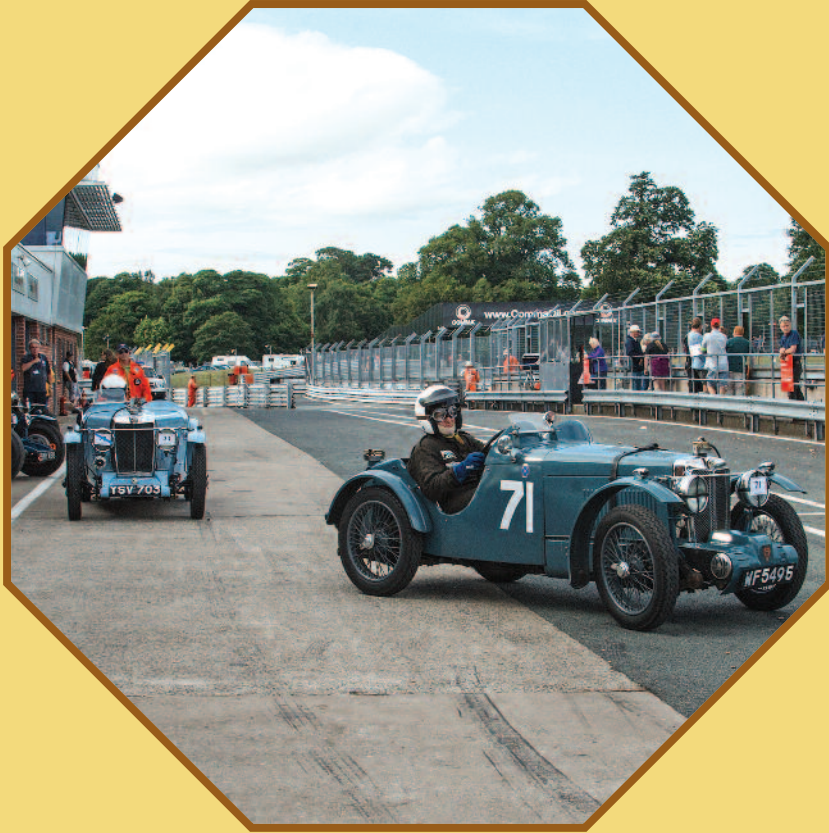


# TRIPLE-M REGISTER BULLETIN



**October/November 2015**





**Views from the Lincolnshire Wolds Tour**

**Above: Some of the many diners at the Petwood Hotel - Photo: Dick Morbey  
Below: Anthony and Ruth Richards negotiate 'The Splash' at Little Cawthorpe  
in their M-type - Photo: Bill Abbotts**





# **BULLETIN No. 87**

## **October/November 2015**

*Front Cover Picture: The Team Relay Race Pit Lane Scene at Oulton Park.  
Hamish McNinch metaphorically handing over the baton to Fred Boothby  
(Photo: Dennis Rushton)*

### **Editorial**

Welcome to the October/November edition of the Bulletin which I hope you will enjoy. By the time you read this the Autumn Equinox will have passed and the events of the Summer a pleasant memory.

In this issue we have reports on the two main Register social events of the Summer and the competition highlights. To help relieve the winter blues we have saved some event reports for the next issue when we also hope to have an interesting article on an M Type which is previewed in the Correspondence section.



As always we are indebted to the contributors who take the trouble to produce the reports and to the photographers who provide so many exceptional images that it is a hard task to choose the small number that we have space to feature. We still need more technical articles and technical tips so please put pen to paper and share your knowledge (or errors) with fellow members. As we need to send the December Bulletin to print early to avoid the Christmas post, please send in all articles for the December Bulletin before November 1st. We also need you to continue to support the Bulletin with your subscriptions so please read the note below and help give Paul White a relaxed Christmas by sending off your subscriptions as promptly as possible.

I am grateful to Bob Richards who, in spite of having retired as Editor, has done most of the work on this edition of the Bulletin so the usual quality has been maintained.

### **BULLETIN SUBSCRIPTIONS:**

**We are pleased to advise that the Committee has agreed to maintain Bulletin subscriptions at the 2015 level for next year. Renewal forms will be issued with the December Bulletin and it would be appreciated by our hard-working subscription manager Paul White if these could be returned promptly as the mailing list for the first edition of 2016 has to be sent to the publishers very soon after Christmas. Full details of the costs and methods of payment will be in the next Bulletin but the rates will be as follows:**

**UK: £13**

**EU: £17 or €25**

**Rest of World: £18**





## Future Events

**VSCC Goodwood Sprint**

October 24th 2015

**VSCC Lakeland Trial**

November 7th 2015

**VSCC Cotswold Trial**

November 21st 2015

**VSCC Winter Driving Tests**

5th December 2015

**Brands Hatch.** The Triple-M Register has received an invitation to race at the meeting scheduled for 1st May 2016.

**Pre-war Prescott** will be on Saturday 16th July next year

**Silverstone.** The provisional dates are 4th/5th June 2016.

**Northern Ireland Touring Event** 7th to 12th June 2016



Opening the Gates for the Lincolnshire Wolds Tour  
- Photo: Dick Morbey



## Chairman's Jottings

Since my previous jotting there has been a fair bit of activity in our little world.

Peter Green's Summer Gathering was well-supported as usual and blessed with fine weather. Thank you, Peter and family.



So too was the Lincolnshire Wolds touring event and thanks are due to everyone involved in this - whether they be organisers, local helpers or of course all the brave souls who took part in it. Altogether over 50 cars graced the event including no fewer than four K1s, all in their original configurations, together with five F-types and D-types and many others. It was an altogether happy event and it was gratifying to receive appreciative comments from people who had never taken part in one of these previously. New friendships were forged, many - very many - mechanical challenges were confronted and all in all a great time was had. You can read a full report on the event in this Bulletin.

One day later some of us went on to the VSCC Mallory Park race meeting. The organisers had kindly given us a Triple-M race where in addition to some of "the usual suspects" three other very competitive cars participated: Tom Hardman in the Bellevue special and the Painters - father and son - in the Kayne Special and a very hot P-type respectively. It has been great to see the renaissance in Triple-M racing, so capably organised by Mark Dolton. We now have an invitation for two Triple-M races at the MGCC's meeting at Brands Hatch on Sunday 1st May, 2016, so please book the date now - whether you be a competitor or spectator.

We can report good progress on the development of our new database of Register and car information. So what? I hear you say! Well, for the first time we will soon have a single repository of Register data, which will combine factory information, the Register's own information as well as pictures and documents pertaining to each car. The database, compiled by MG enthusiast Koen Struijk, will be web-based and each car owner will have the facility to view the information about his/her car on-line. In addition you will be able to edit on line your car's record and add information, pictures and copies of documents about your car. All these edits will be subject to approval either by the Registrar himself or by a designated model-specific expert, so the integrity of the Register will thereby be safeguarded. Watch this space for more details!

The MGCC has announced provisional dates for MG Live! (Silverstone) which are Saturday and Sunday 4th and 5th June 2016.

Hard on its heels is the 2016 Ulster Triple-M Tour from 7 - 12th June. The event is being organised by Simon Johnston and you can contact him for details and to register your interest at [ulstermmmtour@gmail.com](mailto:ulstermmmtour@gmail.com) Entries will open in January 2016.

There's much to look forward to!

Until next time, best wishes to you and yours,  
Dick Morbey



## Secretary's Bulletin Report on the Triple-M Committee Meeting held on 6th September 2015



**D Morbey, Chairman**, confirmed that following a meeting with K Struijk at Silverstone great progress is being made absorbing Register data into the new data base he has created. D Morbey also reported that G Arrondelle has, for very understandable reasons, decided he is not able to continue as Registrar and plans to stand down at the 2016 AGM. Depending on the Committee's views, it seems likely there is a need to divide the work up. Welcome offers of assistance have been received although there is a need to find a suitably knowledgeable person with the time and abilities to take over a controlling role of Registrar. Car identity issues continue to cause a lot of work for the Registrar. Silverstone was an excellent shop window for the Register, despite the absence of a Triple-M race. Thanks are due to P Green for the significant work he put into creating the "Brooklands pit". The attendance at the AGM was disappointing and the Committee decided to revert to holding the next AGM at the Club office following the Committee meeting diarised for 22nd May 2016.

