

# TRIPLE-M REGISTER BULLETIN



**April/May 2015**





**Two Photos taken by Digby Gibbs at the MG Triple-M Franschhoek Gathering, Western Cape, South Africa, March 2015. Above: PA 1508 belonging to Heyns Stead about to start a lap of the test circuit at the Franschhoek Motor Museum. Below: Barry and Maisie Foster with 'The Rat' at Franschhoek where they were guests of honour but also both celebrating a "significant" birthday.**





# BULLETIN No. 84

## April/May 2015

**Front Cover Picture:** *When we are used to seeing so many pseudo Q-types advertised it is a pleasure to display a photo of Mike Dowley's genuine Q-Type QA252, after its restoration by Oliver Richardson (Photo by Robin Hamblett).*

### Editorial

My notes this time will be very brief as most of what I intended to say is covered by Dick's Jottings and George's Report. However, I do have to say that in this issue, we are again pleased to bring you some Technical Articles but sadly there are no more in the pipeline. Please let us have your words of wisdom by May 15th!

### Future Events

12th April	MG Era Brooklands	
		<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a> Brooklands Museum
18th April	VSCC Spring Start Silverstone	01608 644777
25/26th April	Kimber Classic Trials Reunion	01935 863673
26th April	Abbeyfield Autojumble and Collectables	See page 45
2/3 May	MGCC Races at Brands Hatch	
	(Triple M races on the Sunday!)	See Chairman's Jottings
14/17th May	MGCC event in Pont L'Evêque, Normandy	<a href="http://www.mgclubdefrance.com">www.mgclubdefrance.com</a>
11-14th June	MGCC European Event of the Year, Holland	
		<a href="http://www.agelink.nu/lustrum/english/index.html">http://www.agelink.nu/lustrum/english/index.html</a>
20-21 June	MG Live, Silverstone	<a href="http://www.triple-mregister.org">www.triple-mregister.org</a>
27th June	Chalfont St Peter Commemorative Event	See below
July	GOF Central, Indiana	
18th July	VSCC Oulton Park Team Race	01608 644777
18th July	Pre-war Prescott	<a href="http://www.prewarprescott.com">www.prewarprescott.com</a>
19th July	Register Summer Gathering	See Chairman's Jottings
12th August	Gerrards Cross Event	See next page
18-21st Aug	Register Annual Touring Event	See Chairman's Jottings
22nd Aug	VSCC Mallory Park Triple-M Race	01608 644777

### Commemorative Event----Chalfont St Peter Motor Hill Climb 1929 to 1935

This year brings the 80th anniversary of the final Motor Hill Climb held on the Chalfont Heights Estate in the summer of 1935. As part of the ancient Chalfont St Peter Feast Day celebrations to be held on June 27th there will be a commemorative parade of pre-war cars up the major part of the original Chalfont Heights Motor Hill Climb course. This parade will be followed by a drive through Chalfont St Peter village and up to a display area on Gold Hill Common. The event is open to cars manufactured prior to 1940.

Please contact [hillclimb@chrc.org.uk](mailto:hillclimb@chrc.org.uk) for further details

Also see [www.feastofstpeter.org.uk](http://www.feastofstpeter.org.uk)





**Abbeyfield**  
www.abbeyfield.org.uk



## **Gerrards Cross Annual Classic Cars & Motorcycle Event**



**The Memorial Centre  
Gerrards Cross**

**Wednesday 12th August 2015  
from 12.00pm**

[www.gxclassiccars.co.uk](http://www.gxclassiccars.co.uk)

**A wonderful opportunity to bring your family and  
friends to see an amazing collection of vintage cars and  
motorbikes (Pre 1988)**

**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

Entry forms for pre 1988 vehicles may be obtained from [www.gxclassiccars.co.uk](http://www.gxclassiccars.co.uk) or  
by phoning 07790 928535. Entry fees £5 for cars, £3 for motorcycles.



## Chairman's Jottings

by Dick Morbey

There have been a number of happenings in the Triple-M world since the previous Bulletin. On March 1st the Register participated in the MG and Triumph spares day at Stoneleigh. Fears that the accommodation in Hall 3 might be unsatisfactory proved to be ill-founded and our stand was well supported, thanks in part to the display of the Bellevue Special and George Eagle's L2, both of which were popular attractions. We plan to be there next year.



The Register Committee met one week later and we had a very productive meeting. You can read highlights in George Eagle's report later in this issue. For me one of the most positive things to come out of the meeting was an agreement to adopt an entirely new means of holding our Register of Cars data. This has come about through a voluntary initiative of Koen Struick a young 'dyed in the wool' Dutch M.G. enthusiast. Koen's interests include Triple-M cars, as he is currently restoring a PA. He has created an impressive framework for an on-line database which, when up and running, will enable us to hold comprehensive details and images about all registered cars in a way that will greatly assist our hard-working Registrar. Access to the data will be strictly controlled, but we will be considering the facility for members to contribute details of their own cars. We will keep you posted.

An important diary date is the Register's Annual General Meeting which will take place in Garage Zero, (beneath race control) at Silverstone at 2.30 pm on Saturday 20th June. Formal notice of the meeting will be given in 'Safety Fast' and on our website. Any MGCC member with a Triple-M car may attend and take part in the meeting but we would also be happy to welcome non-MGCC members there too. Come along and hear the committee members sing for their supper!

The AGM will be just one element of the annual MG Live Silverstone weekend. We plan to have a race-themed display for the Triple-M stand in the main marquee at this event.

The 2014 Register Yearbook will be published in time for the Silverstone race meeting. Our Yearbook Editor Cathelijne Spoelstra has asked me to remind you that she is looking for someone to take over the Editor's pen. Anyone interested should please contact Cat at +31 641 216600 or e-mail [info@mgworkshop.nl](mailto:info@mgworkshop.nl)

Here are some other highlights in the 2015 social and competition diary: 12th April sees the M.G. Era Day at Brooklands; Over the 25/26th April weekend there's the Kimber Classic Trial which this year will include an 80th anniversary trials reunion of the M.G. Works trials cars.



And of course on Sunday 3rd May there will be two 'back to back' Triple-M races at the MGCC race meeting on the 'Indy' circuit at Brands Hatch – a perfect event for Triple-M cars! At the time of writing organiser Mark Dolton has firm entries from 14 competitors and more will undoubtedly follow. Please come along and support the racers.

Current plans for the event include:

- \* a pre-arrivals BBQ on Saturday 2nd May at around 6:30pm. All are welcome BUT do let Mark know if you would like to join us, then he can cater accordingly.
- \* On Sunday 3rd there will be a Paddock Lunch Social - Similar to the VSCC Set 3 arrangement. Mark and the team will provide a lot of the goodies and cutlery etc but if everyone contributes something, be it savoury, sweet or liquid it will make it a good spread.
- \* After the race there will be what Mark describes as a Post Race Paddock Champagne Award Ceremony. This will include presentations of the 2014 Triple-M Championship awards.
- \* To ensure that this all happens, offers of donations or sponsorship would be welcomed. Please contact Mark with offers +44 (0) 7718 404363 [mdjldolton@googlemail.com](mailto:mdjldolton@googlemail.com)

Another diary date: Peter Green's very popular Register Annual Summer Gathering will be on Sunday 19th July. This is an informal gathering with a BBQ lunch, Pride of Ownership and Gymkhana. Look out for entry forms.

The Register's Gala Dinner will take place during the touring event on Thursday evening, 20th August at the Petwood Hotel, Woodhall Spa, Lincolnshire. Even if you are not taking part in the overall touring event, you are very welcome to join us – indeed we hope you will do so – but first you will need to register your interest with Elizabeth Taylor. If you will require overnight accommodation please remember to tell her at [e.taylor@oakend.net](mailto:e.taylor@oakend.net) or +44 (0)1628 665055.

Finally the 2015 MG Triple-M Franschhoek Gathering, Western Cape, South Africa has come and gone, but our Register Library will be stocking copies of a commemorative brochure of the event. We are also looking into the possibility of reproducing other period publications likely to be of interest to Triple-M owners. In response to many enquiries, you will shortly be able to buy some Register regalia and clothing items via the on-line shop. Please watch the website for further information.

