

TRIPLE-M REGISTER BULLETIN



June/July 2014



More N-Types



***Gerhard Maier at his refurbished BP petrol pump with NA0468,
his ND which he restored 40 years ago.
Photo from Gerhard Maier***



***Spectating at Curborough, a special-bodied NA (NA0627)
- Photo: Gerry Richards***



BULLETIN No. 79

June/July 2014

Front Cover Picture: Peter Kerr of the Sunshine Coast of Australia shows off his 1934 MG Magnette NA 550, at the MG Rally at Missingham Park in Ballina.

Editorial

I recently enjoyed seeing some of our Triple-M fraternity at the VSCC Curborough Speed Trials. This was the 50th event and in the programme was a list of the competitors for the inaugural 1964 event including Ray Masters in the Ted Lund Special PB. You'll find a photo of Ray in the same car on the bulletin back cover. Unfortunately I was not able to stay to the end of the Curborough meeting and missed seeing the Bellevue special beat the ERAs.as described in Mark Dolton's Race and Speed Round-Up. However, to pursue the N-Type 80th anniversary theme, you'll find inside the front cover a photo of a special bodied N-type taken at Curborough by my son Gerry.

I am pleased to announce that the latest Yearbook is available at £12 + P & P from the Triple-M Register's on-line Library Shop see <http://www.triple-mshop.org/>

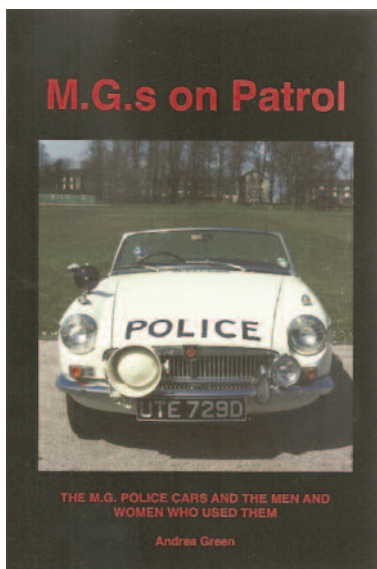
The shop also has the 2nd edition of Andrea Green's "MGs on Patrol" at £14.99 + P & P. Despite the MGB on the cover there is much Triple M content. To save postage, buy them at MG90!

Furthermore, the shop has the newly available Triple M Enamel Lapel Badge (£4 inc. postage worldwide) and Leather/enamel Key Fob (£6.60 inc. postage worldwide)

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Future Events

21st/22nd June.	MG90 Silverstone	www.mgcc.co.uk
6th July	VSCC Shelsley Walsh Hill Climb	01608 644777
3rd August	Annual Summer Gathering	See below
4th-10th Aug	VSCC 80th Anniversary at Peterborough	01608 644777
13th August	Gerrard's Cross Show	See page 3
4th-7th Sept	N. American National Meet	See page 4
8th-11th Sept	Return to France	See page 4

Triple-M Register Summer Gathering

The Triple-M Register's annual Summer Gathering with BBQ lunch is again being organised by Peter Green and will take place at his home in Farnham Royal on Sunday 3rd August, commencing at 11.30 a.m. The event, which celebrates its 10th anniversary this year, is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a self-judging pride of ownership and a light hearted gymkhana for those who want to take part, as well as some other fun competitions to keep everyone amused.

The cost of entry is £15 per person which includes the BBQ lunch and drinks throughout the day. Peter regrets that it will not be possible to enter on the day as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone. Please also note that the number of participants is restricted to 120, so please enter in plenty of time to avoid disappointment.

An entry form is included with this Bulletin and can, if necessary, be downloaded from the 'Document Downloads' page of the Triple-M website www.triple-mregister.org.

Petwood Concours 2014.

It is with regret that the Petwood Hotel and event organisers must postpone this popular event for 2014 due to an extensive garden restoration programme taking place at the Petwood. It is fully anticipated that the event will resume in 2015 in an even more beautiful setting, with dates and details to be published early in the new year.



Abbeyfield
Where older people find a home



Gerrards Cross Annual Classic Cars & Motorcycle Event at



**The Memorial Centre
Gerrards Cross**

**Wednesday 13th August 2014
from 12.00 Midday**

**A wonderful opportunity to bring your family and
friends to see an amazing collection of vintage cars and
motorbikes (Pre 1987)**

Spectator entry - £1

(Children under 14 – free!)

All net proceeds to charity

Light Refreshments & Licensed Bar Available

**A Charity Event in aid of Abbeyfield (GX) Society and the Rotary Club of Gerrards Cross & Chalfont St Peter
in association with Gerrards Cross Community Association**



“A Return to France”

John and Lavinia Bevington would be delighted to repeat last year's very successful Triple 'M' trip to Hambye France from Monday 8th September to Thursday 11th September 2014.

There will be the usual mix of good food and wine, visits to local places of interest and car treasure hunt and no doubt a chance to visit local markets, finishing with a Gala Dinner.

The dates are chosen to fit in between the Beaulieu Auto Jumble ending on Sunday 7th September and the first day of the Goodwood Revival Meeting on Friday 12th September allowing participants to attend all three events if they have the stamina!

Anyone interested in booking up for the 'Return to France' should contact John & Lavinia on Tel No. 0033233508925 or Email j-lbevington@wanadoo.fr

Or

Patrick Gardner Tel No. 01372 452133

Email patrick@ptrickgardner.com

Or America?

The North American MMM Register invites you to the National Meet held in conjunction with the US Vintage Grand Prix and Festival at Watkins Glen from September 4th-7th. We hope for a good attendance for the 3 day event.

If any members are planning a holiday in America this year, with or without a car(!) this is an event not to be missed. Have a look at the register website www.nammmr.org.



Chairman's Jottings

by Dick Morbey

The season in the UK is now well and truly under way and the current focus is on MG90 – Silverstone – on 21st and 22nd June.

But first we can look back on the successful MGCC Silverstone National Race Meeting of March. 'Our' race has been hailed a great success and the Register is very appreciative of the efforts of those who organised the event and competed in it. Commiserations go to Hamish McNinch who was injured when his C-type pitched in and rolled as he took a slow exit onto the grass after losing tyre pressure. Thankfully he is now home and we wish him well for a continuing and complete recovery.



Sadly however there will be no Triple-M race at MG90; the combination of the mixture of cars on the grid and the use of the GP circuit, both of which seem likely to be a feature of the main Silverstone event, do not lend themselves to our cars. We are working with the Club to see whether we can get race slots at other MGCC race meetings of more appropriate circuits.

MG90 will see much evidence of Triple-M cars. There will be approximately 23 separate Triple-M models on display in the 2-day 90 year time line; there will be a special 25th anniversary display of two of the Millbrook record-attempt cars; and there will be an interesting Triple-M car to be seen in the main Club Pavilion alongside an enlarged Register stand and meeting area. And of course there will be a large Register parking area

The California Cup offers an opportunity for some gentle competition on Saturday, and Sunday will witness the Sprint. All are welcome – indeed I'd like to appeal for volunteer marshals to assist at the Sprint, please.

The splendid 2013 Yearbook produced by Editor Cathelijne Spoelstra is now available. You can buy copies at Silverstone, or directly from our Librarian Peter Hemmings, or through the web shop.

As you may know, Robin Hamblett wishes to step down as our Registrar and happily in Graham Arrondelle we have found his successor. Graham is a Triple-M stalwart and he will be taking over very shortly. We have also received offers to assist the Registrar, so the future in this department looks bright!

I'll close by mentioning that our plans for a 2015 touring event are still gelling. The aim is to base this in and around the Lincolnshire Wolds. The dates and finer details will be made known shortly.

Best wishes to all.

Dick Morbey



Minutes of the Triple-M Register Annual General Meeting held at the Ship Hotel, Weybridge, on 5th April 2014.

Committee members present:- D Morbey, G Eagle, B Milton, P Green, E Taylor, P Hemmings, M Linward, J Hawke.



Members who signed the Attendance Register:- Mrs G Morbey, C Hobbs, M Pancheri, Mrs M.Pancheri, G Wilder (MGCC Director), B Clare, Mrs V Duncombe, Mrs S Hudson, P Prosser, R Davies, Mrs S Davies, M Allison (Register President), C Wallace, M Gratte, Mrs A Allison, B Foster and B Abbott.

1. Apologies for absence:- M Dolton, B Richards, C Spoelstra, R Hamblett, F Ashley, I McKay, Mr and Mrs T Metcalf and K Hall.

2. Minutes of the 2013 AGM - the minutes of the meeting held on 3rd March 2013 were agreed as a true record. Proposed M Linward and seconded by P Hemmings. Unanimously accepted.

2. (i). Matters arising. Due to lack of printing space no action has taken place in quoting gearbox numbers in the printed Register.

3. Chairman's Report D Morbey welcomed all to the meeting with a particular welcome to MGCC Director G Wilder, who is responsible for representing the Register at Board meetings, and M Allison, Triple-M Register President. The reason for departing from the usual AGM format was to increase attendances and encourage feedback from members.