**Racing.** It was good to see the interest in Triple-M racing at the recent VSCC meetings at Oulton Park and Mallory Park. The MGCC has offered M Dolton Sunday 1st May 2016 for two Triple-M races at the Brands Indy circuit. **The Lincolnshire Wolds** tour was a success at all levels and was enjoyed by all entrants. A post event survey showed a score of 4.5 out of 5 overall and offered some valuable comments. **The Summer Gathering** was also well attended and thanks are due to P Green and family.

**Council Meeting.** D Morbey and G Eagle will represent the Register at the meeting scheduled for 24th October 2015.

**G Eagle, Secretary**, in company with D Morbey, inspected 6 cars at A King's premises. One car was a customer's F type which the owner wanted identified, the others were for A King who wanted identities confirmed to enable him to apply for the original Registration numbers. One car was an M type with period trials and Brooklands history. A procedure on how to apply for a registration, plus required DVLA forms, had been written up so as to help members and reduce the workload on the Registrar when responding to members. A request has been received for a valuation of a 6 cylinder F or L driven into a garage 41 years ago and not touched since. Further information including photos of the chassis stamping is awaited. **Metal car badge** sales continue at about one per month. All the Register's information on the L1 and L2 models has been transferred onto the new data base.



**B Milton, Treasurer,** gave a run down of the Register's current financial position and confirmed all VAT payments were up to date. Following a discussion on the costs of producing the Bulletin the Committee agreed to hold the current subscription rate for 2016. The Register provided a small subsidy to cover the excess of expenditure over income on the Lincolnshire Wolds event.

**G Arrondelle, Registrar.** During the June to August period there were 36 changes to the Register, 10 new cars were recorded, 17 cars changed hands, 2 cars reported as scrapped, one a chassis plate only and the other possibly no longer existing. There were other assorted queries. The current practice has been to file records in Register order number – this is clearly not satisfactory as searching for information is time consuming. It was agreed that a meeting be arranged for a working party to re-organise the files into model type/chassis number order. P Green has a supplier who can supply plastic folders cheaply – these have a small pocket on the front where the chassis and Register numbers can be recorded.

**M Linward, Competition Secretary.** In addition to keeping the competition tables up-to-date other activity has been involvement in the Lincolnshire Wolds event. Work on the 2015 Yearbook competition report is ongoing with a completion date of January 2016. Any photographs to be considered for inclusion with the report need to be submitted by the end of December. Currently D Potter (C/s) leads the COTY from F Ashley (M) and O Richardson (C/s).

**P Hemmings, Librarian,** reported that although Silverstone was successful for the Library the takings were down at £2664. Sales of the 2014 Yearbook were down on previous year at 109 (131 for 2013), however over 80 were sent out prior to MG90 following early release for sale on the web shop. Thanks are due to all who assisted in running the stand, more help would have been appreciated on the Sunday. Total mail order sales for 2015 to-date stand at circa £6914, total web sales since inception 710. The re-production Mille Miglia book is now in stock, special thanks are due to T Hartley for his input. **"How they ran" J2 book**. J Hawke has looked into the matter of a re-print, which will be printed as a 2nd edition, with a different picture on the back page. He has been in touch with P Hemmings regarding the possibility of stocking the book in the Library. P Hemmings is also planning to stock the new book **The Hawke History of MMM Competition Cars** edited by K-J Wiessmann.

**D Gibbs, Bulletin Editor,** reported the hand over from B Richards is going well with a meeting held to review the software and some content of the current issue. B Richards has offered to continue to give assistance over the complications of assembly and publication. Software. On the recommendation of Lavenham Press Serif software has been obtained as an alternative to Quark. A large hard drive has been given to B Richards who will download all the archive material relating to his tenure as Editor, any unused material will be included. The intention is to continue to use the hard drive which will become the Bulletin archive and be handed over to the



next incumbent.

**J Hawke, Safety Fast Scribe**, reported there has been a response for photographs of events but no report on any event relating to those photos. There will be a report on the Summer Gathering.

**C Spoelstra, Yearbook Editor**, has started with “gentle nudges” to people who promised articles for the 2015 Yearbook whilst others are either in draft form or complete. Photographs are also being sourced from the internet. There have been no volunteers to take over the Editorship apart from one person who enquired as to what the task involved, and another who would have been interested but was not able to take on the role due to commitments. The Committee discussed a possible future arrangement involving the creation of an Editorial sub-committee.

There has not been much progress in marketing the Yearbook but a preview will be in the next issue of Safety Fast.

#### **Events 2016.**

**Brands Hatch.** The Triple-M Register has received an invitation to race at the meeting scheduled for 1st May 2016.

**Silverstone.** The provisional dates are 4th/5th June 2016.

**Northern Ireland Touring event** 7th to 12th June 2016. S Johnson is continuing to organise the event and hopes to attract Triple-M cars with a Northern Ireland competition including L2004.

**Summer Gathering.** The provisional date is for mid July 2016.

**Racing.** M Dolton has established a good relationship with the VSCC. In addition he has produced a list of 13 Triple-M racers who have confirmed their intention to complete. 3 other owners with cars in rebuild are D Cooksey (C/s), M Dowley (Q type) and C Cuny (P special) from France. 12 others are yet to be confirmed.

**Events 2017.** C Cartwright, who took part in the Lincolnshire Wold event, has written a paper outlining a programme for a possible Cornish tour. The Committee agreed to respond stating the proposal is worth pursuing.

Date of next meeting 6th December 2016.

G Eagle  
Hon Sec  
Triple-M Register.  
20th September 2016.





## Team Yorkshire and the European Event of the Year 2015

Text and images by Tony Hay except where otherwise captioned



When it was announced last year that the 2015 European EOTY was to be held in Holland it became apparent to those in these parts that Holland is only “over there”, and a quick check on Google Maps gave the rather surprising result that Tilburg was only 117 driving miles from Harrogate (my location), with 11 hours on the overnight ferry doing the donkey work. That’s nearer than Leicester!

A MMM invasion (Team Yorkshire) was hence put together, with a representative from each of the “M”s.

- M-type Midget (Tony and Judith Margel), car has no known nickname, but the target of much cursing over the last few years.
- F-type Magna (Bob and Beth Walker), goes under the name of “Egmont”.
- N-type Magnette (mine, hindered by Janice Attwood), goes under the name of “Our Lass”, that’s the car, not Janice, whose nickname depends on whether she’s navigating well, or more likely not.



Team photo



The event was to be centred on a wildlife safari park in the south of Holland called Beekse Bergen. Looking forward to sleeping with the roar of lions in the background and hippos in the garden, we booked our chalets in the woods, and prepared for action.

Bob realised that a full week away in Egmont would test the happiness of Beth due to restricted luggage space and embarked on a mission to create many cubby holes and compartments where goods and chattels could be stored for the journey. His ingenuity showed no bounds and perhaps more about this in a separate article. Tony and Judith have always mastered the art of “Midget Packing” and seem to manage to get the kitchen sink in his M-Type, or perhaps it’s just a Tardis.

Due to me being burdened by work, Tony and Bob led the initial recce into Holland, arriving on the Monday, giving them plenty of time to acclimatise before the official start of the event on Thursday, however the organisers had suggested things to do in the meantime, and arranged some activities for the early arrivals. These included a visit to the DAF Museum and also the Leather and Shoe Museum. I duly received messages about what to do, where to go, but nothing about the future liquefaction of my internal organs (more about that later). I duly arrived at lunch time on Thursday, just passing the others who were on their way to the safari park, Tony being quite adamant that they’d let him in driving his M-type as the rules only stated “no soft tops”, nothing in the rules about cars with no roofs at all.

