show where it is planned to have the usual Library sales and hopefully 2 cars on display. Both Colin and Steffi kindly offered to assist with manning the stand and more volunteers would be welcomed.



Secretary George Eagle reported that only one metal badge was sold in the last quarter and this was to Ross Kelly the lucky new owner of K3004, Register number 159. Most of the Register work done has been in the role of **Registrar for the F/L/N types**. The files for each car are scanned and uploaded to the web site as and when new information is received; there has been surprisingly little response from the participants invited to take part in the initial trial. The ongoing task is to work through the paper files for each car and uploading these to the web site, it can be time consuming and there are a lot of files and some of which contain a lot of information.

Treasurer Charlie Cartwright advised the accounting records for the year to date are now set up on the "Sage" accounting system. Sage is a well respected system that emulates on IT the double entry book keeping first used by Florentine merchants in the 13th Century and used ever since by accountants throughout the Western world, including the MGCC. The take over of the accounts has gone well although there had been some difficulty in allocating some of the income to the correct headings. Elizabeth Taylor has been of assistance in resolving some of the issues. Separate Pay Pal accounts have been set up to differentiate between Library income and Bulletin subscriptions. To-date P White had to scan through pages of Pay Pal statements to identify Bulletin subscriptions many of which are for the same amount as the Library sales.

Significant items in the results for the year to date are:- **1) Library income** in excess of £8000. This represents a huge amount of work by Rich Stott. Over 400 separate sales items all of which have to be picked, wrapped and posted. **2) Bulletin sales** £6300. Again a lot of work by P White managing the subscription records. **3) The Cornish tour** shows a surplus so far. This is mainly attributable to Ian Goddard's excellent negotiations with the hotel about the dinner and wine arrangements.

It was confirmed the Register's accounting complies with the requirements of the, shortly to be issued, Treasurer's Manual.

The Registrars all submitted brief updates on their activities. Graham Arrondelle has been working through a list of queries raised by Koen Struijk including some cars where the Triple-M Register number was missing, this is work in progress. **Register Data base.** The system is operating well and K Struijk is keen to go live. The Committee has agreed the launch should initially be to MG Car Club members, D Morbey will work with K Struijk in order to set in motion the necessary procedures for implementing the launch.

Competition Secretary Mike Linward reported most, if not all, speed events will have finished by now; providing there are no last minute event results to include that might have been missed, the results printed in the Bulletin should be the final ones. There continued to be changes at the top of **the COTY** and it looks like the result will be between C McLachlan (120 points) and J Gillett (117 points) who is understood to have already returned to Australia but has not claimed any further points.

There are a few more trials results to come in before the year's end and there is still time for D Rushton to put in a challenge. B Bennett has not been so active this year so it is hoped that all is well with him.

Robin Gordon Trophy – it is looking like another D Potter win but it is quite close between him and C Cadman. **Writing the Yearbook Article** continues.

Racing Report. Mark Dolton stated that for 2018 Baynton Jones will again sponsor the racing supported by nine partners. The 2018 calendar is MGCC Brands Indy April 28/29 (2 x 20 min Mary Harris races), VSCC Donington Grand Prix June 24 (MG Triple-M challenge and VSCC Intermarque Challenge – Team MG), Donington National MGCC July 15 (MG Triple-M and pre-war invited challenge and Cadwell Park VSCC 22 July (Spero and Voiturette race – cars up to 1100cc targeting strong MG entry). Sponsor and partners get a range of advertising at events.

MGCC stand – Race Retro 22 to 25 February – M Hills has offered the ex Templeton KN single seater. Mark will attend on 2 days. **Gazebo.** Committee agreed M Dolton can purchase an extra Gazebo – cost £500 app – for use at Brands Hatch. P Green agreed to store and could also use it at the Summer Gathering. **Transponders for Donington Park.** Committee agreed the Register should fund these, estimated cost £450/500.

Librarian Rich Stott reported that after his last report, sales had fallen away drastically, £150 in September, £800 in October (due to requests for the Sports Cars and Hawke books), November was poor as well - £220. Bewilderingly there seems to be no reason for such poor sales. In the last three months Yearbook sales were approx 15, and 3 register listings were sold. In an effort to generate some interest in the Library stock available, canvas shopping bags were added to the regalia. Rich suggested that additional means be found to advertise the Library. **Brands Hatch/Donington** - would it be a viable proposition to have a Library presence at either of these meetings?

Woolly Hats. Mark undertook to investigate the feasibility of providing a stock for sale via the Library. **Facebook** - would the Library benefit from exposure on this medium?

Bulletin Editor Digby Gibbs reported issue 99 (October/November) was with the Printers and that he was well on with the next issue and in an attempt to catch up requested that Bulletin reports be submitted as soon as possible. Some unsolicited articles are coming through but the majority are still either from regular contributors or as a result of following up items on the Forum or from personal contact. **As always more contributions would be welcome.** Please respond.

The next issue is actually issue 100 and Digby, is trying to make it a bit special and would welcome any snippets, photos or reflections from anyone who was around at the time it was published. Cat Spoelstra has been asked to do a regular news contribution from Holland and Simon Johnston was asked to do the same from Ulster. Colin McLachlan will be requested to submit similar reports from Scotland. The aim is to get better geographical coverage.

Yearbook. Simon Johnston reported that the content was pretty much finalised. In terms of timing, his aim is to have the Yearbook available for sale at the Brands Hatch race meeting on 28/29 April (and at the Border Reivers II Triple-M Tour the following week). Terry Hartley has agreed to handle print procurement once more and to achieve this, final copy will have to be ready for the printers just after Easter (which is 1 April next year). The aim is for the same 80-page format as before. This timing means the need to have the material with Ted Koehorst, designer, by early /mid-February - agreed with the contributors that they will submit their material by the end of the year at the latest which gives the Editor time to use the editorial blue pencil!
Barry Foster has suggested a new advertiser, details passed to E Taylor for follow up.

On a personal Note - I was co-opted onto the Committee in March 1999 when I volunteered to plan and organise the Register's 40th anniversary celebrations in 2001. At the request of then Chairman Mike Allison I also took on the role of Secretary at the 2000 AGM. It has been a pleasure to serve the Register along with the many past and present Committee members (including past Chairmen Mike, Peter and current Chairman Dick), all of whom are volunteers and give so generously of their time, and to be in contact with and meet so many members. A particular highlight for me was the 40th Anniversary celebrations which led to the Register being awarded the Club's prestigious Nuffield Gold cup. I indicated to Committee that after 19 years, and the fact I will be 80 next year, I would prefer not to stand for re-election at the 2018 AGM - it is time to reluctantly hand over to someone younger and more energetic! I am prepared to continue for a short while as Registrar for the F/L/N types.

George Eagle
10th December 2017.

A 1940'S CHRISTMAS (DO YOU REMEMBER YOUR FIRST CAR RIDE?)

Reflections by Joe Carroll

I was born a couple of years before the second world war, so it is not surprising that my memories of life in England are of a world without cars. My parents' life style was such that we never owned a car although my brother and I eventually had very second hand bicycles.

All privately owned cars were banned for the duration of the war. Brand new cars sat in the dealers showrooms for years, thousands and thousands of cars were stored in warehouses where many of them were destroyed in air raids. Some of the big cars like Humbers, Buicks and Rolls Royces were commandeered and had their bodies cut away from behind the front doors to be rebuilt into ambulances and tenders for carrying hoses and ladders with a Coventry-Climax fire pump towed behind. A few lucky people such as doctors were granted permits to use their cars for business only. I remember there was only one car in use on our street of 36 houses, the user was a municipal building inspector. If you wanted to go somewhere your choices were, Shank's pony (walk), bicycle, bus or train. To save fuel evening buses were few and trains were standing room only.

So it came to be that I can clearly remember my first trip in a car after the end of the second world war. In one of those foggy, damp winters I developed a cold that developed into pneumonia. I was off school for many weeks and the treatment in those awful times was the dreaded 'mustard poultices'. Large (10"x 15") pieces of a medicinal cloth called lint were spread with a gooey mustard paste and the lot placed on the chest and upper back of the patient. And if the patient had any doubt that he was really unwell the whole mess was heated up to just below screaming level and placed on the patient. Every time the doctor visited he would shake his head and say something like "more poultices" and leave.