The Chairman's report is mainly about what the Register did in 2013; there were many successes but also some disappointments. The Register's own events followed a well tried formula: attendance at the March AGM was sparse, the dinner and prize giving was held at the Ship in April followed by the MG day at Brooklands. P Green's Summer Gathering in July was the usual success with 116 people and 49 Triple-M cars. August saw the Welsh Marches event, which attracted 112 people and 61 Triple-M cars, and was judged to be very popular by all concerned. Earlier in the year the Kimber Classic trial and gymkhana had taken place in the South West and was well supported, including the usual enthusiastic element from Holland.

The main 2014 touring event will be the The Highland Stravaig which will take place in Scotland in May, organised by C McLachlan and his team.

Plans for a touring event in 2015 are at an early stage, with the Lincolnshire Wolds currently being investigated.



One of the disappointments last year was the absence of the Triple-M cars from the pre-war race at MG Live. The reason was the Club's decision - without consultation - to enlarge the grid by including so-called FISCARS (1950s Sports Car Racing Club GT and production cars) and therefore no Triple-M cars were entered. The situation was dealt with by close working with the Club and persuading the race committee that Triple-M cars should retain an important place in the Club's race calendar. The result of much activity was a good grid of cars at the March 2014 Silverstone meeting on the national circuit. It was a great day with 5 C types, 2 N types, 2 P types and a Q type.

During the year other matters dealt with under governance included issues relating to dealing in cars and spares, Traders generally, car identity issues, car valuations, Triple-M committee procedures and the Club's rules.

Registrar R Hamblett registered 25 newly discovered cars, taking the total on the Register to 3,559 - and that does not include a further 400 or so that are known but do not have Register numbers. The Committee has recently decided to be more critical when deciding whether or not to include cars on the Register. Now, when a car changes hands and the new owner applies to register it, the aim is to validate or revalidate its identity by requesting objective photographic evidence, and in an increasing number of cases, by physically inspecting the car. R Hamblett has been Registrar for the last 4 years and has shown diligence and judgement in the task. However, due to work and family commitments he now wishes to hand over, so the search is now on to find a volunteer. R Hamblett was thanked for the huge contribution he has made.

The Register Library is in the capable hands of P Hemmings with support from M Dolton and others.

The web shop has now been up and running for over a year and was a useful contributor to library sales, the largest source of the Register's income. M Dolton also contributes events reports, often from the perspective of a competitor.

The Web Site continues to evolve under the management and guidance of webmaster N Feakes who has also managed the technical pictures project with a team of helpers.

B Richards has been Bulletin Editor for 2 years and has continued to bring about many improvements to the quality and content. To save money and improve the quality the Committee recently appointed a new supplier for printing and distribution of the Bulletin, which is now all colour. P White ably looks after the Bulletin subscriptions, currently there are 420 subscribers; 318 in the UK, 64 in the EU and 38 in the rest of the world.

During the year J Hawke was welcomed to the Committee as Safety Fast Scribe where he has already left his mark in a positive way as well as making useful and informed contributions at Committee. The Yearbook is edited by C Spoelstra who delivered the well-received 2012 edition on time. A huge amount of work is involved



in ensuring the content is both interesting and well written. The 2013 edition will be out in May, but the Editor wishes to take a break in order to write other MG books, after producing the 2014 edition.

Amongst E Taylor's many jobs is managing all the advertisements in the Register publications as well as being a supreme organiser of the Register's social events. M Linward, Competitions Secretary, undertakes the important role of compiling competition results for the Register's premier awards which in 2013 were: COTY which had 155 participants, the Speed Championship with 31 entrants and the Race Challenge with 20. The Slade Trophy for trial had 15 entrants but 12 of these entered for only one event. B Bennett competed in at least 16 trials in 2013. Altogether all these cars entered 56 events, and that is not including social events.

In closing D Morbey acknowledged the great contribution made by officers B Milton, Treasurer, and G Eagle, Secretary. There have been various times during the year when the Register had to deal with situations requiring special and delicate handling and their solid and dependable support has been much appreciated.

Previous Registrar B Clare emphasised that the Register should not be a validation service in the matter of identification of cars. The Register should adhere to current practice and take information received in good faith. He also thought that any move to provide more information on the chassis stamping on knuckles might encourage some to cheat given the current intrinsic value of Triple-M cars.

4. Secretary's Report. G Eagle stated the Register owes D Morbey a large vote of thanks for his stewardship of the Register in a year that has at times required skilful diplomacy and tact. As a retired Company Secretary he is an avid taker of minutes who then promptly turns them into accurate reports. He has put in a very large amount of time, as witness the number of activities in 2013 and the papers he has written to the MG Car Club, e.g. Insurance valuations etc.

As reported in the Chairman's report the Welsh weekend was judged a success. The other members of the working party were D Morbey, P Green, E Taylor and Mike Linward. All put in a lot of work to ensure success, including M Linward who made two visits to Wales to ensure the route was acceptable. G Eagle booked and organised the Triple-M presence at the Stoneleigh MG and Triumph Spares day. A lot of support was received from D Morbey and P Green both before and on the day. Thanks are also due to Committee members R Hamblett, B Richards, members P Scott, R Champ and P Lansdown all of whom assisted with stand duty. The Register is also very grateful to C Smith (K3008) and O Richardson (C0272) for agreeing to show their cars - they were a major attraction. Library sales were £800 with the new lapel badge proving to be very popular. It was also very nice to meet so many members including those from Europe e.g. W Kallenberg, S Vernyns, G Lenaerts and his son. There has been the usual contact with members on a range of subjects, e.g. contact the Scottish centre to help a lady whose Mother had died suddenly and whose Father was being



moved from an island to the mainland. He had a complete but dismantled all matching numbers F1 Magna which was unknown to the Register. The help included advice as to selling price and advertising the car on the Register's web site; the car sold very quickly. At the request of J Day, MGCC President, the Secretary jointly with P Green inspected the partly rebuilt LI Continental Coupe for T Andrew's widow Margaret and issued a report for her. Other activities in the year included attending, with D Morbey, the two MGCC Council meetings, assisting him in the review of the Register guidelines, inspecting a K3 replica and writing a letter to advise the owner of our decision etc. The sale of metal badges continues at a steady pace with 13 sold in 2013 and 6 so far in 2014. In order to increase awareness M Dolton, in conjunction with P Hemmings, is looking to make a link from the Library web page to the badge order form. MG90 will be busy as usual - especially on the Triple-M stand in the main marquee. As in previous years assistance will be given to P Hemmings with manning the stand. It would be nice if volunteers came forward to man the Register's allotted car parking.

G Wilder, Director mentioned that the Club Chairman B Silcock intends to book one big area for Stoneleigh 2015 and then sublet it to the various Registers.

5. Treasurer's Report. B Milton opened his report by also thanking D Morbey for all his work in the last year. He was pleased to report that again the Register's reserves increased by a further £5351 to a total of £34110. With the exception of 2011, when the Register subsidised the 50th anniversary event, in the last 6 years the reserves have risen from £23195 to £34110. These reserves have enabled the Register to enhance the web based shop with new items and provided additional web site based technical and historic information. Income. The major source of income continues to be from selling Library books and publications. As post and packing is now shown as a separate item, the true figure for library sales show a surplus of £9484, an increase of over £2200 from last year. Both annual events organised by team Green, the Annual Dinner and Summer Gathering, generated a £680 surplus. The Welsh Marches event was subsidised to the tune of £600, a proper use of Register funds. Regalia and metal badges sales show a slight fall from last year but still generated a surplus of £938. The item shown as a prior year adjustment on the Income and Expenditure is a figure agreed with the Financial Officer of the MGCC. Previous reconciliation problems of the PayPal account in respect of Bulletin sales and Subscriptions drove the recommendation to change the Bulletin subscription to a 1st January scheme. Expenditure shows an increase of £2514 over last year; £1971 of this increase is due to PayPal charges, these reflect the increased volume of business via this medium which charges on average 4.5%, and the inability to recover all the VAT on expenditure. The increased depreciation is due to writing down the two PCs for the Bulletin Co-ordinator and the Registrar. An additional £1000 over last year's spend was invested on the web site which is well justified by the large increase in the web based shop sales. There are no recorded bad debts. Stock. Full details are as shown in the breakdown of the Income and Expenditure sheet which follows the guidelines laid down by the MGCC thereby ensuring there is no carry forward of stock of questionable value. All costs involved are absorbed in the current year with the



exception of metal badges where the closing stock is 19. The M Green book has been written down to a quantity of 71, although physical stock is greater, and the 8 unsold P Thelander books purchased in 2013 have also been written off. Debtors amount to £848, none of whom give any concerns. Creditors - none except anticipated £0.62 Corporation Tax due on interest earned. The accounts show an accrual of £1424 for 2014 Bulletin prepaid subscriptions. Fixed Assets include the two PCs and two trophies valued as previously at £2800. Summary. Having total reserves of £34110 without any significant creditors puts the Register in a good position to make plans for future investment. Following on from last year's report, the attempt to drum up Yearbook sales with about 20 new outlets were to no avail. A full set of the accounts was made available to the meeting. Proposed the accounts be accepted M Allison, seconded B Clare. Carried unanimously.