That's it – no more space!  
Dick Morbey



## Secretary's Report on Triple-M Committee Meeting held on 8th March 2015



**D Morbey, Chairman**, was pleased to note May 3rd has been confirmed for two Triple-M races at Brands Hatch and that M Dolton has the planning well in hand. It is also planned to have the competition awards ceremony at some time during the day. Other plans are ongoing for a Triple-M race at VSCC Mallory Park on 22nd August. D Morbey also mentioned he had been part of a working group tasked with the revision of the Club's Articles of Association and Rules which will be voted on at the Club's EGM and Council Meetings, Longbridge, on 14th March. Following suggestions from P Green since the last Committee meeting some refinements were made to the chassis listing criteria, these were accepted and will be incorporated into the new Guidelines which will be placed both on the web site and the 2015 printed Register. A positive conversation has been held with K Struick about the web site he has created for the Dutch MGA Centre; this was followed by a Skype conversation held during the Committee meeting during which the web site was demonstrated and questions answered.

**G Eagle, Honorary Secretary**, reported that the Stoneleigh show on 1st March went well with plenty of visitors, many from overseas, and Library sales of over £500. The well known Bellevue monoposto N type was kindly lent for display by T Hardman, who has advertised the car for sale, and attracted a lot of interest. The second display car was L2023. The site of the Triple-M stand in Hall 3 proved to be very suitable as it was on the main avenue close to the entrance from Hall 2. Thanks are due to the people who kindly volunteered to assist manning the stand. L Allsworth, who handles the membership matters at the Club, is prepared to send out on behalf of the Register the Club's standard welcome pack to prospective new members. The scheme is currently proving successful for the V8 Register.

**B Milton, Treasurer**, presented the final accounts for the year to December 2014, they were approved by the Committee and signed off by the Chairman and Treasurer. The accounts show the Register's finances continue to be healthy, and B Milton made some suggestions as to how to best use some of the surplus funds to the benefit of members. He listed the following suggestions:-

- Development of computer hardware/software/digitise the Register records currently held in 60 files.
- Sponsor touring events by supplying badges/route maps etc
- Sponsor races/ rent out transponders to competitors at Brands Hatch – cost £24 app each.
- Sponsor time trials
- Purchase old magazines for use by members



- Subsidise the Bulletin if necessary
- Increase the Register's visibility by purchasing play stands etc for use at any local shows.
- Provision of refreshments at the AGM.

The committee adopted the concept and agreed to pay the £24 cost of transponders for the Brands Hatch meeting and to subsidise the Lincolnshire tour by £10 per person

**G Arrondelle, Registrar**, presented the latest spread sheets showing changes to ownership of some cars, new cars, some re-instated etc. The Committee discussed the earlier demonstration and merits of the Dutch MGA web site; it proved the system would be very suitable to the Register, also the data currently held on a spread sheet on the PC used by our Registrar could be readily transferred. It was agreed the system would greatly reduce the Registrar's work load and the Register should progress the matter.

**M Linward, Competition Secretary** has almost finished his yearly report for the new Yearbook and plans to have it completed by mid March; he was also pleased to note that B Bennett is back to winning trials in his much campaigned J2.

**P Hemmings, Librarian**, noted total Library sales for 2014 stood at circa £13561 (includes MG90) and that 2015 has shown the usual slow start with total sales to end of February of £943. The 2013 Yearbook continues to sell but has generally slowed down with 317 copies sold including Silverstone. With regard to stock, 2 NE books remain, the Yearbook binder and M Allison's "The Works MGs" have been re-stocked with sales remaining at satisfactory levels. The 1988/89 Yearbook and the sales brochure "1934 broadsheet" are both out of stock. "The Mighty Magnettes of 33" by G Cocks is selling steadily despite the £70 cover price – it is a generally well received quality product. Although the sales of the printed Register were slightly down with 20 copies remaining out of 100 produced, and 10 sold at Stoneleigh, it was agreed to again print 100 copies for 2015. The cost of re-printing the Mille Miglia booklet will be investigated.

**B Richards, Bulletin Editor** reported subscription renewals were very slow partly due to the lateness of distributing the December issue with accompanied renewal form. This in turn was caused by email problems resulting in the circulation list arriving late at Lavenham. P White, Subscriptions Co-ordinator, has worked very hard chasing lapsed subscribers and it is pleasing to note current renewals are at the same level as 2014. The new system of supplying a sample Bulletin to new contacts to the Register is working well, and this is helped by the publicity given by Committee members to the Bulletin on the web site Forum. D Gibbs has been working to persuade members to submit articles and as such there has been no need to reproduce articles from old Yearbooks. The process of handing over the Editorship to D Gibbs is on course for a take over later this year. B Richards will act as assistant for an unspecified initial period.





2016 Subscription rate: It was agreed the rate should be set at the September Committee meeting in order to ensure the renewal forms are sent out with the October edition.

**J Hawke, Safety Fast Scribe**, was pleased to note that recently there has been more interest from members who have submitted articles for publication.

**C Spoelstra, Yearbook Editor**, has received all articles with the exception of the Competition Report from M Linward. Work on the new Yearbook is behind schedule due to pressure of work etc., however all the files should be with the person who plans the layout by 16th March. The Committee agreed to the Editor's recommendation of a 600 print run. It was also noted the Yearbook should be given more exposure to the classic car publications, VSCC etc.

**N Feakes, Webmaster**, has found membership applications have been slow but steady, with a total of 1367 registered members. Following the recent corruption due to problems with the server he recommended the Register should consider buying some software to enable automatic back up every day. The Committee agreed to the purchase of suitable software – estimated to cost up to \$100. N Feakes has sufficient parts to put together a computer.

**M Dolton** reported there is very little activity on the factory photos with total orders of £13.50 for four orders. The facility to order regalia on line via Topsigns is in the course of being set up with some assistance from J Watson of the MGB Register.

**Events 2015.** In addition to the 3rd May Brands Hatch meeting the events are:-  
MG Live 20th/21st June. The Club is planning to hold a competition for the best Register/Centre stand in the main marquee – the theme "A day at the Races". D Morbey suggested a pre-war pit wall with a competition car on display.

Summer Gathering will be held on 19th July

Lincolnshire Touring event 18th – 21st August. The planning is shaping up well with approaching 80 entrants/cars, including many from overseas. M Dowley, A King and B Walker have agreed to sponsor the event.

Any member not on the tour can attend the Gala Dinner which has replaced the Annual Dinner.

AGM. It was agreed that the AGM should take place in Garage Zero, MGCC Silverstone, at 2.30pm Saturday 20th June. Catering to be investigated.

The Chairman closed the meeting at 4.15pm.

Date of next meeting 7th June.

G Eagle  
Hon Sec  
20th March 2015.



## PA 1294 : A tale of several P types

Text and Photos from Andrew Fock

This story begins in the September of 1934. At that time MGs were imported into Australia by Lanes Motors of Melbourne, with the majority of the cars being brought in without bodies as this avoided import duties under the 'Imperial Preference Scheme'. Lanes brought in three batches of P types during 1934-35 as well as several individual cars, presumably to specific order. One of these special import cars was PA 0595 which was ordered with a Preselector gear box specifically for racing. After being bodied, it was raced in the 1934 Winter 100 race, driven by W.B. Tompson. The car was subsequently crashed during the 1935 Centenary 300 race and various parts including the gearbox and enlarged fuel tank ended up in PA 1424. PA 0595 and PA 1424 were bodied by C.F.S. Aspinall of Armadale Melbourne as were at least half of the 35 P types imported by Lanes.