Weeks went by and I had visitors to brighten the cold wintry days. My mother's sisters and their spouses came to visit the "poor wee lad". They themselves were my war heroes and I enjoyed the Army, Air Force and nurses uniforms and the men's handlebar moustaches. Christmas was fast approaching and my parents petitioned the doctor to see if I could go to the family Christmas celebrations at grandma's on Boxing Day. The doctor said no to my going out of the house and no travelling on a bus. A truce was finally declared, I could travel in a car if wrapped up well to keep out the cold. The car thing was a bit of a problem but there was a mysterious uncle that belonged to the house next door. It was said that he was a purser in the Merchant Navy, but most of the neighbours had never seen him. Apparently he had got himself on the wrong side of a Chinese Tong on one of his voyages and had to keep a low profile. Just as mysteriously the uncle had a gorgeous big 1936 Morris six cylinder saloon with big balloon tyres. It was kept well hidden from the Tong chappies, but our neighbour (in care of this beauty) would manage to stock pile petrol (even though the war was over petrol was still rationed) and every once in a while he would get a short term permit and drive it. My father did some sort of a deal and our family's first car ride was assured.

Along came Boxing day and we all climbed into the big Morris and peeking through my masses of blankets I took in the burr walnut door cappings, dashboard marquetry, the leather seats and wool carpets. Sure beat a Corporation 'bus!

Boxing day at grandma's was all it should be. Good food, lots to drink, presents and games. My cousin Susan, (Her dad had the handlebar moustache) told me that her dad had brought a television. I was incredulous, and even more so when she told me that he was going to set it up. I had never seen a TV working and didn't know how it would work since grandma didn't have an aerial on the roof. Well uncle Laurie brings in his 8" Baird television, throws a wire over the curtain rail and when all the valves had warmed up there it was! Fifteen people all crowded around this 8" wonder!

The Air Force uncle was not watching the TV, he had fallen asleep after a marvellous dinner and "tee many Martoonis". Uncle Fred, who was in the "Poor Bloody Infantry" knew how to ride a motor bike figured it couldn't be much more difficult to drive the recumbent pilot's Austin Seven as he wangled the keys out of the Air Force uniform pocket. Fred told my dad that getting me and the family home would not be a problem. I thought this had to be the best Christmas ever, my first car rides and my first sight of television!

When it was time to leave Mum and us two boys were squeezed into the back of the Austin and Dad and Fred sat in the front. There was no comparison with the Morris, the Austin's 750c.c. two main bearing four cylinder engine put out about twenty horsepower, so acceleration was, well, minimal. Fred got the engine started and with not too much grinding found all three of the forward gears, synchromesh was a rumour in 1930 when this little car was built.

And that was my first car ride, if you have similar memories, your editor would love to hear of them.

Joe Carroll



ULSTER MG HEROES (and their cars)

Flt Lt. L.R. Briggs (J3010 and K3020)

By Simon Johnston

Introduction

Glance through the reports of motor races in Ireland, north and south, in the mid-1930s and you will see that, from Craigtantlet in August 1933 to Phoenix Park in September 1936, one of the regular competitors was Flight Lieutenant L.R. Briggs, first in a J2 Midget and then in a K3 Magnette. How, one wonders, could a serving officer in the RAF devote so much time to his hobby?

A Flying Career

Llewellyn Rolls Briggs (later known as 'Puck') was born in England in 1897. He joined the Army at the start of the Great War and was appointed 2nd Lieutenant in the 25th (County of London) Cyclist Battalion in August 1914. He was promoted to Lieutenant in December 1915 and seconded to No 24 Squadron, Royal Flying Corps (RFC), as a Balloon Officer. Appointed Flying Officer in August 1916,



**Group Captain (as he later was)
Llewellyn Rolls Briggs**

He was shot down on the morning of 11 September 1916 when heading back to his own lines after one cylinder of his engine had cut out and he had started to lose height. Wounded by enemy fire, he crash-landed his Airco DH2 just half a mile inside enemy lines. He was taken prisoner and spent the next fifteen months as a prisoner of war before being repatriated in December 1917. He was promoted to Captain during his imprisonment, with effect from 1 June 1916.

Strangely, the records show that, despite being promoted to Captain in the RFC in 1917, his permanent commission in the Royal Air Force (RAF), which had been established on 1 April 1918, was awarded as a Lieutenant, not as a Captain. He wasn't promoted to Flight Lieutenant (the equivalent of Captain in the RFC) until June 1923.

Briggs was somewhat of an inventor and in the early 1920s he had three patents awarded to him. The first was applied for in August 1919 just after he had been commissioned in the newly formed RAF. Still using his former RFC rank, he describes himself in the patent application as "Captain in the Royal Air Force". The patent, for power operation of the ailerons, elevators or rudder on an aircraft, was granted in November 1920 (patent number 153,132).

The second patent application was submitted in April 1923, and it was for a flexible extension handle for a box spanner or socket. The patent was granted in June 1924 (patent number 217,368). His third patent application, for a stall warning system that provided audible and visual warning of loss of critical airspeed, was submitted in December 1923 and granted in February 1925 (patent number 229,454).

In October 1924, Briggs married Mary Stewart Lawther whose late grandfather, Samuel Lawther, of Mount Vernon in Belfast, had founded the shipping agents and timber merchants, Lawther & Harvey. His family company, S. Lawther & Sons, also managed the Belfast, Mersey & Manchester Steamship Company. Reflecting the Lawther family's status in Ulster at that time, the wedding guests included lords, ladies, knights, generals, rear-admirals, and colonels, not to mention a few honourables and even a right honourable.

Retiring from the RAF in 1928, Briggs and his wife moved to Northern Ireland where he joined the Lawther family business and was appointed to the board of the Belfast, Mersey & Manchester Steamship Company. They lived at Stone Point, in Greenisland, County Antrim, a small village on the outskirts of Belfast described in the late 19th Century as being "devoted entirely to handsome residences occupied for the greater part by gentlemen engaged in commercial and professional pursuits in Belfast".

By all accounts the two of them were enthusiastic participants in local amateur dramatics both as actors and, in his case, as producer, and they got glowing reviews, not only from the Belfast News-Letter and the Northern Whig but also from the Ballymena Observer and the Larne Times, no less, for their productions.

The M.G. Connection

Of course, at this remove, one can only speculate about how Briggs came to be interested in M.G.s and in motor racing. However, another resident of Greenisland, George Anthony Clark (later Sir George Clark, Bart.), whose home, Seapark, was only about a mile from Stone Point where Briggs lived, had bought a J2 (J2267) in November 1932. The two men almost certainly knew each other since, as well as the two of them being neighbours, the Clarks and the Lawthers were two of the more prominent families in County Antrim at that time, and would have mixed in the same social circles.

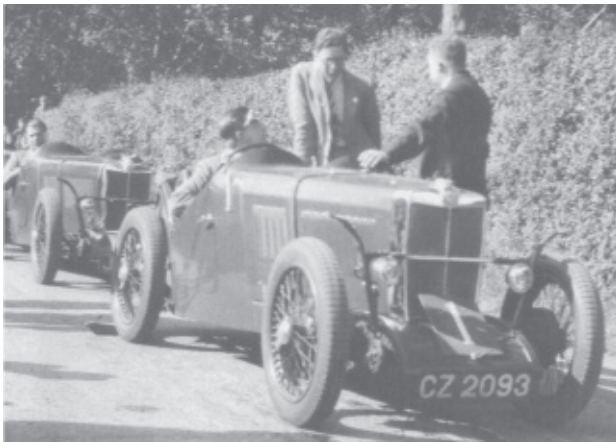
So perhaps it was from George Clark that Briggs got the idea of buying an M.G. as, in April 1933, he took delivery of a brand new, green J2 (J3010/CZ 2093). One can easily imagine that a couple of months later the two of them might have driven their J2s to spectate at Ballybannon Hill Climb, perhaps even dicing with each other along the way! If they had gone there, they would have seen Victor Ferguson sweep the board in the supercharged J2/J3 and maybe it was this display of M.G. superiority that encouraged the two of them to enter their J2s for the Craigtanlet Hill Climb to be held on 26 August.

A First Taste of M.G. Competition

At Craigantlet, Briggs and Clark were duly entered with their J2s in Class 1 (Unsupercharged Cars up to 860 cc). On the day, Clark did not start, but Briggs came first in Class with a time of one minute 45 seconds, beating two other J2s in the process: one, entered by Hugh McFerran and driven by Hugo Wilson (and thought to be J2797), by six seconds; and the other, J2304/JI 5504, driven by J.S.C. 'Jack' Cupples, by just over thirteen seconds.

Wilson did get his own back, however, by posting a faster time of one minute forty-five seconds driving his J2 in Class 2 (Unsupercharged Cars up to 1,100 cc) which Briggs had not entered, but Briggs still took the silverware for Class 1. Briggs was also four seconds faster overall than "Alan Corry" in an L2 Magna (L2004/BZ 1695) whose best time was in his run in Class 5 (Open to All Cars, including Racing and Supercharged, up to 1,100 cc).

