

# TRIPLE-M REGISTER BULLETIN

February/March 2018



THE MG CAR CLUB LTD



The VSCC Winter Driving Tests at Bicester was the last competitive event of the year in the UK and a good variety of Triple-M cars took part. These two photographs from the excellent Peter McFadyen capture the spirit of the event.

Top: The ex Charlie Cartwright F.0736 in the hands of Daniel Hunter competed in Class 4 along with David Rolfe (M) and John Scott (J2).

Bottom: An artistic impression of Nigel Stroud in his much-campaigned M-type inside one of the historic war-time buildings. Nigel finished 4th overall in Class 3: Standard Sports Cars.



## BULLETIN No 101 February/March 2018

### **Front Cover Picture:**

*The PB of Jonathan Sage photographed by Colin Murrell at the MG's on Track event at Goodwood in February 2017*

### **Editorial:**

This is the first Bulletin of the 2018 season so, hopefully, if you are reading this you have taken note of Paul White's plea for prompt renewal which is much appreciated. At the time of writing we have 40 outstanding renewals from the grand total of 462 by the end of last year so, if you haven't yet renewed, please do.

At the time of writing, the country is blanketed in snow. If any readers were brave enough to take their beloved cars out into the snow please let me have photos for use next year.



The March Committee meeting has just taken place, in spite of the snow, with several important matters discussed. These will be dealt with in the next Bulletin by which time there may be some solutions to report.

Mike Linward was kind enough to assemble the year-end tables and his report before heading off to New Zealand for motoring adventures in the sun. Hopefully there will be a report to follow. It is amazing to think that the new competition season has already begun so Mike will need to start gathering results for the new tables. Please make sure that you submit results to Mike, particularly for the more obscure events, so that the tables are a true representation of the diverse range of activities that Triple-M owners enjoy.

Later in the Bulletin you will see a promotion for the Inter Register Club events prepared by Philip Blayne-Powell. The Register pays a subscription to the IRC and the diverse range of events is open to Register members. They are thoroughly recommended by Philip and by new Committee member Barry Creaser.

As always, your event reports, technical articles and general notes are urgently needed to help maintain the diversity of interest in the Bulletin. My thanks to all past and present contributors and, of course, special thanks to Colin Murrell for his regular supply of superb photos and to Peter Mcfadyen and Dave Cook for allowing us to use their excellent photos of non-race subjects.

Digby Gibbs

## Chairman's Jottings

### By Dick Morbey

According to the diary today is Valentine's day so I thought I would perform a labour of love by penning these notes for this February/March Bulletin. (Sorry for that cheesy intro!)

And before we knew it, the year is already getting into gear. Last Sunday the Register was on parade at the annual MG and Triumph spares day at Stoneleigh and a great number of you looked in during the day. Huge thanks are due to the team of helpers who kept things moving throughout the day and of course to Andy and Angie King and Barry Walker who contributed two very different but most interesting cars for display. There is a separate report later on about the Stoneleigh event.



Since the previous Bulletin, we've been delighted to welcome two new committee members, as Duncan Potter and Barney Creaser have joined us.

Duncan is a second generation Triple-M enthusiast, best known for his racing success with his C type, in which he has scooped numerous awards. He will be working alongside Racing Co-ordinator Mark Dolton and the competition Secretary Mike Linward.

Barney is a PA owner (and also a Lea Francis enthusiast) and his main job will be as Registrar Co-ordinator, overseeing and supporting the activities of the nine (yes nine!) registrars who look after the individual model types.

We will shortly be having a working meeting of all of the UK registrars. The purpose of the gathering is to ensure that all of us are working consistently in the way we record information about owners and their cars. We will also be looking at further refinements to the database structure itself. Some of you have already taken part in the trial of the database and others will have seen it demonstrated at various gatherings, including at Stoneleigh last weekend. Everybody seems agreed that it is a most useful facility and probably the best way of preserving information about our cars' histories. I do know that other registrars are looking enviously at the work which Koen has done to create the facility for us!

But life is never simple and the next challenge we face arises from the forthcoming regulations known as the General Data Protection Regulations - or GDPR for short. The Triple-M Register is a section of the main MG Car Club and as such falls under the data protection umbrella available through the Club's procedures and registrations. These include the holding and processing of personal data.

One feature of the GDPR, which becomes effective in mid-May, is that we can no longer presume that data subjects (that includes you, dear reader!) have given us permission to hold their personal data. We are therefore working with the Club to ascertain what procedures we may need to go through to obtain specific consent from anybody whose personal details we hold. A team from the Club is working hard on this and progress will be reported on at the Club's council meeting on 17 March.

As the GDPR may have some impact on the working of the Register database, we have decided to hold back deliberately on the full launch until the situation has become clearer. But in the meantime, if any of you would like to take part in the continuing database trial, please contact me and I will be pleased to arrange it

By the time you receive this Bulletin our second quarterly committee meeting will have taken place - a report will follow.

As George has noted in his report, the Register's Annual General Meeting will be taking place at Kimber House, Abingdon on Sunday, 27 May. Did I hear a yawn? Surely not! To make things a little more interesting than usual we are hoping that the Club will be able to open up the Kimber House archive to give members a view of this facility. We are also proposing to provide a buffet lunch for anybody attending the meeting - so if you wish to join us and be fed, we ask you to let George or myself know beforehand so that we can cater for you.

You may be wondering what we'll be talking about at the AGM? Well, that partly depends on you! Yes, of course the committee will be reporting to you on our various activities and there will be elections involving a changing of the guard for the Chairman and Secretary, but what we'd really like is to hear your thoughts, suggestions and comments about the way the Register is being run. Often people avoid going to these meetings because they are fearful that they might get corralled or 'volunteered' in some way. That doesn't necessarily apply, so please don't feel inhibited from attending!

Thanks everyone who has signed up to support the Border Reivers II event- Karen and Bill Niven report that it is pretty much fully subscribed!

MG Live! takes place on Saturday and Sunday 2 & 3 June. The Register will be there and we hope you will, too!

The date of Peter Green's Register Summer Gathering has been confirmed as Sunday 8th July.

The 2018 Triple-M racing scene looks increasingly enticing, so please make sure you have all the dates in your diary - details are given later in this edition. And if possible, please make a special effort to be at the MGCC's opening meeting at Brands Hatch on 28/29 April which includes the Triple-M's Register's Baynton Jones Historic Motorsport Mary Harris Trophy Race, as well presentations of the 2017 Register competition awards and much general jollification.



Looking further ahead, several owners have contacted us expressing interest in organising Register touring events in 2019 and 2020. Watch this space!

And finally .... my eye was caught by this piece which appeared in one of our Infoletters half a century ago. I thought I would risk repeating it here as a tribute to our sometimes unsung army of helpers!

"JUST BELONG"  
Are you an active member  
The kind that would be missed,  
Or are you just contented  
That your name is on the list?  
Do you attend the meetings  
And mingle with the flock?  
Or do you stay at home  
And criticise and knock?  
Do you ever go and visit  
A member who is sick  
Or leave the work to just a few  
And talk about the clique?  
Come to the meetings often  
And help with hand and heart  
Don't just be a member  
But take an active part.  
Think this over, member,  
You know right from wrong -  
Are you an active member  
Or do you just belong?

Until next time.....