### First day

We all got together for a welcome drink, and a welcome speech, and then off for an evening run into the unknown, The Sunset Rally. It’s early on in this run that I realised that the Dutch people are amongst the most oppressed in the world, in basic terms, oppression by “speed hump”. The country is full of them, little ones, big ones, hidden ones, camouflaged ones, white ones, black ones, just hump after hump after hump. I can only guess that every village has numerous workshops dedicated to suspension



**‘Restaurant with a stork nesting on its chimney’**

repairs. I’m not sure if my dampers were set correctly, but I bounced and wallowed my way around the first part of the hump obstacle course, before, after about an hour, we spotted a very nice looking restaurant with a stork nesting on its chimney. That was



the end of our evening tour, as 90 minutes later and suitable satiated, we headed back to Beekse Berken. Tony had already spotted a road sign to Beekse Berken and bailed out, Bob had gone haring past the restaurant and that was the last we saw of him until the next day.

### **MMM participants**

There was a good representation of MMM cars, and the official list shows 12 MMM cars out of a total of 304 entrants, with a good spread of the various models. The other N-type was infamous for his ability to fold down his aeroscreens, duck down, and drive under the entrance barriers. If you're reading this you'll know who you are!

F - type - 1, J - type - 2, K - type - 2, L - type - 3, M - type - 1, N - type - 2, P - type - 1

### **Second day**

Today was the Typically Dutch Tour, a good hump burdened drive around the local area before arriving at the Lido at Waalwijk for a typically Dutch lunch – Dutch fries with mayonnaise, poffertjes (small pancakes) and croquettes. There was much discussion about whether the filling in the croquettes was animal or vegetable, the general consensus being that it was hippopotamus. A quick dash back to wash and brush up, tightening of anything loose on the car that hadn't actually fallen off, and it was barbecue time. Time to make new friends, from different parts, with cars unknown. It was at the barbecue a comparative local offered to let me follow him on the following day's event so that we could enjoy the countryside without worrying about getting lost. Seemed like a good idea at the time, what I didn't realise was he was the Dutch version of Stirling Moss driving a far more powerful car than me, an MGB.

After the BBQ there was a drive-in outdoor cinema showing of the Italian Job, perhaps this is where "Stirling" got his rallying ideas.

### **Third day**

This was the big run, the Octarun. We split into four groups (we were Zebras) and got our route book. The interesting fact on this run is that if you meet cars coming in the other direction it doesn't mean that either of you are lost; they could be doing the route in the opposite direction.

It's raining! Argh, have to put the hood up and breathe the emissions from my engine breather that may as well be connected directly to my lungs via pipe and face mask. Fortunately it didn't rain for long, and "Stirling" hurtled into the car park all ready for me to follow. I've never driven "Our Lass" so hard in my life trying to keep up to the MGB leader! There were 8 check points on the route, and the journey to the first check point included a long wait for a ferry crossing. With numerous coffee stops, and a long lunch, it became apparent at check point 5 that doing all 8 check points would result in us missing the formal reception and meal, so at 4pm we bailed out and headed back to Beekse Bergen. Actually we didn't, we took the wrong road, but thankfully



“Stirling” speeded after us and explained that the road we were on went to Belgium (we had already crossed the border), France and onto Spain. Duly educated, we turned round and followed our leader.

We achieved 6 check point stamps which seemed about average. To do the full route would have required an earlier start, less coffee stops, a shorter lunch break, and more hurtling around. No chance, after all we were on holiday!

The evening concluded with an excellent reception and dinner & dance, and a good rest!

### **Organ liquefaction**

The roads through the villages in Holland are best described as “brick cobbles”. Not sure what the official name is, but by trial and error I have found that internal organ liquefaction begins at 28mph and ends at 38mph, which is the speed at which car destruction begins. They make the humped roads seem ever so attractive.



**Route of internal organ liquefaction**

### **Fourth day**

After a hearty English (!) breakfast all the cars assembled at the lodge in blazing sunshine for a day of talking cars and “adventure”. One of the adventures was various games, screwing random nuts onto bolts in a fast time, identifying items in the box,





and guessing spanner sizes. Team Yorkshire was the winner, or rather Bob Walker was, although I did only see Bob take part, and Beth was heard to comment that as one of the games was called “loose screws” there couldn’t have been a more appropriate winner. Up Bob went to collect his prize, a shirt.

So onto the Concours d’elegance, which was to be judged more along the lines of pride of ownership. Various numbers were read out of the winners of various categories, and then onto the overall winner. Yes, you’ve guessed it, Bob Walker and Egmont. The crowd were incensed at this decision, given Bob’s total disregard for originality, Egmont sporting a horn from a Fiat 500 that has languished in Bob’s



**Bob Walker attempting to sell his shirts (prizes)**

garage as long as I’ve known him, and even worse, a speedometer from his dad’s 1937 BSA sidevalve motorbike! The only common factor between Egmont’s speedometer and a genuine F-type speedometer is that the pointer moves when the car does; there’s no representation of actual speed! Up Bob went for his prize, a shirt.

The overall event was excellent, and a good test for our MMM vehicles, even though the steepest hill was the ramp back onto the ferry at Europoort. I can heartily recommend attending a European EOTY in a MMM vehicle, but not the one next year in France as it’s at the same time as the MMM event in Ulster!

Thanks to Bob Walker in helping to write this article, and to Jan van de Meer, referred to as Stirling in this report!





Our Lass approaching the steepest hill in Holland (Photo: Bob Walker)





## Race Reports by Mark Dolton

### VSCC Oulton Park 18th July 2015

The VSCC returned to Oulton Park in July for the first time in a number of years, taking a 2 day approach, racing Saturday with a very successful club fun day on the Sunday. Perfect weather made it a fantastic weekend, and I can see a return in the coming years. We had a good Triple-M entry including 2 teams in the Team Race late in the day.

The Race highlight came in Set 3. Due to the large grid the race was split into a quick grid and a slower grid, allowing the MGs to be very competitive in the slower race. Fred Boothby, qualifying on Pole, was unable to hold on to the lead but finished 3rd with Duncan Potter close behind in 4th. I had a frustrating day in the PB, electrical gremlins limiting me to just a few laps before retiring.



*Duncan Potter - Triple M Rally Cross Team - Photo: Gary Clarke Photography  
([www.garyclarkephotography.com](http://www.garyclarkephotography.com)).*



The Painters were on great form with Harry Chasing Dad hard, a great battle in the Set 5 race where they finished 5th and 6th. One of the highlights of the day was the return of the Bellevue Special to track racing, in the hands of Tom Hardman. Great to see this spectacular car in action once again. Tom began to get to grips with the car and produced a very impressive fastest lap at 1:23.



***The return of the Bellevue Special to track racing, in the hands of Tom Hardman - Photo: Dennis Rushton***

The Team Race completed the day's action. The two MG teams were as follows, taking on the 1hr 30 minute challenge:

Team 1:

Fred Boothby J2  
Annie Boursot PA  
Hamish McNinch PA

Team 2:

Duncan Potter C  
Charles Jones L1  
Andrew Morland L1

Team 2 was hampered when Duncan's throttle cable snapped, probably as a result of his off-road racing line earlier in the day, but Team 1 came through to take a glorious win on handicap.





SPECIAL PRE-WAR SPORTS CARS (VSCC SET 4) Race 1 –

6th 161 Charles JONES 1:26.72 MG L Magna

HANDICAP RACE FOR PRE-WAR CARS (VSCC SET 6)

4th 34 Mike PAINTER 1:23.76 MG Kayne Special

9th 50 Harry PAINTER 1:28.79 MG PA Special

STANDARD & MODIFIED PRE-WAR SPORTS CARS (VSCC SET 3) - PART 1

3rd 71 Fred BOOTHBY 1:32.29 MG J2

4th 162 Duncan POTTER 1:34.46 MG Montlhery Midget

13th 163 Andrew MORLAND 1:41.34 MG L1 4 Seater

18 72 Anne BOURSOT 1:49.89 MG PA

19 89 Sarah FOSTER 1:49.98 MG TB

DNF 76 Mark DOLTON MG PB

PRE-WAR CARS (VSCC SET 5)

5th 34 Mike PAINTER 1:25.88 MG Kayne

6th 50 Harry PAINTER 1:26.89 MG PA Special

PRE-1961 RACING CARS (VSCC SET 2)