6. Election of Officers. M Allison took over the chair and proposed that the existing Officers D Morbey, G Eagle and B Milton be re-elected as Chairman, Secretary and Treasurer respectively for the next 12 months. Proposed - B Clare and seconded M Gratte. Carried unanimously.

7 Election of Committee. D Morbey proposed that the Committee numbers be increased from 11 to 12 as permitted by the Club rules. Seconded by P Prosser and carried unanimously. Two Committee members M Linward and E Taylor are due to stand down on a 3 year rotation and J Hawke, who was co-opted as Safety Fast Scribe, is to be elected. Proposed that M Linward and E Taylor be re-elected, and J Hawke be elected D Morbey, seconded by M Allison. Carried unanimously.

8 AOB. M Allison stressed that a Register number is not an identity, the chassis number must be used to verify identity, particularly as some cars have been built "around a log book". B Clare also emphasised that chassis stampings can vary, for example he has seen offset 8s used as 3s, also not all period stampings are correct. In answer to a question about stampings on new engine blocks B Foster stated he uses the original number followed by a slash and the number 2. It was agreed this was good practice and should be made public. C Hobbs enquired if the MGCC could publish a list of members, i.e. as currently practised by the VSCC. It was noted that VSCC members can opt not to have their names included in the publication. It was also noted that currently the MGCC does not have a reliable record of cars owned by members, M Linward stated this also applies to the Register. G Wilder reminded the meeting that the MGCC is bound by the Data Protection Act. M Pancheri reminded the meeting that members can be contacted by email via the Triple-M Register Forum. R Davies thanked the Committee for all the work they have undertaken in the last 12 months. In closing the meeting at 5.35pm D Morbey thanked everyone present for attending the AGM.

George Eagle



“That was Another Good Day”.

Reflections on the Kimber Classic Trial 2014

by Charlie Cartwright.



Charlie Cartwright & Co. in Alham's Splash
Photo: SW Centre Website

It's Sunday afternoon and here I am back home after another superb weekend with the good old cars. I am writing this because it was said that if the numbers continue to fall this great annual event will have to stop. There is so much work, effort and paper work put in to organise it and a good entry list is needed to make it all worth while. Last year I marshalled at the event really to get some idea of what is involved and clearly it is great fun. Maybe these notes from an absolute novice will encourage more MG owners to have a go next year. Our cars are very precious but are not just for looking at, sometimes it's good to use them as the designers intended.

My car is a swept wing J2 of 1932 vintage so she is about 5 years older than me. She is called "Stumpy" because her gear stick is not long like most J2s. The Kimber was our first outing since Colin Bird of Tamar Valley Motors rebuilt the engine for me. I decided she needed an hour or two running in to sort out teething problems and get everything working sweetly before the event. Just as well, because she soon started to loose power and cough, splutter, blow back and back fire, so it was back to my workshop and check and adjust rocker gaps. I advanced the ignition timing a degree



or two and adjusted mixtures on both carbs. The plugs kept sooting up so I changed to hotter plugs, champion L87Y. I watched my friend Niek Jan Boschman's excellent videos of the 2013 trial and decided that I needed to raise the number plate to avoid a bow wave at Alham's splash and also put a rubber glove on the distributor and plug leads, to try and preserve the sparks while fording the water. After all that my next test run on my own local farm track went a lot better and I also tried my local ford, but it wasn't deep enough to prove my secret weapon.

I arrived at Lanes Hotel Friday afternoon. Everybody was very welcoming and friendly and we talked about each others cars. Saturday morning started early with signing on and then scrutineering which was very straight forward. I think he was not familiar with the MMM "flexible steering"! There were a few fettles needed to comply, especially as you need a return spring on EACH carburettor butterfly, very easy to fit, I fastened mine back to the water jacket bolts. Also needed is a spill kit, easy to find on the internet and a foam fire extinguisher. These are quite big and its hard to find space for it in the J2 cockpit. Some put them under the passenger's knees, but I fixed mine to the rear bulkhead.

I also own an F type, and the cognoscenti will know that the F type ENV gears are the other way round to the J2 and it always takes my poor old brain a few minutes to remember where 1st gear is on the J, and so we had a small trauma after the start when we had to climb up a very steep hill out of West Coker. All was fine until the M Type in front started popping and banging and stopped on the steepest bit. He got going again in the end, they are much lighter than the J2 but my clutch wouldn't cope and we had to run back to restart on a less steep bit and at the same time remember which gear was which!!! Not a good start! With much needed encouragement from my friend Ian Goddard who joined me as Navigator / Bouncer for the day we were on our way again.

The first observed section was Windmill Hill and a slippery grass hill side set out as a standard car trial in the form of an S bend. We were lucky running at number 12, the previous runners had ground down the grass a bit and our wheels found a reasonable grip and we cleared the section and this boosted our confidence. Some later cars found it more difficult as the course become rutted and muddy.

The Stoney Lane test involved timed forward and reverse work and we took this at an easy pace, as I am always conscious of the vulnerability of the MMM back axle if reversing too violently. (Years ago I broke a pinion showing off reversing to a girlfriend).

Then it was Corscombe, a steep climb on mainly mud, but I had forgotten about the "bump" at the top where many cars failed last year. And so it was for us this time, but it took only a small push from the marshals to get us going again. Then a few miles through glorious country lanes to Test 3 which we failed miserably, I think because we stopped on the finish line instead of driving clear of it. We had better success at



Thijs de Groot & Anja Figee in J2539 - photo by Alex Sully

Stoney Lane where we cleared the section including a restart. This was achieved by default really because I got the revs all wrong but she "trickled it" at about 100 RPM! After lunch it was on to Batcombe, a very steep stony and lumpy section which tested our bouncing skills to the limit, but plenty of power took us through OK and then it was Alham Splash. A lot of gamesmanship going on here with people donning Wellingtons and water proofs or taking their socks off. We had decided to take it slowly into the water and then build up momentum to take us through. Our secret weapon worked quite well but even so she coughed a bit on the exit, nevertheless we cleared it and stopped astride the line with lots of steam ! Our next restart on Honey Cliff was not too good and we lost traction due to too much power too soon and had to run back down to the bottom to take a run at it without stopping.

Pitcombe Hill went ok and finally we were very nervous about Hell Ladder Lane, the approach was a muddy lane, down and down and down and what goes down must come up again, but it was fine soft going and we dug our way up with plenty of power on the last bit to see us to the top. And that was it, a cheery Andrew at the finish and a coveted finishers certificate.

A huge thank you to Bruce Weston and Andrew Owst and all the marshals for such a well organised event and to my friend Ian Goddard for superb navigation and calm encouragement when I messed up the gears and the revs!

A lasting memory is Kim Jenkins in her little yellow 1928 Austin 7, (my Auntie had one



that she called "the pram"), they had a go at everything, always laughing and smiling. So all those MMM and T type owners come and have a go and hope to see you next year. Google "Kimber Trial 2014" where there are several links to pictures and videos which give the feel of the event.



The tachometer needle approaches the red band!
photo by Alex Sully



The passenger appears to be enjoying a read but is more likely bouncing to help the M-Type find grip! - photo by Alex Sully



Excerpts from the Sports Car Magazine from Bob Milton

The two excerpts from the 1937 edition of *The Sports Car* (see *next two pages* - Ed) concerning two K3 Magnettes found me reaching for my copy of the K3 Dossier to see if the cars mentioned could be identified.

The first article celebrating the K3 triumph in Cork In May 1937 was K3028 and in the following month, driven by the same conductor was third in the Ulster Trophy. This car was then subsequently purchased and raced by Bobby Baird.

The second article in which the Editor F.L.M. Harris quotes a letter received by Cecil Kimber extolling the virtues of a K3 in daily use in America does not show its' parentage quite as easily as the above mentioned K3028. Referring to the Dossier shows that the car driven by Birkin and Rubin in the Mille Miglia was K3002 which unfortunately retired. Apparently this car did arrive in Australia in 1934 and is shown as staying there up to the late 80s however there is not any record history of this car during 1937, did it have a brief sojourn in the States? Maybe it was the practice car for the Mile Miglia K3752 which again has no recorded history in the Dossier between 1934 and 1938. Could this be the one that tripped across the pond and gave such pleasure to the American owner?

Who knows and does it matter? To the serious historian, yes it matters very much and I must say that in my delving into R Type histories some of the reports and articles in current magazines of the time should not always be taken at full face value. 'The Sports Car' was the official journal of The MG Car Company Ltd and The MG Car Club and I suspect that the Editor put the most advantageous slant on the contributions, not suggesting that it was deliberate inaccuracies but certainly leaving the door open to differing interpretations. Oh what problems for the historian some half century later!

Since the Dossier was published I am aware that a lot more investigations have been carried out by those far more knowledgeable than I in these historic researches and it would be nice to know the correct answers to the questions posed by the American's letter.