Dear pre 1936 Midget, Magna or Magnette-owner,

On behalf of the Cercle MMM, it is a pleasure to invite you 2018 to our bi-annual MMM-Tour from Thursday 26 July on! This international event, with tours on Friday and Saturday for up to 40 cars / 80 persons, will be located in Hotel Meyer in Beaufort with its middle eve castle. The area often referred to as the Little Switzerland of Luxembourg, Mullerthal – or Mëllerdall in Luxembourgish. It owes its name to its hilly landscape reminiscent of Switzerland. The Mullerthal is the unique composition of the rock and soil erosion that have contributed to the creation of this landscape so typical of Little Switzerland.

For more information please contact: **Bob Nosbusch**  
[bob.nosbusch@gmail.com](mailto:bob.nosbusch@gmail.com) or [tripleMtour@gmail.com](mailto:tripleMtour@gmail.com)

## Secretary's Update

Our Editor Digby has asked me for a brief report, I cannot cover the usual Committee notes this time as our next meeting is scheduled for 4th March.

I did not attend Stoneleigh this year but no doubt Digby will have found a volunteer to give an account of what was a successful event for the Register; our 4th attendance. Our thanks must go to Chairman Dick who this year took on the task of organising our stand, finding volunteers to help in manning it and arranging for the two display cars. I have seen Andy and Angie's little M type, what a lovely little time warp car with a competition history! The other car was kindly lent by Barry Walker, this time another very original car – a 4 seat PA which he has for sale.



My main activity has been in the role of Registrar for the F/L/N types. As can be imagined it covers a lot of cars and uploading the information to the web page is quite a time consuming but interesting task. It is amazing how little information we have on some cars and how dated the information is. Of course the process does uncover some problems much of it created in days of yore when our cars were not worth very much and spares difficult to find. For example one good car might have been resuscitated by incorporating parts from others, swapping bonnets/knuckles/guarantee plates and using the wrong log book to obtain a original Registration number.

What is striking is how many of the F and L type four seat tourers and special bodied cars have had their original saloonette/coupe bodies replaced with 2 seat bodies in the style of the L2 whilst others have lightweight racing bodies – some in the style of a Q type. The picture below shows L0251 - the first L type – as it is today. It is a well presented and rapid car! Another L type, L0364, is the Turner single seat race car which has very well documented racing career.



By way of contrast here is a picture I took of Rod Ptak's well known and well travelled saloonette – chassis number L0297. The car has been a well known entrant in all the recent Triple-M tours.



A lot of the N types have also lost their original body work, many having been transformed into cars built in the style of a K3. It is a great pity that some very original cars have suffered this fate.

Other N types have a racing history in their own right and the history of one appears in this edition of the Bulletin. It is NA0541 which has Australian racing history. Current owner Peter Cundy has been researching the history of his recently acquired car and has very kindly agreed to my request that we publish his piece in the Bulletin.

On the Committee front, both Dick and I have been asking for a volunteer to join the Committee as Vice-Chairman for one year and then take over as Chairman. Despite our numerous pleadings it is very disappointing that no one has come forward.

Our 2018 AGM will be held on 17<sup>th</sup> June at Kimber House, Abingdon. Various venues/formats have been tried over the years with mixed results. Nothing has yet been finalised but one possibility is to arrange for access to the archives and/or having a run round the old factory test route; to have access to the archives we would need a member of staff to be present and this aspect has not yet been finalised.

Our hope is that by arranging either or both of the foregoing we would successfully encourage members to come and have a chat over a brief snack and then attend the brief AGM before leaving the Committee members to hold a brief follow on wind-up meeting. Please come along and support your Committee members.

The usual AGM Notice will be published in the May edition of Safety Fast.

George Eagle  
25<sup>th</sup> February 2018



## **PB0373 -- REPAIR AND RESTORATION TECHNIQUES - PART 1**

**Notes and illustrations by Jon Pedoe**

*Jon Pedoe has been kind enough to compile some technical notes covering elements of the restoration of "his dear old car" PB.0373 that had been in store with his mother for 40 years before restoration began. As you can probably guess from the excellent drawings and detailed approach to these tasks, Jon is a mechanical engineer and spends his days working on much larger pieces of equipment (power plant turbines).*

*Jon is keen to point out that he is a first time restorer and would welcome any comments or advice from more experienced Triple-M owners.*

*With Jon's enthusiastic agreement, I asked Barry Foster to review the first part of the article and a footnote has been added with his one comment. Jon is in agreement with Barry's view and says that next time (if ever) he would replace the bushes with ball joints (rose joints) thus giving complete freedom without the rattles!*

### **Introduction:**

My PB had been stored since 1969 awaiting restoration. The car was a wreck but was complete and fairly original apart from having a PA engine fitted. I don't know the car's history before 1967, when I bought the car for £17 10s, but it had obviously had some previous attempts to "repair" it and was even then in a very neglected condition, with the engine seized and the half-shafts and many other parts removed.



A full strip-down was carried out during winter 2015 and now (winter 2017) final assembly of the chassis is under-way. I have kept records as I go along and am now documenting the work carried out to all the assemblies and parts, which I think is an important part of the restoration.

Several of the repair jobs to the various chassis parts and assemblies are described here – in no particular order. The bare chassis was blast cleaned and extensively repaired – that's another story. This was my first restoration and I learnt as I went along. I have tried to keep the car as original as possible.

## Part 1: Throttle Shaft Repair

The old shaft was bent and corroded, support bushes badly worn, and the return spring worn nearly through where it bears on the choke lever. So the shaft, bushes and spring had to be replaced

The fixed levers (throttle pedal, throttle lever and fast idle lever) are pinned and brazed to the shaft. Pins are 1/8" diameter. The shaft is 3/8" diameter  
Before taking it all apart, the assembly was measured up and a wooden jig made to assist re-assembly, locating the levers at the correct angles and positions to suit the firewall openings etc



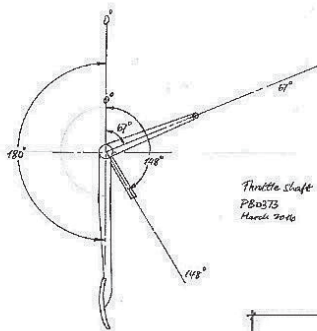
**Old throttle shaft used to make the assembly jig**

The old shaft was cut and the levers drilled out and pins removed, being careful to centre the drilled hole true to the original shaft centre. New brass support bushes were made on a milling machine, with the  $\text{Ø } 3/8$ " holes finished with a reamer [Note (i)]. The new shaft material is simply a piece of bright drawn mild steel bar, 400mm long

(i) Footnote: Barry foster recommends that the throttle shaft is kept as a loose fit rather than reamed to close tolerances. His view is that our cars are flexible and everything needs to be able to move. (Barry still has the scars to demonstrate the danger of stuck throttles).