9th 90 Thomas HARDMAN 1:23.72 MG Bellevue Special



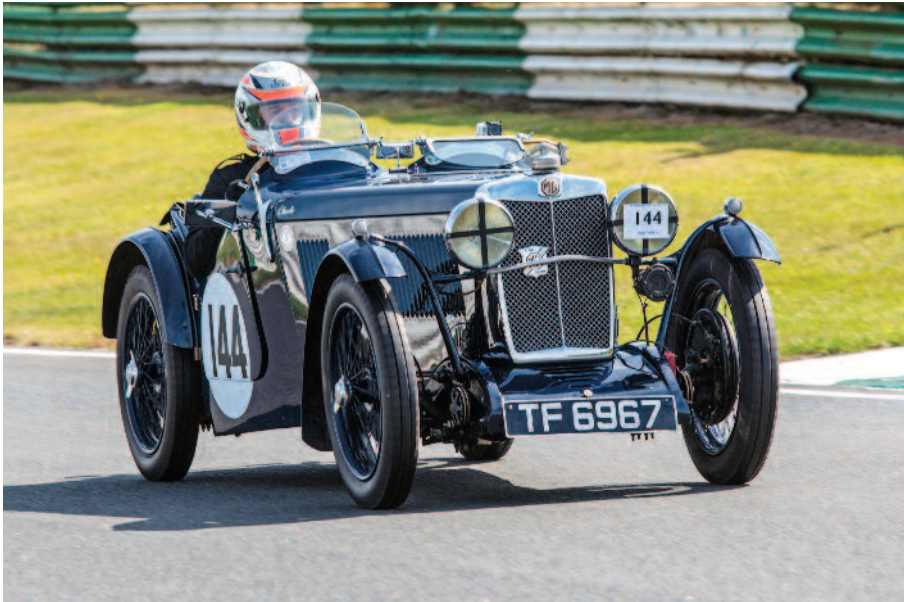
*Anne Boursot rounds Lodge Corner in the PA - Photo: Colin Murell*



## VSCC Mallory Park August 22nd

The VSCC had not been to Mallory in 2014 as the circuit struggled with its financial and ownership challenges. The circuit looks to have a future and the club held a well-represented meeting with a very impressive Edwardian line up as the feature race, not to mention our very own Triple-M register scratch race!

Our Triple-M race was another great display, not just of the cars, but of competitive hard driving balanced with sense and respect, something that had been questionable in earlier races. And again our reliability was brilliant with all 12 cars who started, finishing the 12 minute race.



*First timer Adrian Moore in his F Type - Photo: Dennis Rushton*

Charles Jones impressively put the L Type on pole but it was always going to be a challenge to keep the methanol breathing monsters at bay. Despite overheating problems Tom Hardman was beginning to get to grips with the Bellevue, especially after sorting his wheel balance issues. This extra pace gave him the opportunity to overhaul the leaders and quickly find his way to the front. Mike Painter, in the Kayne, stayed hot on his heels for the whole race, putting on a great display. Just behind them Harry Painter eventually managed to see off the close attention of Charles Jones in the L. The top 4 certainly put on a real race and a real show that was greatly appreciated by the crowd.





Just behind, Fred Boothby held off Duncan Potter in the C-Type, they were just too quick for me in the P. After I gave it my all in the opening laps, I eventually settled back for a quiet race in 7th place, although the leaders lapping me as they battled away on the final lap was great fun...best seat in the house! Down the field everyone was having their own little battles, with Hamish beginning to find his speed as he took the PA to 9th place. Mentions also go to first timer Adrian Moore in his F Type and Andy King for supporting us yet again in his J Type. Andy was in a race of his own to get the car on the grid and despite being under powered it was a brilliant effort to be there.

Afterwards a very enthusiastic James Taylor from the VSCC awarded the winners their champagne in our MG Paddock. A brilliant atmosphere and a wonderful group of racers, family, friends and Register Members. You are all welcome in our paddock!

#### RACE 11 – TRIPLE-M REGISTER RACE FOR PRE-WAR MG CARS RESULT

1	D/E	Thomas HARDMAN	MG Bellevue Special	1:02.43
2	D/E	Mike PAINTER	MG Kayne	1:02.71
3	D/E	Harry PAINTER	MG PA	1:03.75
4	D/E	Charles JONES	MG L Magna	1:05.06
5	C	Fred BOOTHBY	MG J2	1:07.55
6	C	Duncan POTTER	MG Monthery Midget	1:09.69
7	C	Mark DOLTON	MG PB	1:11.82
8	A/B	Andrew MORLAND	MG L1 4 Seater	1:14.33
9	A/B	Hamish McNINCH	MG PA	1:15.36
10	C	Chris CADMAN	MG Monthery Midget	1:15.83
11	D/E	Adrian MOORE	MG F Type	1:18.90
12	C	Andy KING	MG J2 to J4 Spec	1:27.39

#### AWARDS:

1st Class D/E	Thomas HARDMAN	MG Bellevue Special
1st Class C	Fred BOOTHBY	MG J2
1st Class A/B	Andrew MORLAND	MG L1 4 Seater

Winner on Handicap: Charles JONES      MG L Magna

The MGs were also out in action throughout the day in a number of other races. Annie Boursot had the keys to the PA for the set 3 race alongside some of the usual MG competitors. Fred led Duncan and I couldn't keep up...a bit of a theme in 2015! Charles was just pipped to a podium finish in his scratch race, Tom Hardman gave the Bellevue a good run against the ERAs and Harry Painter just gets quicker and quicker. Shame you can't drink the champers Harry!!

So plans are well under way for next year. Great enthusiasm from the MGCC and the VSCC. As we stand we have a provisional race at MGCC Brands Hatch on May 1st, a 2 race format again. The VSCC friends have asked us back, it will either be another MG only race or a challenge against the Austins.

Well done everyone...it's been a brilliant year so far!



The Lincolnshire Wolds Tour  
Tuesday 18th - Friday 21st August 2015  
by Mike Hewson



*Some of the Gathering at the Petwood Hotel - Photo: Dick Morbey*

Tuesday saw the gathering proceeding to the Petwood Hotel in Woodhall Spa. A journey for many who probably thought coming from the South of England to Woodhall Spa was somewhere near the North Pole. (Hopefully the photos will show the splendour of the Petwood which was the home of Sir Archibald and Lady Grace Weigall and she was the daughter of the founder of Maple's Furniture Makers in London's West End).

By signing-on time, some of the entrants were already experiencing trouble. Stefaan Vernyns and Dick Morbey had gone to recover Rod Ptak who had come from Canada to collect his rare L1 Salonette, but had experienced petrol-feed problems in Sleaford. This was the first of many times that Rod had to be rescued. Meanwhile, at the hotel, the Peter Prosser KN Saloon seemed to have lost a lot of its oil, apparently due to a leaking oil filter. However, his problem was soon solved, but not so for Dave Kempton. His J3 had travelled only one mile after unloading from the trailer at the



start when it stopped as the distributor (and probably also the oil pump) was no longer going round and so he went home to find another car.

The hot buffet the hotel provided on the Tuesday night acted as a great ice-breaker and enabled in-depth conversations between everyone about their respective cars and their associated stories. Chairman, Dick, welcomed everyone to the event, including the Chairman of the MGCC Lincolnshire Centre. The rest of the ensemble retired to the bar and further relaxed into the night.



***'Commandeering the cherry picker'***  
***Photo: Dave Shattock***

Wednesday's visit to the Great Northern Railway meant a not very early start was required and soon we were on our way along byways of Lincolnshire, trying to solve the problems of the quiz that we were given to answer along our journey up to the lunch break at The Splash Inn at Little Cawthorpe. The first clue was only just around the corner from the Petwood, a memorial that was erected to commemorate Wellington's victory at the Battle of Waterloo, (18/06/1815). It was here that the Prosser KN was still not performing as a super-charged car should. Kate and I pressed on in the J2 for a long time in company with those seasoned tourists all over the world, being Tony and Judith Margel in their M-Type - Tony was his usual rude self when he suggested that the exhaust fumes from the J as I passed him nearly caused him to be asphyxiated.

There were lots of randomly parked MGs at the various clue sites for the quiz. The Highway Code was not

being adhered to - it is perhaps just as well that this isn't a problem on rural roads in Lincolnshire. The climb up Maidenwell Hill caught out a few people, especially those who thought that Lincolnshire was a flat county with NO hills!

