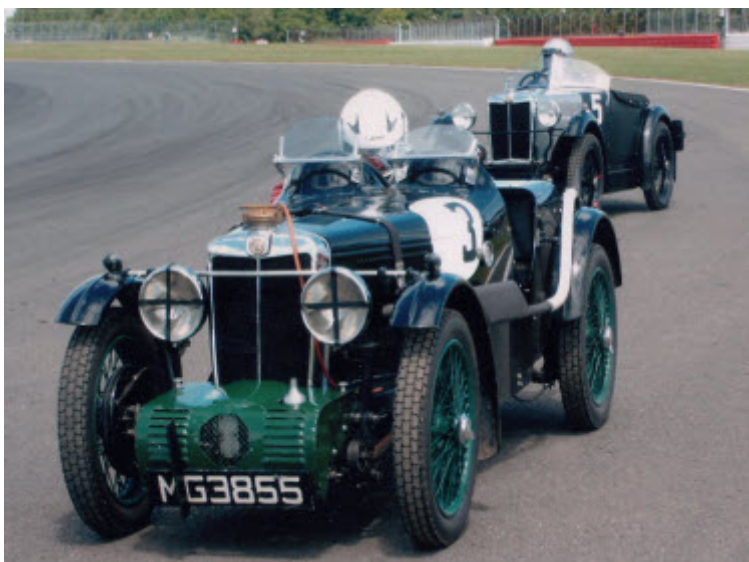


TRIPLE-M REGISTER BULLETIN



September 2009





***Silverstone Sprint - Andrew Morland in his ex Oliver Richardson C-type replica,
with Frank Ashley's M-type behind***

Photo: B. Foster



Black Horse Driving Tests - Peter Green and Andrew Taylor in K3015

Photo: I. Davison

TRIPLE-M REGISTER

BULLETIN No. 51

September 2009

I hope you all enjoyed our bumper edition last time. The colour of the front was supposed to be a gold colour, but came out more yellow than was hoped. We would like to thank all those who helped to make that a memorable issue; however we urgently need our competitive friends to put pen to paper in future to record what is happening out there on the track. We also are lacking historical input; I know there are people out there doing a lot of research, which we would like to see published in this Bulletin

Silverstone has passed for another year, and we had a very good turnout of our cars. I hope you liked the 75th Anniversary display of the P and N-types. We had six of the most interesting cars produced by the MG Car Company. The NA Airline coupe of Colin Tieche created a lot of interest, perhaps because it had a "For Sale" sign on it!! This car hasn't been seen about for 8 years; the last time it was out at one of our events was at the 2001 Triple-M Register event at Prescott.

I happened to find this car about 30 years ago lurking in Saltdean, near Brighton, when it was owned by a motorbike enthusiast. I had acquired a PA Airline just before, and wanted to compare bodies (which incidentally are the same for the Midget and Midgettes). However on leaving, I did say that if he ever thought of selling it to let me know – as one does. About a year later he rang to say that he was moving, and was selling some of his collection, as the new place hadn't so much room. We agreed a price of £300, which seemed a high price at the time, but I did acquire a very complete car in original condition, even down to the spare wheel cover. I was later persuaded to part with it by Colin Tieche, who then carried out a full sympathetic restoration, so that all the timberwork and panels are original. If you fancy this unique car, the current price is around £90,000.

Cover Photo:- Oliver Richardson with the granddaughter of the original owner, George Thomas, of his C-type, with some of his 1930s Trophies, including an MCC Triple award (photo B.Foster)

Our new Yearbook 2008 is now for sale, and if you didn't get it at Silverstone, please contact our Librarian, Peter Hemmings, for your copy, which is good value at £12 plus £2 P&P in UK, £3 P&P for Europe or £5 P&P for Overseas. It has the late Bob Hudson's tale of two C-types, an article by Malcolm Green on trialling in the 1930s, Cathelijne Spoelstra's write up of Oliver Richardson's newly restored C-type, plus a comprehensive article by Andrew Bradshaw on rebuilding Triple-M engines, and Mike Linward's full record of the Competition year. Next year's Yearbook Editor will be Cathelijne Spoelstra, from Holland, which will give us an international slant.

For the 75th Anniversary we produced special Rally Plaques for the P and N-types which were given to those who turned up at Silverstone. A few of these are left, so if you would like one as a souvenir of this event, please send me £3 to cover cost and postage and packing.

Our C-type came back from Silverstone, and used up nearly a gallon of oil. Fortunately these cars have a spare oil tank under the scuttle, which used to feed a carburettor bowl on the side of the sump, so as to top up the engine oil during long distance races. It is not useful for road use as it can overflow the sump, so most C-type owners take out the float and just use it as a feed to top up the engine, with an on/off tap in the pipework, which is what I did twice on the way home! On later inspection I found that the feed pipe from the oil pump to the filter had cracked – again; so I need to sort out this problem. Due to this I will be using the ND at Wiscombe Hill climb.

You may have heard of the reproduction Powerplus blowers that have been made up in America; unfortunately these have been unsuccessful. I took my unit to Derek Chinn, who is the expert on blowers, and he confirmed that the re-design wasn't satisfactory, so he has made up Shorrocks style internals to overcome the original and later defects. He used to race supercharged motor bikes, and developed and built his own blower for these, revving at 16,000rpm! From there he has got into blowers for pre-war cars, covering everything from Marshall, Zoller, Centric, Arnott and Cozette blowers, the latter being used on Austins. He had rejigged the internals of Cozettes before, but this is the first time he has done a Powerplus, so I shall be interested in the outcome.

. Don't forget that you get a free Bulletin for every article submitted, if it is more than two pages we give you two free Bulletins.

MG Silverstone Sprint – Triple-M Class by Barry Foster

It was a bit wet and dull, but the track was more or less dry for most of the time. The Triple-M class was the biggest at the sprint.

Two practice runs, and up to six timed runs were allowed. The course follows the Grand Prix track with the addition of a 'severe chicken' on the hanger straight, to slow things down. This appeared as a solid wall when approached at speed, and had to be driven through – no way to straighten it out.

The Slug (David Downes N-type) did not start, as he had snapped a half shaft on the start line for the Triple-M race on Saturday, and was without a spare. Tim Metcalfe suffered the same mishap in the NB during his first practice run, but the rest of the entries did their stuff... the only minor problem was keeping the engines warm between runs, as it was rather cool in the breeze – must be Summer time!

The Tadpole (Chaz Jones L-type) easily set FTD, not quite breaking one minute. Mr. Toad (Bob Jones same L-type) was close behind, and went home after three runs sitting in second place. However the American Eagle (Peter Fenichel K1/s Special.) slipped in a quickie on his fifth run to demote Mr. Toad to third in class. Jane Metcalfe completed the six-cylinder class in the K1/s Special. borrowed from Peter Fenichel. Jane will be driving the K1 in the "ladies" race at Donington at the beginning of September, so used this opportunity to gain some familiarity with the car.

The Rat (Barry Foster and Andrew Harrington C-type) was first four-cylinder car home. Andrew was Mr. Novice for the day. He has a nice J2, which did its, and his, first race with the VSCC earlier in the year. The J2 couldn't make it, as Andrew was on a weekend pass from his ship, and didn't have time to collect the J2 from Yorkshire so did a 'rent a drive'!!

Mr. Magoo (Andrew Morland P-type) had his ex-Oliver Richardson P-type Special out for the first time after an extensive rebuild. Having run out of excuses, he came second in class just in front of the Red Rooster (Dave "Brownie" Pendlebury-Brown J2) who enjoyed his day out from the care home.

Frank Ashley (M-type) had the honour of being the only un-super-charged car, so came last in class, but beat quite a few for the 'off the line' start time to the first timing beam.

An enjoyable time, which was completed in time for a late lunch.

I think next year more of the Triple-Ms should do it – time for a mechanic to use the race car from Saturday, perhaps a Ladies Class – though an OAP's would be more appropriate!