### *Racing and Sports Bodies*

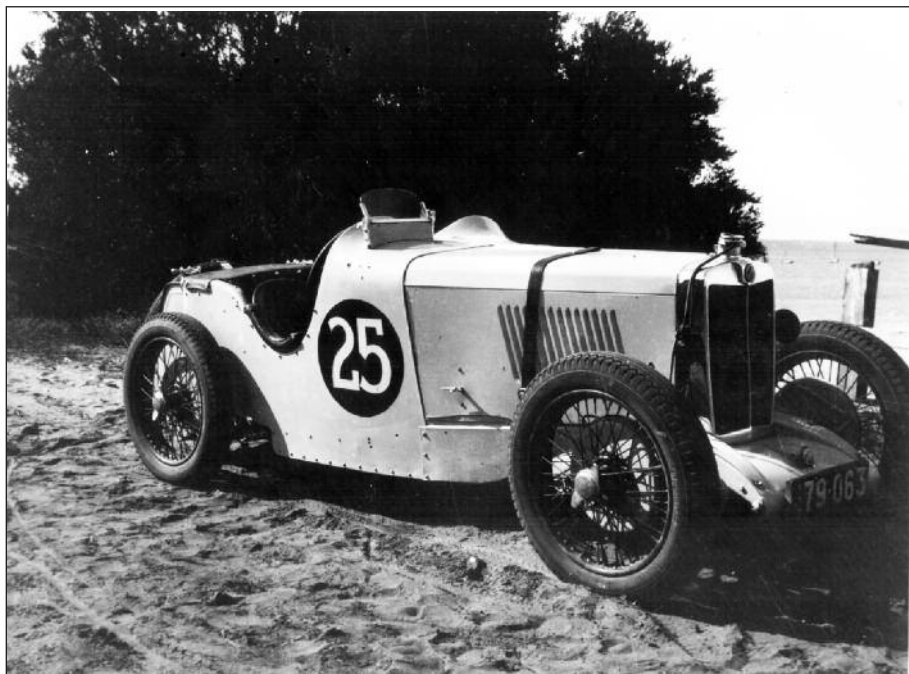
Specialists in General, Racing and Sports Bodies,  
Flared Mudguards, Quick Filler Caps, Steering  
Wheels and all Racing Equipment.

*Official Assembly Station  
of M.G. Cars for Lane's  
Motors*

All General Engineering as well as Car Repairs.

**C. F. S. ASPINALL**

808 HIGH STREET, ARMADALE.



**PA 595 Centenary 300 race, 1935**



The second batch of P types included PA's 1291-1300 of which at least 7 are thought to have received Aspinall bodies. Aspinall offered several body types including coupes, four seaters and racing two seaters, the later being the majority which seemed to have survived. These cars were unusual in that the frames were made of steel angle-iron and they generally had no doors. The bodies were very narrow with the body being without a cut out for the rear guards. Two styles were offered, an enclosed style with the tank inside the 'beetle back' and an open back style with the traditional MG exposed slab tank. At least one N type was also bodied by Aspinall in the enclosed back style and this is owned and regularly used by Walter Magilton to this day. It seems that these cars were very popular with the racers, the cars' iron framed bodies standing up well to the roughness of the mostly dirt tracks then in use in Australia. For road use, full length guards are usually seen in period photos.

PA 1294 was one of the second batch of P types imported and like the others in this batch it had its chassis number stamped on the nearside, something that was to cause issue later on. It was sold to Britannia motors who were the MG agents and probably bodied by Aspinall. The initial registration listed it as a 'coupe' with the first registration being on the 28th of February 1935 with the number 203-133.

At this time, the registration in Victoria was actually linked to the engine number and it was not uncommon for mechanics to swap the guarantee plate should the engine be changed, a fact that was to cause much confusion later on. To further complicate things, Vic Roads, in a fit of privacy paranoia decided to destroy all the owner records in the 1980s. Fortunately the registration records were saved but the loss of the former has made researching substantially more difficult.

PA 1294 went through a series of re-registrations in 1945, '49 and 51 and not a lot is known at present about its history during this time. When the Prewar register was formed in the early 1960s the car (then without body) as well as PA 1298 (the ex Reeve racing car) were listed as owned by John Liebert. It appears that the engine was probably taken at that time to keep PA 1298 on the road. At some time it then acquired the engine from PA 0485, another Aspinall P type. The chassis then passed to Sue Maloney's father who commenced a restoration. An Aspinall body was acquired from Alan Bail who was wrecking for parts that he had acquired from Kurumburra. During the 1970s a considerable amount of work was done on the car including engine and body work but it remained largely in pieces. In the early '90s the 'kit' of parts passed to another owner who planned to make it up as a companion car for his wife as he had acquired PA 0489 another Aspinall PA with extensive racing history with the prominent Australian driver Harry Firth. The car sat in this state until 2001 when I was Captain of the PreWar Register and contacted the owner on other matters. I had purchased NA 0279 a couple of years earlier and was keen to have a 4 cylinder car, so when he happened to ask if I knew of someone that might want a P type, I rather foolishly said 'yes'. He had not touched the car so it was very much caveat emptor, but it looked like a straight forward assembly project to keep me occupied over several months..... how wrong would that be!



Once home, the disassembly and inspection began. The first point to turn up was that although it appeared on the register as PA 1051 and had the guarantee plate for PA1291, once cleaned up there was a number on the nearside numb iron, PA 1294! This caused great excitement as not only had Tony Sloan, the PWR registrar, been looking for this car but Bob Clare had been pulling his hair out as there was a car in the UK that had the chassis number PA 1051 which had been inspected and verified! So with that one solved, the rest of the inspection revealed a lot of new work and parts, none of which were of a standard that could be used. .... it was going to be a ground up restoration.



***PA 1294 laid bare during restoration***

With that decided, I thought I would do something special with the car. My father had owned NA 0677 in the 1950s and had been part of the 'cammy MG' fraternity at that time. He had mentioned several times of a friend who had owned a PA with a preselector box, racing body and a large fuel tank. He had been very impressed with this car (which turned out to be PA 1424) so I decided to rebuild PA 1294 in this mould. It's funning how things pan out, for I had just decided to do this when it was mentioned to me that someone a few blocks away had a ENV 75 preselector box for sale. "It had come out of a Riley 9 and not been in a car for 40 years but would I like it?". Similarly, shortly after that I was offered a Godfrey Marshall Mk 22 Blower.... So that settled it, Preselector and supercharged!

12 years later and an undisclosed amount of money and PA 1294 returned to the road. With everything new it is easy to see why P types were so popular. What a fantastic little car. The steering is awesome, it goes like the clappers and is a joy to drive. Despite the doomsayers that the preselector would sap all the power, the gearbox is fantastic to use and the well spaced ratios avoid the dreaded gap in the PA /NA Wolseley box.

So the research to find the origins of this car and PA 1291 continue, as well as about C.F.S. Aspinall & sons, the other MG coachbuilder.





## Electronic Ignition – A Belt and Braces Approach

Text and Photos by Bob Walker

The original coil ignition system has certainly passed the test of time but it does have some weak points. Appreciable constantly interrupted current flows through the contact points with resultant arcing even though the condenser does its best to stop the current quickly. Burnt points have high resistance which limits the current and reduces efficiency. Another problem appears on a cold morning with a dodgy battery - engine starts reluctantly or not at all.

I thought it right to keep the original contact points and so an electronic system that uses them was the way to go. The benefits of long contacts life and a strong spark at all revs not affected by battery state then make it all worthwhile. My experience with electronic devices in general is that failure is often a boring sudden death not announced with flame and smoke, the black box just sits there sulking. The original system however allows a checking of individual components so that the fault can be diagnosed and rectified often by the road side.

The circuit (see page 13) combines old and new with peace of mind. The electronic part is one of Ewan Harris' systems advertised in this bulletin (you can contact him on 01363 775672). Some of the initial units had a fault with low power rated resistors which Ewan has diagnosed and corrected. *Editor's Note: If anyone has an initial unit which requires correcting, Ewan will do this free of charge if the unit is returned to him.*

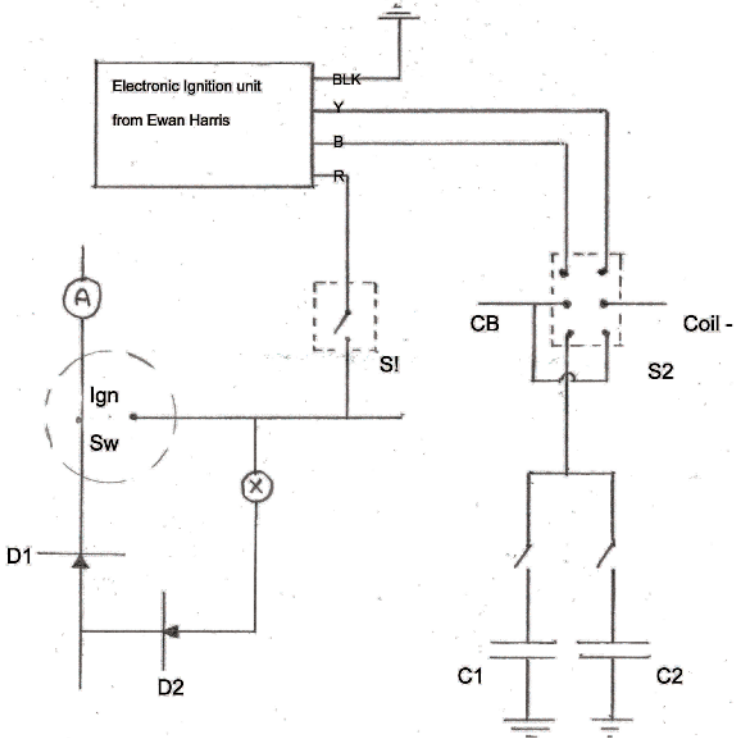
Mine has been on the F type for five years without a problem, the most obvious difference being when starting and the engine bursts into life after only a brief encounter with the starter. The belt and braces circuit is really simple, one switch provides power for the electronic unit when required and the other swaps connections around to suit either traditional coil or modern electronic.