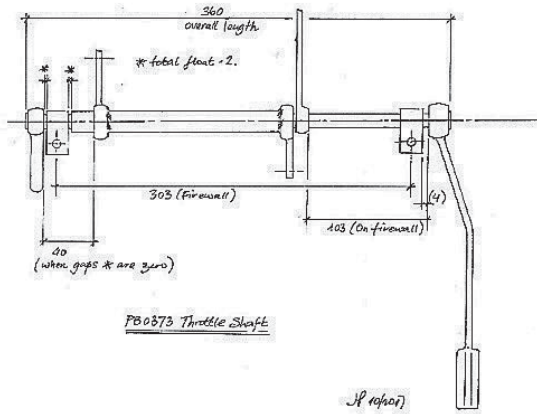


**New support bushes**



**Lever angles**

**Leading dimensions**





Winding the spring



Old and New Springs

The spring is an exact copy of the original and was wound on a  $\text{Ø } \frac{1}{2}$ " round bar in the lathe (with the chuck being turned by hand, of course!!) – this was easy after a bit of practice. Spring steel wire  $\text{Ø}1.8\text{mm} \times 400\text{mm}$  was bought from BMJ Components. The levers were assembled to the new shaft on the jig and secured one by one with Araldite 138. After the adhesive was set, and after pre-assembly to the firewall at each stage, the joints were cross drilled with a  $\text{Ø } 2.9\text{mm}$  drill right through which gave a tight press fit for new 3mm silver steel pins. Some test pieces were done first to get this procedure right and ensure a tight press fit



The finished article is shown on the firewall. There are no changes to the original design except for some  $\text{Ø}2\text{mm}$  oil holes in the support bushes.



**To be continued.....**



## THE LONDON TO COPENHAGEN RUN (How to move house in an MG J2)

By Lew & Darlene Palmer

*This fascinating period piece, written nearly 33 years ago, was provided by Lew Palmer following Forum discussions about luggage racks on Triple-M cars. The car is now owned by Hugh Barnes who has provided extra photos of the car's journey back from the USA to its current home in Cambridge. Hugh advises that, as of last summer, the J-type was coming to the end of a considerable period of refurbishment; Hugh had driven the car even though it was still in need of a windscreen and a complete interior.*

Of course you've heard of the Reliability Run, the GOF Run, the Wings Run from London to Abingdon, and the London to Brighton Run, not to mention other interesting 'Runs' each year. Now we wish to add another run to the growing list, the 'London to Copenhagen Run'.

The rules of this Run are really very simple. First: only one M.G. car is allowed in the run, second: the car must be over fifty years old, and third: you must move your entire household at the same time. Now, doesn't that sound like fun?

The first thing is to give yourself plenty of time to prepare for the run, about four weeks should do it. Keep in mind that during this time your employers have cheerfully informed you that they are moving you to another country immediately. you must remember every person and business to notify of a change of address, you must get approval from the country you're going to (to live and work there), buy translation dictionaries to understand the language, call the moving company to move your household goods, decide to drive your personal car there or have the moving company transport it for you (at your expense, so the decision is obvious), and pack take-with luggage to last for two to three weeks until the moving vans arrive at your new house.. Oh yes, there are several smaller points to note, the 'over-fifty-year-old-MG.' must have less than 200 miles on a ground-up-restoration, two weeks before the start of the run the head-gasket needs replacing, two days before the start the entire braking system needs a complete overhaul, and the navigator has come down with a very nasty cold. (By now I'll bet you can't wait for next year's run).



'Judder' (J.2247) At Harwich Docks, fully loaded and ready to depart for Copenhagen.



O.K. Now it's Friday, the day before the run starts. The movers have come and gone. You can get the car out of hock today from the brake repair people and (remember that take with luggage mentioned earlier) there are two large suitcases and miscellaneous items to fit into a tiny car that was never built for touring purposes in the first place. Well. I ask you, where does one put all that luggage? A fast call to a very good friend and he agrees to follow us to the Harwich ferry in our British company car with our large suitcases. Also our R.A.C. coverage runs out after we've left England and we have complete coverage in Denmark with FALCK, in case we need recovery service for our car. Well, Saturday's early morning start doesn't look quite so bleak now.

There is a calm, pleasant start to Saturday. By 8.30 we have the smaller suitcase and briefcase on the luggage rack (the rack wasn't an original factory option, so we hope ours works), the mechanic's tools and other miscellaneous items have been tucked behind the seats and in the doors, one last look at our house, a wave goodbye to our neighbour and the 'London to Copenhagen Run' is underway.

Our first scheduled stop is on the M1 Motorway, the Scratchwood Services, where we are to meet our friends with our company car and remaining luggage, by 11.00 a.m. To get there we have to drive through the Greater London area from the south of London to the north side of London, and no motorways on this leg of the journey. To complicate matters, we decide against taking the direct route because it goes through the troubled section of Brixton where street rioting happened several days earlier. We've given ourselves two and a half hours to go 25 miles and we hope nothing goes wrong or breaks on this part of the trip because we are entirely on our own. Soon, however, the smiles and waves our little car creates in others help us to relax a little and we arrive at our scheduled stop at 9.45, one and a quarter hours ahead of schedule (in the face of adversity, arrive early).

Our 'cute little car' mingles with the other cars while we go for coffee inside the services restaurant. A little later, while we try to rearrange our luggage (again), an elderly couple strike up a conversation with us about the car they used to have years ago which was just like ours. Listening to their vivid memories and picturing the fun they surely must have had, brings a tear to my eye. Finally they ask for permission for their grandson to take a picture of the four of us next to Judder (our J2) I honestly can't think of a better impromptu goodbye present to us from England. We can't remember their names and I'm sure they can't remember ours, but we'll never forget their faces and enthusiasm.

The time flies by and soon our friends arrive, right on schedule. Five minutes of re-arranging our luggage (this is becoming habit forming) to our company car and we're off again on the second part of our run. We travel for one-and-a-half hours and stop for lunch at a roadside pub. Then off again to catch the five o'clock ferry at Harwich. We arrive at the Harwich docks at 2 p.m., three hours ahead of schedule (is this getting boring yet?). We play the waiting game again by checking in with the ferry company - DFDS, trying to figure out how to get all our luggage now into the J2 (remember the extra luggage is in our British Company car), chatting with our dear friends who wait to see us off and meeting the couple in the car behind us in our lane who happen to be Danish. (If you aren't thoroughly confused by now then you haven't been reading this carefully enough).

By 4.30 the cars start going aboard the ferry. One last goodbye to our friends and a mad dash to get into our car as the car ahead of us starts to move off. With both suitcases on the luggage rack (if you don't believe me, see the picture at the beginning of the article) and everything else on the navigator's lap, we drive through passport control and onto the ferry (with fingers crossed that nothing falls off our car). As we are directed to the front of the ferry to park the car I feel as though someone should be waving a chequered flag at this point of the run because we actually made it in one piece. Quickly we cover the car and proceed to the upper decks to find our sleeping room for the cruise. Now for 20 hours of R & R.

The cruise across the North Sea is beautiful. We couldn't have had better weather if we'd planned it ourselves. After looking around the ship and taking pictures of the setting sun and sea, we have dinner with our new Danish friends. Later we retire to the lounge and continue our conversation over drinks.

Around 11 p.m. the full day of exciting events catches up with us and it's off to our cabin for a well-deserved night's sleep. Very quickly the gentle rocking of the ship changes our hazy conversation to dreams of the last two years in England. Several short hours later the dawn proclaims the start of the next chapter of our lives and the London to Copenhagen run. By 1.30, Sunday afternoon, we are closing in on the Esbjerg docks on the west coast of Denmark. A sudden thought panics us. 'What do we do with all the extra luggage again?' (Never fear, read on.)