RESULTS:-

Driver & Handicap	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Improve ment	
Peter Fenichel	K1/s 65.84	64.82	63.75	63.13	62.00		4.62%	2nd
Barry Foster	C/s 67.57	68.47	67.20	66.57	66.17		2.69%	4th
Andrew Morland	PA/s 74.32	72.87	72.01	71.54	72.80		3.32%	3rd
Charles Jones	L1/s 60.94	60.86	61.05				4.91%	1st
Frank Ashley	M 87.61	85.90	85.06	82.97	81.11	83.96	1.09%	6th
Dave Pendlebury- Brown	J2/s 75.78	75.72	74.24				(4.56%)	7th
David Downes	NA/s							
Tim Metcalfe	NB/s							
Jane Metcalfe	K1/s 74.78	71.87	72.05	69.40	69.19		(6.45%)	8th
Andrew Harrington	C/s 78.11	77.68	80.80	77.41	78.43	78.61	(15.34%)	9th
Bob Jones	L1/s 63.23	62.46	63.24				2.41%	5th

The Triple-M Register sets the handicap times solely for the purpose of calculating results for the Triple-M Speed Championship.

MG Live California Cup Driving Tests

11th July

This year there was a good entry of nine Triple-M cars (in a class of 10), the biggest class of the event. Numbers were helped by three entries from Holland, with the J2s of Henri de Jong, Albert Koolma, and Cathelijne Spoelstra swelling the ranks. This was a good proportion of the total entries of 39 – nearly $\frac{1}{4}$. The tests were laid out in the usual car park beside the Main Entrance, and could be tackled in any order, with the best time to score out of the three tries.

Again a team of three M-type were entered to get the Register Trophy back after the Northern Ireland T-types had taken it away from us last year. These M-types were piloted by two girls (Annette Bayne-Powell and Robbie Bugbird entered in their maiden names – Robbie now becoming Mrs Jeremy Bayne-Powell, and Annette becoming Mrs Lee, just to confuse everyone!). The third member of the team was Colin Reynolds, who always does well in these events. A fourth M-type of Frank Ashley, and J2s of Mike Hawke and George Cooper completed the Triple-M list.

The M-type team put up a great performance and took the Register Trophy again, although the only competition, it has to be said, was from the Vintage 18/80 MGs, which are not exactly suitable for tight driving tests! Colin Reynolds score of 366.4 was the best Triple-M score, although the two girls were not far behind with 378.0 and 381.8, beating all the rest in the class.

We would like to see more Triple-M cars entered for next year, and maybe a second team to contest the Register Trophy; as you can see from the results, you do not need a fast car

RESULTS:-

1st	Colin Reynolds	M-type	366.4
2nd	Annette Bayne-Powell	Jarvis M-type	378.0
3rd	Robbie Bugbird	M-type	381.8
4th	Henri de Jong	J2	423.3
5th	Mike Hawke	J2	425.0
6th	Frank Ashley	M-type	427.1
7th	George Cooper	J2s/c	545.8
8th	Cathelijne Spoelstra	J2	547.0
DNF	Albert Koolma	J2	

Coy's Auction at MG Live

It was nice to have an auction back again at Silverstone; the last one was run by Peter Card and his Transport Collectors Auctioneers. This year MG Live was sponsored by Coys, who had four of our cars up for sale. The star of these was the ex-Bill Summers single seater K-type. This was built up by Bob Jones in 1983 with a Godfrey K200 Roots type blower mounted BEHIND the K-type 1500cc engine, and an Armstrong pre-selector gearbox. The weight of this car had been cut down to 1377lbs, a 600lbs saving on a standard K3. This car had won the Brooklands Memorial Trophy at Donington in 1997, the 1992 Mary Harris Trophy in 1992 and the Kimber Race in 2001, amongst many other successes. This car was bid up to £110,000, which seemed reasonably for a highly competitive 6-cylinder K-type; however it was not sold.

Another well-known car was the Cream Cracker replica that had been built up, and campaigned in hill trials by Gerald and Trish Burridge. It featured a side-mounted Marshall 75 supercharger, and a stronger YA straight cut 4-star diff. The Burridges have used it very successfully in the last 30 years gaining many awards including the coveted "Triple". It was also one of car making up the successful "Half Crackers" team, which had won the MCC Team Prize three times. It was estimated at £30,000-£40,000, and the hammer came down at a reasonable £32,000, which will no doubt help Gerald and Trish in their retirement projects!

The other Triple-M car on offer was a very nice supercharged cycle winged J2, that belonged to Stan Ward who brought it out on regular occasions like the Brooklands Day and the Regency Run. The estimate on this was £27,000-£32,000, so its hammer price of £28,500 was a good result.

A supercharged single seater P-type (PA2002) looked very Alfa Monza like with its recent Rod Jolley body, and had its 998cc engine mated to an ENV75 pre-selector gearbox. This car was said to have been campaigned by Nigel Musselwhite. This car had an estimate of £30,000-£40,000, but went for £25,500 in the end.

However it is a different car to Nigel's PB which he built up with me in Kent in the 60s, and went under the name of "Phoebe" – the PB! It was then fitted with a truncated 2-seater body. I have found a

photograph of Nigel Musselwhite's "Phoebe" which I was sprinting at Silverstone on October 1970, which I reproduce below:-



"Phoebe" the PB at Silverstone Sprint, October 1970

As well as the cars, there were some rare 1930s MG Car Co publications, which were fiercely fought over, with Gerry Wadham of Sussex Sports Cars taking most of them, home for his millionaire Swedish collector. The "Luck of the Game" and the "Luck of the Game again" covering the 1931 and 1932 Ulster TTs went for £120. A copy of "Mille Miglia", the 48-page celebration of the K3s winning the 1933 event went up to £430. "The Epic of the Double Twelve" a six-sided A5 booklet on the 12/12 M-type covering the race and car specification was sold for £200. Incidentally, accurately reproduced copies of the "Luck of the Game" and "Mille Miglia" are available from the Librarian at the very reasonable price of £8.50 and £11.00 +P&P respectively. Other very rare items were "A Chequered Career" a 14-page leaflet covering the exploits of the C-type, which was sold for £500,

and "Action" an 18-page leaflet featuring coloured photographs of the MG successes in 1935 which went for £240. A similar 16-page leaflet, called "Supremacy", featured the MG successes of 1934 sold for £340. "At The Sign Of The Octagon" a 16-page publication on lovely thick vellum paper, covering the Vintage cars and the M and F-types went for £360. "The Greatest Achievement of the Year" was a 32-page booklet covering Goldie Gardner's record breaking runs in EX135 in December 1938, which realised £220.

A copy of Barre Lyndon's book "Circuit Dust" went for only £120, due to quite a bit of damage to it. The Coys write up on these Automobilia items in the catalogue was very poor, not even mentioning the fact that several items were less than perfect, nor even giving the number of pages or the size of the publication, which is always very well done by Peter Card's outfit.

The real surprise of the day however was the selling of a bound copy of Volume 1 of the "Sports Car" magazine for £775, which was followed by Volume 2 " for the same price, while 16 loose copies from 1937-39 went for £600. The Car Club was recently offered a complete set for £2000, but unfortunately turned it down.





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MG Live! Silverstone Race Meeting

11th July – by Mike Linward

The promised afternoon rain did not materialise, so the Triple-M race was held in fine weather conditions. David Downes' race finished before it started, as the offside half-shaft on his NA failed at flag drop and he had to be pushed off the grid. Tony Seber in the Wolseley Hornet Special took the early lead, followed closely by Tom Dark's Q-type. These two had opened up a noticeable gap by the end of the first lap from the XPAG-engined PA of John Bishop, who now led another small group from Paul Mullins, Charles Jones, Mike Dowley, Andy King, Peter Fenichel and Tim Metcalfe in the 'Phoenix Park' Lagonda Rapier. Barry Foster and Peter Green made up the next close group, with the remainder of the field some 7 seconds further back. Jane Metcalfe and the unblown J2 of Fred Boothby completed the field.

By the end of the second lap, Paul Mullins had overtaken John Bishop, and Andy King had overtaken Mike Dowley, Tim Metcalfe had overtaken Peter Fenichel and Dave Cooksey had overtaken Howard Maguire, otherwise the order remained the same. By the end of lap three, Tom Dark and John Bishop had retaken second and third place, while Mike Dowley and Peter Fenichel had got in front of Andy King, who might well have spun. Arjen van Geldren had overtaken Peter Green, who had slipped back some 8 seconds, and was now in 12th place.

By the end of the fourth lap, both Mark Reece and Fred Boothby had slowed noticeably, and had been lapped by the first five cars. However the battle for the first three places remained very tight, with less than a second separating the three cars; John Bishop had once again retaken second place.