In recent decades I have had problems with sub standard condensers and hen's teeth type contact points for the DJ6 distributor. I got fed up looking at autojumbles and so cobbled up the pieces seen in the photo. You will notice some items are not in their usual place and the condenser is missing altogether. I moved the coil because space was needed on the bulkhead for another fuel pump. The condenser does not have to be in the distributor and I have two elsewhere with switches as on the circuit diagram. The location of switches etc. is to suit individual taste with added security as a bonus. Normally I have the switches set for electronic and then occasionally check that everything else works. This can be done anywhere for instance going up a steep hill or before setting off like a pre-takeoff check.





## Belt and Braces in a Triple-M Ignition Department



S1-On/Off Switch for Electronic Ignition.

S2-On/Off/On Double Pole Switch Electronic on:All Off:Original On.

D1-Main Diode.D2-Small diode prevents dynamo running engine when ignition off.

X- Ignition warning light . C1/C2 Condenser and back up for original system.



## Cylinder Block Repair

Text and Photos by Ged Segrave

A corroded  $\frac{1}{4}$ " BSF thread in the water jacket cover fixing was remedied by drilling out the corroded thread using a  $\frac{21}{64}$ " ( 8.3mm ) diameter drill which is the core size of a  $\frac{3}{8}$ " BSF thread.

To do a good job it is important to have the block level on the bed of the pillar drilling machine and the drill chuck lined up with the centre of the hole that is to be repaired.

Put a  $\frac{1}{4}$ " diameter drill in the chuck and slide it into the hole to help with alignment, then clamp the block.

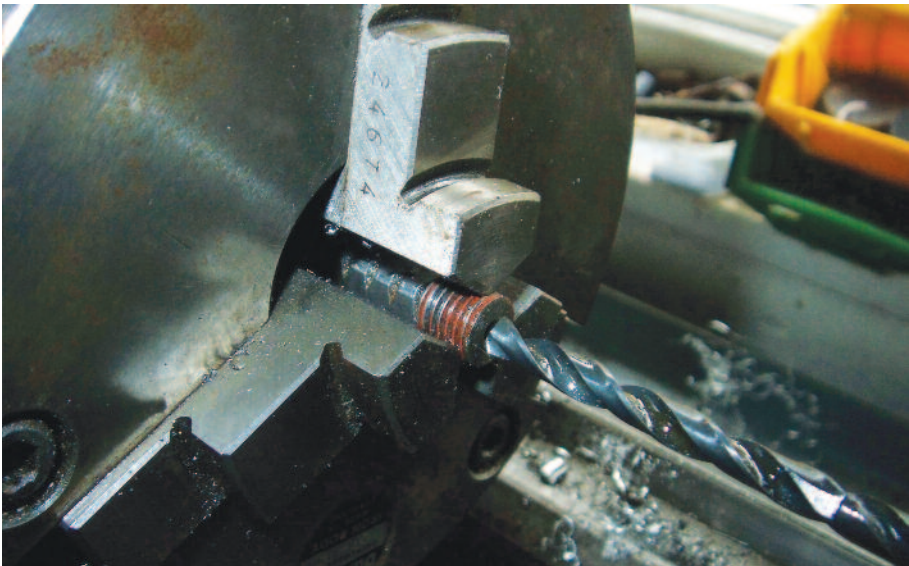


When a  $\frac{21}{64}$ " (8.3 mm) diameter hole has been drilled, tap it  $\frac{3}{8}$ " BSF. (See top photo on next page.)





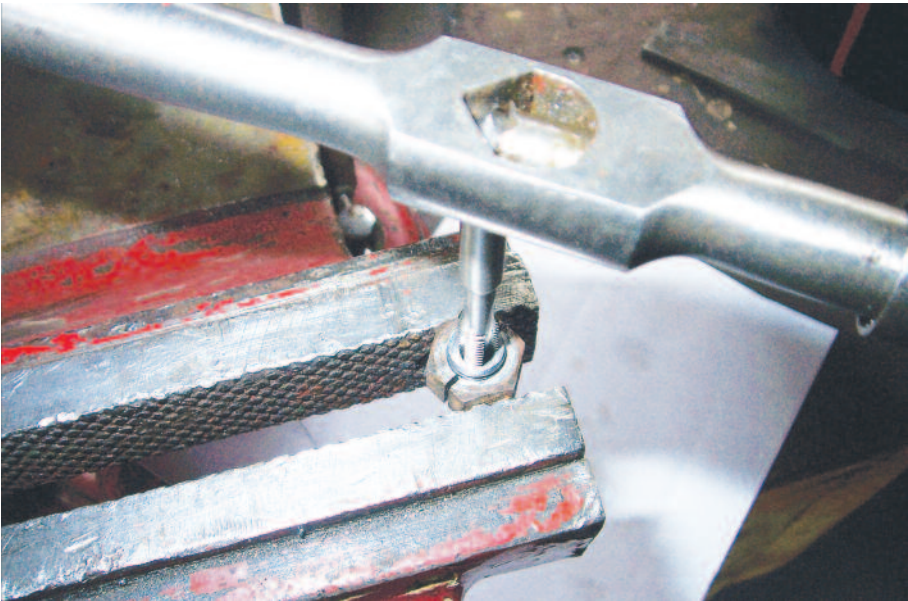
Next, an insert needs to be made. A spare  $\frac{3}{8}$ " BSF bolt will make a good insert. Saw off the threaded portion to a length that is slightly longer than the thickness of the water jacket.



Put the threaded portion into a lathe and drill it  $\frac{13}{64}$ " (5.3 mm) diameter.



Then saw a  $\frac{3}{8}$ " BSF nut in half, this can be used to grip the threaded portion of the bolt without damaging it when it's held in the vice to be tapped  $\frac{1}{4}$ " BSF.





Degrease the newly made insert and the threaded hole in the jacket.  
Using a 1/4" bolt and nut, screw the insert into jacket with an application of Loctite



JOB DONE.



## P-Type Headlamp Data

Text and Photos by Bruce Sutherland

I've had to research the parts required for these 8" dia headlamps as I acquired my PB with totally the wrong headlamps and have collected bits and pieces over the past several years. .

I suspect that most P Type owners these days have converted to twin filament dip/main beam headlights for both near and off-side. The original dip beam with the solenoid-operated near-side dipping reflector and switching-out the driver's side headlight would seem unwise on today's roads – hence my suggestion for departure from original!

I'm using twin filament halogen 65/55W bulbs (yet to be set-up!) but one has to be careful about the total electrics load with these headlamp mods plus twin rear stop/tail/indicator lamps – the old 3 brush dynamo only gave c. 8 amps – so I'm converting a Bosch unit per Bob Lockley's mods (see Document Downloads on the Triple M website) which should give me 15 – 20 amps.