Briggs's time was also within a couple of seconds of two other notable M.G. competitors that day, namely Eddie Hall in a K1 Magnette, AGO 506, and Victor Ferguson in the supercharged J2/J3 (J2024/JB 659) seen in action at Ballybannon two months previously. This was a very creditable performance for a first attempt at motor racing and the Ulster Automobile Club report of the event said: 'The first class, for unsupercharged cars up to 860 c.c., gave Flight-Lieut. L.R. Briggs a win by 3 seconds from W. Sullivan, the former driving a J2 "Midget" and the latter an Austin "Seven". Mr. Briggs is to be congratulated on beating such an old hand on a hill upon which he knows practically every bit of gravel and [on] collecting the Alexander Cup at the same time.'



Flt. Lt. L.R. Briggs and J3010, Craigantlet, 26 August 1933. The car looks fairly standard apart from the wings, lights and windscreen having been removed in order to save weight. The car behind would appear to be the J2 of J.S.C. 'Jack' Cupples (J2304/JI 5504). Both cars still carry their horn, or two horns in the case of Briggs's car, perhaps a requirement of the regulations, along with the bonnet strap?

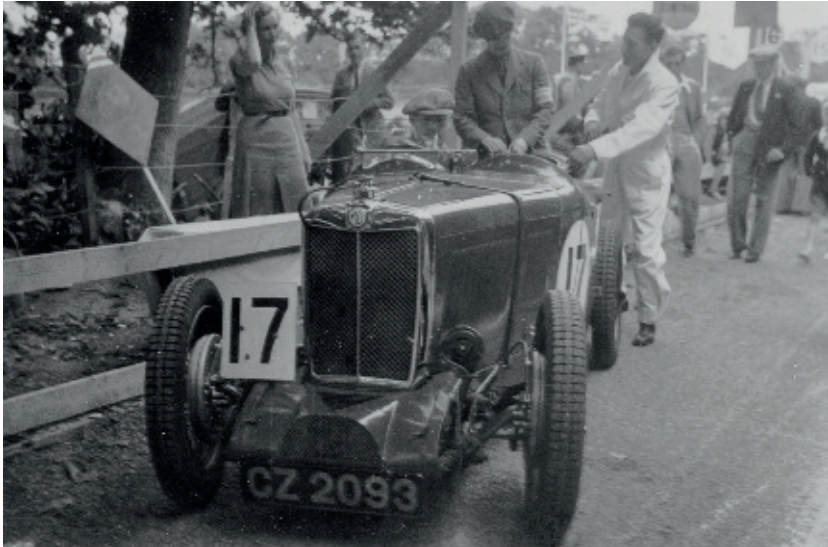
Photo: Courtesy of William Blaney and Sam Christie

For some reason, Briggs used his former RAF rank throughout his racing career, always competing as Flt. Lt. L.R. Briggs even though he had retired from the RAF some years before. In his business and personal life in Ulster, however, he was apparently just plain Mr. L.R. Briggs, or simply 'Puck' Briggs.

Perhaps emboldened by his success at Craigantlet, Briggs put in a late entry at double fees for the Irish Motor Racing Club race to be held in Phoenix Park on 16 September. Unfortunately, his first foray into racing ended with his retirement at half distance.

The 1934 Season

Despite the disappointment of Phoenix Park, Briggs determined to continue racing the J2 although the experience at the Park would undoubtedly have exposed the limitations of the standard 8" brakes. Before the start of the new season, therefore, the car went back to Victor Ltd to be fitted with the 12" brakes and brake torque stay cables that were used on the J4.



J3010 at the County Down Trophy Race, 1934. The 12" brakes and the brake torque cables are clearly visible.

The first race of the season was the newly established County Down Trophy Race held on 30 June over a 3¾ mile circuit at Donaghadee. The J2 was described in contemporary reports as 'one of the best prepared for the race' and Briggs, 'a very skilful driver', was tipped as a likely winner. For the first time in Irish racing, the competitors were to line up in a Continental-style starting grid in a three-two-three formation with places determined by practice times. While this is the norm today, it was such a novelty at the time that how it worked had to be explained to race goers in pre-race newspaper articles.

Briggs had a good race initially and, after ten laps, was second having gained 29 seconds on his handicap. At 15 laps, he was still lying second having gained a further minute on handicap, and at 20 laps he was in the lead, almost 3 minutes ahead on handicap. But the pace was too much and he retired after 24 laps with 'a big end gone and oil pressure failed'. The race was won by Trevor McCalla in a 2 litre Sunbeam, but M.G.s came second (Alfie Finlay, L1 Magna, L0368) and third (Bill Ayrton, F Magna, F1281).

The next event was Craigtantlet, on 25 August, and presumably the J2 had been back in Victor's workshop for an engine rebuild after its bearing failure as it was entered in both Class 1 (Unsupercharged Cars up to 860 cc) and Class 2 (Unsupercharged Cars other than Racing Cars up to 1,100 cc) as well as in Class 7 (Unlimited Handicap). Unlike the previous year, the weather was poor with intermittent rain, so times were slower. Even so, Briggs in the J2 was soundly beaten into third place in both Class 1 and Class 2 by Maurice Toulmin in his Cream Cracker PA (first in each Class) and Billy Sullivan in his M.G. (second in each Class), and was well down the rankings in the Handicap Class 7. So not a great return to the hill after his Class-winning debut twelve months earlier.

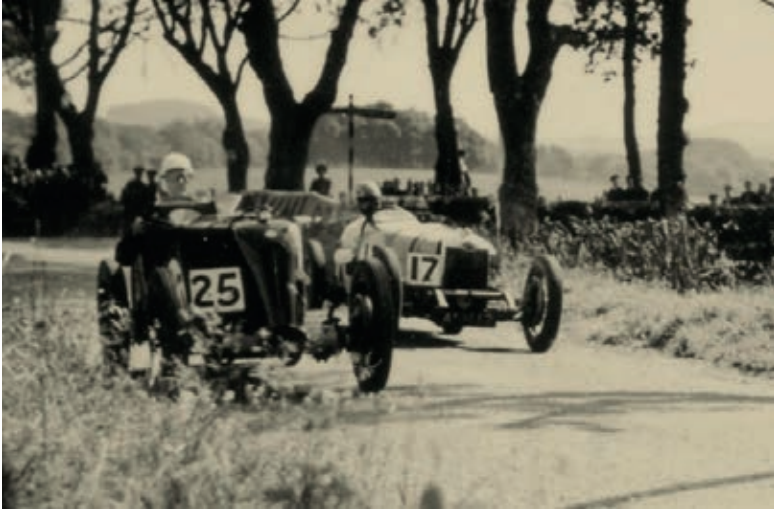
Next up was the IMRC race at Phoenix Park on 15 September and Briggs entered the J2 in both the Junior and the Senior Races. After the disappointment of Craigtantlet, he must have been pleased to win his Class (Up to 850 cc Unsupercharged) and come fifth overall in the Junior Handicap Race which was won by Jock Manby-Colegrave in a K3 Magnette, K3004. In the Senior Race, Briggs came tenth on handicap but both races were marred by problems with the timekeeping that meant that the final results weren't known until some hours after the racing had finished.

Briggs probably felt he had acquitted himself quite well during the year's racing as only mechanical failure had prevented a good result in the County Down Trophy Race and his Phoenix Park results were commendable. Perhaps he, or the car, was just off-tune at a wet Craigtantlet?

1935 – Adding Lightness

For the 1935 season, the only way the J2 was going to be any quicker was either by increasing the power of the engine or reducing the weight of the car. While supercharging would have been an option, this would really have been a major modification to the engine and not many J2s were supercharged for racing as the engine size – 847 cc – meant that it would have fallen outside the 750 cc Class that most events offered for supercharged cars. As far as we can tell, the engine already had a Laystall steel crankshaft, and while it could have been replaced with one with a shorter throw to bring the engine down to 746 cc for supercharging, this would have also involved new rods, not to mention the cost of the supercharger installation. For an amateur racer, racing a handful of times a year, this was probably all a bit excessive.

For the 1935 season, therefore, Briggs anticipated the Colin Chapman philosophy of adding lightness and replaced the body of the J2 from the scuttle back with a 'skimpy' lightweight body. In addition, he added a radiator cowling not unlike those used at first on the C Type Midgets some four years earlier (and discarded by their owners soon after as they resulted in overheating).



Briggs leading Chambers (Riley) before the latter's retirement
Photo: Courtesy of Michael Johnson

In this form, J3010 appeared for the first event of the season on 22 June 1935, the County Down Trophy Race, now run over a course of just under six miles in and around Bangor.