By lap 5, there was still less than a second between the first three cars, and they were beginning to pull away from the remainder, with Tom Dark just back in front. Significantly, the Wolseley had the better speed coming into the pit straight, and managed to get ahead as they crossed the start/finish line. Jane Metcalfe had now been lapped

By the end of lap 6, Tom Dark had re-taken the lead, and opened up a small gap between John Bishop and Tony Seber, now in third place. Phillipe Douchet and Oliver Richardson joined the group of lapped cars. By the end of the 7th lap, Tony Seber was back in the

lead, closely followed by Tom Dark; Dave Cooksey and Howard Maguire both being lapped.

The order remained the same for the last lap, and Tony Seber won the race from Tom Dark by a third of a second, one of the closest finishes seen for some years, with almost half the racers being lapped; Barry Foster was the last car on the same lap as the winner.

RESULTS

Race 9 – Kimber & Mary Harris Trophies Race:

- 2nd** Tom Dark QA/s – (1st Triple-M, 1st in Class D, Kimber Trophy Winner, 13th on H/C)
- 4th** Paul Mullins K1/s – (2nd Triple-M, 3rd in Class E, 7th on H/C)
- 5th** Charles Jones L1/s – (3rd Triple-M, 4th in Class E, 5th on H/C)
- 6th** Mike Dowley PB/s – (4th Triple-M, 2nd in Class D, 9th on H/C)
- 8th** Peter Fenichel K1/s Spl. – (5th Triple-M, 2nd in Class C, 1st on H/C and Mary Harris Trophy Winner)
- 9th** Andy King KN/s – (6th Triple-M, 5th in Class E, 11th on H/C)
- 10th** Barry Foster C/s – (7th Triple-M, 3rd in Class C, 4th on H/C)
- 11th** Peter Green K3/s – (8th Triple-M, 3rd in Class D, 2nd on H/C)
- 12th** Arjen van Gelderen KN/s – (9th Triple-M, 4th in Class D, 15th on H/C)
- 13th** Dave Cooksey C/s – (10th Triple-M, 4th in Class C, 3rd on H/C)
- 14th** Howard Maguire K3/s – (11th Triple-M, 5th in Class C, 10th on H/C)
- 15th** Phillipe Douchet K3/s – (12th Triple-M, 5th in Class D, 14th on H/C)
- 16th** Mark Reece PB/s – (14th Triple-M, 6th in Class C, 16th on H/C)
- 17th** Oliver Richardson C/s – (14th Triple-M, 7th in Class C, 6th on H/C)
- 18th** Jane Metcalfe NB/s – (15th Triple-M, 8th in Class C, 12th on H/C)
- 19th** Fred Boothby J2 – (16th Triple-M, 1st in Class A, 8th on H/C)
- out of 19 finishers.
- David Downes NA/s failed on the start line with a broken half-shaft.

The Black Horse Driving Tests

9th August

This meeting has been going on for many years, and starts with a genteel picnic in the field that is allotted to us by the owner of the Pepperharrow Estate. It has been organised by Patrick Gardner since its inception, and takes its name from the natter pub in Gomshall, where many Triple-M people used to meet, before it became a fish restaurant and promptly closed! This event is more like a Gymkhana despite its name, as two people are in each car and have to perform various tasks.

This year the tests were more of the driving test variety following devious routes round bamboo poles, crossing or backing over lines. Three tests were tackled first, and when everyone had done these, the second set of three tests were set up. Twelve cars entered the driving tests but there were other Triple-M cars spectating, including Nick Dean in his smart supercharged PA, and our Librarian Peter Hemmings in his KN.

This year it was also nice to see an invasion of the Green clan, with Peter, and daughter, Elizabeth, with husband Andrew Taylor, with TWO K3s to add to the sights and sounds of the day.

A class for M-types had been created and four of these turned up, driven by John Haine, Val Davison, Patrick's ex-Buddy Shapiro car, and our own Jarvis version. It was also nice to see the younger generation taking part, for which this event is ideal, giving a safe environment for getting to grips with a Triple-M car.

The overall winner was Nick Bengner, showing that he hasn't lost his touch; he never seemed to be very quick, but the battle is to get the tests right and clean.

Results:-

1st Nick Bengner	J2
2nd George Ward	PA
3rd Tom Mason	J2
4th Philip Bayne-Powell	Jarvis M-type
5th Jack Westbrook	J2
6th Peter Green	K3
7th Patrick Gardner	M-type
8th Andrew Taylor	K3

9th Rosemary Bayne-Powell NA Allingham
10th John Haine M-type
11th Val Davison M-type
12th Alex Gardner J2



**Nick Benger getting the most out of his winning
mount
(photo – I. Davison)**



**Black Horse always brings out a good
selection of cars**

VSCC Prescott and 75th Anniversary Hill Climb Weekend

By Mark Dolton

Friday 31st July 2009

It was an early arrival at the campsite on Thursday evening in order to prepare for the additional Friday meeting to compliment the VSCC 75th anniversary week, and to accommodate an exceptionally high level of entrants for the full weekend. The Friday meeting ran 2 practise sessions in the morning, and two timed runs in the afternoon. The weather stayed warm and sunny until late on Friday, providing a good dry surface for some very competitive times. Again there was a strong contingent of Triple M cars, and the competition is certainly hotting up between us all, regardless of where we finish in our respective classes.

3 results stand out. Ian Seymour Smith took full class honours in the PA/PB Special, Duncan Potter got over-excited to take 1st in handicap in class 3, and Jane Metcalfe took the 75th Anniversary Ladies Award in the Mulette.

Ian Seymour-Smith's MG PA Special was extremely competitive, recording a quickest time of 53.32 in class 8, taking 1st place. This car is a re-creation of the car developed by talented Cambridge-based engine tuner, Don Moore, who built the works Lister Jaguar engines, and was close friends with Brian Lister and Archie Scott Brown, all members of the Cambridge 50 Car Club.

Don Moore acquired his MG in the late 1930s, and almost immediately looked for ways of improving the car's performance. The engine power was significantly increased (70+bhp) and the ultra low-line body was fitted. The re-panelled body frame is from the original car, which was dismantled by Don Moore in the late 50s. Don Moore competed with his MG at Prescott in 1952 as part of the C.U.A.C team.

In class 3, I knocked nearly 2 seconds off my previous time from last year in the PB, 55.26, and things were getting exciting as Duncan Potter wound up the C type, and pushed hard as the red mist increasingly descended into his crash hat on the start line. He knocked nearly 4 secs off his previous best, to record 56.84! (El Bandito!). Richard Jenkins followed on with a 61.51 in the Mulette.



The Don Moore PA/PB Special Above- Don Moore himself in action
Below – as driven by Ian Seymour-Smith this year (Photo Richard Sloman)





Richard Jenkins powers through the Esses in the N Type Magnette (Photo Richard Sloman)

Peter Haynes took the honours of the quickest MG of the day, with a very competitive 52.85 in the Q Type replica. It was another fantastic day, with the racing condensed into one day; it just left those of us who had missed out on a Sat/ Sun entry to fire up the BBQ and offer advice and support from a prime spectating spot just outside the ale tent for the rest of the weekend!!!

Results :-

Class 2 – Standard and modified sports cars up to 750cc Unsupercharged

6 th	No.16	Frank Ashley	M Type	59.88
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**Class 3 – Standard and Modified sports cars 1100-1500cc
Unsupercharged and up to 1100cc Supercharged**

3 rd	No.44	Mark Dolton	PB	55.26
6 th	No.40	Duncan Potter	C Type	56.84
1 st	Handicap			
10 th	No.43	Richard Jenkins	N Magnette	61.51

**Class 8 – Special Sports Cars up to 1100cc and up to 750cc
Supercharged**

1 st	No.94	Ian Seymour-Smith	PA/B Special	53.32
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**Class 9 – Special Sports Cars 1101-1500cc Unsupercharged
and up to 1100cc Supercharged**

5 th	No.106	Peter Haynes	Q Type Replica	52.85
8 th	No.110	Jane Metcalfe	Magnette	56.08
			75 th Anniversary Ladies Trophy	

Overall Fastest Time of the Day:

No.196	Robert Cobden	Riley Falcon Special	42.75
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Sat 1st August – VSCC Prescott Practise

The rain fell heavily through the night and into the morning, and the campsite began to get interesting. Even the rescue truck needed rescuing by the tractor! Unfortunately the rain continued through the day, causing practise to be a bit of a survival exercise.