Bob Milton



K3 MAGNETTE'S CORK WIN

H. B. Prestwich Averaged 76.33 m.p.h.

in Heavy Rainstorms

A BRILLIANT performance was put up by H. B. Prestwich on May 22, when he won the big International Irish race on the Carrigrohane Circuit, Cork, driving a K3 Magnette in a field of Alfa-Romeos, E.R.A.s, Maseratis and Rileys.

It was a handicap race in which an Alfa-Romeo of 2,364 c.c. finished second at 79.28 m.p.h. and another Alfa of 2,904 c.c. third at 79.42 m.p.h. Another old Magnette finished fourth. It was driven by J. H. T. Smith and averaged 71.88 m.p.h.

In the course of the race C. E. C. Martin put in a record lap at 92.08 m.p.h., with the big Alfa. That was

early in the proceedings. Later rain began to fall heavily and the big racing cars slowed considerably. The Magnettes, on the other hand, maintained their cracking pace although, in the words of *The Autocar*, "the racing cars looked like motor boats."

The lap speeds of the big racing cars fell below 70 m.p.h., but Prestwich kept going and was lapping at over 74 m.p.h. when the rain was at its worst. It was a brilliant exhibition of driving and a wonderful testimony to the steering and road-holding of the K3 Magnette. Prestwich received a

tremendous ovation when he crossed the line with a lead of three minutes.

The race was intensely exciting because the course dried before the finish and cars which had been slowed by the rain were able to speed up. Prestwich, however, had obtained such a commanding lead that nobody was able to catch him. In press reports Prestwich has been described as a comparatively unknown driver. Actually he has been racing for some time and will be remembered as having made a wonderfully spectacular leap off the road at Quarry Corner in the T.T. some years ago when driving a Riley.



Fine Performances by Old Cars

By
**F. L. M.
HARRIS**

and a blown s.v. car which carried off the premier award—the M.G. Challenge Trophy. The happiest aspect of motoring sport has always been that when these things happen everyone is pleased. M.G. enthusiasts could not wish for a better resting place for the M.G. Challenge Trophy than on Lord Austin's sideboard.

Among the most remarkable cars built were the K.3 Magnettes of 1,087 cc. which were in production from March, 1933, until July, 1934. They were offered supercharged and with two-seater bodies, and some of them were sold as stripped racing cars. Not many of them were built, but they are still scoring important successes, such as the one at Cork, reported in *THE SPORTS CAR* last month, and Gardner's recent records in Horton's old car.

Several K.3 Magnettes have retired from racing and are in use for everyday work. For example, Mr. Kimber recently had a letter from a man who owns one and who lives in New York. He says in his letter that in 27 years' driving he has never experienced "such joy and pleasure and surprise," and he declares that he will never again own

an American car. On one journey of 280 miles which he does regularly he has contracted a habit of averaging 70 m.p.h. from door to door.

Mr. Kimber had the history of this car investigated, and found that it started life by being taken out to Italy by Lord Howe in a Mille Miglia team. It was driven by the late Sir Henry Birkin and the late Mr. Bernard Rubin, who averaged 89 m.p.h. in it from Brescia to Bologna, breaking all records. In the same year this car was driven to victory in the T.T. by Nuvolari. Next, the car went to Australia, where, among other races, it won the Australian G.P.

Almost everyone in the sports car world knows of veteran racing cars which seem, like the old soldiers, never to die. Who will be the first diligent author to write a book detailing the life stories of famous cars? It would make more interest-

ing reading than the usual personal stuff about the famous drivers.

I am going to moan. I am distressed at the mechanical stupidity of people who do not understand a fly-off hand-brake. In 1924 I had a car with a brake of this kind. It was a Lagonda and its hand-brake was a constant source of delight to me whilst being a perpetual conundrum to garage men, car park attendants, and so forth.

Thirteen years have passed, and folk who are in charge of parked and garaged cars are still unable to understand that some brakes need the ratchet control to be operated when they are being released while others do not. At a seaside hotel recently I was asked to leave my dinner to shift my car because the car park attendants could not get the brake off. That has been a common experience among M.G. owners.

Now, despairing of the long-cherished hope that such brakes would become generally understood, the M.G. Car Company has abandoned them for the Two-litre and 1½-litre models. They are being delivered with hand-brakes having a button that has to be depressed for the ratchet to be released so that every jugglers who may wish to move a car can do so without needing the savvy to realise that he is handling a sports car with a type of hand-brake control that is specially suitable for sportive motoring.

I mourn the passing of the fly-off hand-brake. Nobody can use one for long without realising that the system is ideal; for it is at its best on the only occasion when a hand-brake is of real service—that is when you are restarting on a hill.

The above is a case of the public demanding that the march of progress should be in the wrong direction. It is seldom that the motoring public makes such a bad blunder, and it can be excused for doing so because it is not people who drive cars but those who fiddle about with them who have brought about



With trials scarce during the next few weeks we can look back on some of the striking performances of the season—J. E. S. Jones, in the Great West M.C. Bournemouth Trial.



Making a Petrol Tank. for a P-Type 4 seater

Text and Photos by Paul Gooch

The original petrol tank I had for the P-Type was pretty rough with evidence of previous repairs, as well as several areas of perforation in the base and sides. It was entirely possible that I could have cut out the bottom and fitted a partial new section to the tank, but since the tank is not seen when finally installed, I decided to have a go at manufacturing my own.

I chose to make the tank from 1.2mm thick galvanised steel. Around £30 got me a 2m by 1m sheet which was more than adequate to make the tank from, and have spare.

Anyone contemplating welding galvanised steel must be made aware of the hazardous nature of the fumes given off when the zinc coating is burnt. Take the proper precautions if you are going to weld galvanised steel, and if in doubt seek advice.

I have typically found that it is best to remove as much of the zinc galvanising in the area that you intend to weld, as with it present I find that it does not weld as cleanly. I also had to accept the fact that removal of the galvanising would compromise my corrosion protection right in the place where I would probably need it the most – in the joints where two pieces of metal are closely joined! However, aside from making it from aluminium or stainless steel I didn't really have much choice.

I had been recommended by forum members to retain the original shape of the tank with the strengthening pressings.



Picture 1. Original Pattern Petrol Tank.

Picture 1 shows the tank I started out with. Quite rusty, with multiple perforations, but good for a pattern.

Stage 1. Making the ends and internal baffles.

The basis of creating the two ends and the two internal baffles was to make a plywood pattern, around which I would hammer the metal to create the necessary lips around the edge.

One internal baffle needs a fairly large slot for the level sender arm and float to pass through. The other has a large hole in the centre. Both have holes in the lower edge corners and centre.



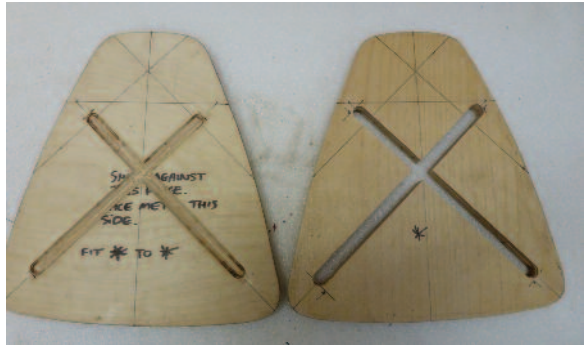
I cut two patterns out of approximately 20mm thick plywood that were the exact shape of the ends of the tank.

The original ends have a raised section in the middle, but to create this exact shape would have taken a lot of work.

I thought the aim of any indents in the ends were to provide some strength, so I decided to put indents in the shape of an 'X' into the ends.

After making the basic end and baffle plates shapes, I modified the plywood patterns to allow me to hammer the indents into the ends. This was achieved by routing out a semi-circular groove in the desired X pattern into one of the pieces (see left hand pattern on picture 2, and picture 3), and the other piece was routed all the way through to allow me to hammer the metal into the semi circular groove from one side. (see right hand pattern on picture 2)

The metal was cut larger than the pattern to allow for the lip to be hammered over. The blank metal sheet was deliberately made a good 3mm or so larger than was needed, so the lip could be ground to an even width all the way around after being formed.



Picture 2. Pattern for making the end plates and internal baffles.

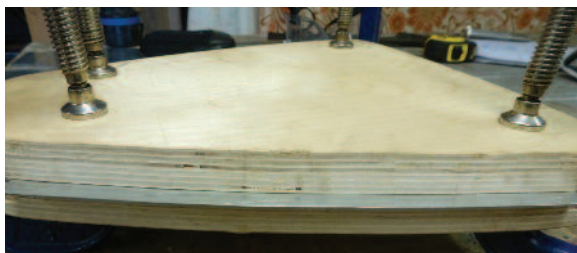


Picture 3. Close up of indents on plywood pattern.



Pictures 4 and 5 show one of the internal baffle plates sandwiched between the two patterns. The patterns were held together with as many G-Clamps as were available.

The patterns shown in pictures 4 and 5 are in their original form before they were modified to allow the end plate indents to be hammered in.



Picture 4. Original patterns with internal baffle sheet between



Picture 5. Original patterns with internal baffle sheet between

When clamped, the edges were gradually hammered over to form the lip as shown in picture 6.