The following has been extracted from a Lucas Parts List 1930-39. Perhaps others could provide similar data relevant to other models of Triple-M cars

### Lucas Headlamps

MG Model Type	Nearside LH Model	Ordering No	Off-side RH Model	Ordering No
1934/36 'P'	LBD140	502186	LBD140	501629
1936 'PB'	LBD140	502186	LBD140	501629

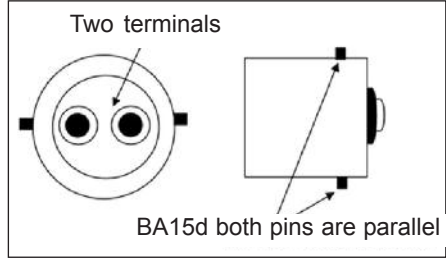
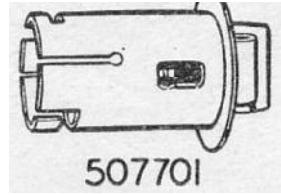
### Headlamp Spares

	Rim	Glass	Dipping reflector	Stationary reflector (RHS)	Bulb Holder <b>(originally single contact)</b>
1934/36 'P'	LR446	NC869/3	502190	500981	503172
1936 'PB'	LR446	NC869/3	502190	500981	503172



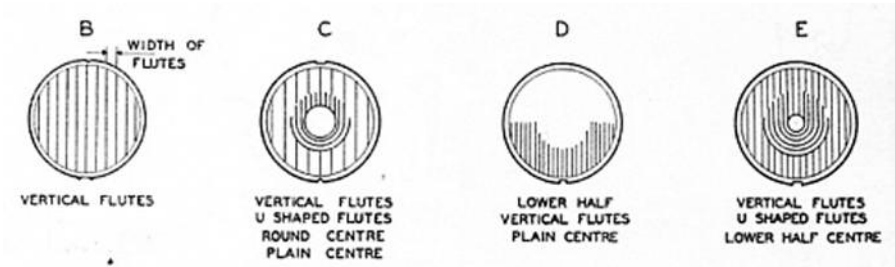


**Note::** Conversion to twin filament bulbs for both headlamps (for dip & main beams), use stationary reflectors and SBC/Ba15d base bulbs and corresponding Lucas Bulb Holder 507701 or similar.



Note also that with Ba15d base having parallel pins, care must be taken to insert the twin filament bulb the right-way-round, or else the low/dip beam and high/main beam filaments will be energised/lit-up incorrectly.

### Fluted Headlamp Glasses



Dia inch

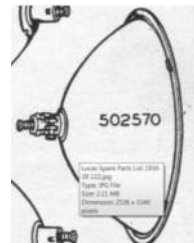
7 <sup>13</sup> / <sub>16</sub>	As 'C' 5/8 flutes	† ‡ NC869/3	2-6 ea	LD147, LD140 LBD140, LBD147 LBD140S, MD140
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† = Plain Centre; ‡ = Domed

### Stationary Reflectors

L140, LB140, LBD140		502.570	500.981	9/3
LD140, LBD141				
LD141, LBD143				

Note the screw clip to secure the axial position of the bulb holder to the reflector housing once the correct focus of the bulb has been achieved.





## Ba15 Installation Instructions

- 1 **Do not touch glass with bare hands** as life of lamp may be reduced. If handling does occur, clean with a soft cloth moistened in methylated spirits (denatured alcohol).
2. **Do not install bulb by holding the glass.** Hold base only.
3. **For maximum performance** it is important to clean all electrical connections including earth points associated with the headlamp wiring.
4. **Install bulb with black line uppermost.** Focus by sliding bulb and holder for and aft to obtain the optimum beam pattern (see Fig 1). A little WD40 applied to the socket will make fitting easier.
5. **On 6 volt systems** check the voltage available is to the vehicle manufacturers specifications. Excessive volts on charge will decrease the life of the bulb dramatically.
6. Adjust headlamps to obtain the correct alignment (see Fig 1)

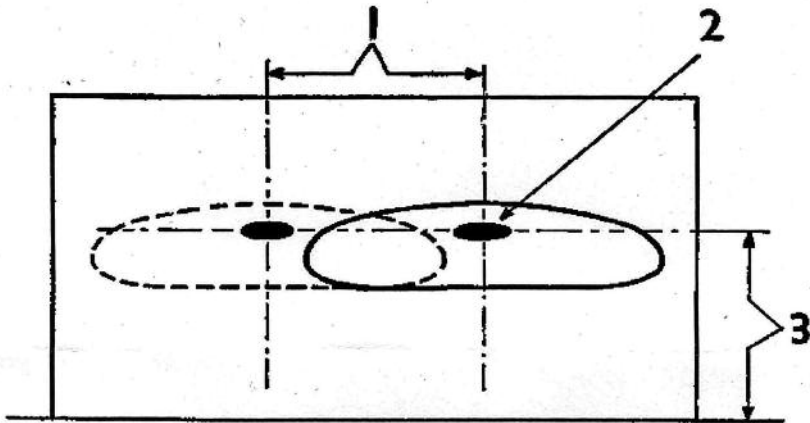


Fig.1 Headlamp Beam Setting

1. Distance between lamp centres.
2. Concentrated area of light.
3. Height of lamp centres from ground.



## *The R-Type is 80!*

As most of you will be aware, April 1935 witnessed the announcement of the revolutionary R-type. To mark the 80th anniversary, we are featuring some historic photos from Oliver Richardson's Collection.

The photos on this page and the Centre Spread overleaf are both of G. Symonds in RA260. (Car number 11 at Lewes 1938, car 4 at Lewes July 39.)

Note the schoolboy with a hand over his ear!











## An Auto-biography

Text and Photos by Mike Pancheri

*Editor's Note: Many of you will be familiar with the term auto-biography (with the hyphen) as used in the Automobile Magazine. Our use of the term here is not quite plagiarism because not only does it describe a biography which is related to automobiles but also it is written by the subject of the article whereas in the Automobile the story is written by a third party,*



**Mike's Father racing his Bentley at Silverstone, April 1973**

I came to Triple-M ownership rather late in life, but as far back as I can remember I have always admired the MG marque. When I was very young, my family lived in Singapore where my father had resumed his job after surviving the horrors of the Burma Railway. He was always a great Bentley man and our only car at that time was a 1927 4 1/2 litre in which he commuted to his office and back during the week, and raced at various speed events at the weekend. My earliest recollection of attending a motor sport event was about 1950 when I was just over 3 years of age. MGs were plentiful in Singapore, new TCs but probably some TAs and TBs as well. By 1951 the first TDs had arrived, and although unable to keep up with the Bentley, I thought they looked and sounded great.



***Left to right: Red Daniells motor sport photographer, Sue and Donald Day (ERA R14B and 3 litre Bentley), a very young Michael Pancheri and his father Paul Gibbs-Pancheri.***

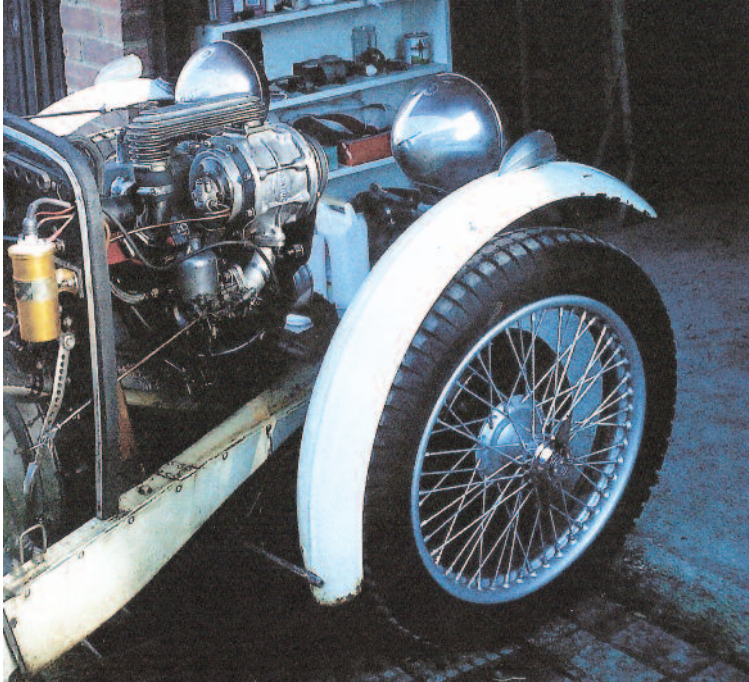
At school in Edinburgh some years later, there was a boy a couple of years ahead of me who acquired a J2 after he left school, and occasionally he would arrive at the school in it to watch rugby matches. In fact I think he had more than one. It gave me a great deal of pleasure to see and hear his J2, and its iconic looks and perfect proportions made a lasting impression on me.