**Dr Gill Collins in the J2 negotiates the heavy rain
(Photo Richard Sloman)**

Ian Baxter's Bellevue Special twitched dramatically in the wet conditions, just about hanging on to the tarmac at Pardon, the obvious power proving an interesting but thoroughly exciting handful. It was only after the finishing line, and on the return road, that the wheel bearing finally gave up under the strain, and the wheel promptly detached!! But a practise time was recorded, so Ian swiftly departed Prescott, called in a favour, and had the car repaired and back in the paddock for the next morning. A great effort!

With practise safely negotiated, attention turned to the unofficial trial course - the campsite!! It was a wonderful evening with many old and new faces coming together for a few drinks and a BBQ. Many thanks to Fred Boothby and his wife for their hospitality, and to all that helped with the evening. Fine food was washed down with various combinations of Pimms, Speckled Hen and Laphroaig, and the brave topped it all off at the Jazz party until the early hours.



**Sven Algren's N Magnette tentatively exits the Esses
(Photo David M Jones)**



**Hot Topic! Simon Hope in K3015
(Photo David M Jones)**

Sun 2nd August – VSCC Prescott

So we all woke - wearily! The weather had finally changed, and the sun shone brightly once more. Everyone headed over to the paddock to absorb the great atmosphere. Yet again, Prescott served up its usual social, and family, atmosphere; the Orchard had an impressive varied collection of cars - as always, and in the Paddock, a quite stunning collection of Bugattis was a certain highlight. On the track, it was business as usual in the dry conditions, with some very competitive performances from the Triple M members.



**Jane Metcalfe rounds Orchard in the Magnette
(Photo Ian Davison)**

The MGs performed well, with times getting better throughout the day. However in what was a very competitive event, only one award was claimed- 2nd Handicap going to the PA/Riley special of Tony Wood. It really had been 3 fantastic social days, mixed with excellent competition, and we are all already looking forward to next year!



**Rebecca Gunn in the Q type Replica
(Photo Richard Sloman)**

Results VSCC Prescott 2009:

**Class 1&2: Standard and Modified Sports cars 750-1100cc
Unsupercharged and Up to 750cc supercharged**

Entrants in class: 20

15th No.20 Roger Glister M Type 70.23

**Class 3: Standard and Modified Sports cars 1100-1500cc
Unsupercharged and Up to 1100cc supercharged**

Entrants in class: 26

24^h No.49 Dr Gill Collins J2 66.36

**Class 4: Standard and Modified Sports cars 1500-2000cc
Unsupercharged and Up to 1500cc supercharged**

Entrants in class: 20

10th No.72 Sven Algren Magnette 59.08

Class 9: Special Sports Cars 1101-1500cc Unsupercharged and up to 1100cc supercharged

Entrants in class: 14

8 th	No.178	Jane Metcalfe	Magnette	55.65
11 th	No.177	Simon Hope	K3	56.86

Class 10: Special Sports cars 1501cc-3000cc Unsupercharged and up to 2250cc Supercharged

Entrants in class:14

8 th	No. 205	Tony Wood	PA / Riley Special	51.13
			2 nd Handicap	

Class 13: Pre 1941 Racing cars up to 1100cc

Entrants in class:24

9 th	No.263	Rebecca Gunn	Q Replica	49.97
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Class 14: Pre 1941 Racing cars 1101-1500cc

Entrants in class:25

6 th	No.289	Ian Baxter	Bellevue Special	45.94
FTD	James Baxter	Frazer Nash Single seater		41.54sec

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VSCC Throckmorton 75th Anniversary Sprints

5th August

By Mark Dolton

This was a special one-off event, organised as part of the VSCC 75th Anniversary week, combining a ¼ mile drag race, with a highly entertaining and very quick sprint course. We arrived at 7:30am to find Throckmorton airfield closed, with VSCC officials in a minor panic. Now they claim the chap with the key, was lost but there had been a few social events at the Malvern Show ground the night before, so we came to our own conclusions. Anyway after some intuitive gate opening, we set up shop for the day...in the pouring rain.

Throckmorton is a pretty bleak place in the rain and the coffee/catering van that arrived was smaller than an M type, but luckily did eventually fire into life! The weather persisted during the straight line sprint, but eventually broke into glorious sunshine once more just before lunch. Now the sun was a very welcome addition, but as things heated up so did the neighbouring landfill site, and even the clouds of Castrol R couldn't compete with that fragrance!!!

All in all the day was incredible value for money for those competing, and great fun with us rarely out of the cars, although due to the temporary nature of the venue, spectating spots were not optimal.

i) Straight line Sprint

Pretty straight forward.....floor it!!!! Off the line and off down the run way for a ¼ mile. No maps required. Luckily the conditions didn't affect this event too much, although the more powerful cars struggled for traction off the line.

Jane Metcalfe took 3rd in class 3, and Duncan Potter took 2nd on handicap, proving the advantage of the lightweight C-Type and driver! The MGs of James Gunn and the Painters took 3rd / 4th and 5th in class 13/14.



**Duncan Potter C Type 2nd in class 3 on handicap
(Photo: Peter MacFadyen)**

Results 75th Anniversary Straight line Sprint

Class 3: Standard and Modified Sports cars 1100-1500cc Unsupercharged and Up to 1100cc supercharged

Entrants in class: 13

3 rd	No.30	Jane Metcalfe	Magnette	18.75
8 th	No.27	Duncan Potter	C Type	20.78
2 nd	Hcp			
9 th	No.30	Mark Dolton	PB	21.06
10 th	No.28	Dr Gill Collins	J2	22.35

Class 4: Standard and Modified Sports cars 1500-2000cc Unsupercharged and Up to 1500cc supercharged. (5 Entrants)

3 rd	No.44	Sven Algren	Magnette	19.41
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Class 13/14: Pre 1941 racing cars up to 1500cc (14 Entrants)

3 rd	No.134	James Gunn	Q Type replica	16.23
4 th	No.127	Mike Painter	Kayne Special	16.57
5 th	No. 133	Alan Painter	PA Special	17.39

FTD Mac Hubert ERA R14D 13.28 Sec

ii) Twisty Sprint

This was far more of a challenge, and by this stage the track was dry. It was very interesting to see an ERA get lost, and combine a number of U-turns into the course; he was not the only one! Cones marking out the course don't help with spotting the corners from a distance. After 2 practise runs everyone had it sorted, and the initial layer of mud and gravel had been pushed off the line in places, but it still remained exceptionally slippery.

The course combined a really quick flat out sweeping left, a quick tough right hander and a number of tight slippy chicanes....proving to be heart stopping and fun at various places!!

In class 3, I managed to break 50secs, along with Duncan in the C-type to take 3rd and 4th; chuffed to bits, as we were two of the smallest cars in the class. Mike Painter finished 3rd in class 13/14, just 1 sec behind ERA R12C. A great day out, and a great way to finish a number of fine events over the week.