Picture 6. Internal baffle plate edges hammered over.



Picture 7 shows one of the internal baffle plates when removed from the pattern.

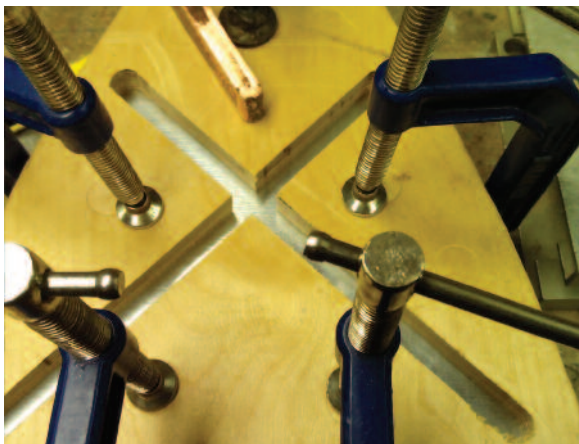
Two plates were made as shown in the picture 7. One had a large hole cut in the centre (the cutting circle is just visible in this photo) and the other had a slot put in for the sender float and arm to pass through. As far as could be seen through the holes in the original tank, these were virtually the same as the original baffles.



Picture 7. One of the internal baffle plates.

In pictures 8 and 9 you can see the steel sheet through the X-shaped slot in the modified plywood patterns. The semi-circular grooves are in the pattern underneath the metal sheet.

A copper drift was used to hammer the indents in. (seen top-centre of the photos) This took quite a bit of hammering by gradually working up and down the slot, indenting a small amount at a time.



Picture 8. Modified patterns for end plate indent forming



Picture 9. Close up of modified patterns for end plate indent forming.

Picture 10 shows one of the completed end plates, once the indents had been hammered in.

The lips around the edges of the end plate needed some dressing up with a hammer and circular dolly once removed from the pattern to get them neat.

The lips were then ground back to an even width all the way around.



Picture 10. Finished end plate.

Stage 2. Making the tank body.

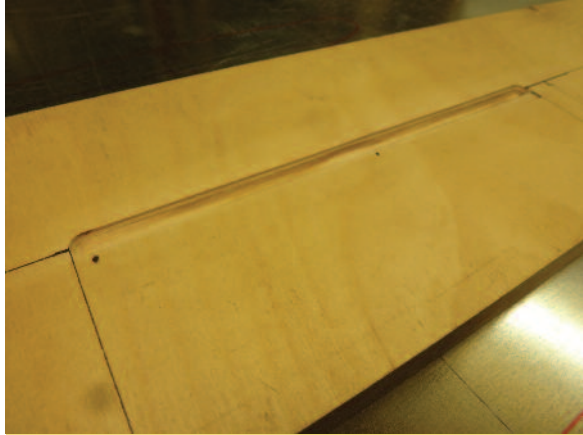
I planned to roll the sheet such that the join came right at the top of the tank, and would incorporate a joggled edge to allow the two edges to be joined.

Starting out with a flat sheet of steel cut to the correct width, and the length correct to allow me to roll the shape and allow a flange at the top to weld the two edges together,



I had to first hammer in the indents that would ultimately end up on each side of the tank.

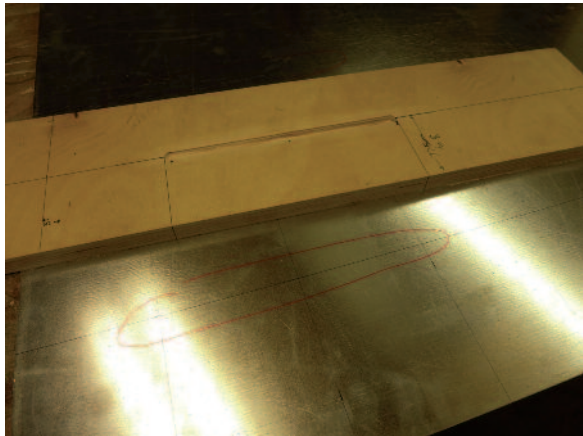
A similar approach to making the indents in the end plates was used – a piece of plywood had a semi circular groove routed out that was the length required. This pattern is shown in picture 11.



Picture 11. Pattern for the tank side indents.

It was then a case of clamping the pattern in the appropriate place under the sheet and hammering in the indent using the same copper drift used for the end plates.

I found that the pattern would only survive for two or three indents since the sharp edges of the plywood would get rounded off and I ended up with a poorly defined indent in the metal. Not too much of an issue, as routing out a new slot elsewhere on the plywood sheet was easy.



Picture 12. Pattern for the tank side indents and marked up tank metal

Picture 12 shows the pattern and the marked up metalwork. The various lines on the plywood and the metal allowed the pattern to be lined up correctly.



The same copper drift as used for the end plate indents was used for the tank side indents. Picture 13 shows the drift and the plywood pattern clamped in the correct position under the metal sheet.

After all the indents were hammered in (picture 14), I found I had to turn the sheet over (so the indents were pointing upwards, and go around the edge of each indent with a block of wood and hammer the sheet back down to re-instate some degree of flatness to the sheet.

The biggest challenge with the main body was how to roll the four corners. They are quite small radii.

I did, however, find that the radius was pretty much the same as a scaffold pole, so I decided to make up a roller using two scaffold poles.

It basically consisted of two poles of about 33" long, into the end of which pivots were welded to take M16 bolts. The pivots were turned up from 6mm plate, two per tube end. The outer diameter being the inner diameter of the tube, the centre hole being a close fit over the M16 bolt.



Picture 13. Hammering in the indents.



Picture 14. The completed tank side indents



The inner pivot plate had an M16 nut welded to it, to screw the bolt into.

The two roller tubes were secured to side arms of 1" square tube that formed the lift bar using 6mm thick plates with holes that are a very close fit to the M16 bolt diameter (to avoid undesirable movement). The two side lift bars were joined at the lifting end using a further length of tube.

The roller is shown in pictures 15 and 16. It was clamped to the workbench using the black and orange clamps.

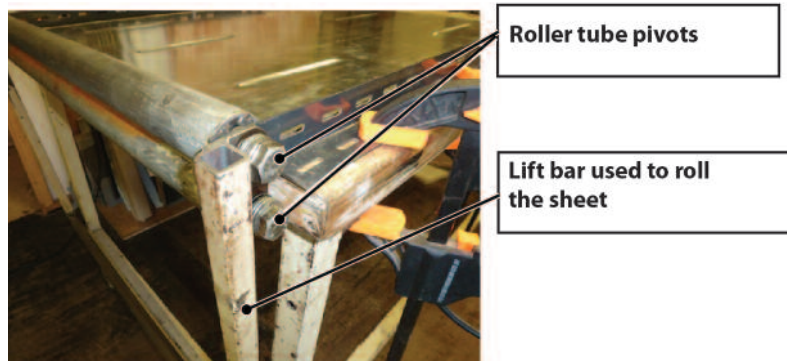
The top tube stays static, while the lower roller tube is pivoted around the upper one using the lift bar seen hanging down.



Scaffold poles roller tubes. The metal sheet is placed between the top and bottom rollers.

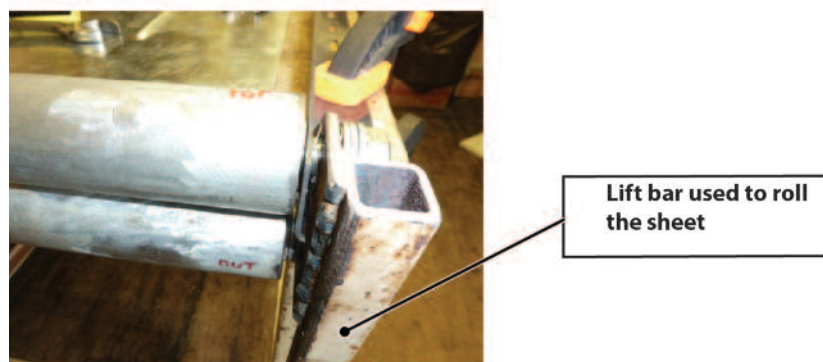
Lift bar used to roll the sheet. The bar rolls the lower tube around the top tube. The top tube remains static in the jig.

Picture 15. Roller jig clamped to bench.



Picture 16 Close up of roller showing pivot bolts..

Pictures 17, 18 and 19 show a close up of the ends of the roller tubes.



Picture 17 Roller tubes close-up



Roller tube pivots

Picture 18 Roller tube pivot bolts close-up



This angle provides a pivot for the top roller and is clamped to the work bench.

These plates are welded to the lift bar and create a pivot point for the roller tubes.

Lift bar used to roll the sheet.

Picture 19 Roller tube pivot bolts close-up

The next problem was to establish where to start the bending to ensure that each of the four bends end up in the right place.

The tedious method I used was trial and error, using a 2" wide strip of steel sheet (of the same thickness as the tank metal) that was the same length as I needed.

I drew a line on the metal to be bent, and used a square lined up against the top roller and the bench to ensure I always positioned it in the same place each time.