The car park at The Splash at Little Cawthorpe was a joy to behold and Chairman Dick and Mike Linward talked some maintenance men into commandeering the cherry picker which then allowed them to take some fantastic aerial shots of all the MGs parked together. It made for an awe-inspiring sight!



***'Fantastic aerial shot' - Photo: Dick Morbey***

We then left for the Great Northern Railway, but no one seemed keen on taking the direct road to Legbourne down the 2 ft deep stream. I guess modern owners of our cars are not as adventurous as they were in the 1930s. Our route through the many rural parts of Lincolnshire led us past many, many fields. Once we arrived at the station, we all boarded the train, where we went past more fields to a dead-end and back again. It would have been more interesting had there been a commentary along the journey.

Thereafter, our journey took us across another part of the Lincolnshire Wolds. This time we were in the company of Hugh Back and John Dudley in their J2. The route took us up and down lots of steep hills, around Donnington-on-Bain, and past where Piper cars used to be made. We then went through the ford at Goulceby and followed a convoluted route back to the Petwood. The gravity-feed fuel system of an M-Type caught the owners out on one of the hills and the helpful team of Steve Hall, who followed us on both days to deal with any break-downs, enabled them to turn around and back-up the hill. This, I am told, was normal practice in the 1920s for owners of Model-T Fords. Unfortunately, the M-Type of Frank Ashley had a more terminal problem, when the back axle gave up with gaps where the pinion teeth should have been - perhaps it was too much hill climbing! It seemed a day of final drive problems, for Bill Niven's PA also had problems which lead to his retirement. Meanwhile, Martin Gratte's Swept-Wing J2's pipe from the oil pressure outlet from the block to the gauge became detached; putting oil where it shouldn't be. This was administered to by Steve Hall of Hall's MG Garage who had generously agreed to ride as 'sweeper' on both days' tours.





Thursday, 20th August, dawned cloudy, and wet where Kate was, but everyone made an early start for we were supposed to be at the Aircraft Museum at East Kirkby before 10:15 a.m. The route took us through two sets of gated roads and some fords, which no doubt slowed progress, but allowed everyone to see the deer park of the Queens Champion at Scrivelsby. The route took us through the large gated city of Claxby Pluckacre with Dick and Mike manning the entrance and exit gates - this saved lots of scrambling in and out of cars. This section was probably the cause of the only complaint that reached me, by one of the German drivers in one of the four delectable KN Tourers, who felt that the roads were too bumpy and going through fords was unreasonable for in Germany they didn't use their cars in such conditions.

The fantastic gathering at the Air Museum culminated in Neil Cave, photographer, arranging the cars under Just Jane, the Lancaster, in model order for another group photo - it was like being back at school! Poor Dave Kempton was told to take his Riley substitute and park it out of the way, by the marshals, but I guess they didn't recognise the fact that the VSCC's chief marshal, Mr. Ray Edge, had come to see us and had sneaked in among the MGs with his Alvis Silver Eagle. It's not that small, how did they miss it?

The route from East Kirkby found interesting villages and more hills including the very steep one at Fordington where our tame and brave photographer set himself up at the top of to catch us all flying by in hopes of success of reaching the top. I wonder if he managed to investigate the mediaeval village in the field behind him? Our journey took us past a number of interesting Lincolnshire Wolds properties including what was once the home of the poet laureate, Sir Alfred, Lord Tennyson, and so by the end of our journey back at the Petwood we had visited all of the Enderbys on this day - Mavis, Wood, and Bag!

One car that excited most of the entrants was Marguerite and George Morgan's C-Type Monthéry Midget. It was good to see it out, being the Ex-Bob Hudson car, which used to be un-supercharged and won its class in the Pride of Ownership Class of the event.

Thursday night culminated with a Gala Dinner into which the Register's Annual Dinner, had been merged. I think is the first time it has ever been north of Watford. Dick and Mike made the presentations of awards to the winners in the various classes. Jim Green, the former owner of the Kinema in the Woods was our guest speaker, who gave us a talk on cinematography in Woodhall Spa. This meant that we could all sleep well that night as I am sure we all learn something new, I most certainly did! He is also a keen and enthusiastic owner of a number of Rileys and always enters our annual Concours in August at the Petwood - he is still chasing that elusive class win.

I am sure that we all thoroughly enjoyed ourselves and our final thanks should go to the organising team of Peter Green, Elizabeth Taylor, Dick and Mike, including Steve Hall, for organising a superb three day event. We hope the Register will come back to Lincolnshire again as we have many more secrets for you to unfold.





*The Assembled Throng at East Kirkby  
Photo: Steve Comber*





## Having The Headlamps You Always Wanted

by Dave Shattock

**Editor's Note:** *The following article describes one member's solution to the problems of vintage lighting systems. Readers should note that other LED light systems are available as are alternative options that allow original reflectors to be used.*

Some years ago someone (I can remember neither who nor when!) suggested in The Bulletin that an improvement in lighting could be obtained by using a combination of 8 inch dipping reflectors and Lucas 7 inch headlamp units. At the time this did not appeal as of course it meant 10 amps on main beam however, I filed it away for the future.



Exterior View of Lamp

Now with the advent of Classic Dynamo and Regulator Conversions' dipping LED H4 replacement bulbs this is no longer a problem; see website <http://www.dynamoregulatorconversions.com/led-headlamp-bulbs-shop.php>

Basically all you need is a pair of dipping reflectors and a pair of H4 headlamp units (I used Lucas). Before tampering with the Lucas units you will see that the bulb receptacle is canted slightly over to one side as part of the dipping function. Bear this in mind later.

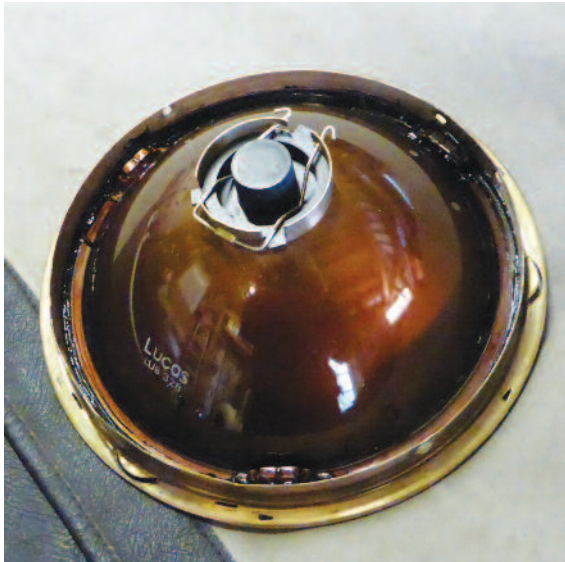


The dipping reflector is removed from its rim, likewise the rear arch carrying the solenoid etc. In the unlikely event of anyone wishing to reinstate solenoid dipping, all this can be refitted! The glass of the Lucas unit is removed (i.e. smashed!) and the Lucas reflector will now drop neatly into the bare rim. How you secure it is your business but, stupidly not wanting to burn my bridges, I used a generous helping of silicon gasket for easy later removal; it seems to work.

As to alignment, you will notice, if you didn't already know, that the dipping rim bears a small "O" at its top, this O being aligned with a similar one on the headlamp shell in order to engage the lugs. I fitted the Lucas unit so that the axis of symmetry of the bulb is aligned with this O.

Having engaged the lugs, you can now rotate the unit left or right till aligning the small screw hole with the corresponding hole at 10 o'clock for UK dipping or 2 o'clock for driving on the right. The correct sized raised countersunk screw is 6BA, but with many holes stripped, 5BA is OK and indeed, my lamps have one hole each of 6 and one of 5!