**Alan Painter's PA special on the ¼ mile
(Photo: Peter MacFadyen)**

Results 75th Anniversary Twisty Sprint

Class 1&2: Standard and Modified Sports cars 750-1100cc Unsupercharged and Up to 750cc supercharged

Entrants in class: 9

8 th	No.2	Frank Ashley	M Type	55.94
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Class 3: Standard and Modified Sports cars 1100-1500cc Unsu- percharged and Up to 1100cc supercharged

Entrants in class: 12

3 rd	No.30	Mark Dolton	PB	48.27
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4 th	No.27	Duncan Potter	C Type	49.84
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6 th	No.30	Jane Metcalfe	Magnette	50.41
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12 th	No.28	Dr Gill Collins	J2	58.56
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Class 4: Standard and Modified Sports cars 1500-2000cc Un- supercharged and Up to 1500cc supercharged

Entrants in class: 5

4 th	No.44	Sven Algren	Magnette	61.08
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Class 13/14: Pre 1941 racing cars up to 1500cc

Entrants in class: 12

3 rd	No.127	Mike Painter	Kayne Special	43.86
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FTD Overall: Mac Hubert ERA R4D 37.33sec

Many thanks to the photographers for the use of their fantastic photos. Photographs are available at these respective websites:

David M Jones : www.dmj-photography.co.uk

Richard Sloman: www.richardsloman.com

Peter McFadyen: www.petermcfadyen.co.uk

FUTURE EVENTS

12th Sept MGCC Wiscombe Hill Climb 01963 440941
18-20th Sept Goodwood Revival meeting 012437 55055
26th Sept VSCC Loton Park Hill Climb 01608 644777
17th October MGCC Castle Coombe Sprint 01235 555552
24th October VSCC Goodwood Sprint 01608 644777
25th October Stoneleigh Restoration Show 0845 0179683
13-15th Nov NEC Classic Car Show necclassicmotorshow.com

WE REGRET TO RECORD THAT BOB BRASSINGTON WAS RECENTLY KILLED WHILE DRIVING HIS MGF. HE LOVED HIS MOTORBIKES AND HIS N-TYPE, BOTH OF WHICH HE TOOK ABROAD ON RALLIES. WE SEND OUR SYMPATHIES TO HIS FAMILY. ANOTHER TRIPLE-M STALWART HAS BEEN LOST TO DANGEROUS DRIVERS



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Car Of The Year 2009

Scores to 25th August

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	99
2 nd	909	J2-PA/s	FW 3909	Bill Bennett	95
3 rd	2134	K1/s Spl.	MG 3094	Peter Fenichel	87
4 th	1883	J2	PO 8865	Patrick Gardner Tim Beckh Jack Westbrook Alexander Gardner	65
5 th	1270	NB Cresta	MG 4750	Bob Clare	54
=6 th	1595	M	PG 1045	Frank Ashley	50
"	2960	J2	AM-30-25	Thijs de Groot Cathelijne Spoelstra	50
8 th	2170	PB	CLX 112	Mark Dolton	49
=9 th	2631	K3/s	JB 1472	Brandon Smith-Hilliard	48
"	3205	K3/s	JB 7526	Peter Green	48
11 th	3	J2	DG 5404	Mike Hawke	44
12 th	1428	J2	DG 6142	Nick Bengel Tom Mason	43
13 th	1426	NA/s ss	Bellevue Spl	Ian Baxter	39
14 th	1647	NB	JB 6864	Bill Abbott	37
=15 th	108	M	OU 4824	Mike Dalby	36
"	2000	K3/s	MG 3570	Peter Green	36
=16 th	605	L1/s	MG 2802	Bob Jones Charles Jones	34
"	920	PA/s	TG 8337	George Ward	34
=18 th	2175	PB	JB 7524	Elizabeth Taylor	32
"	3017	J1 Salonette	UG 3585	Jim Collier	32
=20 th	2912	C/s	GX 9693	Duncan Potter David Potter	31
"	2579	M	MG 874	Valery Davison Ian Davison Alex Reid	31
22 nd	2272	C/s	LJ 4444	Oliver Richardson	30
=23 rd	3298	PA/s	OSL 309	Les Procter	27
"	1018	J2	MG 2853	Philip Coombs	27
=25 th	158	PA	BJO 800	Peter Down	26
"	1533	PA-PB	WV 5012	Dick Morbey	26

“	1931	C/s	VD 30	Bary Foster Andrew Harrington	26
“	2362	NA	BTT 726	Richard Jenkins	26
“	2028	NB/s	MG 3694	Jane Metcalfe Mike Allison Tim Metcalfe	26
30 th	1521	C/s	RX 8591	Dave Cooksey	24
=31 st	2285	C/s	RX 8803	Laurie Poolman	21
“	600	J2/s	WJ 7070	Diane Humphreys Ken Robinson	21
“	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	21
=34 th	135	KN Saloon	BYK 340	Peter Prosser	20
“	1419	J2	AGJ 540	Paul Miller	20
“	797	K1	ALB 871	Peter MacDonald-Card	20
=37 th	80	J2	DE-46-64	Henri de Jong	19
“	2495	J2/s	AKN 535	Dave Pendlebury-Brown	19
=39 th	1751	M	UV 7468	Brian Bassett	18
“	81	C/s	JK 1932	Sandra Hudson	18
“	3311	F1 Styles	WM 7730	Patrick Gardner	18
“	156	K1/s	APC 950	George Ward	18
“	1	NA/s	JB 3852	Jane Metcalfe	18
“	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	18
=45 th	1278	F1	MG 1313	Ian Goddard	17
“	738	J2	UP 8871	Colin Henderson	17
“	664	PA/s	BLB 209	Paul Duncombe	17
“	283	M	SVS 374	Patrick Gardner	17
=49 th	2501	NB/s	AAM 372	George Eagle	16
“	1823	PA	WO 9320	Terry Andrews	16
=51 st	833	PB	VH 8903	Bary Smith	14
“	2141	PA/s	RC 3349	Derek Richards	14
“	1135	M	SV 5438	Alan Grassam	14
“	3027	PA	TJ 9043	Michael Legg	14
“	2517	M	SV 6402	Roger Glistler	14
=56 th	968	PA	BU 8079	Roger Davies	13
“	2200	C/s	RX 8306	Philip Bayne-Powell	13
“	2615	PB	BOF 564	Tim Beckh	13
=59 th	2793	NA	JN 4402	Ken Hall	12
“	845	M	PG 5027	Mike Cleary	12
=61 st	2821	F1	MG 1375	Norman Williams	11
“	1156	PA-PB	AAD 264	Nick Dean	11
“	2920	J2	JA 4275	Jonathan Marsh	11
“	2703	PA 4 str	MG 3452	Tony Wild	11

“	1164	PA	YSV 703	Fred Boothby	11
“	-	QA/s ss	-	Tom Dark	11
“	2188	M	GH 4434	Colin Reynolds	11
“	1388	PA/s	RV 7500	Brian Rhead	11
=69 th	3272	J2/s	APG 718	Colin Bird	10
“	789	NA	YS 7798	Keith Hall	10
“	761	J2/s	APU 280	David Downes	10
“	609	PB/s	ARY 614	Mike Dowley	10
“	2761	K1/s	MG 2794	Paul Mullins	10
=74 th	1000	PB/s	JB 7521	Brandon Smith-Hilliard	9
“	248	J2	MGJ 2	Bev Smith	9
“	65	PA/s	DPH 228	Nigel Gibbons	9
“	2789	PA 4 str	VYC 529	Keith Jackson	9
“	2591	PA	MG 3242	Colin McLachlan	9
“	2957	PA 4 str	JC 2222	Geoff James	9
“	1870	PA	AYY 38	Malcolm Kirby	9
“	2312	D	GG 6097	Alastair Cowe	9
“	1976	J2/s	JF 5278	Gl Collins	9
“	670	PA	BFY 711	Richard Holl	9
“	724	J2	HS 7065	Rodney Lambert	9
“	1550	PA	567 CRU	Peter Scott	9
“	148	M	OY 1548	John Haine	9
“		F1	GX 6019	Will Spoehrer	9
“	1650	M	DV 4449	Robbie Bugbird	9
“	2913	PA/s	MG 3855	Andrew Morland	9
=90 th	2694	J2-PA/s	Kayne Spl	Mike Painter	8
“	1659	PA	VL 5643	Terry Davies	8
“	105	KN/s	BFY 658	Argen van Gelderen	8
=93 rd	1049	PB/s	VH 8637	Gerald Burrige	7
“	1171	NA All'ham	MG 3538	Keith Portsmore	7
“	1516	K3/s ss	-	Jeremy Hawke	7
“	1985	K3/s	CS 3009	Philippe Douchet	7
“	2133	KN/s ss	-	Andy King	7
“	1486	K3/s	JB 3181	Howard Maguire	7
“	407	J2/s	XJ 4982	Peter Batty	7
“	2951	K1/s	AXC 219	Peter Card	7
=101 st	1591	J2/s	YJ 892	David Stanbie	6
“	1537	PA/s	LV 8989	Patrick Gardner	6
“	534	NA	HH 8103	Bill Bennett	6
“	1710	F1 Jarvis	IU 2474	Peter Tabb Philip Bayne-Powell	6