Our minds go back to an offer made by our newly-found Danish friends to carry the largest suitcase with them to be delivered to Copenhagen the following week. Hurriedly, we locate them and accept the offer. Later we are to find that this leaves us with only the bare minimum of clothes for four days, but never mind. With most of our worldly belongings on the back of Judder (and the front wheels pointing slightly skyward) we drive off the ferry and through customs control. Our worst fears of not being allowed in until we have paid the import duties on the car never come true. We drive right through customs without a second look. (Danish import duty on cars, you see, is 300 per cent.) A short stop to change a tire which was suffering under the strain, and we are on our way. Now, if we can only remember to drive on the right side of the road.

As we drive on into Denmark the last leg of our run begins. Again our little car brings smiles to the people we pass and lots of waving. Since our J2 is only the second J2 in Denmark (so we've been told), we seem to be creating a minor sensation as we go along. The sun is out and the weather is very nice in spite of being on the cold side. However, we find one small troublesome problem which needs correcting soon. A right turn into a dirt side road and we begin to discuss possible solutions, Our problem? Would you believe, re-arranging our luggage?

We can't leave the suitcase and briefcase on the luggage rack because it causes too much weight in the back and the steering up front is too light. So, should we take out the navigator's seat and place the suitcase there instead (it doesn't fit there, too big) or try to tie it on the front by the radiator grille (too big again) or maybe the navigator could carry it on her lap (too heavy and it hangs halfway out of the car) or, but wait! We've been searching for a solution with the hood up. We put the hood down and start again.



Above: J.2247 in process of being loaded ready for transport to the port at Baltimore for the crossing to Southampton

Below: Return to England: collecting the car at Southampton with help from Andrew Bradshaw



Finally, after a half hour of creative thinking and an audience of two people and the neighbourhood cow, we arrive at a passable solution. The suitcase sits on the tonneau behind our heads and the small briefcase on the luggage rack. It looks ridiculous, and the visibility to the rear is non-existent, but it works and we're off once again, rushing to catch our next (and last) ferry by 6.00 at Nyborg.

Eventually we cross a very large and beautiful bridge at Fredericia, drive through some small and beautiful villages, continue to see people waving (this really does amaze us) and finally arrive to catch our 6.00 ferry at 4.45 (does that sound familiar?) Because we're early (again) they let us go aboard the 5:00 ferry instead. We're the last car on and the sun is beginning to set behind us.

Once again it's upstairs to the restaurant to eat, and 45 minutes later we rush back to the car as we arrive on the west coast. The sun has set and the temperature has also dropped a bit, so we drive off the ferry and stop just down the road to put on warmer clothing. We check all the luggage (for the last time, hurrah!) to be sure it's secure and it's off into the night with 75 kilometers left to the end of the run.

At 8.00 Sunday night, 36 hours after the starting gun, we arrive at our hotel in Copenhagen. Judder now has clocked 300 miles (of a total of 500 since restoration) and we are very tired, very cold and very hungry. But the first (and hopefully last) 'London to Copenhagen Run' is finally complete.



J.2247 at its new home in Cambridge 'meeting its new playmate!'

## JN 2485: A J1 in the 1950's

*This period photograph of J.0306 was posted on the Forum by Neil Farnfield after corresponding with Colin Chrichton who had owned the car in the 50's. As always, the Triple-M experts have added some extra details and Neil has provided further information from Colin.*



Colin was based at RAF Buchan during National Service and purchased J.0306 in 1958 from Pilot Officer Joe Maw. Previously, another RAF officer had brought the car to the Mainland from the Shetlands. He sold the car in 1960 for a nominal profit of £5 to a young man in Fife.

Colin reports that the car had been roughly treated before he acquired it. It had been crudely converted to a 2-seater following rear-end fire damage and had been hand-painted in green Japlac enamel. This explains why the front end appears reasonably original while the rear wings look decidedly novel. He has fond memories of J.0306 but fears that it has not survived. As always, any further information on the car's history would be appreciated.

Past Registrar Graham Arrondelle advises that the car is not on the current Register listings and it was Colin Butchers who identified JN 2485 as being chassis number J.0306.



## USE YOUR TRIPLE-M CAR FOR INTER-REGISTER CLUB EVENTS



It appears that many Triple-M owners do not know of our membership of the Inter Register Club (IRC), despite now being part of the club for 9 years now. The Vintage Register and the SVW Register are also members now, and we are trying to get the T-type Register on board with their pre-war cars to enter mild competitive events like navigation rallies and driving tests alongside other interesting vintage and pre-war marques,

The Inter-Register Club is an association of one-marque car clubs for pre-war cars, whose sole purpose is to run a series of events each year to exercise those cars (and their owners). The club was formed back in the fifties, when most single marque clubs realised that they could not raise enough interest within their own clubs to make events like rallies viable. If, however, stalwarts from several clubs banded together, sufficient entries could be raised to make it possible to run these events, which is how the IRC came into being.

The events, mainly navigation and scatter rallies and driving tests, typically field an entry of twenty plus cars, and are held in various parts of the country. They are mildly competitive, light-hearted, and are intended to be not as intense as the VSCC events, indeed they are an excellent training ground for "proper" VSCC rallies.

Each year the "Inter-Register Shield" is awarded to the best performing marque, and trophies are given for the best individual overall performance, best navigator, and the highest placed novice in any single event.



Pre-war cars from any of the following clubs are eligible:-

750 Motor Club (Austin 7s)

Alvis Register and Alvis Owner Club

Austin Ten Drivers Club (ATDC)

Crossley Register

Fiat Register

Humber Register

Pre-War Austin 7 Club (PWA7C)

Riley Register

Sunbeam/Talbot/Darracq Register (STD)

Jowett Register

These Inter Register Events are great fun, and not fiercely competitive. They a marvelous opportunity to drive around countryside you would normally bypass, and to meet up with other interesting vintage and pre-war marques, and in the case of events like the Nightjar, to keep you fit. Why not have a go?

The full list of events for 2018 is:-

Date	Organising Club	Event	Location
Sunday 18 March	MGCC	Scatter Rally	Crowborough, Sussex
Saturday 31 March	Alvis	Scatter Rally 7 Tour	W. Sussex
Sunday 13 May	VSCC Invitation	Pub Natter	Barkway, Herts
Sunday 23 September	Crossley	Treasure Hunt	North Yorks
Sunday 7 October	MGCC	Scatter Rally	Kent
Saturday 27 October	Riley	Rally	Worcestershire
Saturday 17 November	ATDC	'Nightjar' Scatter	Surrey/Hants/Berks

If you would like to receive regulations for any of these events as they appear, please contact Philip Bayne-Powell who is the Triple-M representative. Telephone 01483 811428 or e-mail [1942mgman@gmail.com](mailto:1942mgman@gmail.com)

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## CAR OF THE YEAR 2017

*PA.0613 in the hands of Colin McLachlan is the worthy victor in the annual Car of the Year Competition. It was a close fought year with John Gillett's K3 a mere 3 points adrift. Colin's year was further enhanced by taking second place in the Speed Championship behind Duncan Potter.*

*As many of Colin's events were north of the border he has provided some interesting background information to help educate the sassenachs.*

**Forrestburn** is a purpose-built hillclimb track in Central Scotland, operated by Monklands Sporting Car Club. It is situated just north of the M8, near the Heart of Scotland (Harthill) service area. There are two weekend hillclimb meetings each year, and I run in the Historic pre '66 class. This has the advantage of being run on a predicted time handicap, which I am quite good at. We also hold grass autotests and PCTs there, which I take part in, though the PCTs are not good for my car, as it has a tall back axle ratio.