Now get out and drive your 3



**Above: Back of Reflector  
Below: Front of Reflector**

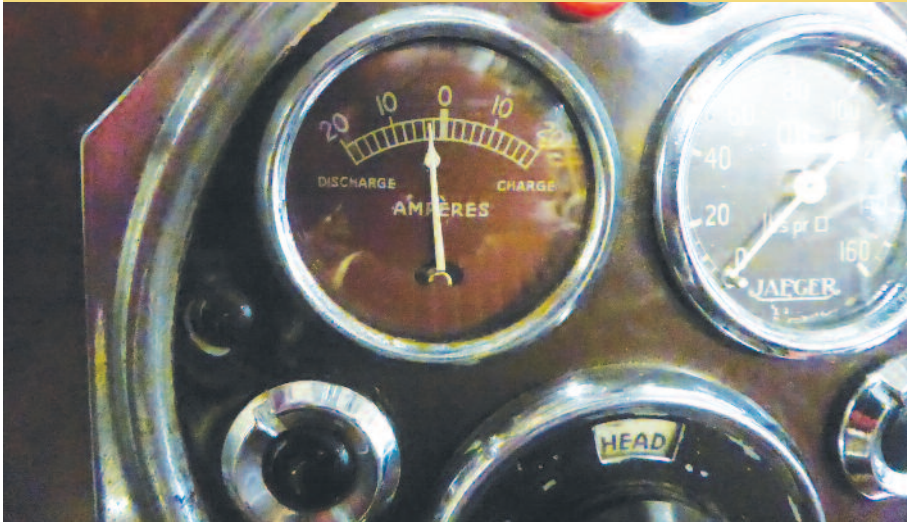




brush Triple M at night, AND see where you're going!



Above: The Result  
Below: All Lights on and Engine Off!







## Quarts into Pint Pots or There and Back Again.

Text and photos by Bob Walker

At an early age my grandson had pointed out that only a sawn off toothbrush would fit into the F type, whilst granddaughter's comment during the rebuild was " No boot and no roof ? Oh my goodnight! "

Having decided to drive to Holland something had to be done. Lifting the bonnet reveals not only the passenger's legs (very popular with garage staff in the thirties) but also unused volume above the scuttle support tubes. This space was quickly adapted with a hardboard shelf liberated from a kitchen unit (see fig 1). More volume potentially was available by resting the shelf on the tubes but the rev counter cable got in the way and I needed that to be legal.



**Fig 1 'a hardboard shelf liberated from a kitchen unit'**

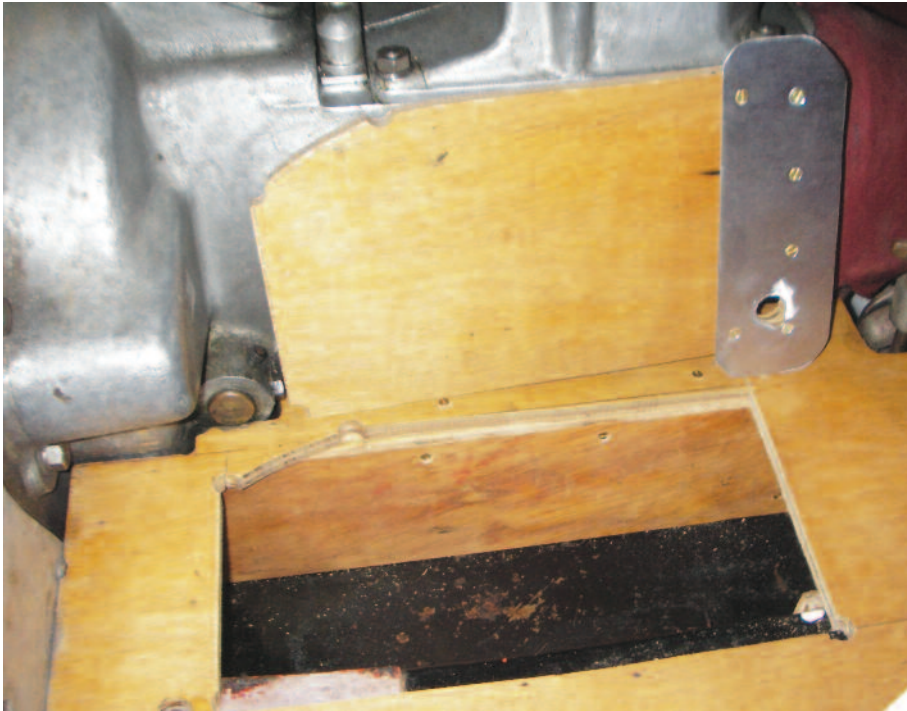
Testing took place early in the year on The Daffodil Run, in the first few yards of which Beth's comment was " You must have pumped the tyres up too hard". Assuring my beloved that this was not the case, nevertheless I investigated on returning home and found that the rear suspension had unsprung qualities. Dismantling the Hartfords revealed that the plates were glued together with a cocktail of oil, crud and the type of material found in farmyards. Cleaning everything up produced working dampers and peace and quiet from the passenger seat. Little did I realise then how essential





this facility would be in Holland.

The quest for cubby holes continued; my F type has a plain undershield so the space below the passenger's feet is ideal for storing tools with access by cutting a hatch in the floorboard (see fig 2). Dampness caused when fording streams is soon dispelled by heat from the exhaust system.



**Fig 2 ' the space below the passenger's feet'**

Beneath the driving seat is a similar story because the four seater footwell is still there. My non standard jack fits in nicely with wooden blocks to match the axle fixings (see fig 3).

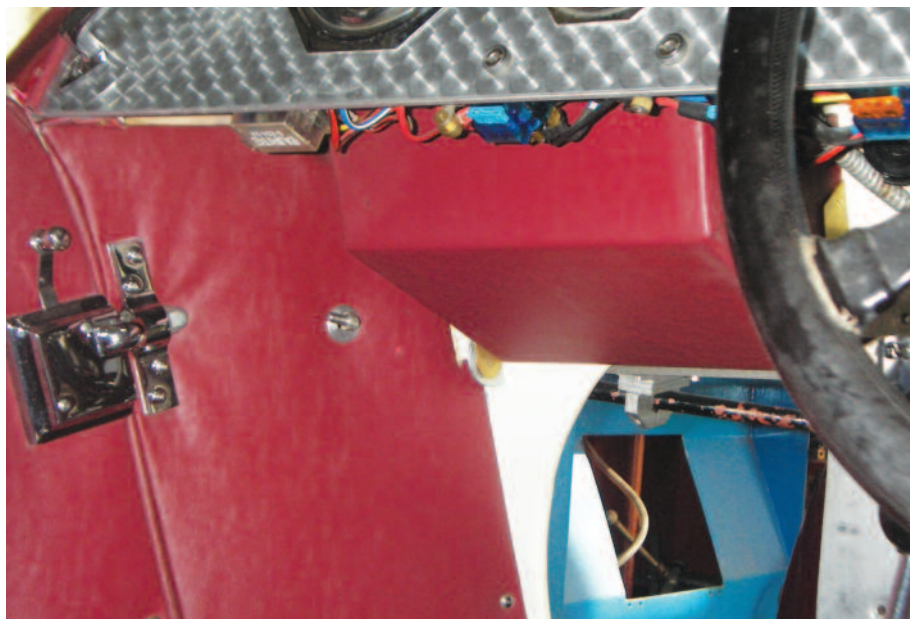
The final piece described as an 'Under Dash Box' was requested by you know who. The one shown is mark 2 (see figs 4 and 5). The first was just an old tape cassette box bolted to the scuttle front panel. The principle was OK but opening it invariably deposited delicate items direct to the floorboards. Mark 2 is custom made in scrap plywood trimmed to match, with kitchen cupboard catches and ex model aircraft control line wire to prevent premature fall out.



**Fig 3 'Beneath the driving seat is a similar story'**



**Fig 4 'an 'Under Dash Box' (open)**



**Fig 5 'an 'Under Dash Box' (closed)**

The journey to Holland now took place with ease via the Hull- Rotterdam Ferry.

We had plenty of time and took in the Watersnood Flood museum on the way to Beekse Bergen. This place is more than worth a visit, it is housed in caissons designed for WW 2 Mulberry Harbour. Continuing on good roads gave me necessary practice in going round roundabouts the wrong way. On arrival we were made very welcome and found our 'Jungalow' to be much to our liking.

The speed bumps (Drempels in Dutch and also the word for threshold) made their presence felt which was useful experience particularly in view of the cost of dental treatment to restore fillings. We had thought that night time security might involve hungry lions. In the event a team of highly respectable white geese did the job. Actually we saw a very healthy lion family in the safari park and Mr Lion had plenty to say.