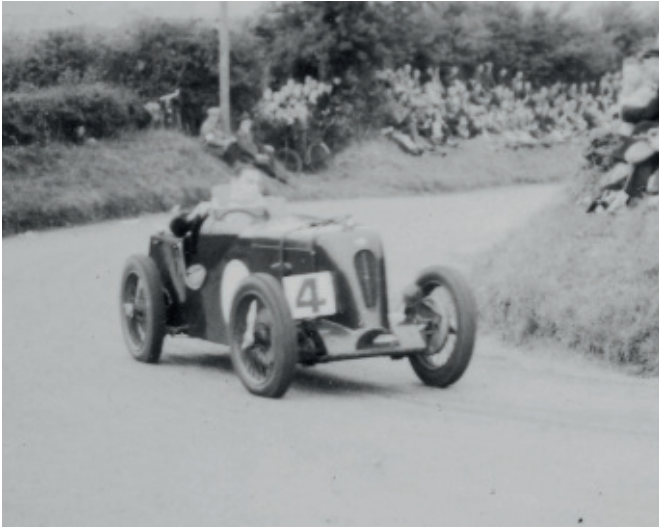
Briggs had a five-lap handicap ahead of the other three Midgets of Scott (J2267), Fleming (PA0456) and McGrattan each of whom had six laps. After half an hour, Scott was in the lead followed by Fleming with Briggs lying in fourth place.

After an hour's racing the placings were still the same and there seemed little chance that either Fleming or Briggs would catch Scott. On lap 22 Scott came into the pits with his exhaust system having come loose and he subsequently retired. This left Fleming a clear run to the flag followed by French-Davies in a Fiat, Billy Sullivan in a Bugatti and then Flt. Lt. Briggs in fourth place in the J2. Briggs's average speed was some two mph faster than Fleming but he couldn't overcome the additional one lap handicap.

Two months later, on 31 August, Briggs entered the J2 at Craigantlet. However, he doesn't feature in newspaper reports of the event, nor in the results, so one must assume that his entry proved to be unsuccessful.

The 1935 season finished with the IMRC 200 Mile Race at Phoenix Park. This was a change of format from previous races with just one race of 200 miles rather than the Senior (100 mile) and Junior (75 mile) races of previous years. Ulster drivers took all but one of the awards with Walter Furey winning in his ND Magnette (apparently fitted with an NE engine by the factory!), followed home by Luis Fontes in his super-charged Alfa Romeo with Briggs a very creditable third and Fleming fourth in his County Down Trophy winning PA.

A good season, with good results in the two races and a bit of a disappointment at Craigantlet, just like the previous year. With the J2 reaching the end of its competitive life Briggs decided to up the ante for the 1936 season and get himself a 'real' MG racing car – a supercharged K3 Magnette.



To be continued...



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TECHNICAL TIPS: K/L/J4 Clutch Repair

Text and photos by Barry Foster

When renewing the 6 springs that hold the thrust plate assembly against the 3 thrust pins it is usually necessary to remove a small amount of metal from the inner end of the replacement springs otherwise they will make contact with the alloy cover plate when fully retracted.

When the clutch is adjusted, the spring ends are normally away from the cover plate but creating a little end clearance helps during the assembly of the mechanism.

It is also worth checking the fit of the springs in the pivot pins as they can be quite tight. The photos show the assembly and the springs (see captions for details).



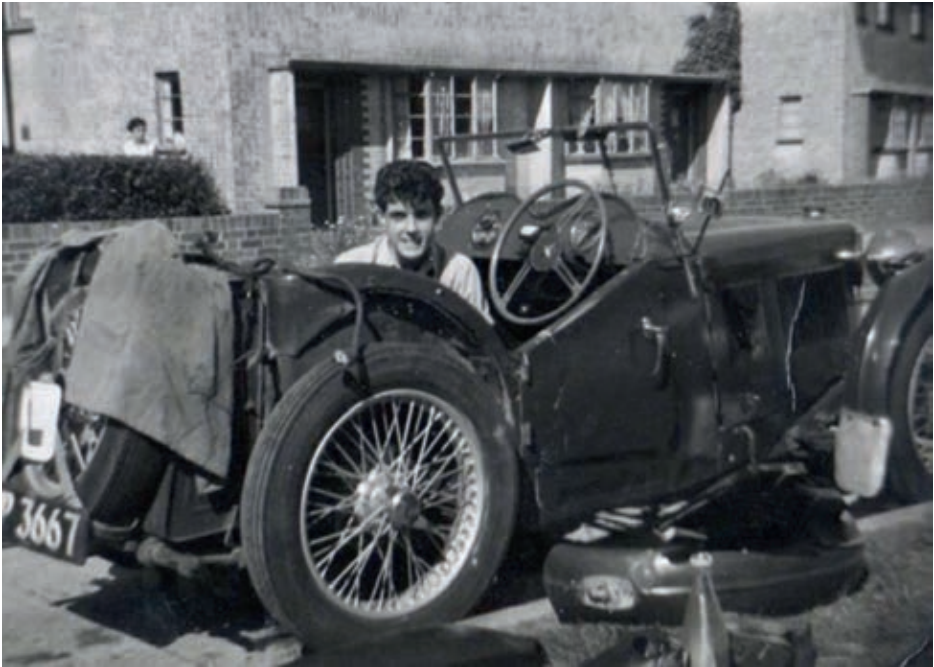
Photo 1:
Clutch assembly with springs in place with a 10 thou feeler gauge under the spring end; this is a more than adequate gap.

Photo 2:
Springs and pivot pin.
Springs from top to Bottom:
Original spring;
Replacement spring modified as described;
Replacement spring as supplied.



WP 3667 – A YOUNG MAN'S DREAM FULFILLED

Story & Photos by Eddie Greatrex



Eddie's story of how he came to own his first MG, and its sad demise, is probably typical of the fate of many Triple-M cars in the 1960's. I first saw the photos on the Forum and, with the assistance of Andrew Bradshaw, contact was made with Eddie who was good enough to provide further details.

My introduction to the motoring world commenced with the purchase of a Triumph Tiger 100. At the time I was a 17 year old apprentice and bought the bike for £55 from a work colleague, which, on my low salary was quite a purchase.

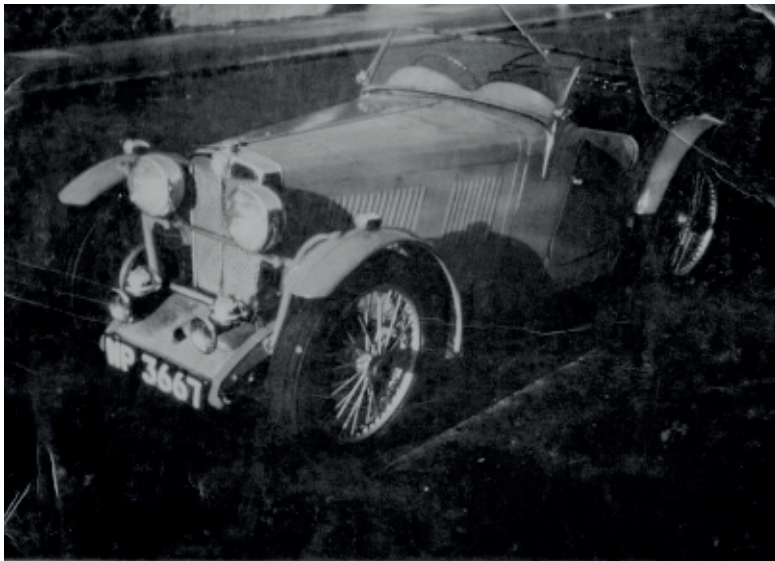
On the 27th August 1955, I traded in my motorcycle at a motor dealer in Edgware, Middlesex, in exchange for my first MG. This was a 1933 J2, registration number WP 3667. Initially the sales agent tried to interest me in a Wolseley 'Hornet' but, having seen the MG, that was where my heart was set. The MG cost me £145. The value of the Triumph was not sufficient to realise my dream so, as I was still a poorly paid apprentice, the balance was made up with a hire-purchase agreement.

Imagine my dismay when I realised the car did not have an MG engine (I was so keen to buy and inexperienced - I think they saw me coming!!) but was fitted with a Ford 8HP side valve substitute (they saw me coming!!). First major lesson in what to look for when buying any vehicle – originality.

In May 1959 I sold the MG to a work colleague for £100 who carried out a significant amount of work of a cosmetic nature including a rewire and a few other enhancements but still retained the Ford engine and gearbox.

Having completed my 5 year apprenticeship, in February 1960 I was called up to complete 2 years National Service. This was spent in Germany, in R.E.M.E. as a vehicle mechanic working on all types of Armoured Fighting Vehicles and various other mechanical equipment as part of a Light Aid Detachment (L.A.D.) attached to an Artillery Regiment. The unit was a front line outfit and was equipped with Howitzers and 'Honest John' surface to surface rockets.

Once I was demobbed, I bought the J2 back and proceeded to convert the cable brakes to hydraulic as the original cable brakes were pretty alarming when needed in an emergency. I found that the Morris braking system was a natural replacement.