**Bo'ness** is near Falkirk, and has been run on and off since before the war. There is one weekend meeting in early September each year. There is a pre-war class, but unfortunately no handicap system and no engine size limit, so my results are generally not so good.

**Doone** is a very challenging hillclimb on the edge of the Trossachs, and was set up in 1968 in grounds owned by the Earl of Moray, along with a motor museum (now closed). It is run by the Lothian Car Club, and hosts the only Scottish leg of the British Hill Climb Championships. As with Forrestburn, I run in a handicapped Classic and Thoroughbred class, and again take full advantage of the handicap.

I also competed last year at **Ingliston**, just outside Edinburgh. This was a small racetrack opened in 1965 in the Royal Highland Showground. It closed in 1995, but has recently been partly re-opened to create a sprint circuit.

Last year, the only other Triple-M car to compete in any of these was entered by Brian Galbraith at Bo'ness, where his J2 had competed before the war. I have a running needle match in Scotland with a very original 1930 Riley Brooklands, driven by Tom Richardson, and we are very closely matched on actual times.

*The centre-spread photo on the following pages shows the 2017 Car of the Year, PA.0613 with Colin at the wheel on the way up Doone Hillclimb. Note the ever-present umbrella, perhaps this is Colin's secret aerodynamic aid that has been missed by the scrutineer.*







## MG & TRIUMPH SPARES DAY

Report & photos by Dick Morley



**What's all this about the MG & Triumph spares day?** Well, it's a longish story. Some years ago our assiduous Secretary George Eagle noticed that an MG Spares Day was taking place at the National Agriculture Centre's exhibition area at Stoneleigh in Warwickshire. There seemed to be a fair bit of interest in attending it so we did!

The Register exhibited there for the first time in 2014 and established the format of using our large area in Hall 3 to display two interesting cars, as an outlet for Register Library items and, most importantly, with plenty of space for Triple-M friends to meet and socialise.

The first year was a pretty bleak affair as the wind whistled through the place. A year later we thought we had arrived in heaven: the floor was red carpeted and the heating had improved. That was pretty much the high point though, and now the guidance to all Hall 3 visitors is 'wrap up warm and keep on the move' - and in the event of hypothermia, retreat to the larger heated Halls or the cafeteria!

A year or so after our first appearance the event promoters re-branded the day, by combining MGs with the Triumph fraternity. *Why on earth would they do that?* Well I suppose they thought that in these days of online trading, much less business is done person to person, and some exhibitors had decided to stay away. So by combining the two marques, the promoters could optimise their income. Despite this, our stand as a 'Club Stand' has always been given to us free of charge!

Fast forward to 2018. A band of loyal helpers was recruited, Andy and Angie King and Barry Walker respectively kindly loaned us two very different but extremely interesting cars: a time warp M-type with some Brooklands history which had been acquired by the Kings five years ago from the previous family which had owned it for 60 years; and a very nice original, unmolested but very smart two tone red four-seater PA lent to us by Barry Walker.





Colin and Steffi were first on duty on Saturday afternoon to shepherd the PA into place before heading off to celebrate with a Thai meal in company with friends from the Luxembourg fraternity.

Other more foolhardy souls opted for the (very) early morning shift on Sunday, which saw Messrs. Stott, Wise and Morbey (good name for a firm of solicitors perhaps?) puzzling over where to position the tables, chairs, display cabinet, banners and the second car. Rich decided we needed a chillout area, although the ambient temperature meant that it could be found pretty much anywhere. Other helpers joined us in time to get things ready for the punters, many of whom had somehow managed to get in before the general public to case the joint for spares. Early birds, eh?

The customary midday gathering saw a large influx of folk and a great hubbub. This is the point when you'll be wondering who attended the event, how many people were there, average ages, and what did we all talk about? The answer as near as I can get it is: Who came? People from all over the UK, from many European locations and North America. How many? Too many to count - you can judge from some of the photographs! Average age? What did you expect! What did we all talk about? Goodness me! The cars, their history, their future, the database, the best place to find that unobtainable casting, oh, you are Mr. Ms. Mrs. so and so - very glad to meet you; and the usual banter and swapping (of spares, not the aforesaid Mr. Ms. Mrs)!

One young J2 owner impressed us greatly by casually announcing that he had made a crankshaft for his car and, as he needed to replace a herringbone gear for the gearbox, he was thinking of making one of them too. Now there's someone to look out for!



Rich Stott reported that Library business was moderate to good and applauded those who had wisely invested in an admission ticket, which must have saved them a bob or two in postage. If anyone missed out, you can always buy on line or at Silverstone on 2/3 June.

Spoiler alert: We hope to have the new 2017 Yearbook available for sale at the Brands Hatch weekend (28/29 April) and at the Border Reivers II Tour (30 April - 3 May).

Now the roll of honour AKA *'How many Triple-M ers does it take to staff a stand?'*  
Clare Belsten, Steffi Broch, John Emmett, Neil Farnfield, Peter Green, Terry Hartley, Andy and Angie King, Tim Luffingham, Colin Murrell, Nick Russell, Greg Smith, Rich Stott, Barry and Sue Walker, Brian Wise.

Thanks everyone! So will we be there next year? Definitely!

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## A TRIPLE-M SUMMER IN FRANCE

Notes and photographs by David and Angela Stainsbie



We live in central Bristol but spend our summers in the Loire Valley in western central France. It's ideal MMM country with light traffic, twisty country lanes and few steep hills. Winding our way through vineyards and fields of sunflowers in an open MMM car, enjoying the 'douceur Angevine', can be delightful. What we didn't expect when we moved to the Anjou was the attitude of the locals. They love old British cars and are more tolerant of their foibles than the average Bristol motorist. Maybe they are used to slow moving tractors and cyclists and an MMM car is more easily accepted. Or maybe it's a benefit of the tourism brought to the area by the UNESCO world heritage status of the Loire valley. They know that slowly moving old cars will be full of people stopping at the bars, restaurants and hotels, just as the many cyclists do. Perhaps more surprising is the profusion of car clubs and events locally. The commune, where we live in the summer, has only 2000 inhabitants spread over a wide area; our village can't have more than a few hundred. Nevertheless there is a local car club which holds 4 or 5 events every year. Most of the cars wouldn't be accepted by the VSCC but there is a late 20s Citroën and several 'Traction Avants'.

Our cars, a J2/s affectionately known as the 'Chou-chou' and an L2, less affectionately known as 'that bloody car' (TBG), are established members of the group now. The trips organised by the village club are centred around food and drink like many other social events in France.

Heading photo: The L2 undergoes close scrutiny while parked at the Champs Sebastian Chauret during an event organised by the Blaison Auto Passion Club. The discussions centred on the inaccessibility caused by the supercharger mounting - soon to be cured as the car is now with Barry Foster in Somerset to have a front-mounted supercharger fitted.



We may drive 20 miles or so to a museum or go trout fishing or just display the cars at an agricultural show. This year we've stopped for a quiz which involved, amongst other things, smelling various oils and having to decide which was edible and which was for car engines.