My father had owned at PB in 1940 which he liked very much and only sold to buy his first Bentley which in turn was sold a year later when war was brewing. Much later he had a BGT which we both enjoyed driving, and after that a BGTV8 which was a lovely car. I still have the V8, patiently awaiting its turn for a full rebuild. Shortly after we were married, Marion and I bought a 1967 Mark III MG Midget which we both loved, and eventually swapped for my sister's Morris Traveller when our first child arrived. However the seeds of MG ownership were wee and truly sown.

After parting with the Bentley (school fees!), I was without a vintage car for some time. In the meantime we had acquired a 1971 BGT which Marion used as her work car. However I never forgot the J2, and at our local MGCC natter one evening I mentioned that I was interested in a kit of parts for a PA which I had seen for sale for £6000. Nigel



Reilly took me quietly to one side and suggested I might like to buy his PA. He had forsaken her for a much quicker Riley special but I had seen his PA on occasions, and I liked lots of things about her, the fact that she hadn't been restored, that Nigel had owned her for nearly 40 years, that she looked a bit more sporting with her cycle wings, and most of all that she was fitted with a supercharger.



*'she was fitted with a supercharger.'*

Chassis PA 1698 was registered US 8752 and sold new through a dealer in Glasgow, and spent her early years in the fashionable Glasgow suburb of Bearsden. Subsequently she lived in Devon, the Midlands and London when she was bought by Nigel who was a student at University there. She was his daily runabout and lived outside his flat somewhere south of the river. He trialed her, raced her at MGCC meetings and hill-climbs. I was told that on one memorable ascent of Prescott she tipped over at the Pardon hairpin, dumping Nigel on to the road, after which she righted herself and continued on her merry way towards the Esses leaving Nigel to run after her before an even more embarrassing disaster befell her. I have heard several other beery, studently stories about his time with her which are probably best left to the imagination.





When she passed to me her condition certainly wasn't concours, kind people referred to it as patinated, more forthright people described her as downright scruffy. Surprisingly, between my expressing interest, and the deal being done, she won the pride of ownership competition at our local natter's summer barbecue. I expect Nigel's asking price went up a pound or two on the strength of this.

I had test driven her in January 2003, and done the deal, but a business trip to China delayed my taking delivery of her until 1st February. Fortunately I remembered the way around the gearbox, so I enjoyed driving her home, confident that I wasn't going to set off in third. I always found the low ratios of bottom and second a bit tiresome, but once into third she was very pleasant to drive. Vintage cars have a lovely enginey smell about them, especially if they haven't been cleaned for 40 years, and opening the garage doors always gave me a thrill as I breathed in her heady oily scent. I soon learned that an oil-cooled dynamo wasn't an ideal characteristic to have.

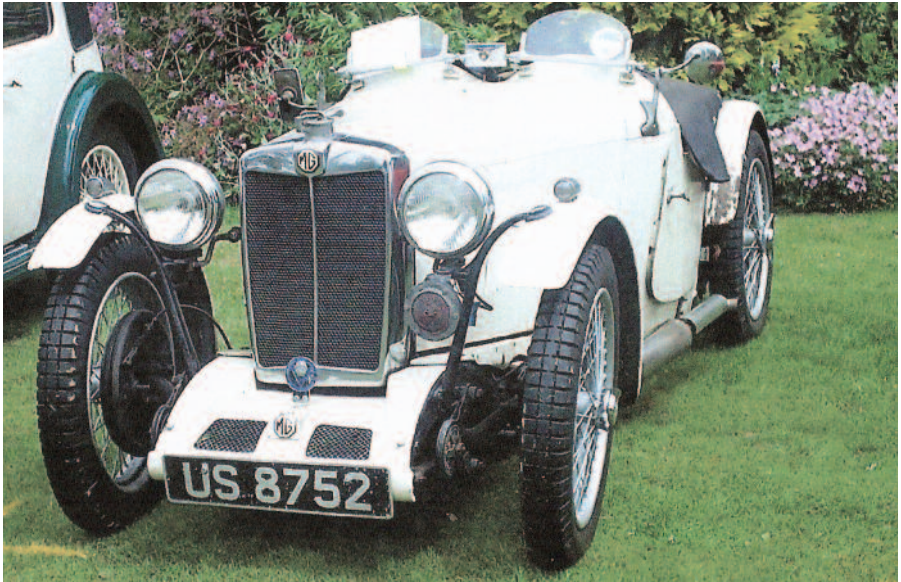
Ownership wasn't always a bed of roses. Our first event was the Old Speckled Hen run, and although we had a lovely crisp blast down the A 34 to Abingdon, later in the day the blower seized, and we came home on the back of the recovery truck. The next day, being a bank holiday, I got the spanners out. It turned out that one of the vanes in the blower had jammed, so I took the blower back to Nigel Reilly to look at, and converted her back to run on carburettors. I ran the car for the rest of that summer (long and hot I remember) on carburettors and we had plenty of enjoyable, trouble-free motoring. I found during the winter that she was difficult to start however, which I learned was because the Castrol 'R' on which she runs turns into treacle when it's cold, so I always kept an electric heater under the sump after that.

We used her again the following summer, 2004, and in early August I got the rebuilt blower back, the day before we went off on holiday. I took the afternoon off, changed the manifold and refitted the blower, took her for a quick test-run round the block, put her away and set off for the airport a few hours later. We returned home two weeks later, early on a Friday morning. We unpacked, re-packed with some clean clothes, and set off after lunch in the 'P' Type for the Triple-M weekend which was based near Prescott. As we went down the drive, Marion and I looked at each other, and philosophically said 'I wonder how far we'll get'. Two hours later, after a lovely run in warm sunshine, after Marion had plotted a delightful scenic route taking us away from the Friday afternoon rush-hour traffic on the A 40, we reached our hotel high on the hills above Cheltenham.

We had a great weekend including some good runs up Prescott, six thou in second, no problem at all but then the rain came and without any weather equipment we had a very wet run home.

During the next few years I dealt with various things which needed attention, a new water pump, a new oil seal at the top of the vertical drive, a new stainless exhaust and silencer, a rebuilt dynamo, a replacement near-side rear hub bearing and carrier, and





*US8752 in all her glory..'*





relined front brakes. Although she revved happily off the scale in the lower gears, I found she tended to blow back above about four thou in top, which I eventually cured by fitting harder plugs, B9s. These tended to oil up at low revs and make her a bit lumpy but they soon cleared once we got properly under way again.

We entered the Triple-M 50th Anniversary event at Warwick in June 2011, but on the run to Shelsley Walsh on the second day she developed an intermittent misfire and loss of power. On arrival at Shelsley I decided not to run her up the hill as I felt it would be a pointless exercise. I had been up Shelsley in anger several times back in the seventies, and I knew that it is much more of a power hill than Prescott is, so a slow painful climb with a sick engine didn't appeal very much. Coming back to the hotel, the mis-firing continued, and I stopped a few times to clean and change the plugs. The next day she ran very well again and we enjoyed our trips to a spectacular flight of locks on the Grand Union Canal and especially to see the Vulcan bomber at Wellesbourne.

On our way home the next day the misfire got worse and instead of going on to MG Silverstone as planned, we aborted the mission and headed for home, by which time she was running on three cylinders. Once again the spanners came out and between us (well, mostly Marion) we got the head off and found quite a deep crack. Amongst the large pile of spares which came with the car were 3 spare cylinder heads, the best of which was pressure-tested and fettled up, and the valve gear off the old head assembled with new valves and springs onto the replacement head. While she was in a major state of undress we took the rest of the engine out and had the crank, bearings and rods checked over and found to be in very good order. Once the engine was assembled again and replaced in the chassis, and everything else put back on again, she ran beautifully, this time on less brutal plugs.

When I bought her, I knew that at some stage she would need serious work, but decided to run her and make whatever repairs were necessary as long as I could until something major happened, and that is basically what I did. After the major happening had duly happened, and the engine was professionally repaired running nicely again, I decided to part with her. By this time I was well into the construction of a PB special, and didn't want to have two projects on the go at the same time.

I hadn't touched the chassis, steering, suspension or final drive during all the time that she was with me and at some point I would have wanted to give her a full rebuild. My last drive in her was up to VSCC Silverstone in April 2013, where she would be handed over to her new owner. I shall never forget the joy of thrashing her up an almost deserted A5 at 4500 revs, something a little over 70, nor the lump in my throat as I parked her in the vintage car park in the paddock, and switched her off for the last time.