“	2697	PB/s	CRE 569	Mark Reece	6
=106 th		PA-PB	BMH 34	Ian Seymour-Smith	5
“	423	J2	DU-FG-86 H	Christian Höptner	5
“	1208	PB	BOK 244	Keith Leaver	5
“	162	ND/s	BKL 265	Philip Bayne-Powell	5
“	27	J2-PA/s	DRV 740	Malcolm Roberts on George Cooper	5
=111 th	3009	J2	AGO 497	Peter Hemmings	4
“	633	NA	LAS 368	Tony Hay	4
“	2227	KN	MG 4282	Peter Hemmings	4
“	950	L1/s	MG 2349	Ian Davison	4
“	2742	J2	DG 7828	Robin Hamblett	4
“	126	L2	ANB 431	David Naylor	4
117 th	2823	F1	GY 5 141	Robert Walker	3
=118 th	877	M	WL 9297	James Fanshawe	2
“	1710	F1 Jarvis	IU 2474	Peter Tabb / Philip Bayne-Powell	2
“	2070	J2/s	JY 1146	Roger Chamberlain	2
“	390	J2	AUV 334	Robert Sandford	2
“	3227	J2	JW 3166	Steve Clarke	2
“	289	M	VE 1259	David Morgan	2
“	1367	PA/s	MG 3921	John Wells	2
“		PA/s	-	Mike Painter	2
“	1235	L1/s	JB 6878	Bryan Ditchman	2
“	3063	F1	IA 9830	John & Lou Shorten	2
“	3173	PB	APW 774	David Sherman	2
“	741	PA	ATO 387	Bill Cullen	2
“	2692	J2	SW 4156	Brian Galbraith	2
“	625	F1	OV 9757	Wean Harris	2
“	3000	F1	SFO 992	John Hopkins	2
“	119	J2	KG 1600	Paul Edwards	2
“	2284	J2	OB 5374	Colin Henderson	2
“	1777	PA	BEV 518	Ron Warr	2
“	1600	D	PO 5751	Ted Hack	2
“	1824	PA	LV 7661	Nick Wiles	2
“	1902	PA	BXW 869	Brenda Adams	2
“	1112	M Coupé	GG 3949	Mike Allison	2
“	2194	M Saloonette	YC 7352	Richard Lee	2
“	869	F1	GY 4981	Robin Smith	2
“	2751	L1	MG 2557	Ceirog Hughes	2
“	1963	PB	YS 5081	Keith Wallace	2
“	411	L2	JB 1649	Geoffrey Jarvis	2

“	1187	PA/s	EO 5823	Colin Wallace	2
“	1293	J2	ALG 182	Dennis Wharf	2
147 th	1463	NA/s	BUU 964	David Downes	1

Results from the following events are the only ones that have either been submitted or analysed since the last Bulletin, and hence are the only ones that make up the 2009 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Sec's 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:

20 th June	VSCC Cadwell Park Race Meeting	Full
28 th June	MGCC SE Centre Summer Navisat & Gymkhana	Full
5 th July	MAC/VSCC Shelsley Walsh Clubmans Hill Climb	Full
5 th July	Henstride Auto & Aero Day Auto tests	Part
11 th July	MGCC 'MG Live' Silverstone International Race	Full
11 th July	MGCC 'MG Live' California Cup Driving Tests	Full
12 th July	MGCC 'MG Live' Silverstone Sprint	Full
31 st July	VSCC 75 th Anniversary Prescott Hill Climb	Full
1 st /2 nd August	VSCC Prescott Hill Climb	Full
9 th August	Black Horse Trials – Pepper Harrow	Full
9 th August	MGCC SE Centre Summer Gathering	Full

SPEED CHAMPIONSHIP 2009

Scores to 26th August

Position	Car/s	Driver	Points
1 st	K1/s Spl.	Peter Fenichel	31
2 nd	L1/s	Charles Jones	28
3 rd	C/s	Barry Foster	26
4 th	M	Frank Ashley	22
=5 th	NB/s, K1/s	Jane Metcalfe	16
“	PB/s	Mark Dolton	16
7 th	J2/s	Dave Pendlebury-Brown	14
8 th	K3/s	Peter Green	13
9 th	C/s	Dave Cooksey	12
10 th	PA/s	Andrew Morland	11
=11 th	C/s	Oliver Richardson	9
“	L1/s	Bob Jones	9
13 th	K1/s	Paul Mullins	8

14 th	J2	Fred Boothby	7
=15 th	PB/s	Mike Dowley	6
“	PA/s	Les Procter	6
“	J2/s	David Downes	6
=18 th	PB/s	Mark Reece	5
“	KN/s	Arjn van Gelderen	5
“	K3/s	Philippe Douchet	5
“	Q/s ss	Tom Dark	5
“	KN/s	Andy King	5
“	K3/s	Howard Maguire	5
“	C/s	Andrew Harrington	5

Racing Challenge Trophy 2009 The Betty Haig Cup Scores to 26th August

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 st	K3/s	Brandon Smith-Hilliard		0.376
2nd	K1/s Spl	Peter Fenichel		0.434
	PB/s	Peter Haynes	2	0.438
	QA/s	Tom Dark	1	0.200
	C/s	Barry Foster	1	0.375
	PB/s	Mike Dowley	1	0.400
	C/s	Dave Cooksey	1	0.500
	K3/s	Peter Green	1	0.600
	K1/s	Paul Mullins	1	0.600
	K3/s	Howard Maguire	1	0.625
	PA/s	Mike Painter	1	0.667
	J1/s	Stuart Evans	1	0.680
	PB/s	Mark Reece	1	0.750
	KN/s	Arjen van Geldren	1	0.800
	L1/s	Charles Jones	1	0.800
	C/s	Oliver Richardson	1	0.875
	J2/s	Andrew Harrington	1	1.000
	KN/s	Andy King	1	1.000
	NB/s	Jane Metcalfe	1	1.000
	J2	Fred Boothby	1	1.000
	K3/s	Philippe Douchet	1	1.000

The Trials and Tribulations that beset a Registrar by Tony Sloan – (Australia's pre-war Registrar)

(Reprinted from the Pre-War Register of Australia's Newsletter)

I first met Stan Edwards in 1978. He lived just down the road from me, and he had a large shed full of old Lucas parts, which were just the thing for restoring my P-type. He was getting on at that time, but had a great memory, and could lay his hands on even the smallest component, in what to me seemed total chaos. Years later I discovered that he had run a used car dealership in the 1930s, specialising in MGs, and I was fortunate to obtain from him a copy of the works sheets on each car that passed through his hands. These were hand written in almost perfect copperplate and extremely detailed. Little did I know that Stan and his work sheets would cause me such anguish in the future. The problem was that Stan did many engine swaps as part of the preparation for sale of the cars, often having blocks rebored and held ready for the next instant rebuild. This was not a problem except that it appears Stan also swapped the guarantee plates, probably to keep matching the engine numbers.

Stan was not the only offender, as I have found several other cars in the same situation. It is quite reasonable to assume that your car's chassis number is the one on the guarantee plate, and herein lies the problem with PA 0490. Here was I wondering how a car that I last saw in the 1970s could reduce to such a damaged heap of bits in such a relatively short time. Well it hadn't – by a strange coincidence, on the very day that the Newsletter was published, Graeme Davies posted a photo on the website of a PA in Yackandandah, Victoria, purporting to be PA 0490. This car was exactly as I remember it from the 1970s and in running order.

The hand of Stan Edwards strikes again. In 1939 Stan replaced the engine in PA 0490 with engine number 743AP (nicely documented in his work sheet), and must have removed the guarantee plate. He then had engine 840AP in stock, together with the PA 0490 guarantee plate, which was subsequently fitted to the car which we had assumed was PA 0490. Thanks to Gary and Wayne Carne, the chassis stamping on the car in Yackandandah has been checked, and was found to be PA 0437, which was at Stan's yard at about the same time, adding further support to the swapping of guarantee plates theory.

This now added a further complexity to the saga, as Ray Skewes' P-type has the PA 0437 guarantee plate, so further investigation was called for. On detailed examination of Ray's P-type chassis, it was now established that his car is PA 0487, the confusion arising from damage to the 8 resulting in it being confused with a 3. Luckily the factory in its wisdom used a square-topped 3 for chassis stamping, which simplified the identification no end. PA 0487's original owner was Colin Dunne who later competed in the 1938 AGP in K3030, so there is every chance PA 0487 was also used in anger by Colin – wait for the next exciting episode on this car. So a new guarantee plate has now been made up for PA 0437, and the PA 0490 guarantee plate returned to its rightful chassis. PA 0490 is being restored by Robert Gibson in Newcastle, and it is interesting that despite many years of abuse, the remains of PA 0490 still include engine 743 AP as fitted by Stan Edwards in 1939.