The Dutch had obviously made allowances for cars with odometers from early motorcycles because distances were only given in few route instructions. Even so after a brief lack of concentration on the Octarun we found ourselves on an African style forest drive with genuine dirt road. This was no privation because the Dutch do trees and water in a manner most pleasant. Some time later we emerged onto a tarmac road with a modern Midget and MGB approaching us; they turned out to be





on the giraffe route which was the very one we were looking for. The friendly Dutch crews invited us to follow them. Beth was then able to work out where we must be on the route instructions just before we entered a scenic town with brick cobbles. Egmont indicated that slowing down would be a good plan and shortly after my navigator assured me that the Dutch leaders had missed the required turn. No way could I catch them up so we continued and very shortly were at the check point where our card was stamped. I don't know what happened to the Midget and MGB. We never saw them again. Thereafter we did our own thing and managed to find other checkpoints by accident. A useful discovery made just in time, concerned road signs which pointed the way to where we were hoping to go; the downside was that the signs were in red which indicates that they are for bicycles only. And so we had another excellent day and Egmont was amused because he had been able to invade Belgium. The next day was again hot with lots of chatter and activities, Egmont was very proud to receive an award which he thinks was because he is 'art deco on wheels' and the Dutch are naturally artistic.

Sadly all good things come to an end and we headed for home. I had expected Holland to be like parts of East Anglia – flat, featureless and often smelling of cabbage. Happily this turned out to be far from the truth, further reinforced by our route back via Kinderdijk a truly magnificent and historic place with no less than nineteen windmills. Arriving there made me realise that a decorated coffee pot of my mother's, which I for at least seventy years thought was an example of artistic licence, was in fact a depiction of reality.



**'Egmont was amused because he had been able to invade Belgium'**





## Summer Gathering 2015

Once again the Summer Gathering hosted by the Green and Taylor families was a wonderfully organised event that was thoroughly enjoyed by all who were able to attend.

We could fill the Bulletin with pictures of the cars and the activities but we hope that these two reports and the photos give a hint of the fun.



*The 4 cylinder cars - Photo courtesy Peter Green*

### Impressions of the event by Bob Clare:

I had been having a bit of trouble with the Cresta NB. This began when I suddenly realised that the distributor in the car was still the one I had borrowed in 2001 from, guess who? Peter Green when I was rebuilding the car. Oh dear - embarrassing! So, with a view to returning this at the Gathering, I bought and fitted a modern electronic job having consulted Baynton Jones (Charles) who said the 123 ignition Mercedes - 6-R-V unit did the job. Great. Well nearly; a persistent but very intermittent misfire persisted. So, it was with some trepidation that I set out from Worthing for the 50 mile journey to Greenacres. Destination reached – success!!



***Enjoying the BBQ - Photo courtesy Peter Green***

As always, the commissariat provided outstanding service – cold beer, soft drinks, fresh water, tea, coffee and of course the BBQ with hot chicken, sausages, etc. out in the open and salad stuff in the garage area. I was not the only one to have two goes at this before moving on the strawberries & cream!

I feel a bit of a fraud writing this synopsis of events because I found so many folk to talk to that I failed to indulge in most of the competitions which Peter and the team had provided. Time simply flew by and I only just “posted” my 6 cylinder POO form before the deadline.



***The NB Cresta with Mike Allison at The Wheel - Photo: Digby Gibbs***



Next came the gymkhana/driving tests. It has been sort of traditional that the team fielded to enter the Cresta NB has included our President (Mike Allison of course). This year I asked him to drive and I sat as navigator, ball thrower and dimension judge. The enthusiastic posing (see photo) was not justified by the outcome as the results testify. Never mind, we enjoyed the effort and thoroughly deserved the choice which came next.

Before one could say JR (or maybe RJ - Robin Jackson might be more appropriate) time was gone and the homeward journey beckoned. As planned, I arrived back in Worthing in time for pre-dinner G&T. Both journeys up and back were a joy as any journey in a Triple-M car should be. The weather was fine all day which helped of course.

Of all the events available to us, the lucky custodians of Triple-M MG cars, surely the Green family's Summer Gatherings rank as the best in the UK and probably Europe. In my dotage my spectrum of attendance at MG and indeed VSCC activities has gradually dwindled. However, Peter Green's remains top of my list. This year's was no exception.

My thanks to Peter and his team. Long may the event continue.  
PS I did indeed return Peter's distributor!!

#### **Summer Gathering: The competitions by Jo Salmon:**

On the surface the annual Triple M Summer Gathering at the Green residence may seem a relaxing way to spend a sunny Sunday, but we all know that as the day goes on a rather competitive spirit appears to infuse the assembled crowd... the feeling of mysterious hanging bags gets ever more intense, everyone wants just one more go at the gymkhana to improve their time and then there are two innocuous sheets of paper to be dealt with: the quizzes.

As soon as the white envelope is handed over on arrival you can't help but rip it open to see just what fiendish questions and pictures face you this time. How well do you know your brands?! Could You recognise Nikon, Bacardi and Levis by logo alone? Well, if you are my husband then actually yes you can, but sadly not well enough to claim victory in the required tie-breaker question. All congratulations must therefore go to Grace Henderson, calm under pressure and a deserving victor. But I must also hold my hands up and admit to failing in my tie-break question when it came to the deciding point in the Ladies Quiz.

To my family's surprise my knowledge of sporting women was far better than expected (perhaps the white wine and strawberries fuelled the brain cells!) but when faced with a picture of Margot Fontaine to decide the winner I failed to recognise her and Christine Hood swept to victory! Sadly the Gibbs-Salmon clan also failed to achieve in the "What is it", "Guess the weight" or "Number of items in a bottle".



***Serious Competitors In Action...***



***....And What They Should Have Identified.***

However, family honour was salvaged to some extent when Chris managed to achieve fastest time in Test 1 of the gymkhana proudly driving the Cream Cracker round the Eurozone (or cones as they are otherwise known) with Katherine Taylor as navigator. Just one small thing though; he'd failed to tell Andrew that he'd never driven a Triple M car before... That aside, what a wonderful end to the day for our family and we will all be back to pit our wits, fondle bags and make our best guesses at whatever is concocted to challenge us next year!



***Chris Salmon ably assisted by Katherine Taylor in Gymkhana Test 1  
Photo: Digby Gibbs***





Although the games are light-hearted there are some serious competitors within the Triple-M community, the main results were as follows:

Gymkhana Test 1-Timed in field: Andrew Taylor with Chris Salmon as the first of the visitors.

Gymkhana Test 2-Throwing balls: Peter Down

Gymkhana Test 3- Width test: Grace Henderson

Quiz-What is it?: Oliver Richardson with Bill Abbott as the first non-professional.

Quiz-Guess the weight: Richard Hinton

Quiz-Items in bottle: Pat Boghossian

Quiz-Ladies picture quiz: Sporting ladies: Christine Hood

Quiz-Brands picture quiz: Grace Henderson

Pride of Ownership: 4-cylinder: Ian Davidson, J2 MG 2772

Pride of Ownership: 6-cylinder: Peter Prosser, KN saloon ELF 409



*Grace Henderson about to win Test 3  
Photo: Digby Gibbs*

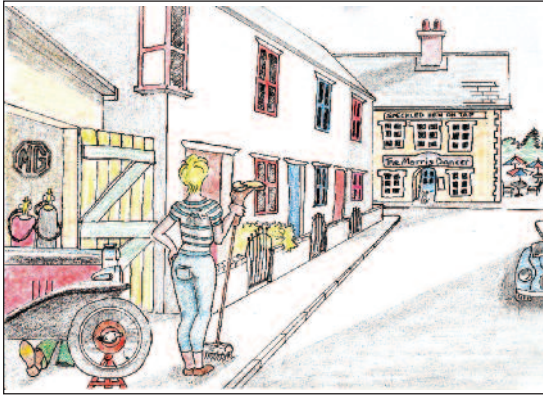


## Cartoon Competition

Congratulations to David Downes who is the winner of the last cartoon (shown on the right).