However, all events will stop for a long, sit down meal at lunch time. Often this will be at someone's vineyard and involve a tasting beforehand, followed by their wine with the meal. The afternoon may combine a game of some sort or car related quiz with a visit to one of the many local neolithic sites. After a leisurely afternoon the locals will be feeling a bit peckish again and the evening will be spent in someone's barn or vineyard for a barbecue. The drink driving limit in France is lower than in the UK but doesn't seem to bother club members. They may be emboldened by the fact that the club's secretary, and Traction Avant owner, is a policeman.



A meeting of the local club, indulging in the most important activity of the day!

The 'Chou-chou' and 'TBG' are quite rare cars in France and I'm often asked if I'll take a car to an event in a local commune. Tourism is big business and wine festivals often have a few classic cars on display to attract visitors. Astonishingly the club gets a subsidy from the Mairie and having a few cars on display at the tractor festival or car boot sale is a way of paying this back. Food and drink is always provided for drivers and passengers. For us, the local club, Blaison Auto-Passion, was a means of getting to know the locals and improving our French, but it has had unexpected consequences. The president of the car club also organises the local hunters. So as well as being asked to take my car to shows, I was also invited to the festival of St Hubert, the patron saint of hunting. It seemed churlish to refuse what was clearly a well meant invitation and this was how I found myself going hare coursing one autumn. We started in the church where hunters, dogs and congregation were blessed and then drove to a local vineyard.

We started out with 20 or so hounds and huntsmen in very smart costumes and I never saw any of them again until the evening. When hounds get the scent of a hare they disappear rapidly, followed by the huntsmen. I spent the day wandering around the fields hearing the odd horn in the distance, which meant someone had seen a hare and ruminating about hypothermia.



Nothing was caught I'm glad to say and apparently this is usually the case. The evening was spent at the local Château enjoying a very fine hunt supper. I was told that there were too many hares around for the dogs that day. Apparently when more than one hare is scented the dogs become confused. Nobody was very bothered about our lack of 'success', as always in France, it seemed just another excuse for getting together around a table groaning with food and drink.

Fougères is a small town in Brittany which hosts an old car rally each year. About 150 cars take part, many from the UK. For the most part they are large tourers: Lagondas, Jaguars, Bentleys with a sprinkling of Bugattis and Delahayes. I almost feel that I'm slumming it in the MG but they visit some lovely parts of France. A couple of years ago, as part of the event, we paid a visit to Monet's garden at Giverny and then drove to the charming old port of Honfleur. We were in the L2 with my friend Max in his F2.

You'll get some idea of the nature of the event, which emphasises appearance over mechanical purity, when I tell you that Max got the prize for best pre-war, under 2 litre, car. I was scandalised and am still not sure whether it was because Max polishes everything, including the rocker cover, or because Barry Foster built his car whereas the L2 is largely the result of my efforts. This year the rally was based around Saumur, a river side town with a fairy castle style Château. We joined them in the J2 and visited a different Château at Montreuil Bellay where we learned about silk making during our guided tour. Rather smart cars and rather smart venues is the norm for the Fougères Rally.

Another event we attend regularly is also based on Saumur and called 'Les Anglaises Invitent'. The 'Anglaises' refers to English cars rather than people, since I've yet to meet any English guests there. This is a more conventional event where you drive around looking for marker boards with special punches and stop at vineyards for the inevitable tasting and quiz. How many grape varieties does this vineyard produce-that sort of thing. Our J2 was easily the oldest car there and caused great excitement by the aroma of Castrol R which surrounds it.

A lot of the cars are modern super cars but nevertheless we have won a prize for two years running. The event is sponsored by Bouvet-Laudubay, the second oldest producer of sparkling Saumur wines using the Chenin Blanc grape. The prize is, naturally, one of their bottles, which to my mind equals any champagne but is less than half the price. We always end up at the Hippodrome near Saumur to eat in the restaurant there and watch the dressage events in the arena. After the horses and carriages have finished, the winning cars are driven into the centre of the arena for the prize giving. I always feel a little embarrassed about this since driving around the lanes for a couple of hours in a J with cycle wings means the car is, inevitably, a bit grubby. This year a C type Jaguar gained first prize and we were runner up-exalted company!

The Loire is a country of wide blue skies and pale cream buildings constructed of the local limestone or tuffeau. This is shown to perfection by the village of Puy-Notre-Dame near Saumur. The large Roman church, originating from 1123, dominates the village and surrounding country and was an important rest stop for pilgrims going to Santiago de Compostela.



Fascinating cars gather in rural France.

Above: David and Angela's J2 (J.3545)

Below: All the way from New Zealand, the K1 of John and Brenda Hancock that travelled Europe during 2017.



The shells that symbolise the pilgrim route are carved onto buildings all over this area. However, car enthusiasts will know the village for its Rétro Grand Prix. This was started over 20 years ago to help the vigneron get their own appellation which was achieved recently. Wines grown around here now have the label of Saumur-Puy-Notre-Dame and attract a premium.

The two day event consists of a tour around the local countryside. This, of course, involves wine and food, starting with the casse-croute at about 10.30am for anyone who can't manage to get to lunch time following their breakfast. Bread, paté and rilette, a sort of potted meat, are all provided. The tour involves following a series of rudimentary instructions and often cars are seen coming from left, right and straight on. Surprisingly, most people seem to find the lunch stop which is always a sit down meal and lasts a couple of hours. In the afternoon cars trickle back to Puy-Notre-Dame for another meal and, these days, night racing or a demonstration as the mayor puts it. The following day, a Sunday, the village is closed to traffic and different categories of cars demonstrate again. The event is supposed to be for pre-war vehicles and I usually go out with the cyclecars. MGs, Austin 7s, Amilcars, BNCs, Fiat Balilas and similar vehicles. The larger Rileys, Delahayes and Bugattis take part in the Vintage class. Three wheelers are very popular, Morgans, Darmonts and the odd Sandford.



### **Notre Dame Retro GP - the J2 about to be lapped**

There are also classes for motorbikes and side-cars. Invariably someone demonstrates how to turn a car over or drive into one of the straw bales that line the course. I first started going to the event in 2000 and there were only 30 cars or so. The circuit was through the village and past the church which engendered a great respect in me for the solid tuffeau stone walls all around. These days the circuit is a series of straights followed by very tight corners; good for a J, not so good for an L type. No race licence is needed, just a crash helmet. It's not for serious racers but great fun all the same. It seems to be suffering from its own success and has become very large and a bit commercial. There were maybe 150 entrants this year. I should add that entrants are accommodated with local families and this has resulted in many lasting multi-national friendships.

I hope that readers may be tempted to visit the Loire by the variety of car related activities that I've tried to outline here. However, don't forget that many tourists to this region also come for the medieval history, ornithology and cycling not to mention the wine and cuisine.

## F-TYPES IN 1958

This interesting photograph comes via Ian Coxen who has provided the following information:

The photo comes from a gentleman called Gerald Skinner who made contact with Ian regarding a TC that he owned and this photograph was produced during the discussions. Mr Skinner had lived in Erdington and, along with the other drivers featured here, was a member of the Castle Bromwich Motor Club.