The moral of the story is “do not believe the information on the guarantee plate”, so check the actual chassis number in the front offside knuckle, where the front spring meets the front cross-tube. My own Jarvis M-type's chassis was found to be under an M-type in America, and on checking back through two previous owners, I found that the two cars had been owned by the same person, who had rebuilt our car with the best parts from the two cars, and then sold the remains to a chap in Northern Ireland. I am not going to take my car apart to swap the chassis in the States for mine – Ed)

CELEBRATING 75 YEARS OF THE MG NA MAGNETTE

By Peter Kerr

I have selected several variations of the NA Magnette to provide a description of the variations produced. Thanks to the owners for the information provided. I have selected 1934 production, as this was the introduction to the last of the OHC crossflow six cylinder MG racing engines. Many NAs raced at circuits such as Bathurst. My file photos show that most bodies copied the NE tail, and were clad in aluminium. The Melbourne built Aspinal tails were rarer then, and today!

Lets start with the NE Magnettes - The NE Magnette was conceived for the sole purpose of gaining an entry in the RAC Tourist Trophy Race at Newtonards. The new regulations for 1934 meant the K and N sports bodies were too heavy for an unsupercharged MG racer. The factory devised an aluminium covered body with staggered seats to reduce cockpit width. Seven were built and C.J.P. Dodson, an ex-motorcycle rider, won the 1934 Tourist trophy after six hours and thirteen minutes of driving on the narrow & winding road circuit, at an average speed of 74.65 mph. Leonard Lord withdrew MG from competition in 1935, so the NE had only a short career as a factory racer. Once the Ulster ban on superchargers was lifted, blowers were fitted. Two were exported and raced in Australia prewar. Both were supercharged at times to remain competitive. NA 0520 is owned by Peter Briggs in WA. NA 0516 was sold in the UK in 1990, & now lives in Germany with Karl Wiesmann. It seems originality today decrees the NEs run with carburettors

NA 0518 - Three NE Magnettes were built at the MG works in mid 1934. These were NA0517, 518, & 519 and registered JB 4606, 4607, and 4608 respectively just a week before the Light Car Club's Relay Race at Brooklands on July 21, 1934. The 3 NEs appeared on the entry list as the M.G. Car Club Ladies' Team with Irene Schwendler, Doreen Evans, & Margaret Allen as drivers. However, with factory mechanics, plus M.G. management, both present, few failed to conclude that this was a team of brand new M.G. racing cars that would qualify as Tourist Trophy Race entries. The three black-painted cars ran consistently in awful baptismal weather and came in third.

NA 0518 was driven by Doreen Evans at an average speed of 87.85 mph. That was a wonderful introduction to a life of racing, which continues to this day, & was followed by the RAC Ulster TT Race on September 1, 1934. Unfortunately, NA 0518 retired with a collapsed road wheel. NA 0517 was 2nd in class, and NA 0519 retired with a failed distributor.

NA 0518 competed successfully in three trials later in 1934. In December 1935, the M.G. factory installed a K3 engine (15K626), plus a preselector gearbox. The racing life continued. In March 1937, it crashed at the Brooklands Easter meeting and a larger blower was fitted at that time. The life of decline, which occurred to most obsolete racing cars, was in evidence by the mid 1950s. In late 1955, the NE was exported to USA. In January 1972, the current custodian, Pete Thelander, bought it. He fitted engine AN579 (1408 cc) in 1992, and still enters the



M.G. in club events in USA.

NA 0476 - This NA was built up with a special body after being road wrecked in 1955 in California. Lars Jacobsen raced the Magnette at Palm Springs, Santa Ana, & Pebble Beach in the 1950s. His son Michael is the current pilot, and races it enthusiastically at club events. I watched him lap NA 0518 at Buttonwillow raceway in May 2009.

This NA has a number of novel features, incorporated in the rebuild. It has a lightweight body, 16" wheels, Bendix aircraft brakes, and bungee shocks. Engine number AN 1089 is in situ, and the engine develops 75 HP at 6,500 rpm.

This Magnette special runs in the Sports racing class in the USA.



NA 0613 - This standard 4-seater NA was restored by Terry Sanders of Oakland, California. It is in concours condition and has engine number AN866 fitted. The Magnette has been added to the collection of MGs in the dockside warehouse.



AUSTRALIAN BODIES

To complete the celebration of 1934 our N Magnettes, the Australian bodied NAs provide a unique contrast. Details and history of the 3 M.G. selected are covered in the Pre-war MG Register of Australia website.

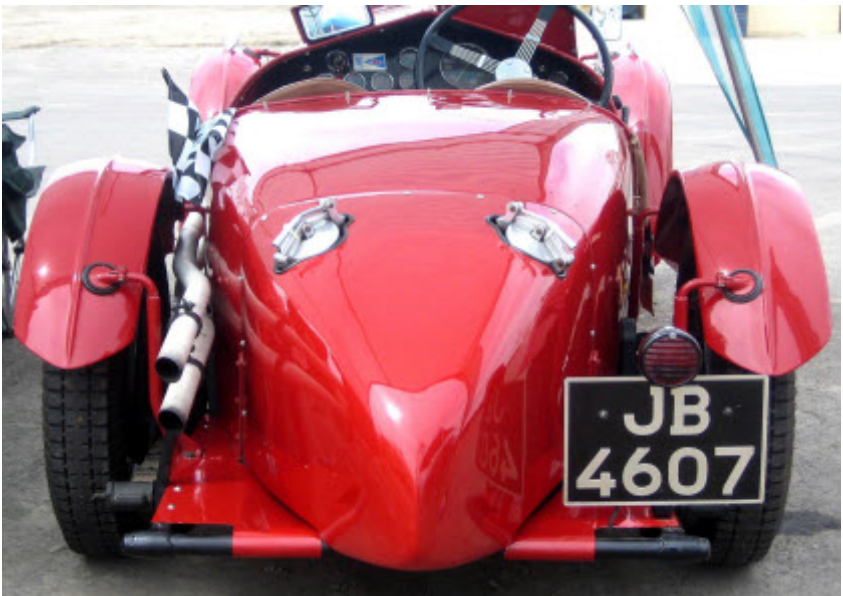
NA 0550 - This CAMS log book NA is run in open competition in Australia by Peter Kerr . The N type was available ex factory as a rolling chassis with engine, gearbox, radiator, and all running gear, but minus body. This enabled importation into Australia duty free. Several body builders worked closely with Australian distributors of M.G. cars. Lanes Motors of Melbourne was the main importer and contracted the innovative builder, C.F.S. Aspinall of Armadale as its Assembly Station and body builder. Racing drivers of the day preferred the high scuttles and cutaways instead of doors.



NA 0281 -This Magnette is campaigned by Walter Magilton



NA 0278 - This special is modelled on the NE body and is owned by Doug Keith



Rear view of NA 0518



Rear view of NA 0550

YOUR LETTERS

From Bob Clare

Dear Philip,

I thought the Bulletin might be a good place to air a topic which doesn't appear to have been discussed much recently, and that is the taping the spoke ends on the rims of wire wheels.

I raise this topic because of our recent Silverstone trip experience. We were driving from Winslow to Buckingham on Friday 11th. July when we had a sudden, not to say alarming, puncture to the tyre of the near side rear wheel.

Changing the wheel took just under 4 minutes, but the enthusiasm engendered by this feat was much dampened when I pressed the starter button and got – nothing. But that's another story.

Using the starting handle got us going, and on reaching the Best Western Buckingham Hotel where we were billeted, I met up with Ken Hall (NA 0373), who kindly accompanied me in a search to find a tyre repair shop.

Despite my having a spare inner tube with me, not one of the five garages we called on in Buckingham would touch the job. Various excuses were offered – “we only do alloy wheels now” – “oh no we don't touch painted wheels we might damage the paint” etc.