The final phase of my ownership ended on the Archway Road, North London, when passing Whittington Hospital, a London Black cab collided with the back of a London bus and spun across the road and into the MG. This incident removed the front off-side wing, my drivers door and the rear wing with no physical harm to me, my wife or to our twins sons, who were strapped on the 'dickie seat' using their pram harnesses – clearly we were all very lucky! Amazingly, the J2 was still drivable and I managed to drive home to Stevenage, where we were living. The Insurance company considered the car was a write-off and I was offered £35 scrap value.

With this money, and the proceeds from selling a camera I had purchased in Germany while in the Army, I located an MG TA in Baldock, Herts which had been laid up in a lock-up as a result of a cracked block. I took the block to Roberts of Whitwell, an engineering company, who assured me they could repair the block by cutting out the cracked area and replacing with a copper patch. I had my doubts but this proved to work remarkably well and gave no problems subsequently.

Meanwhile returning to the J2, I dismantled the car into its major parts and, with the help of a friend, loosely re-assembled the car in the back garden with the intention of repairing and rebuilding. The twins had lots of fun playing in the car, but here comes the sad part. At that time in the mid sixties, there were a number of abandoned cars around, some still with petrol in the tanks, and sadly several incidents of these catching fire with young children inside.

So the story concludes with my wife insisting that the car in the back garden **MUST BE REMOVED!**

At this time most old cars were not considered valuable, so I once again dismantled the J2, put a hacksaw to the chassis and took the whole car to the local refuse depot in Stevenage. I still have the original log book and many good memories of the car.

-----oOo-----

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LOOKING BACK TO ISSUE 1:

Parts for Sale:

Although the value of our cars has increased dramatically since 2001, the parts advertised for sale don't seem unduly different to current prices.

- Brian Ditchman had the following J-type parts for sale: manifold £100; front engine housing £100; carbs and manifold £250; front apron £100 and CJF1 cut-out £200. He also had various P-type parts for disposal, including a radiator shell (£150) and a rebuilt gearbox for £750.
- Andrew Bradshaw had an original pair of J2 carbs for £125; a further pair for a P-type at £95 and a 6 volt Petrolift for £45.

Committee:

Some familiar names here; it is no wonder that the Committee is actively seeking new members to take over these crucial roles.

- Chairman: Peter Green
- Secretary: George Eagles
- Comps. Secretary: Mike Linward
- Registrar: Bob Clare
- Treasurer: Keith Hall
- Bulletin Editor: Phil Blayne-Powell

COTY 2000 Final Scores				
REGISTER NO.	CAR	REGISTRATION	DRIVERS	POINTS
2000	K3/s	MG.3570	Peter Green Andrew Taylor	120
2175	PB	JB.7524	Peter Green Elizabeth Taylor Andrew Taylor	118
1000	PB/s	JB.7521	Ian Williamson Jonathan Williamson	97
3	J2	DG.5405	Mike Hawke	83
1460	J2	AGY.339	Keith Hall Andrew Hall Neil MacKay	76
724	J2	HS.7065	Rodney Lambert	63
609	PB/s	ARY.614	Mike Dowley	57
27	J2/s	DVR.740	Carol Cooper George Cooper	55
2769	M12/12	GG.3340	Colin Lambert	46
605	L1/s	MG.2802	Bob Jones Charles Jones	46





A drone's eye view of the Triple-M car park at the Tregenna Castle Hotel
Photo by John Emmett

KERNOW WHEELS TOUR 2017

The Triple-M Touring Event - an off-shore view by Rod Ptak

So how did I come to be writing this account? After several enjoyable days touring the sights and backroads of southern Cornwall (read extremely narrow, twisting, steep country roads) I was reflecting on it all while meandering around the finishers in the car park when I was approached by our illustrious leader, Dick Morbey. It became apparent that Bob Walker had suggested me as a possible scribe for a Bulletin article about the tour, who then conspired with Dick to persuade me. Perhaps the correct term should have been shanghaied.

One of the benefits of keeping my L-type Saloonette in the UK is the opportunity to participate in the annual MMM Register tours. Its practicality is well suited to such tours, offering (relative) comfort and weather protection coupled with the delights of a standard gearbox and six cylinder overhead-cam motoring. The KD engine provides a perfect blend of power and flexibility ideally suited to touring. So on each of the previous tours there has been as much pleasure and satisfaction in travelling to the venues as in participating. As with previous tours participants came from near and far. While most were from England, others came from Australia, Belgium, Canada, Germany, the Netherlands, and Scotland.

With my capable navigator, Mary Anne, we arrived at the Tregenna Castle Hotel in St Ives early on Tuesday afternoon. We had set off the week before and potted up through the Cotswolds, starting from Appleshaw, just west of Andover, then across to Herefordshire for a welcome, brief stay with Ian and Isobel Goddard, prior to completing our meander south via Bath, Glastonbury, Bude, and Newquay.

On arrival, the forecourt of the hotel was alive with attendees and their cars. The atmosphere was most social, upbeat and congenial as folk renewed friendships and made new connections while admiring the cars present as well as those that were steadily arriving. As the afternoon progressed, the pints flowed and primed us for the evening's buffet supper, which was beautifully prepared and presented. The conversations and camaraderie continued over dinner and afterwards in the bar. All in all a good start to what was to be a fabulous tour.



Rod Ptak's L-Type Saloonette
Photo Dick Morbey



John Emmett's drone in action captured by Dick Morbey's camera

The following day dawned rather dull and moist but soon gave way to brightness and ultimately sunshine, perfect weather for our cars; thus pre-empting any smugness on my part for the good fortune and relative luxury of travelling in the all-weather salonette. The ultimate destination for the day was to be Land's End, via the Geevor Tin Mine. The route from St Ives was most scenic, travelling through the undulating farmland that is typical of that part of Cornwall. The route book had lots of detail but failed to prepare us for the presence of a wandering herd of sullen cows that brought all to a halt as they sauntered along the one track road, shoulder to shoulder, gazing down on the occupants of these quaint little vehicles, and close enough to spread their drool over my off side front wing. Fortunately, there were no mishaps.

The first stop involved a lengthy but excellent guided tour of the closed tin mine, the workings of which were described in great detail by the most knowledgeable guides. It must have been a very impressive operation when in production. A highlight was the opportunity to visit the very old mine works below the main complex. This was really eye opening as the tunnels were very low, narrow and damp; and all excavated by hand. Apparently, the hand drilling resulted in a just a meagre two to three centimetres of daily progress. All this experience was topped off by a visit to the associated restaurant for a traditional Cornish pastie and cup of tea.



The Triple-M contingent at the Geevor Tin Mine
Photo Dick Morbey

The winding scenic North Coast Road continued to Land's End where we stopped briefly, mingling with the tourists while all pondered the seascape and views westwards to Newfoundland. Following this short break we set off eastwards to the coast and the Telegraph Museum at Porthcurno via evermore twisting and winding roads. At the museum a brief introduction offered insight into the history of the trans-oceanic communication cables that were initially laid in late Victorian times and subsequently; an amazing technology that was only displaced by the introduction of satellite communication in relatively recent times.

A cross country route back to the hotel was a suitable finale to a most enjoyable day. All in all a very pleasant day over easy country roads with ample opportunity to enjoy the scenery. As dinner was not provided many folk joined up and enjoyed further socializing and a meal in-house or in St Ives.

After a similar start with dullness and light drizzle, the second day soon brightened and again became partly sunny and mild. The route followed the smaller roads northwards via Gwithian with an option of the Blue Hills Mine track. From just east of Newquay, we progressed via tree shaded farm tracks and back roads (which required many pages of instructions) giving ample opportunity for one to get lost. Following a brief stop at the Healey Cyder Farm, we set off overland for the Wheal Martyn clay works where we enjoyed a well-deserved pasty lunch.

The museum display was outstanding as were some exquisite examples of ceramic artistry. As if we hadn't had enough of a challenge, we then embarked on the final leg of the day on even narrower and steeper roads. A lasting memory was that of tourists in Mevagissey pressing themselves against the walls of the buildings to allow our party of three six-cylinder cars to pass, announced by the throaty reverberations of Keith Pilgrim's

ND in the lead (very ably navigated by Pat), followed by Gaston Laenert's beautifully tuned L2, and the L Salonette.

From there the roads were even more challenging as we wound in and out, up and down, between the tall hedgerows, through pastures, coastal villages and numerous tree tunnels. Spectacular countryside. The road conditions obliged one to become proficient at shifting down through all gears on both the numerous descents and ascents, supplemented as necessary by judicious use of the handbrake on the steepest descents.