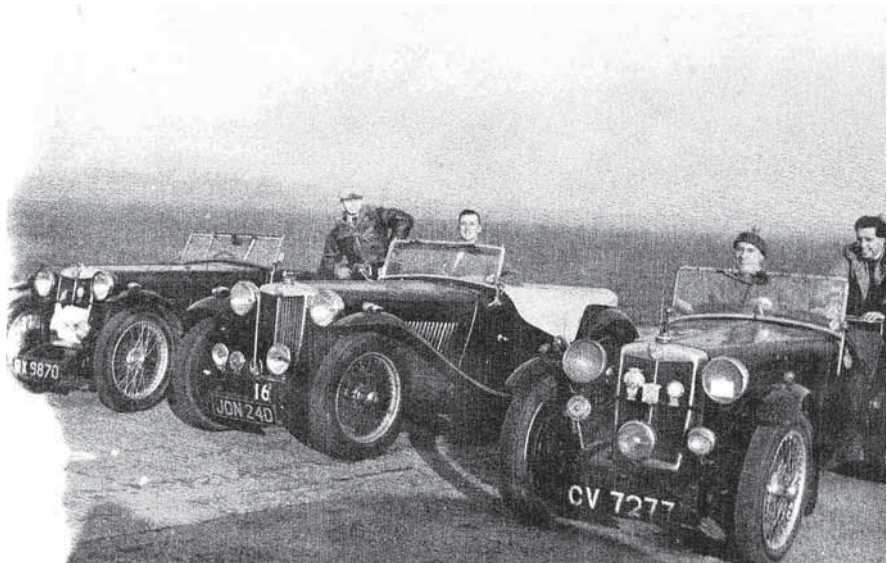
Ian believes that the photo was probably taken to celebrate winning a major club trophy in 1958, following wins in a 24 hour rally & time trial, as well as hill-climbs, races and treasure hunts.

Information that Ian has gathered on the cars is as follows but, as always, any more information would be appreciated:

JON 240 is Mr Skinner's TC.

RX 9870 (F.0980) owned at the time by Don Stokes. This car still on the register and now in Holland.

CV 7277 (F.1457, Register No. 2770 and now owned by Bob Walker) owned at the time by Bob Perry. Bob Walker's notes that follow bring the history of this car up to date.



The photographer is unknown but likely to be a press photo.

**F.1457: The Story continues on the next page**



## F.1457 - THE STOREY CONTINUED....

*When I received the 1958 photo from Ian Coxen I contacted Bob Walker, the current owner of F.1457, for any information on the car since the 1950's. In true fashion, Bob provided some fascinating details and photos. An article in the 1998 Yearbook gives more detail.*



Bob purchased the car in 1961 for the princely sum of £20. A copy of the original bill of sale from Jubilee Garage in Erdington is included in the illustrations, as are extracts of the contemporary logbook. This shows the previous owner as Mr. R.F.Perry of Wilde Green, Sutton Coldfield who had owned the car since May 1956. This is, presumably, the Bob Perry who competed with the car during that period.

Bob met Mr Perry but was not given much detail but the garage told him that Mr Perry was “fed up” after he had the crank and rods reground and still suffered knocking. Bob correctly predicted the cause of this; the oil duct plugs had been left in so the new bearings were “treated” to a diet of steel grinding. Replacing the white metal in the big-ends effected a cure and he ran the car until the summer of 1963. It then went into barn storage on Bob’s brother’s farm while real life activities such as earning a living and raising a family got in the way.

Heading photo:

F.1457 outside The Manor House in Northfield, Birmingham in June 1961 with a young Bob Walker and friend Pat Curtis. The Manor used to belong to the Cadbury family and subsequently became part of the University of Birmingham where Bob studied, the Building is now a ruin. The photo also has it’s own interesting history having just been repatriated from Zimbabwe where it was found in the possessions of Bob’s late sister.



By 1997 Bob was ready to start the rebuild but came across another F-type in the shape of F.1335 which he saw as a short cut to getting a car on the road. This, in true Triple-M fashion, was an illusion. The initial plan was to replace the radiator and bonnet but it soon became apparent that whoever had worked on the car was better at submitting large bills than engineering. It took until 2007 to get F.1335 back on the road, albeit wearing the bonnet from F.1457.



F.1335 in 2007 with the bonnet from F.1457 and Beth Walker (aka Lady Twyngington-Parboyled according to Bob!) Wearing another fine bonnet.

F.1335 is well known in the Triple-M world and Bob says his ambition is to get F.1457 back on the road to join it and, as Bob says, all he needs to do now is live long enough!



F.1457 in September 1961 leaving Hawksworth village in Yorkshire for Birmingham.



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## FUTURE EVENTS:

17 – 18 March 2018	VSCC Hereford Trial
8 April 2018	MG Era Day – Brooklands
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
19 May 2018	VSCC Oulton Park
27 May 2018	Register AGM - Abingdon
2 – 3 June 2018	MG Live – Silverstone
24 June 2018	VVSCC Donnington
7 – 8 July 2018	Zandvoort
8 July 2018	Summer Gathering
15 July 2018	VSCC Donnington – Triple M Register Challenge
21 July 2018	Vintage Minor Register Pre-War Prescott
22 July 2018	VSCC Cadwell Park
29 July 2018	Vintage Minor Register Pre-War Shuttleworth
8 – 12 August 2018	European Event of The Year - Switzerland



Winner of the Luffield speed Championship was Charles Goddard in PA.1184, seen here driven by Ian Goddard at MGCC Wiscombe in the Autumn. Photo Colin Murrell



Victorious again in The Slade Trophy, Bill and Liz Bennett seen here on the Cotswold Clouds Trial in February 2017. Photo David Cook (Cook Motorsport).

## **TRIPLE-M REGISTER CHAMPIONSHIPS**

### **Mike Linward, Competition Secretary**

#### **Performance review for 2017**

#### **MGCC Luffield Speed Championship Group 2 Road Going Cars under 1500cc**

1st Charles Goddard PA (6th overall in the Southern Division), 2nd Ian Goddard PA (7th overall in the Southern Division). This was Ian and Charles Godard's first year in competition and quite a successful one at that but unfortunately not a lot of Triple-M competition. Maybe 2018 will prove more successful.

#### **Car Of The Year**

1st Colin McLachlan PA, 120 points; 2nd John Gillett K3/s 117 points; 3rd Bill Bennett J2-PA/s 112 points; 4th Ian & Charles Goddard PA-PB 111 points. In the end it all came down to a sporting trial in October for Colin McLachlan. John Gillett's two year stint in the UK and Europe has been hugely successful with his K3. Let's hope it is not too long before both car and driver are back.

#### **Slade**

1st Bill Bennett J2-PA/s; 2nd David Rushton M; 3rd Mark Smith J2.

Once again Bill and Liz Bennett have kept ahead of the opposition but keeping the J2 in top condition does take its toll. Bill's performance over many years with the J2 has been outstanding, winning numerous MCC 'Triples', and ACTC top awards with an all Triple-M car. David Rushton's performance in the M type is also praiseworthy but concentrating on the eight Vintage trials meetings in the standard car class.

#### **Robin Gordon Trophy**

This was won for the second year by C.0287 piloted by Duncan Potter and Emma withers

#### **Speed Championship**

1st Duncan Potter J2/s & C/s; 2nd Colin McLachlan PA; 3rd Roger Tushingham NA/s.

Even a bad accident at the MGCC Brands Hatch race meeting did not put off the determined Duncan Potter. Once driver and C type were restored to full health, the challenge continued as before and was suitably rewarded. Colin McLachlan's performances, mostly in Scotland, were mainly solo Triple-M affairs but it would be good to see a few more cars and drivers out to compete with him north of the Border.