## **It is Obvious Once You Know**

**Text and Photos by Digby Gibbs**

As a comparative novice in the art of rebuilding MMM cars, it is comforting to have the advice of very knowledgeable experts available through the Technical Information Forum.

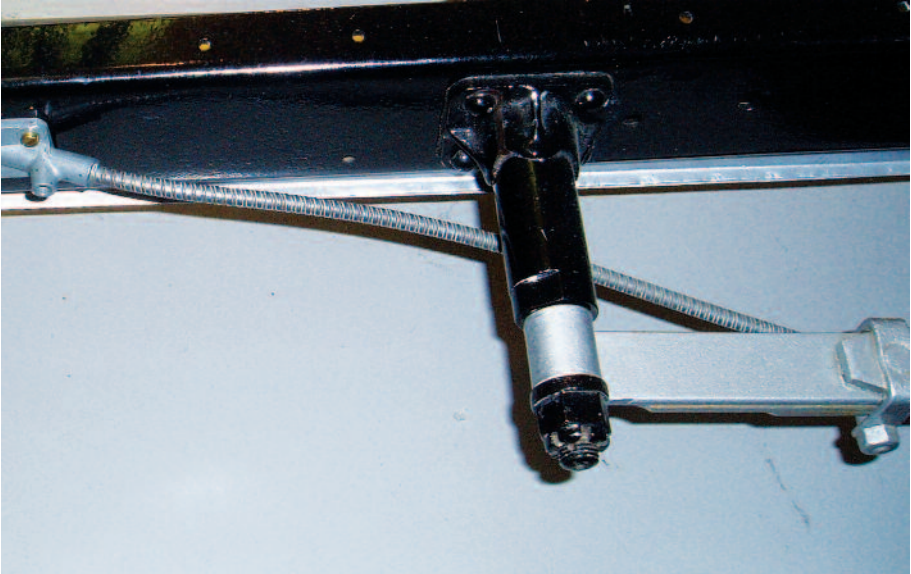
A good example of this was my first use of the Forum when I needed an answer to a very basic question that no amount of studying of printed diagrams and detail photos could answer.

In the process of re-fitting the rear springs to the PA I had the old spring- pin nut and washers (one thick, one thin) wired together in the relative positions that they had been in when removed. However, I was not convinced that this was correct, particularly as each diagram I looked at seemed different. Even my photos of the Gaydon PA were no help as that appears to only have a washer on the outer side of the spring.



**Photo 1: General view of the PA chassis at Gaydon showing the rear axle and springs.**





*Photo 2: Close up of spring hanger on Gaydon PA.*



*Photo 3: Old and new pins and the two washers.*



My request to the Forum not only told me which order they should be in but also highlighted something I had not even noticed and another that I should have realised.

1. The hole in one of the washers is actually bevelled on one side to allow it to fit snugly against the shoulder on the hanger pin which has a slight radius between the face and the shaft that takes the spring. The other washer has a smaller diameter hole and fits on the outside of the spring.

2. The inner washer also sets the distance of the spring from the chassis and may need adjustment to ensure that the spring is parallel.

Thanks to Messrs Lew Palmer, George Eagle and Maurice Blakey for taking the trouble to provide prompt and helpful advice via the Forum.

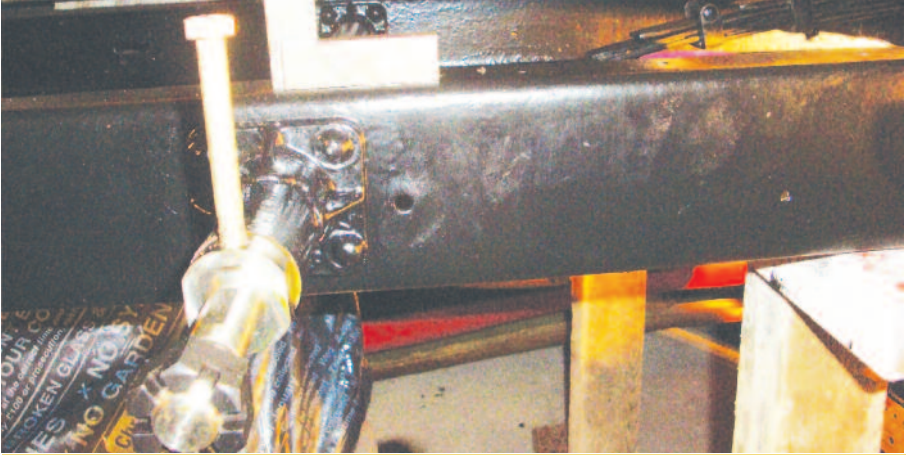
In the process of re-assembly, it was apparent that one of the pins was probably not an MMM component and also not in very good condition. I therefore took the sensible route and obtained two new pins and matching castellated nuts from S&V.

Trial assembly of the new pins into the chassis resulted in the flat section on the pin being a few degrees away from horizontal when tight against the chassis stub.



**Photo 4: Close up of chamfered face of washer.**





**Photo 5: Aligning the hole in the pin using a BSF bolt and square.**

Rather than calculate how many 'thou' to remove I resorted to trial and error; filing a small amount off the face of the stub and then re-assembling until it was nearly correct. This left enough adjustment so that when fully tightened it was correct. I tested this by inserting a long BSF bolt into the threaded hole and by sighting through to a square set on the chassis rail could achieve quite fine adjustment. The human eye is a very accurate measuring device in these situations (see Photo 5).



**Photo 6: New hanger pin, washers and spring trial assembly.**



## Triple-M Register Championships

### - Mike Linward, Competition Secretary

It is still early days in the competition year but trials activity has been well under way since the beginning of January. Bill Bennett's season did not get off to the best start with a Silver award at the Exeter Trial. Bill was rather hoping that all entrants in Class 2 would fail Simms, as he had done, in which case it would not count but Bill's nemesis, Adrian Dommett in the Wolseley Hornet, cleared the hill so making it count toward the award forcing everyone else down one place. John Wells, driving the supercharged PA in the same event, finished but without an award. In the first VSCC event of the year, the New Year driving tests at Brooklands, six MGs took part although John Haine broke the diff on his M type and took no further part in proceedings. Colin Reynolds' M type was the best performer gaining a second class award in the Standard Sports-Car class. Tim Beckh, driving Nick Bengers' J1, was fourth, Nigel Stroud's M type sixth and Patrick Gardner's J2 seventh. Christopher Hobbs gamely competed in the long wheelbase K1 tourer which is not the easiest car to use in driving tests and was sadly placed last. Apart from Bill Bennett and John Wells, two other trialist have been at work namely David Rushton in the M type and Mark Smith in the J2. By keeping their cars standard in VSCC event they have avoided the extremely congested 'Special Car' class which in trialing usually has more than fifty entrants. As a result, Mark achieved second place in class on the Herefordshire trial and David first in class on the Exmoor Fringe and a third on the John Harris.

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 2015 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

9th/10th January	MCC Exeter Trial	Full Results
25th January	North Devon Motor Club Exmoor Trial	Full
1st February	Stroud & District M.C. Cotswold Clouds Trial	Full
1st February	VSCC New Year Driving Tests	Full
14th February	Fell Side Auto Club Northern Classic Trial	Full
14th February	VSCC Exmoor Fringe Trial	Full
7th March	VSCC John Harris Trial	Full
14th/15th March	VSCC Herefordshire Trial	Full



**C.O.T.Y. 2015**  
**Scores To 20th March**

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	44
2nd	341	M	PJ 7970	David Rushton	29
3rd	2594	J2	MG 1949	Mark Smith	27
4th	1027	L2	AKL 840	John Rogers	11
5th	3064	M	VC 8174	Colin Reynolds	10
6th	1428	J2	DG 6142	Tim Beckh	8
7th	1367	PA/s	MG 3921	John Wells	7
8th	82	M	PO 1357	Nigel Stroud	6
9th	1883	J2	PO 8865	Patrick Gardner	5
10th	797	K1	ALA 871	Christopher Hobbs	3
11th	148	M	OY 1548	John Haine	1

**Slade Trophy 2015**  
**Scores To 20th March**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	23
2nd	M	David Rushton	12
3rd	J2	Mark Smith	10
4th	PA/s	John Wells	2

## Correspondence

### From Oliver Richardson

I am hoping to do another batch of 8" drums suitable for M (early and late), C, D, F and J Type as I used to get made in conjunction with the late Bob Hudson. They are made of iron with the fins machined into them (no shrunk on all fins) therefore are heavier but this gives the benefit of rigidity in the drums' construction therefore making them very effective. Price will be £130.00 each with a 50% deposit(as was required with last batches). Delivery will be 6-8 weeks from time of placing order with manufacturer. Please e mail me at ollirichardson@yahoo.co.uk to express interest. Many thanks, Oliver Richardson.