The vigilance and concentration required by the lead drivers and even the followers was so challenging, that the consensus on completion of the day's run, was that, while we thoroughly enjoyed the route, our aging brains were taxed to the limit. A brief respite was afforded by the wait for the King Harry ferry before tackling more demanding tracks leading to our final stop before returning to the hotel. On this occasion it was for a traditional Cornish clotted cream tea at Trevaskiss Farm. Now, was it jam on top or bottom? Definitely a life-shortening snack, but given the day's challenges, very tasty, necessary comfort food. Later that evening people split up into smaller groups to review the day's travels over a pint and ultimately another freelance meal in fine company.

Day three started off dull once again but also eventually became pleasantly sunny and mild. The day's run was to the Lizard lighthouse, a little shorter overall distance, but no less involved with what many considered to be even more challenging cross-country backroads. Most of these were a physical reprise of the previous day which allowed us to further hone our skills at shifting gears and staying alert for oncoming drivers on the narrow hedgerow lined roads. In due course we ended up at the Roskilly's farm for another substantial lunch. After further shoulder strengthening exercises negotiating more backcountry roads, we reached our final destination and the comfort of the hotel, much to the relief of those drivers and navigators who negotiated the whole route. This then concluded three days of challenging, memorable, yet enjoyable routes along Cornish byways by the MMM Register Touring and Grazing Society.

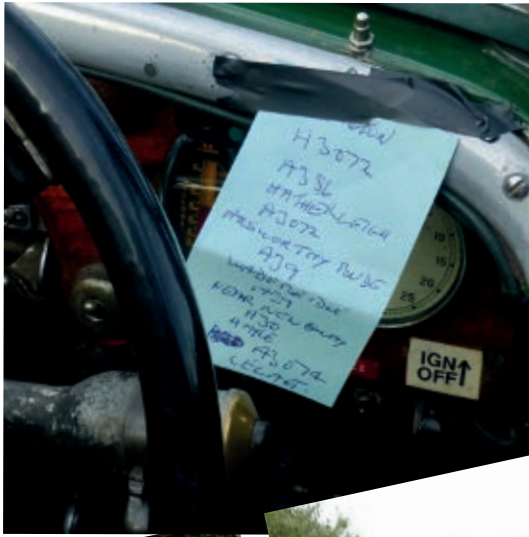
Later that evening all congregated for the wrap up banquet at the hotel. The meal was excellent, and all the more amazing that the capable staff were able to provide such efficient, cheerful service to such a large group of satisfied participants. Mid evening entertainment was provided by the vocal group Twin Harmony from Penzance. A most impressive presentation by the two sisters, at times supported by their parents, of traditional Cornish and modern music. Then followed the awards as described on Page 31 (courtesy of Ian Goddard) followed by more music and socializing before all drifted off for a night's slumber in preparation for the dispersal homewards the next morning.

So there you have it. Hopefully I have fulfilled Bob Walker's proposal to have a view of the tour through offshore Canadian eyes.

And in closing a quote from Mark Twain:

"I didn't have time to write a short letter, so I wrote a long one instead."

Respectfully submitted,
Rod Ptak



Top: Sat-nav Triple M style
Centre Left: The Westhoff PA
Centre Right: Triple-M meets Triple-Moo-ers!
Bottom: The J2 of Tony & Hilary Wordley
All photos by Dick Morbey

THE KERNOW WHEELS AWARDS:

Cars to take home:	<ul style="list-style-type: none"> - 4 cyl: Mark Green's J3 - 6 cyl: Peter Prosser's KN Pillarless saloon
Further driven:	- 453 miles: Rod Ptak & Mary Anne Meredith (who shared the pain).
Endurance	- Simon & Jane Scargill: broken exhaust, trailer malfunction and a traffic jam before breakfast, then 5 hours around Bristol
Furthest distance travelled:	- Ronald and Ilse Maier, 800 miles from Stuttgart
In the event:	<ul style="list-style-type: none"> - Most unlucky Terry Hartley (PB CW&P broke 6 miles into the event. Joined with Terry Wilson on day 2 - lasted 13.5 miles to Portreath, when that transmission broke) - Runner up: Hugh Back blew a head gasket on his J2.
Spirit of the marque:	- Bob Walker: stopped and helped more cars than ever. Always cheerful. (Ian Goddard, Mike Dalby, Terry Hartley and others).
Punctures:	- Ian Goddard, Max Batten, Richard Holl, John Haine
Spot prize (Charlie's choice):	- Richard Holl PA. Looked like it did in 1934. Charlie should know - he was born in 1937!
Other "highlights":	<ul style="list-style-type: none"> - Managed to hide 40 trailers around the hotel grounds - Keith Pilgrim retired with a possible loose flywheel. - Jonathan Glennys car not ready so he shared with Chris Little - Mike Dalby failed on Blue Hills when the coil could not cope. Replaced the coil but continued driving with bonnet open to keep it cool. - Simon Scargill's J2 has a 1275 A series engine and a 5 speed gearbox. Not one for the purists, but I expect immense fun! - Teja and Renate Fischer: K1 not working so he came in his TA - also immaculate! - One of the German contingent brought his car in a horse box. - Barny Creaser's engine was still with the builder so he came in his Lea Francis. - Weather: as noted, quite respectable for the tour, but Charlie's weather karma failed us on Saturday, departure day, as the rain and wind set in making the onward travel somewhat damp

The Chairman's PA - fully laden and safely home
Photo Dick Morbey



DASHBOARD LAMPS

An attempt to make a Bakelite dashboard lamp cover

Article and Photos by Gerard Van der Veen

This fascinating article by Gerard demonstrates the ingenuity and persistence that is typical of Triple-M owners. Please note Gerard's cautionary note that some old Bakelite products may contain asbestos and that appropriate precautions should be taken.



This small article describes how, when facing the reality that I would not be able to buy original "diver's helmet" lamp covers, I made my own from "period" material.

Firstly, I have a safety warning for all other MMM enthusiasts wanting to copy this 'at home'; you can do it but be aware that old Bakelite was manufactured with different fillers, including one very hazardous one namely Asbestos. When mechanically processing it, great care should be taken to avoid inhaling any dust that is produced both during and after this workshop project. Work with very clean conditions and with continuous dust extraction close to the object when turning or otherwise working it.

I imported my PA/B (PA1671) from the States and, despite the shippers' agreement of a 12 day Atlantic crossing, my "surprise" arrived crated with bananas and kept me waiting 155 days. Since discovering the car in an 'internet advert', a lot happened and, if other MMM owners are interested, I will share my experiences in a subsequent article. The process was 'quite' different from, what I had expected from an import, the few I read in yesterday's car/motorcycle magazines.

While waiting for it to arrive, I went through the 20+ seller's photos and, although visually the car looked ok, I noticed that the dash board lights weren't original but reproduction ones, painted brown on aluminium. This lamp project was a therapeutic exercise to undertake while waiting.

I started by approaching several Bakelite dealers over the Internet but many didn't bother to respond. Starting from scratch, with powder and making a mould, is something I have done in the past but would unreasonably increase my costs (time & money) as a lot had to come from the Far East and through Alibaba's Internet! In thinking out of the box, I started with the idea with only using machines I already had, ie a lathe. Why not start with a standard piece of Bakelite rod material and turn it. Alas, even rod material is not easy to get so I looked around for donor material and eventually settled on a Victorian Bakelite doorknob.

When Bakelite is cast, being a thermoset material, the surface wall structure (when using a high gloss mould) will have a finer molecular grain surface structure and therefore more even and darker brown in colour. Further into the material, the cooling will be slower and larger molecular structures will be formed. Depending on the correct high pressure, enclosed 'powdery' structures could exist, but a manufacturer will try to avoid this as it significantly reduces the strength of the desired object. When turning Bakelite, it is important to treat it as a soft and brittle material; becoming trickier when turning deeper into the material.

I turned it without a liquid, with a zero cutting angle, a very small displacement (sideways and inwards and lesser nearer the final dimension) and moderate high turning speed. Keeping a low temperature is a must and going too fast will break the soft brittle structure irreversibly. After turning I polished it first with sandpaper (80 grade) followed by finer abrasive and finished with an oily rag to deepen the darker colour. The inside was also turned and it is essential to make sure there is a 'step' to create the correct thickness at the light gap. The latter can be easily cut out with a metal saw and filed to its' correct dimensions.

The photos show the different stages in the process. The result is quite good but not 100% like the original; to achieve this it would need a finer/solid grained surface and have moulding lines near the light gap.

The positive thing is that the material has a genuine period Bakelite look and matches well with the colour of the wooden dash board. When you are buying donor knobs, make sure you buy at least 3 for making 2 lamps. Cheapest source I found was Ebay, cost then was roughly £15 for two.