Gradual adjustment of the distance between the start points allowed me to decide where I needed to start each bend. It took a while, but once the distances were worked out the actual bending was fairly easy.

-----To be continued-----



Mark Dolton's Race and Speed Round-up

MGCC Silverstone Triple-M Race – March 29th

This might have been a very early season-opener but we were all encouraged by the success of this race for the Triple M cars and we were treated to a relatively warm sunny day to kick off the 2014 season. It was a day of mixed fortunes on the track and we are all so thankful that Hamish is on the road to recovery after his unfortunate accident.

A very relaxed, and sociable affair on the very sensible and enjoyable National Circuit, this format does seem to be the most popular with both spectators and drivers. Our grid was combined with the T-Types and we had invited the VSCC although we only had one guest in Clive Temple in his Riley Brooklands. Regardless, a pre-war grid of 14 cars lined up for practise at the very sociable time of 11am. which provided ample time for our Dutch contingent to arrive and so Thijs and the super sounding Orange P Type joined the party straight off the ferry.

14 cars was a great effort, thanks to all involved. Actually we had another 7 interested drivers who either could not make the date or their cars were just not ready in time. Very encouraging, so if we get the event right, a 20 car grid is very much in our sights for the future!

As with many early season events a few of us had problems, some worse than others. Most notably was the blower issue that ended the day very early for Foz in the wonderful Q Type. Fred Boothby also had to retire with blower issues and David Downes withdrew after the NA lost oil pressure. After some pretty vigorous axle bounce at full speed, a few tweaks to tyre pressures and shock absorber tensions, I managed to sort the P-Type for the race, even if the handicappers thought I was holding back for the main event!

Andrew Morland and I were competing in our first ever event, pretty nerve racking to say the least. Even more so for Andrew who had the controls of the RAT, kindly lent by Foz for this meeting. I was very relieved on the installation lap to feel the P-Type no longer vibrating away and back to normal. I quite enjoyed being on the back row, a good place to let the experts show me what starts were all about.

It was Thijs de Groot in the PA who headed the field early on, closely followed by Hamish in the C Type. Unfortunately the race was red flagged early on as Hamish exited his car at Maggots, a puncture causing the car to roll as Hamish tried to leave the circuit. Thankfully the excellent Silverstone Marshals and Doctors were on hand and he was airlifted to hospital with 2 broken vertebrae and heavy bruising....Take it easy Hamish, can't wait to see you very soon!



I'll be honest, It wasn't easy sitting on the grid awaiting the restart, emotions were running pretty high but I followed the more experienced guys as we continued and readied ourselves for part 2.

Dave Cooksey got a flyer on the restart and looked to be heading into the distance in his C-Type but Thijs managed to hold on to his coat tails and eventually reel him in to take the lead. Eventually Dave would slow as the C-Type lost Boost which left Thijs to romp home to take the deserved win.



Thijs and Hamish neck and neck! Photo: Dick Morbey

Jane Metcalfe took a really well earned second in the NA after a really quick drive in part 2, also taking 1st on handicap, and with it the biggest collection of trophies I've ever seen.

Chris Smith in the NB looked to be set for a podium position before his head gasket went, forcing an early retirement. There was the same outcome for Stuart Evans as the very, very smokey but very quick J1 Sports retired early. Clive Temple didn't quite make it to the end either as the Riley spluttered to a halt after running out of petrol! Further down the pack I had great fun with Andrew Morland and Oliver Richardson in their C-Types, at one point taking them both down the back straight, only to immediately give them their places back after taking an extraordinarily wide line into Brooklands. I eventually sneaked past Oliver (aided by a missed gear) and the slowing Dave Cooksey, but Andrew Morland got quicker and quicker in the RAT and was out of sight.

Chris Cadman had a smooth first outing in his newly acquired C-Type, great to see the car going well for the duration. With so many friendly faces in our very own paddock it was an exceptionally enjoyable day and one I hope we can replicate very soon. Thanks to all who helped the event happen, especially our Dutch friends who brought so much colour and enthusiasm to the event!



MGCC MMM cars with MG T-Types & Invited VSCC Cars

RACE 6 - SECOND PART

1.	30	Thijs De Groot	MG PA Special	Best: 1:29.7	MPH 64.5
2.	40	Jane Metcalfe	MG NA	Best: 1:33.1	MPH 61.8
3.	3	Andrew Morland	MG C Montlhery	Best: 1:33.5	MPH 61.6
4.	7	Mark Dolton	MG PB	Best: 1:32.5	MPH 61.3
5.	22	Oliver Richardson	MG C Montlhery	Best: 1:34.5	MPH 61.1
6.	32	David Cooksey	MG C Montlhery	Best: 1:31.4	MPH 60.2
7.	6	Chris Cadman	MG C Montlhery	Best: 1:47.8	MPH 54.1

Did not finish (DNF)

•	Hamish McNinch	MG C Montlhery	Best: 1:33.0
•	Chris Smith	MG NB	Best: 1:32.8
•	Stuart Evans	MG J1	Best: 1:33.2
•	Clive Temple	Riley Brooklands	Best: 1:32.4

Did not start (DNS)

•	Fred Boothby	MG J2
•	Barry Foster	MG Q Type
•	David Downes	MG NB

Handicap Results:

1. Jane Metcalfe
2. Mark Dolton
3. Thijs de Groot
4. Andrew Morland
5. Oliver Richardson
6. David Cooksey
7. Chris Cadman

VSCC Spring Start 2014

Spring Start is becoming a pretty big event....well played the VSCC, who have seemingly got the format right for a very successful 2 day event on the National Circuit. A great collection of cars from the VSCC and invited clubs and of course the fantastic ERA collection to top things off. Triple M wise it was another good turnout, plenty of familiar faces with Duncan Potter making his racing debut in the C Type.

I was very impressed with the social side of things, John Guyatt really laying a wonderful spread all day for the set 3 entrants and families. We were made to feel very welcome and part of a great group of very friendly racers.

Out on Track the Triple-M entrants were spread across a number of events. The day opened with the usual High Speed Trial, 30 mins with a mandatory pit stop. The start was interesting, a few out of place cars and a huge Lagonda attempting what looked



Mark Dolton dices with an HRG! - Photo: Peter McFadyen

like a 3 point turn in the middle of it all. So the lights went out and Fred Boothby whizzed past so I followed through the gap he had made. I wasn't paying any attention to the lights with the parking going on in front of me, so Fred gave me the necessary wake up call. The trial is not a race, each competitor has a target number of laps but there are plenty of battles going on around the track. It was great fun and a great way to start the day and my old man did a sterling job at changing a spark plug in the pit stop, very calm and collected! Barry Foster's day ended early on lap 16 with a loss of boost, clearly Andrew Morland hadn't driven the car fast enough at the MG weekend a few weeks previous! So Fred Boothby, myself and Duncan Potter qualified, with Barry, Tanya Lewis and Anne Boursot missing out. Duncan was then hauled in front of the clerk of the course for failing to spot the chequered flag, a very well earned double as he managed the same in practise!!

High Speed Trial Results:

•	Fred Boothby	J2	18 Laps, Qualified	Best 1:29.35
•	Mark Dolton	PB	17 Laps, Qualified	Best 1:33.51
•	Duncan Potter	C	16 Laps, Qualified	Best 1:34.47
•	Barry Foster	C	16 Laps	Best 1:28.21
•	Tanya Lewis	KN	14 Laps	Best 1:38.01
•	Anne Boursot	PA	14 Laps	Best 1:55.31

Race 5, the Fox and Nicholl Trophy Race, was the next event to feature the Triple Ms in a massive 38 car grid. Without Foz and with Fred sand-bagging in practise, it wasn't until row 15 that we appeared! Yet again I was caught cold at the start, as Fred shot past and along the side of the pit wall, squeezing through gaps no one else thought existed, kicking up all kinds of dust and old rubber as he went! It was a great event, plenty of overtaking for all of us. Fred made it up to 16th place in the J2 and I just about held off Duncan on the last lap to take 20th and 21st. I had a lonely lap before the leaders came up on me at real pace just as I was lapping some back markers. I eased off to keep out of their way only to find Duncan breathing down my neck. He obviously sensed my weakness and pulled off an epic last lap of 1:32.4 to finish just



a second behind me. Behind the congestion, Anne Boursot deservedly won her battle with a Talbot 90 to avoid last spot!



Anne Boursot (PA) Photo:Graham Arondelle

z•	16th	Fred Boothby	J2	Best 1:29.28
•	20th	Mark Dolton	PB	Best 1:33.61
•	21st	Duncan Potter	C	Best 1:32.41
•	30th	Anne Boursot	PA	Best 1:55.13

Oliver Richardson kept the C Type stripped for the Handicap race 7, taking 12th place with a best lap of 1:36.51. Later in the day in Race 10, (Scratch), Oliver mixed it up with some pretty tasty machinery including ERA R12C, but only lasted 1 lap before a mystery engine rattle ended his day. Mike Painter was on hand in the Kayne Special, finishing 9th and taking first on handicap with a very quick 1:23.07.