### From John Rogers

When reading the Chairman's Jottings in a previous bulletin I noticed an error which I think is understandable. He says that the Petwood Hotel was the HQ of 617 Squadron. This is not so, squadron headquarters were at the airfield at which the squadron was based. I have enclosed some back ground information concerning the



*Outside the Petwood Hotel*

Petwood Hotel and 617 Squadron which I hope will clear up the misunderstanding. One of the photographs of AKL 840 was taken outside the Petwood when the car was being used by the Macgregor brothers in the BBC documentary "The Bomber Boys". The other is in front of "Just Jane" the Lancaster based at East Kirkby airfield.

### **Military involvement of the Petwood Hotel**

Despite a spell as a military hospital for convalescents in the first World War, the Petwood's most notable appearance in war time history is probably as the Officers Mess for the 617 Squadron. Requisitioned by the RAF in 1942, it was originally officers of 97 and 619 squadrons from the nearby RAF Woodhall Spa airfield who were based at the Petwood. When it was decided that 617 Squadron, later to be known as the Dambusters, should be made into a special duties squadron which would work in isolation and secrecy, the near by RAF Woodhall Spa airfield was selected as it's operational base. It was at this time that the Petwood was first used as the Officers mess by 617 Squadron and RAF Woodhall Spa station officers not just the officers from the flying squadrons. Other squadrons which also used the Petwood were 97, 619, 627. Much of the local accommodation was commandeered for the air and ground crews.





*In front of "Just Jane" the Lancaster based at East Kirkby airfield.*

### **Brief History of 617 Squadron.**

On the 21st of March 1943 a new squadron was formed, initially known as X Squadron later to be renamed as 617, at RAF Scampton. After the Dams raid 617 moved briefly to RAF Coningsby on the 30th of August. Then on to RAF Woodall Spa during January 1944 where it remained until the end of the war. The Dambusters had to leave RAF Scampton to allow runway construction and general expansion which lasted for nine months. It was from RAF Woodhall Spa airfield that 617 Squadron went on to drop the Tallboy and Grand Slam bombs and to sink the Tirpitz.

The last operation by 617 Squadron from Woodhall was on April 25th 1945 against Berchtesgaden. On June 18th 617 Squadron moved into RAF Waddington. Three other bases were used by 617 Squadron, a detachment was based at Tempsford in December 1943 and detachments were sent to North Russia (Yagodnik) September 1944 and to Lossiemouth in October and November for operations against the Tirpitz.

Yours faithfully,  
John C. R. Rogers. AKL 840





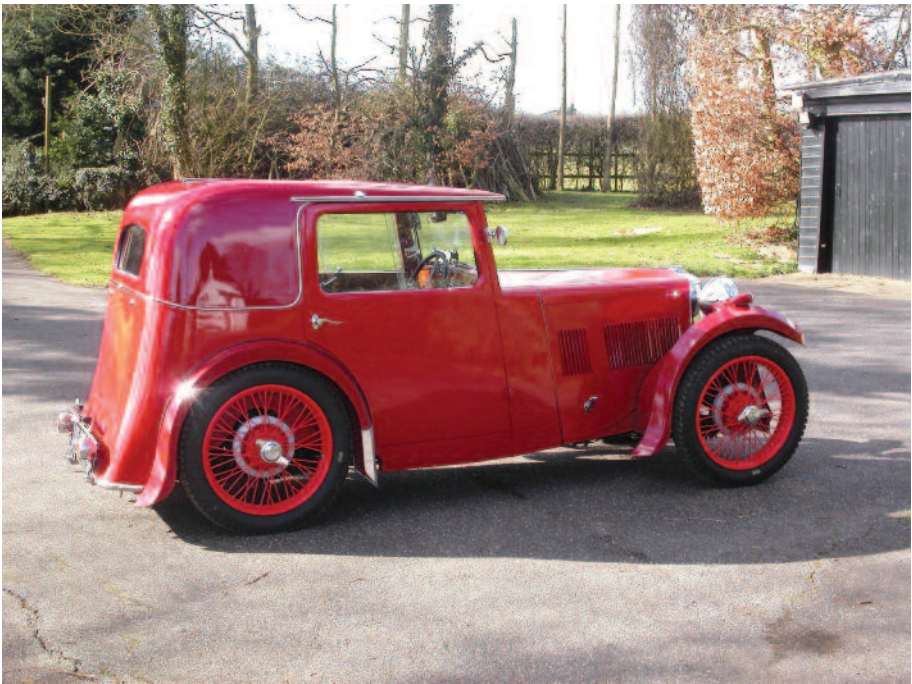
**From Richard Hinton (writing about his recently acquired J1 Saloonette shown below)**

Just 3 owners from new (I am just now the 4th). Always lived in the Leeds area until just a few years ago. I bought it from Jim Collier who owned it from 1978 to 2015 and spent 6 years restoring it, then 7 more enjoying it.

Whilst there are M type Sportsman Coupes and L & N type Saloonettes in existence, I am told out of the 117 J1 Saloonettes made in a 9 month period in 1933, it is thought this is the only one known to be still in existence.

Apparently many were converted to open 2 seaters and specials post war as well as broken for spares and scrapped.

It is exactly in the colours and spec delivered by Appleyards, Leeds to a Mrs Lee in April 1933.





## Readers' Adverts

**Readers' private (i.e. non-trade) adverts are published free of charge although advertisers are requested if possible to contribute to the Hints and Tips section**



**For Sale: MG J2 1933, Swept Wings.** Recently renovated after 50 years in limbo. Original engine, period Morris hydraulic brakes which I'm sure would have been fitted originally if Kimber hadn't vetoed them. Black, as original, except side panels green in typical 1930s style. Green wheels and interior, Smart. £30000 o.n.o. More photos on Carandclassic.com. **Martin White, tel 01344 424258.**

### Bits for Sale

**J2/F2/L2** Four Bonnet Catches £50

### P-Type

Set New Inlet/Exhaust Valves	£75
Spigot Bearing and Housing	£15
Engine Oil Pipes (fit N?)	£30 each
Front Apron - original, repaired	£60
Running Board - original, repaired	£60
Front Wings - Pair, nice and straight, excellent contours at front, no rusty holes	£800

### M- Type

Oil Pipe - sump to pump, new £40

- Martin White, tel 01344 424258.



**For sale: Le Mans M-type replica.** Built by Peter Gregory to exacting standards and correctness. Highly tuned engine with Cosworth high compression pistons, producing 46bhp. Prepared for International competitions with full FIA requirements (Historic Technical Passport for FIA Class OS1). Raced at Classic Le Mans in 2012. Many safety upgrades, including stronger wheels. Engine recently overhauled. Currently fitted with glass windscreen, but original gauze screen included. Offers over £30,000. Contact Philip Bayne-Powell on 01483 811428 or e-mail philipbp@mgcottage.freemove.co.uk

**For Sale: Some transistor assisted ignition units.** These eliminate erosion of the points, so maintaining a powerful spark. A must for six cylinder cars especially. £24.50 including P & P and comprehensive fitting instructions.  
- Ewan Harris, Tel 01363 775672

**For Sale: MG PA (1934),** Dry stored for over 45 years, complete with large selection of spares including engine (dismantled), steering box, radiator, chassis parts, instruments, lamps etc. Offers over £15,000 to J. H. Foster, tel 44 (0)1557 814470.

**Wanted: MG K1 petrol tank** - original and in good condition if possible but all considered.  
- David Winstanley Tel 01302 770281





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**Sunday 26<sup>th</sup> April 2015**

**National Drive It Day**



Take the dust sheets off your sports car, take it for a spin and then join us for cream teas and cakes at The Memorial Centre and visit the

**Auto Jumble and Collectables Event**



**10 am – 4pm**

Contact Mick Morgan 01753 883373 for a table



*An Aspinal-bodied P-type in Australia (See Andrew Fock's Article, page 8)*





*Pictures from Richard Hinton of the snug interior of his unique  
J1 Salonette (see Correspondence)*