#### **Racing Challenge – Betty Haig Cup**

1st Harry Painter PA/s; 2nd Mike Painter J2-PA/s; 3rd Fred Boothby J2/s; 3rd Charles Jones L1/s. It's encouraging to see a young driver like Harry Painter showing great interest in vintage competition, no doubt helped by his equally competitive father Mike.

There were three other racing awards associated with the MGCC Brands Hatch race:

**The Kimber Trophy**, won by Malcolm Hills in the K1 Monoposto for the first Triple-M car,

**The Mary Harris Trophy**, won by Andrew Taylor in the K3 for the winner on handicap.

**The Don Moore Trophy** won by Mike Davies-Colley in the PA as the fastest unsupercharged four cylinder car.



<b>SPEED CHAMPIONSHIP 2017 – Final Scores</b>			
Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2/s, C/s	Duncan Potter	44
2 <sup>nd</sup>	PA	Colin McLachan	43
3 <sup>rd</sup>	NA/s	Roger Tushingham	36
=4 <sup>th</sup>	K3/s	John Gillett	35
“	M	Frank Ashley	35
6 <sup>th</sup>	PA	Ian Goddard	30
7 <sup>th</sup>	L1	Andrew Morland	29
8 <sup>th</sup>	J2	Brian Galbraith	27
=9 <sup>th</sup>	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
	F1	Steve McEvoy	16
	J2/s	Emma Withers	16
	PB/s	Christopher Broad	15
	NA/s ss	Thomas Hardman	14
	J2	Toby Galbraith	13
	PB/s	Mark Dolton	12
	M	Colin Reynolds	9
	PB/s	Rebecca Gunn	9
	M	David Rushton	8
	PA	Hamish McNinch	8
	C/s	Dave Cooksey	5
	D/s	Christopher Edmondson	5
	M	Andrew Lucena	4
	J2	Wilson Maxwell	4
	J1/s	Stuart Evans	2
	PA	Anne Boursot	2
	L1/s	Andrew Briggs	1
	L1/s	Maurice Gleeson	1

<b>C.O.T.Y. 2017 Final Scores</b>					
Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	2591	PA	MG 3242	Colin McLachlan	120
2 <sup>nd</sup>	545	K3/s	K 3030	John Gillett	117
3 <sup>rd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	112
4 <sup>th</sup>	3610	PA-PB	RC 2066	Ian Goddard Charles Goddard	111
5 <sup>th</sup>	2226	NA/s	MG 3701	Roger Tushingham	104
6 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	101
7 <sup>th</sup>	2063	PA/s	RJS 380	Harry Painter Mike Painter	98
8 <sup>th</sup>	360	PB/s	BTU 260	John Seber Rodney Seber Christopher Broad	92
9 <sup>th</sup>	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	91
10 <sup>th</sup>	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 <sup>st</sup> /2 <sup>nd</sup> September	Bo'ness Revival Speed Hill Climb	Full
9 <sup>th</sup> September	MGCC S.West Centre Wiscombe Park Hill Climb	Full
16 <sup>th</sup> September	VSCC Snetterton Sprint	Full
16 <sup>th</sup> /17 <sup>th</sup> September	BARC Harewood Hill Climb	Full
17 <sup>th</sup> September	VSCC Snetterton Race Meeting	Full
23 <sup>rd</sup> September	VSCC Prescott Long Course Hill Climb	Full
7 <sup>th</sup> October	VSCC Castle Combe Pre War Sports Cars Race	Full
9 <sup>th</sup> October	Monklands Sporting Car Club Trial	Full
15 <sup>th</sup> October	Stroud & District Motor Club Mechanics Trial	Full
21 <sup>st</sup> October	VSCC Rockingham Autumn Sprint	Full
22 <sup>nd</sup> October	BARC Rockingham Sprint	Full
22 <sup>nd</sup> October	Launceston & North Cornwall MC Tamar Trial	Full
11 <sup>th</sup> November	VSCC Lakeland Trial	Full
18 <sup>th</sup> November	VSCC Cotswold Trial	Full
26 <sup>th</sup> November	Bristol Motor Club Allen Trial	Full
2 <sup>nd</sup> December	VSCC Winter Driving Tests	Full

<b>SLADE TROPHY 2017 – Final Scores</b>			
Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	38
2 <sup>nd</sup>	M	David Rushton	16
3 <sup>rd</sup>	J2	Mark Smith	11
4 <sup>th</sup>	PB	Tim Beckh	10
5 <sup>th</sup>	J2	James Mather	9
6 <sup>th</sup>	PB	Roger Tushingham	8
7 <sup>th</sup>	PA	Colin Butchers	6
8 <sup>th</sup>	J2	Charlie Cartwright	5
9 <sup>th</sup>	J2	Jeremy Hawke	4
10 <sup>th</sup>	J2	Thijs de Groot	3
	PA/s	Nigel Gibbons	2
	M	Hans van der Laan	1

<b>The Robin Gordon Trophy for C type cars 2017</b>							
2912	C/s	GX9693	David Potter	Duncan Potter	Emma Withers	88	
2200	C/s	RX8306	Chris Cadman	*	*	77	
1521	C/s	RX8591	Dave Cooksey	*	*	42	
1931	C/s	VD30	Barry Foster	Oliver Richardson	*	34	
404	C/s	PJ6183	Alan Bentley	*	*	9	
81	C/s	JK1932	G & M Morgan	*	*	2	



Winner of the Speed Championship and Robin Gordon Trophy - The C-Type of Duncan Potter and Emma Withers

## Racing Challenge Trophy 2017 The Betty Haig Cup

### Final Scores

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 <sup>st</sup>	PA/s	Harry Painter		0.157
2 <sup>nd</sup>	J2-PA/s	Mike Painter		0.246
=3 <sup>rd</sup>	J2/s	Fred Boothby		0.264
"	L1/s	Charles Jones		0.264
5 <sup>th</sup>	PB/s	Rodney Seber		0.442
6 <sup>th</sup>	K3/s	John Gillett		0.453
7 <sup>th</sup>	QA/s	Barry Foster		0.463
8 <sup>th</sup>	NA/s	Roger Tushingham		0.494
9 <sup>th</sup>	C/s	Duncan Potter		0.550
10 <sup>th</sup>	C/s	Chris Cadman		0.556
11 <sup>th</sup>	PB/s	John Seber		0.633
12 <sup>th</sup>	PA/s, L1	Andrew Morland		0.713
13 <sup>th</sup>	NA/s ss	Thomas Hardman		0.734
14 <sup>th</sup>	J2/s	Mark Reece		0.807
15 <sup>th</sup>	D/s, PB/s	Andy King		0.815
16 <sup>th</sup>	PA	Hamish McNinch		0.820
17 <sup>th</sup>	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



Winner of the Racing Challenge was Harry Painter in the PA

Photo Colin Murrell

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Patina is an over-used description but is very appropriate for Ewan Harris' F-type seen here in Dick Morbey's excellent photos taken during the Register Kernow Wheals Tour of Cornwall. The evidence of a hard working car exemplifies the true spirit of Triple-M motoring, long may it continue.





**In true 'barn-find' condition, the M-type (2M.2805) of Andy and Angie King on display at Stoneleigh. This little car has Brooklands history and, hopefully, will not be over-restored.  
Photo by Dick Morbey**