So now to the point of the story. On Saturday I drove the car over to the Dunlop mobile tyre centre at Silverstone. I was met with sympathy, co-operation, immediate repair and advice. My thanks to the folk who manned the operation.

They said, “oh dear – hope you didn't end up in the ditch”, they examined the outer cover (which was declared OK), removed the old tube, fitted the new, inflated the tyre and balanced the wheel and all in 10 minutes flat.

I have e-mailed Dunlop with expressions of appreciation. Then the lead engineer said, "of course the problem was that you taped the spoke ends". "Really?" I replied, "I thought that was standard practice." "Ah" said he "it's OK, even advisable, with centre spoked wheels, but with the outer spoked ones we often find that the tape works down from the rim into the centre well, where it wrinkles and rubs the inner tube".

Well something certainly did!

I'd really like to know what the other users of outer spoked wheels think about this. I certainly don't want another blow-out like that one, but equally I don't want the bother of removing the outer covers from the 15 wheels I rotate around the NB and the PA, just to remove the tape!

Comments please?

From David Downes

Dear Philip,

I hope this photo will bring a smile to the readers of the Bulletin.

"David and Sandra?? Downes at the start of the Mugello Stradale in June 2009 in the square at Firenzuola."(photo by Maisie Foster)

The explanation is that Barry's C type had clutch problems, so he navigated for me in place of Sandra. We thought that perhaps the organisers might not notice! We had of course already cleared the change with the organisers.

Regards



From Cathelijne Spoelstra

Dear Philip,

I have just finished reading "Spreading my Wings" by Diana Barnato Walker, daughter of millionaire racing driver Woolf Barnato of Bentley fame and herself at one point 'fastest woman of the world'. Now, while reading books about the 30s, one tends to look out for things M.G. I wasn't disappointed, for, in between her wonderful stories on the ATA and the RAF, I suddenly read the following:

"I haven't said much about my sister Virginia since our childhood, but I can bring her in now. Having gone to RADA, she had decided to become an actress, and had been seeing a young actor by the name of Morton Lowry. My mother had not approved and so took Virginia off to America to visit our relatives, where she got a part in a play in Hollywood opposite Pauline Frederick, a well-known actress of the day. The play ran on well, so Mama came back to England for Christmas. Virginia was 21, so Mama couldn't boss her about any more.

Virginia had left with Morton her gold and diamond cigarette case and her red M.G. car. Morton soon sold the case, borrowed 50 pounds from Eddie Spielman, the antique dealer, and took the car to America on a ship 'steerage' (cheap), then motored to California, where he got a part as a junior lead opposite Virginia in the same play. They married in 1938 - on stage. My parents were dismayed. Virginia had a son, but the marriage was not a success and they divorced after the war when they returned to England."

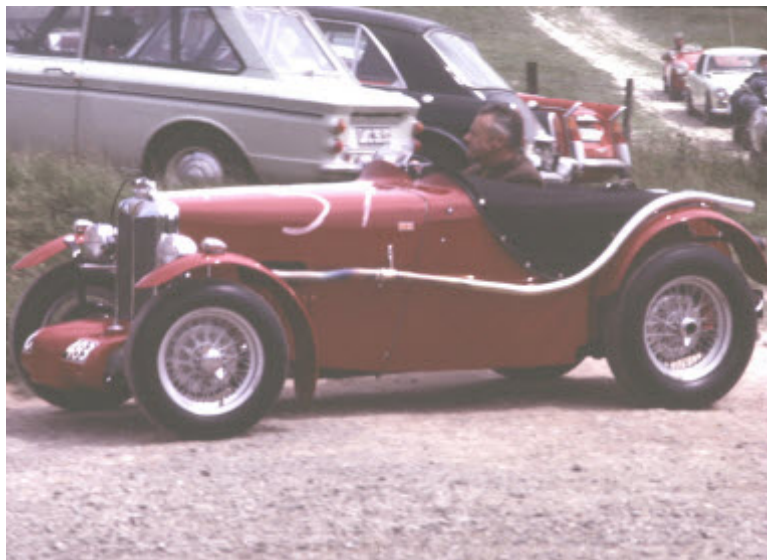
I wonder if this car, which obviously may have been a Triple M, is still about somewhere. Does anyone out there own a car with the name Barnato, Isaacs (the name Barnato was adopted by Diana's grandfather, who was originally called Isaacs. I have no idea how official the name Barnato really is.) or perhaps the name Lowry on its list of former owners? Would be nice to find out what type of M.G. it was - if indeed a Triple M - that crossed America in the 30s, wouldn't it? Can anyone help?

Kind regards,

From Ian Davison

Dear Philip

I saw the picture of Geoff Coles' car at Firle in the last Bulletin. I can go one better than that: one with him in it, taken on the same day. Late 1965 I would guess.



From Stuart Lightbody

Dear Philip

Thank you for your much appreciated efforts re the MMM Bulletin. As you may be aware, Dick Morbey recently reported on the renovation of my 76-year-old J2. Unfortunately, because of a stroke at the end of May, I was not able to show off "the Mog" at the MG Live, Silverstone.

I have made contact with a local MG Car Club member living nearby, who once owned a J2 and currently owns a 1949 TC. He has been kind enough to visit and give the J2 and myself a run around the local lanes.

I feel the proposed 'upping' of the subscription is worth every penny and don't know how it can be done for so little.

TIPS AND HINTS

If you have considered changing the colour of your wheels, but have been put off by the nuisance of taking off the tyres, and potentially damaging the paintwork, I have an alternative. On our Jarvis M-type the green of the wheels didn't match the green of the body colour, so I decided to paint them black. Firstly the tyres were deflated, and then pages of a magazine (being stronger than newspaper) were inserted between the wheel and the tyre, suitably cutting a crescent shape on one

side to follow the curvature of the wheel. But this wouldn't stop the paint from sticking the wheel to the pages, so I then inserted short cut-offs of ½" beading around the rim – about 6-8 are probably needed. The wheels can then be sprayed with your chosen colour, preferably using Smooth Hammerite, which has a good resistance to chipping. Spray one side at a time, and make sure that runs do not come through onto the far side – wipe these away if necessary. Once the first side has dried, the timber spacers can be removed and the magazine pages removed, to be used on the second side, where again you need to be careful not to overdo the spraying, otherwise the runs will affect the finish of the first side. Once dry remove the pages and wedges, and reinflate the tyre, and you will have a newly painted wheel, without the hassle of taking the tyre off, and saving the cost of having them stove enamelled/powder coated.

Tony Hebdon (46 Silverdale Road, Ecclesall, Sheffield S11 9JL Tel. 0114 235 1963 Mob.07976 956416) had a stand at MG Live and had reconditioned carburettors for sale. I bought a downdraught carburettor for the M-type for £130, which I thought was good value considering that it would cost about that to recondition your own unit.

ITEMS FOR SALE

Martin White (71 Deepfield Road, Bracknell Berks, RG12 2NG Tel 01344 424258 or 01344 425364 evenings) has for sale:-

A pair of L150 headlamps, £90; 18" wheel, £25; J2 Bonnet, £100; spare wheel rack, £40; J2 radiator cowl (main bit only for restoration) good, £50; radiator/front engine mounting (bodged) £30; pair p-type door handles, need rechroming, £40.

Simon Cauthery (2 Elm Tree Close, Old Newton, Stowmarket, Suffolk, IP14 4HD, Tel. 01449 673086) has for sale a complete M-type front axle assembly, including stub axles, hubs (no king pins), together with a clutch pressure plate, rusty but good, £50 the lot.

ITEMS WANTED

Martin White (71 Deepfield Road, Bracknell Berks, RG12 2NG Tel 01344 424258 or 01344 425364 evenings) is in need of a J2 hod frame mounting bracket (same as P,F,L etc)

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Club Chairman, John Day, making himself useful on Stefaan Vernyns' Jarvis F-type body
Photo: S. Vernyns



A young Mike Allison in Syd Beer's ex Harvey-Noble Q-type at Brands Hatch in the 60s.
Note the primitive covered scrutineering bay behind!



***The California Cup Register Trophy winners receiving the trophy from
Bill Wallis
L to R Robbie Bugbird (with mascot Toby), Colin Reynolds and Annette
Bayne-Powell***



***The Exmoor Rut - the Australians with their borrowed N-type admire the
scenery of the moor***

Photo: M. Robertson