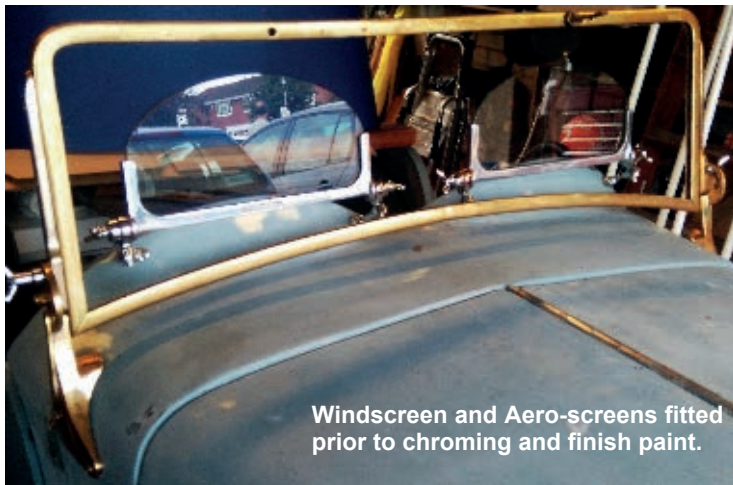
The finished article and the raw material ready for conversion.



PB0564 WINDSCREEN AND AERO-SCREENS INSTALLATION

Report and Photos by Bruce Sutherland

I wanted to get all the holes completed in my new P Type body prior to finish-paint, so this describes the issues to position and fit the windscreen and aero-screens to the scuttle panel. As other Forum contributors have noted, the fore-aft position for the windscreen must allow space on the scuttle 'humps' for the aero-screens.



Windscreen positioning

First Attempt: Too far rear-ward – no space for the aero-screens:



The centre fixing hole in the triangular mounting bracket was aligned with the wooden scuttle cross-member – WRONG!

Second attempt : Successful.

The windscreen was re-positioned forward by c.25mm; the old holes were plugged and 'Gorilla' glued with ash dowel.

An extra wood block was inserted for the centre fixing.

See photos below



Now the tricky job to locate the aero-screens.

Aero-screens positioning. - Taking advice from Terry Holden: "Brooklands" type with the peg mountings

It's a good idea to mount your main windscreen first preferably without the glass. Then you can use this to clamp a wooden bar across of the right depth and height to enable you to clamp the aero screens to that in their best position. Don't forget to allow for the rearward swing of the bottom rail of the windscreen when it is lowered. When you have the screens in a good position you can then find the best position and angle for the mounting pegs and fit these.

If you have a wiper motor on the left, you may have to cut down your aero screen glass on that side a little to clear it."

I chose to position an un-modified aero-screen to the left passenger-side to just clear the wiper motor, using Terry's wooden bar across the windscreen to clamp this aero-screen establishing the height and lateral location, then matching it with the driver's-side screen.



This gave a symmetrical 'fit' for height, horizontally, and laterally about the centreline, BUT left a gap between the mounting pegs and the scuttle humps skin. (See photos below)



Spacers required.

Stainless steel spacers were made to match the peg gaps and the profile of their feet. Not wanting to use self-tapping fixings into the mild steel scuttle panel, 2BA s/s raised head countersunk machine screws are used requiring tapping plates (s/s) to the inside of the scuttle – with the dashboard in position there is no access to use nuts, so the tapping plates have to be fixed to the underside of the scuttle panel – solved using a central 4BA countersunk machine screw (s/s).



Stainless steel spacers in position

The fixing plate showing the central fixing screw



LOOKING BACK TO ISSUE 1 STAINSBIE'S SNIPPETS:

David Stainsbie has kindly supplied some recollections of MG related incidents from the period when Bulletin No. 1 was published.

I went to the Puy-Notre-Dame GP for the first time in 2000. I arrived at the entrance to the paddock and waited in a queue of Bugattis, Amilcars, Delahayes and other exotica, all on smart new trailers. The J2 looked a bit out of place but so did the trailer which was made from an old caravan chassis. I'd never towed before but watched as the other drivers swung between the stone pillars of the entrance. I followed suit and as the trailer was passing the pillars I heard a bang and stopped abruptly. I hadn't noticed a small metal support that stuck out of the bottom of the pillars. It pushed the mudguard of the trailer onto the tyre, tearing and deflating it. I'd blocked the only entrance to the paddock, comprehensively. As the locals gathered round I heard 'Oui, un Anglais'. Some would call it Gallic insouciance but it sounded more like withering contempt to me.

Ever since the J2 had a supercharger fitted it preferred 98 octane petrol. It was not universally available and so whenever I saw BP Ultimate advertised I would stop and top up. We were coming home from Brooklands one day when I added a couple of gallons of Ultimate to the tank. A mile or so along the road the engine started to misfire. A few hours later, after cleaning the carburettor, changing the coil, condenser etc. I called the rescue organisation and we arrived home on a trailer-eventually. I spent the next week removing all the manifolds, carburettor, inlet pipes and stripping everything down. I was almost at the point of seeking professional advice when I wondered if the problem might lie in the tank or pipes to the carburettor. I found some petrol in a can, connected it up and the engine ran perfectly. I didn't realise at the time that BP Ultimate was also available for diesels.....

We were going to a MMM meeting in Holland. Philip was in the NA Allingham driven by his wife, we followed in the J2 and David Naylor was behind in his L2. On a busy road in Northern France I saw Philip standing up in his car, we were doing about 50 mph at the time. He ended up kneeling on his seat, facing me and we were mystified. Clearly so were the local police because we were stopped by a patrol car shortly afterwards. At least Philip was, and we stopped in sympathy. It turned out that he hadn't been stricken by cramp or illness-he was peeing into a bottle. David Naylor and I thought this hilarious and I included the anecdote in the account of the meeting that Philip had asked me to write when he was editor of the Bulletin. Strangely all references to the incident were edited out of the published account. Editorial discretion I assume.

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

All speed events will have now finished in the UK so providing there are no last minute event results to include that have been missed, the results here will be the final ones, so it is congratulations to Harry Painter, winner of the Racing Challenge, (The Betty Haig Cup) with Mike Painter a close second and equal third place to Fred Boothby and Charles Jones. In the Speed Championship, which covers Sprints and Hill Climbs, it is Duncan Potter finishing just ahead of Colin McLachlan with Roger Tushingham in third place.

There continues to be changes at the top of the COTY and it looks like the result will be between Colin McLachlan and John Gillett. While John has returned to Australia, Colin hopes to press on with competitions but time and events are running out. However, it is always good to receive regular updates from north of the border.

There are a few more Trials results to come in before the year's end. Bill Bennett has not been so active this year so there is still time for David Rushton to put in a challenge. The Robin Gordon Trophy position have been included which looks like another Potter win as the gap between him and Chris Cadman has widened somewhat but final results will not be confirmed until the end of the year.

THE ROBIN GORDON TROPHY FOR C TYPE CARS 2017 (compilation date 9 th December 2017)					
C/s	GX9693	David Potter	Duncan Potter	Emma Withers	88
C/s	RX8306	Chris Cadman	*	*	77
C/s	RX8591	Dave Cooksey	*	*	42
C/s	VD30	Barry Foster	Oliver Richardson	*	34
C/s	PJ6183	Alan Bentley	*	*	9
C/s	JK1932	G & M Morgan	*	*	2

SPEED CHAMPIONSHIP 2017 Scores to 9 th December			
Position	Car/s	Driver/s	Points
1 st	J2/s, C/s	Duncan Potter	44
2 nd	PA	Colin McLachan	43
3 rd	NA/s	Roger Tushingham	36
=4 th	K3/s	John Gillett	35
"	M	Frank Ashley	35
6 th	PA	Ian Goddard	30
7 th	L1	Andrew Morland	29
8 th	J2	Brian Galbraith	27
=9 th	PA	Charles Goddard	25
"	PB/s	Rachael Holdsworth	25
	J2/s	Nigel Stroud	20
	PB/s	John Seber	17
	C/s	Chris Cadman	16
	C/s	Barry Foster	16

C.O.T.Y. 2017 – Scores to 9th December 2017

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	2591	PA	MG 3242	Colin McLachlan	120
2 nd	545	K3/s	K 3030	John Gillett	117
3 rd	909	J2-PA/s	FW 3909	Bill Bennett	112
4 th	3610	PA-PB	RC 2066	Ian Goddard Charles Goddard	111
5 th	63	PB	MG 4581	Roger Tushingham	104
5 th	1595	M	PG 1045	Frank Ashley	101
7 th	2063	PA/s	RJS 380	Harry Painter Mike Painter	98
8 th	360	PB/s	BTU 260	John Seber Rodney Seber Christopher Broad	92
9 th	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	91
10 th	2912	C/s	GX 9693	Duncan Potter Emma Withers	88