Unfortunately the day was over-shadowed by the tragic accident involving Gary Whyte in his 1921 GN. Gary, 26, was a good friend, enthusiastic, supportive and passionate about vintage racing. Thoughts and prayers are with his family. 2014 has been a very sobering introduction to motorsport.

There will be no Triple M race at Silverstone MG90 this year. Safety concerns of mixed grids with more modern machinery being the main reason along with the strain of the long and fast GP circuit. However, I understand the commercial reasons for mixed grids and wish the MGCC all the best with the event. It was great to be invited to the March event and we hope that we will again have our own race at a suitable MG event in the future. I am sure we would all love the opportunity to once again challenge for the Mary Harris Trophy. The March event was such a social gathering, it has set a precedent and I am sure we will attract a very strong grid. So far in 2014 the following cars/drivers have raced:

1.	Thijs De Groot	PA Special
2.	Jane Metcalfe	NA
3.	Andrew Morland	C Type



4.	Mark Dolton	PB
5.	Oliver Richardson	C Type
6.	David Cooksey	C Type
7.	Chris Cadman	C Type
8.	Hamish McNinch	C Type
9.	Chris Smith	NB
10.	Stuart Evans	J1
11.	Fred Boothby	J2
12.	Barry Foster	Q Type
13.	David Downes	NB
14.	Tanya Lewis	KN
15.	Mike Painter	Kayne Special
16.	Duncan Potter	C Type
17.	Anne Boursot	PA

There are another 6 or seven possibles, including Andrew Harrington J2 and Jeremy Rivers Fletcher NA, so we really are in good shape for a good-sized Triple M Grid in the future.....watch this space!!!

Since Silverstone, the Triple Ms have been present and really competitive at the opening Speed events. Ian Baxter took a brilliant overall event victory in the Bellevue Special at Curborough dispatching the ERA challenge. Duncan "The Pot Hunter" Potter collected 2nd on Handicap at Curborough and an outright class 2 win at Wiscombe Park. Frank Ashley also picked up a handicap award in the M at Curborough and James Gunn took 1st Overall in class 13 at Wiscombe in the Q Rep with an impressive 52.95!

So much more to come, next up VSCC Cadwell Park for me!!



The ERA Beater at Curborough! Photo: Dennis Rushton



Tell-Tale - Offroad Twists 'n Turns

By Brian Kelly

(This article was previously published in the NAMMM Register Newsletter Volume 26, Number 4 - Ed)

I could also add to that, as anyone could, "with No U-turns". This was intended to be an article about just another '34 PA, but I know that wouldn't be doing the car, its history or the article justice. So what I offer you is a story of a sad romance.

It should start with my elder brother, David, buying a '46 TC in August of '64. He, being the suave one of us, coincidentally didn't have enough cash. It was road going and he paid 120 pounds, mainly of my funds. I was twenty, and late in December of '64 my papers came through to emigrate to Australia. I returned to the UK six years later. The TC was lying dormant; I think the MOT had recently been introduced and the car had been shelved. This was my main introduction to the lure of M.G.s. Dad was a car enthusiast and he showed me the ropes and we put the car back on the road. Less than a year later I took the opportunity to purchase a stripped '34 PA. It was advertised in the Manchester Evening News, a widely circulated paper, at 75 pounds. We were there two hours kicking tyres, and the only ones who showed any interest. So between the years of '71-78 I spent an on-off relationship working on the project, initially full of enthusiasm building a new ash frame and skinning it in Ali. A long learning curve, as you can imagine.

During these seven years I was losing interest and went walkabout a couple of times. I was eventually encouraged to get the car running, I had re-built the engine during the seven years. I'm pleased to say that I had the car running up and down the street but the desire had gone and I wanted to move on. I literally locked the garage and walked away. In 1984 I transferred the car to another local residence. At least the car got washed and then towed about three miles and moved in next to the '46 TC which, I might add, hadn't turned a wheel for six years and was not so graciously sitting pretty by any stretch of the imagination. The garage was dry and airy. I proceeded to cover all the chrome work heavily with grease and get oil and rust inhibitors down the bores and putting the plugs back. The following year, '85, I emigrated from the UK to California, once more deserting my depression. I haven't mentioned that around 1972 I purchased another PA in stripped form, which was about sixty percent complete (or was it sixty percent completely knackered?) This lingered in the cellars of the same abode.

Each year since '85 I have visited the UK, family, friends, and depressing items in the garage and basement. The storage wasn't costing me anything which actually prolonged the problem and depression. I was of the mind "they aren't costing me anything." Little did I know. Over the years it's been asked why not ship them to the states?

What did happen was that while in California in 1987 I saw a '34 PA advertised which was located in San Francisco "stripped and ready for a complete restoration". The



juices flowed once more, Hallelujah etc. etc. That's the PA that's running here in the states. The "problems" still existed in the UK.

October. 2011. Manchester, UK. Ray Masters and I have been long-time friends dating back to 1970 - prewar man to the core. Over the years of visiting Manchester we always seemed to meet up and he would spread me around the Triple-M guys in the north of England, a fine bunch. Anyway, in Oct. 2011, I agreed with Ray on a sale price and for the sale to be completed the following year, as he had storage problems at the time. Fall of last year, 2012, the deal was completed. He had earlier confirmed that he wanted a winter project and that he would sell the car at another date, which was fine by me. He towed the car less than the half mile to his house.

I had at times attempted to turn the engine with a worn crank handle. To no avail of course. Ray, sensibly took the head off while the engine was still installed. The bores were perfect and putting the car in reverse while letting the clutch out while the engine was being rolled back had the crank turning nicely. I had the block rebored and the rod and main bearings poured and re machined in the 70s along with grinding of the crank. It was as if they were done last year. Very satisfying. There was far too much end float on the crank and Ray rectified that. He actually performed many rectifications and amongst other items a new wiring harness. I'm sure that Ray could detail the list far better than me. What pleased and surprised me was that the chrome work had survived under all the grease. The Cream Cracker colour combination which I sprayed in Lacquer was buffed up and presented itself quite well. The car was a young lad's immature 1970s restoration. As is said, what was done in the seventies was a complete difference to what was done (and also available) in later decades. What you had is what you used, to the greater extent. So, Ray resurrected "just another P-Type". Well done Ray.

September. 2013. Lo and behold, Ray has the car ready and up and running and I get to drive it. Oh, the emotions that overcame me. Forty years later and looking at your 1970s part re-creation. I was thrilled to see it, hear it again, and to smell it, wonderful.

All the best times relived. All Pure Magic.





"History would be an excellent thing if only it were true." Tolstoy.
Brian Kelly.

Footnotes:

Ray sold PA 0953. KY 7160 in late September of this year. (2013 - Ed)

The TC Ex-Lancashire Police car went to a friend of mine in Germany. He's thrilled. He's been a police force trainer for about thirty years and is about to retire. TC. 1098. GTC 984. It possess excellent copies of Lancashire police records.

The Cellar PA. 1834. YS 701. Original Glasgow registration. Sold this year to a MMM Stockport friend The Author still lives with Miss America, 1985, quietly in Lawrence, Kansas.



Review of the Pre-war Register of Australia's Bathurst Rally Commemorative Booklet **By Philip Bayne-Powell**

This professionally printed 34-page booklet has been produced to record the Pre-War MG Register of Australia's rally at Bathurst, and pictures every car that took part, together with the names of their owners, and even the chassis number for the future records.

The event attracted a total of 57 pre-war cars, which includes not just the Triple-M cars, but also the Vintage, SVW cars and the pre-war T-types, TA & TB. One entrant covered 6500 kilometres driving from Cairns and back, which puts our trips into the shade. It also goes to show what a big country Australia is, and the dedication of the pre-war fraternity to attend these biennial rallies. The location was chosen to celebrate the 75th Anniversary of the first Australian Grand Prix held at Mount Panorama. The very NE that was raced by John Sherwood in this event was brought along by its current owner, Peter Briggs, from Perth. Also present were five other MGs



that raced there before the war. Two K3s also turned out; K3002 owned by Adam Berryman and the ex-Bira K3030 owned by John Gillett. Also a C-type rubbed shoulders with Ed Taylor's J3, that was seen over here two year's ago.

Many of the names ring bells, as quite a few have been seen with their cars in the UK, including Ed Taylor, Malcolm Robertson, George Morgan, Ross Kelly amongst others. The booklet has details of each of the three days events, and includes many photographs of the cars in various settings, as well as on the Mount Panorama track. If you would like a copy, please contact Rob Dunsterville on robertanddenny@gmail.com Anyone wanting a copy should use Paypal and this email address to send 30 AUS\$ for airmail copy

Cartoon Competition

Your suggested captions for the cartoon below are warmly invited and should be submitted by e-mail to: triple.m.caption.competition@gmail.com. For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: www.triple-mregister.org.

The winner will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.





Correspondence

From Ewan Harris

Some further notes on Creosote and Telegauges:

Thanks to the E.U. today's creosote does not contain the range of tars that the traditional version did but would still preserve string for binding springs. On the chassis it is probably not as good.

On to telegauges: Whilst they do come with an automatic levelling system, it is not too efficient. The manufacturers recognised this, so some sender units have three connections, one to the dashboard gauge, one to the petrol pump and one to prime the sender, although I do not know the details. If the priming connection is not used it should be blanked with a perfectly air-tight seal.

Thank-you for a great bulletin.

From D. Goulden of Warrington

Mr. Goulden is appealing for help in the form of a wiring diagram to fit an alternator to a P-type. Please ring 01925 26257

From Bryan Ditchman

I reckon Stoneleigh must have been a great success. For my part I acquired everything I went for and more, all for the 4-seater PB.

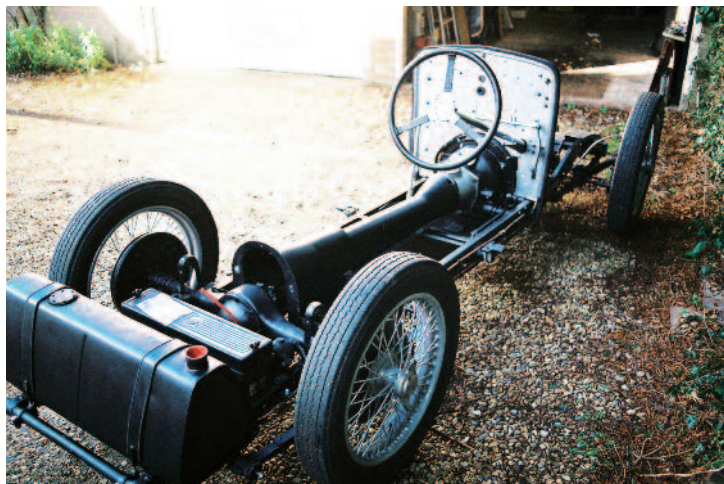
Please find enclosed a short article for the bulletin and a CD from which you can select any photos you wish.

No doubt see you at silverstone.

See next page



The Ex-Works Demonstrator Lives Again! (4 Seater PB0295 - JB6869) - Bryan Ditchman



The chassis now sports a new body, rear wings, prop-shaft tunnel and seats, the remainder is assembled with restored original Abingdon parts, thanks to many Triple-M members, the only exception being a Y-type differential. Target for completion being Silverstone 2015.





Triple-M Register Championships

- Mike Linward, Competition Secretary

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 2014 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

2nd February	VSCC New Year Driving Tests	Full Results
15th February	VSCC Exmoor Fringe Trial	Full
29th March	MGCC Silverstone Race Meeting	Full
12th April	MGCC SW Centre Kimber Classic Trial	Full
12th/13th April	VSCC Silverstone Spring Start Race Meeting	Full
26th April	VSCC Spring (Bicester) Rally	Full
4th May	VSCC '50th Anniversary' Curborough Speed Trials	Full

C.O.T.Y. 2014 Scores to 9th May

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	2912	C/s	GX 9693	Duncan Potter	25
2nd	2170	PB/s	CLX 112	Mark Dolton	20
3rd	82	M	PO 135	Nigel Stroud	
				Jenny Pearson	16
4th	148	M	OY 1548	John Haine	14
=5th	2362	NA	BTT 726	Richard Jenkins	13
"	1426	NA/s ss	Bellevue Spl.	Ian Baxter	13
7th	920	PA	TG 8337	George Ward	12
=8th	3454	PA/s	AXT 370	Thijs de Groot	11
"	2028	NB/s	MG 3694	Jane Metcalfe	11
"	1140	J2	JL 753	Mike Linward	11
"	1931	C/s	VD 30	Andrew Morland	11
"	2694	J2-PA/s	Kayne Spl.	Mike Painter	11
=13th	3	J2	DG 5404	Jeremy Hawke	10
"	3534	J2/s	WF 5494	Fred Boothby	10
"	1595	M	PG 1045	Frank Ashley	10
16th	2272	C/s	LJ 4444	Oliver Richardson	9
=17th	2692	J2	SW 4156	Brian Galbraith	8
"	1135	M	SV 5438	Alan Grassam	8
"	2852	M	RH 5831	Philip Coombs	8
"	676	PA/s	WP 5939	Roger Thomas	
				Russell Thomas	8
=21st	705	PA	AVP 342	Derek Moore	7



"	2960	J2	AM-30-25	Thijs de Groot	7
"	627	J2	FS 5663	Emma Digby	7
"	1164	PA	YSV 703	Anne Boursot	7
=25th	797	K1	ALA 871	Christopher Hobbs	6
"	1521	C/s	RX 8591	Dave Cooksey	6
"	1887	J2	NV 2114	Neil MacKay	6
=28th	2200	C/s	RX 8306	Chris Cadman	5
"	2769	12/12 Rep.	AM-06-31	Henri de Jong	5
"	2615	PB	BOF 564	Tim Beckh	5
31st	3298	PA/s	OSL 309	Les Procter	4
32nd	3427	J2	XAS 214	Charlie Cartwright	3
=33rd	1883	J2	PO 8865	Patrick Gardner	2
"	2715	KN/s	CG 8379	Tanya Lewis	2
"	3018	PB/s	MG 4516	Rachael Holdsworth	2
=36th	3226	C/s	JO 2288	Hamish McNinch	1
"	1917	J1/s	VSV 521	Stuart Evans	1
"	1367	PA/s	MG 3921	John Wells	1
"	18	QA/s	PMY 586	Barry Foster	1
"	1879	NB/s	MG 4325	Chris Smith	1
"	678	J2	AE-52-94	Hans van de Bosch	1
"	3246	J2-Ford	AL-37-86	Albert Koolma	1
"	1746	NB	AR-14-14	Frank Holtrigter	1
"	65	PA/s	DPH 228	Nigel Gibbons	1

Slade Trophy 2014 Scores to 14th April

Position	Car/s	Driver/s	Points
1st	PA	George Ward	12
2nd	NA	Richard Jenkins	10
3rd	J2	Mike Linward	9
4th	J2	Jeremy Hawke	8
5th	M	Alan Grassam	7
=6th	J2	Thijs de Groot	6
"	J2	Emma Digby	6
8th	J2	Neil MacKay	5
=9th	PB	Tim Beckh	4
"	J2	Henri de Jong	4
11th	J2	Brian Galbraith	3
=12th	J2	Charlie Cartwright	2
"	M	Philip Coombs	2
14th	J2	Patrick Gardner	1



Speed Championship 2014 Scores to 11th May

Position	Car/s	Driver	Points
1st	NA/s ss	Ian Baxter	9
2nd	M	Frank Ashley	7
3rd	C/s	Duncan Potter	7
4th	PA/s	Les Procter	6
5th	PB/s	Rachael Holdsworth	5

Racing Challenge Trophy 2014 The Betty Haig Cup Scores to 14th April

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
PB/s	Mark Dolton	2	0.608
C/s	Oliver Richardson	2	0.710
PA/s	Thijs de Groot	1	0.143
NB/s	Jane Metcalfe	1	0.286
J2-PA/s	Mike Painter	1	0.409
C/s	Andrew Morland	1	0.429
J2/s	Fred Boothby	1	0.516
C/s	Duncan Potter	1	0.677
C/s	Dave Cooksey	1	0.857
PA	Anne Bourso	1	0.724
M	Chris Cadman	1	1.000



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Reader's Adverts

MG M-Type for sale, registered 24/3/32. Present owner since 1992 when the original steel body was completely refurbished with new doors and windscreen, bare metal re-spray in red with black wings & wheels. Black leather seats & trim. Mahogany dashboard with original instruments. Hood frame with new hood and tonneau in black. Engine rebuilt by previous owner with C-Type camshaft, downdraught SU carburettor, electric SU pump, and J-Type Four speed gearbox. Only c8000 miles since 1992. Included with car is a file with old photos, invoices since 1987, MoTs since 1994, old duplicate (green) logbook, plus the outside Brooklands type exhaust pipe previously fitted. £25000 o.n.o. Please email anneprosser@rocketmail.com for viewing and test drive. The car is advertised elsewhere. All offers considered. (See back cover for photo.)

Hints and Tips

From Graham Arondelle

All MMM cars have a couple of connectors on the dash for plugging in small lights etc. I occasionally use an electric compressor for tyre pressures etc, but have had to plug this in the the modern car as it has a cigar-lighter type connector on it. I have found that you can get the sockets from Maplin, and no doubt similar outlets, while the plug for the dash is available from Complete Automobilst. It is a simple matter to combine the two, and 'Hey Presto!', you have a means of adjusting tyre pressures using a compressor, which on mine also has a little light to assist night time operation. As I suggest, its not rocket science, but could a very useful adaptor for anything normally powered from the cigar-lighter!

PS the MG in the pic is a pencil sharpener, a snip at £2.99!





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***Out of Lodge corner & into the dip of Deers Leap at a wet Oulton Park - Ray Masters in the Ted Lund Special at a 1960s VSCC Seaman Trophy meeting.
- Photo from Nev Churcher***



This car is for sale (see page 43)