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2017 Car Of The Year 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:

1 st /2 nd September	Bo'ness Revival Speed Hill Climb	Full
9 th September	MGCC South West Centre Wiscombe Park Hill Climb	Full
16 th September	VSCC Snetterton Sprint	Full
16 th /17 th September	BARC Harewood Hill Climb	Full
17 th September	VSCC Snetterton Race Meeting	Full
23 rd September	VSCC Prescott Long Course Hill Climb	Full
7 th October	VSCC Castle Combe Pre War Sports Cars Race	Full
9 th October	Monklands Sporting Car Club Trial	Full
15 th October	Stroud & District Motor Club Mechanics Trial	Full
21 st October	VSCC Rockingham Autumn Sprint	Full
22 nd October	BARC Rockingham Sprint	Full
22 nd October	Launceston & North Cornwall MC Tamar Trial	Full
11 th November	VSCC Lakeland Trial	Full
18 th November	VSCC Cotswold Trial	Full
26 th November	Bristol Motor Club Allen Trial	Full
2 nd December	VSCC Winter Driving Tests	Full

SLADE TROPHY 2017 - Score to 9th December			
Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	38
2 nd	M	David Rushton	16
3 rd	J2	Mark Smith	11
4 th	PB	Tim Beckh	10
5 th	J2	James Mather	9
6 th	PB	Roger Tushingham	8
7 th	PA	Colin Butchers	6
8 th	J2	Charlie Cartwright	5
9 th	J2	Jeremy Hawke	4
10 th	J2	Thijs de Groot	3

Racing Challenge Trophy 2017				
The Betty Haig Cup – Scores to 9th December				
	Car/s	Driver/s	Less than 5 Races	Index of Performance
1 st	PA/s	Harry Painter		0.157
2 nd	J2-PA/s	Mike Painter		0.246
=3 rd	J2/s	Fred Boothby		0.264
"	L1/s	Charles Jones		0.264
5 th	PB/s	Rodney Seber		0.442
6 th	K3/s	John Gillett		0.453
7 th	QA/s	Barry Foster		0.463
8 th	NA/s	Roger Tushingham		0.494
9 th	C/s	Duncan Potter		0.550
10 th	C/s	Chris Cadman		0.556
11 th	PB/s	John Seber		0.633
12 th	PA/s, L1	Andrew Morland		0.713
13 th	NA/s ss	Thomas Hardman		0.734
14 th	J2/s	Mark Reece		0.807
15 th	D/s, PB/s	Andy King		0.815
16 th	PA	Hamish McNinch		0.820
17 th	PA	Anne Boursot		0.895
	PB	Simon Jackson	4	0.452
	C/s	Dave Cooksey	4	0.769
	PA/s	Thijs de Groot	3	0.322
	PA	Mike Davies-Colley	3	0.667
	PB/s	Mark Dolton	3	0.861
	K3/s	Philippe Douchet	3	1.000
	NB/s	Jane Metcalfe	3	1.000
	K3/s	Andrew Taylor	2	0.393
	KN/s ss	Malcolm Hills	2	0.409
	NB/s	Chris Smith	2	0.786
	KN/s ss	James Ricketts	1	0.143
	KN/s	Clinton Smith	1	0.429
	KN/s	Richard Jenkins	1	0.857
	J2/s	Andrew Harrington	1	1.000

J.2192 - HOW THE NATIONAL PRESS REPORTED:

Most of you will be aware of the fascinating discover of a J2 on Salisbury Plain from Jeremy Hawke's postings on the website. The storey has also made it into the national press and it is interesting to see how the story has been treated. The cutting shown here is from the Daily Telegraph and, for comparison, I quote from the Guardian's version supplied via Robin Smith.

"The mystery of a red 1930s MG sports car archaeologist found buried in a second world war gun emplacement pit during a major excavation has been solved.

Experts had wondered if the MG12 had been dumped after being used as an officer's run-around when the MOT test was brought in, but a man has confessed that as a boy he and his gang crashed the car into the emplacement during high junks.

The boys used to push the MG up a small hill at Larkhill camp in Wiltshire, jump into it and freewheel down. One one occasion they heaved it up a bigger hill but, unsurprisingly, lost control on the way down and it ended up in the old gun emplacement. When the pit was filled in, the car was buried too.

The remains of the car was one of the intriguing finds Wessex Archaeology made on army land that is being cleared for housing on Salisbury Plan. A vast battlefield landscape of tunnels and trenches dug to train troops has been discovered. More than 200 grenades, half of them still live, were found as well as bits and pieces left behind by the recruits, including combs, toothbrushes, tobacco tins, candlesticks, tins of condensed milk and meat paste, a jar of Canadian cheese and a tin of Australian toffees.

Also found was a 1950s motorbike - and the 1932 MG J2, which would have cost £199 when new, around an average yearly wage. The archaeologists could tell from the tyres that the car was in use until the 1960s but puzzled over how it had ended up in the emplacement.

Patrick Shannon, who lived in the area as a boy in the 1960's, came forward to solve the mystery. He said: "Larkhill was mostly tin huts at that time. I remember the gun pits. In the winter they would fill with snow and we would jump in them for fun. The camp was open and we could wander anywhere we wanted."

Vintage MG found buried at weapons pit

◆ Archaeologists at a Second World War military site have unearthed a rare vintage car thought to have been abandoned due to the introduction of the MOT.

The 85-year-old MG Roadster, found during excavations at a disused weapons pit at Larkhill, Wilts, is thought to have been a pool car for soldiers. Only about 2,000 were ever made.

Damien Campbell-Bell, from Wessex Archaeology, said: "When it was new in 1932, it had a top speed of 65mph and would have cost £199. In the Thirties, the average annual salary was £200. The owner was therefore very wealthy."

Mr Campbell-Bell added: "Many cars were patched up during the Fifties to keep them running and this MG J2 is no different. The introduction of the MOT test in 1960 was the end for many cars that had been kept going in this way."

'Behind some huts was an old red sports car. 'Our gang used to play in it because it was easy to get into and we would jump in, push it down a hill and push it back up again.

One day some of the bigger boys decided that the small hill was too tame and decided we would go for a big hill. The big boys steered and we pushed off with all of trying to jump in it as it gained speed. As it got faster it hit bumps, things fell off and boys jumped or fell out.

'I was walking along behind it because I'd fallen off and I sat it go into one of the gun pits and sort of crash into the side of the pit. No one was hurt and we did try to push it out a few times but we just could not do it so in the pit it stayed. No more rolling it down the hill but we still played in it.'

'No one came looking for it and no one even seemed to notice that it was no longer at the back of the huts. Sometime afterwards the old huts were knocked down. The old gun pits were filled in and I seem to remember that the car was still in the pit when they filled it in.'

Jeremy Hawke who has been closely following the saga of J.2192 is sceptical of some of the press reports as the archaeological evidence suggests that the car had been dismantled for repair where it was found so the "crashed into a ditch" quote may be journalistic hyperbole or a historic example of "false news"!

Jeremy should be congratulated on his involvement which helped to prevent the J2 being discarded when the contractors moved onto site. The conclusion is that J.2192 has been purchased by Robert Paisley at auction and he has promised to keep the Register up-dated on the progress of the restoration; his target is to enter the Lakeland Trial in 12 years time! A very happy conclusion to a fascinating story.



Photo courtesy of Jeremy Hawke

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FUTURE EVENTS:

20-21 Jan 2018	VSCC Measham Rally
28 Jan 2018	VSCC New Year Driving Tests – Brooklands
11 Feb 2018	Stoneleigh MG – Triumph Show
17 Feb 2018	VSCC Exmoor Trial
3 March 2018	VSCC Derbyshire Trial
17 – 18 March 2018	VSCC Hereford Trial
14 April 2018	VSCC Scottish Trial
26 – 28 April 2018	Manx Classic
28 – 29 April 2018	MGCC/MMM Mary Harris Trophy – Brands Hatch
1 – 3 May 2018	MMM Border Reivers Raid II - Peebles
7 – 8 July 2018	Zandvoort
21 July 2018	Vintage Minor Register Pre-War Prescott
29 July 2018	Vintage Minor Register Pre-War Shuttleworth
8 – 12 August 2018	European Event of The Year - Switzerland

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Two very different aspects of Triple-M competition but same model and same location. Top is Frank Ashley's pristine M-type competing in the Prescott Long Course Hill Climb in September.

Bottom is David Rushton's 'weathered' M-type tackling a very muddy climb during the recent Cotswold Trial, also at Prescott

Photos by Colin Murrell



TAILPIECE:



This detail showing the rear of Paul Leers' Continental Coupe demonstrates the quirky "Art Deco" features and the attention to detail that is a feature of this superb restoration. More details and photos in Issue 99. Photo by Cat Spoelstra.