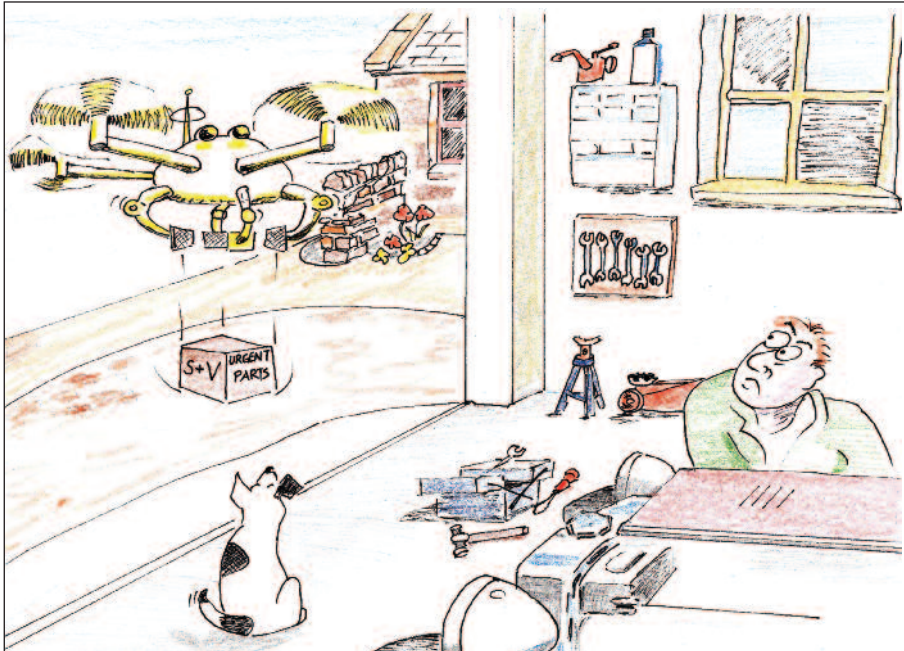
His caption is: 'How is he supposed to get this car going if he is always legless?'

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



Please put on your thinking caps and produce a caption for the cartoon below. Send your caption by e-mail to: [triple.m.caption.competition@gmail.com](mailto: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](http://www.triple-mregister.org).





## 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 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 Motor Club 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
22nd March	Torbay Motor Club Torbay Trial	Full
3rd/4th April	MCC Lands End Trial	Full
11th April	VSCC Scottish Trial	Full
12th April	Ross & District Motor Sports Kyrle Trial	Full
12th April	MGCC Midland Centre Curborough Sprint	Part
18th April	VSCC Silverstone 'Spring Start' Race Meeting	Full
18th/19th April	Lothian Car Club Doune Hill Climb	Full
23rd April	Manx Classic Governor's Sprint	Full
24th April	Manx Classic Creg Willey's Hill Climb	Full
25th April	Manx Classic Lhergy Frissell Hill Climb	Full
25th April	MGCC SW Centre Kimber Classic Trial	Full
25th April	VSCC Spring Rally	Full
26th April	MGCC Kimber Classic Driving Tests	Full
2nd/3rd May	Plymouth Motor Club Werrington Park Hill Climb	Full
3rd May	MGCC Brands Hatch Race Meeting	Full
3rd May	VSCC Curborough Speed Trials	Full
10th May	VSCC Wiscombe Park Hill Climb	Full
10th May	Airedale & Pennine MCC Yorkshire Dales Classic Trial	Full
25th May	MGCC SW Centre Hullavington Wessex Sprint	Full
6th June	BARC Yorkshire Centre Harewood Speed Hill Climb	Full
7th June	VSCC Cadwell Park Race Meeting	Full
13th June	VSCC Brooklands 12/12 Speed Trials	Full
13th/14th June	VSCC Brooklands 12/12 Concours	Full
14th June	VSCC Brooklands 12/12 Driving Tests	Full
27th/28th June	Monklands Sporting Car Club Forrestburn Hill Climb	Full
5th July	VSCC Shelsley Walsh Vintage Hill Climb	Full
18th July	VSCC Oulton Park Race Meeting	Full
19th July	VSCC Oulton Park AutoSolo	Full
19th July	Triple-M Summer Gathering	Full
25th/26th July	Puy Notre-Dame Grand Prix Retro	Full



31st July	VSCC Prescott Long Course Hill Climb	Full
1st/2nd August	VSCC Prescott Hill Climb	Full
2nd August	Camel Vale Motor Club Lostwithiel Castle Hill Climb	Full
15th August	VSCC Summer Rally	Full
18th-21st August	Triple-M Lincolnshire Wolds Rally & Pride of Ownership	Full
22nd August	VSCC Mallory Park Race Meeting	Full
23rd August	VSCC Madresfield Driving Tests	Full
12th September	Goodwood Revival Race Meeting	Full
12th September	MGCC SW Centre Wiscombe Park Hill Climb	Full

### C.O.T.Y. 2015

#### Scores to 15th September

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	2912	C/s	GX 9693	Duncan Potter Emma Withers	104
2nd	1595	M	PG 1045	Frank Ashley	100
3rd	2272	C/s	LJ 4444	Oliver Richardson	98
4th	909	J2-PA/s	FW 3909	Bill Bennett	76
5th	605	L1/s	MG 2802	Charles Jones	75
6th	1164	PA	YSV 703	Hamish McNinch Anne Boursot	74
7th	949	L1	OD 6008	Andrew Morland	66
8th	3534	J2/s	WF 5494	Fred Boothby	61
9th	2200	C/s	RX 8306	Chris Cadman	53
10th	1018	J2	MG 2853	Philip Coombs	52
11th	1140	J2	JL 753	Mike Linward	51
12th	2694	J2-PA/s	Kayne Spl. NV 3709	Mike Painter Harry Painter	47
13th	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	45
=14th	2594	J2	MG 1949	Mark Smith	41
"	3515	J2/s	WG 1622	Peter Tierney	41
"	571	PB	CKT 829	Andrew Smith	41
17th	2175	PB	JB 7524	Elizabeth Taylor Andrew Taylor	40
=18th	2284	J2	OB 5374	Colin Henderson Grace Henderson Fiona Henderson	39
"	1931	C/s	VD 30	Barry Foster	39
20th	3525	J2	MG 2686	Chris Edmundson	38
=21st	3064	M	VC 8174	Colin Reynolds	37
"	2591	PA	MG 3242	Colin McLachlan	37
=23rd	3148	L1/s	MG 2468	Pat Boghossian	36
"	225	K1	ALU 463	Martin Jacobs	36
"	1647	NB	JB 6864	Bill Abbott	36





**Slade Trophy 2015  
Scores to 15th September**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	34
2nd	M	David Rushton	12
3rd	J2	Mark Smith	11
4th	J2	Jeremy Hawke	10
5th	NA	Richard Jenkins	9
6th	J2/s	Colin Bird	8
7th	PA	George Ward	7
8th	PA	Adrian Moore	6
=9th	PB	Tim Beckh	5
"	PA/s	John Wells	5
11th	M	Nigel Stroud	4
12th	PA/s	Nigel Gibbons	3
13th	J2	Charlie Cartwright	2
=14th	M	Kim Jenkins	1
"	PB	Andrew Smith	1
"	J2	James Mather	1
"	J2	Patrick Gardner	1
"	J2	Neil MacKay	1
"	PA	Jonathan Elliott	1
"	PB/s	Barry Smith	1
"	J2	Mike Linward	1
"	M	John Haine	1

**Racing Challenge Trophy 2014  
The Betty Haig Cup  
Scores to 15th September**

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	J2/s	Fred Boothby		0.236
2nd	J2-PA/s	Mike Painter		0.291
3rd	C/s	Duncan Potter		0.349
4th	J2-PA/s, PA/s	Harry Painter		0.384
5th	L1/s	Charles Jones		0.396
6th	PB/s	Mark Dolton		0.529
7th	L1	Andrew Morland		0.540
8th	C/s	Oliver Richardson		0.656
9th	PA	Anne Boursot		0.761
10th	C/s	Chris Cadman		0.794
	PA	Hamish McNinch	4	0.891
	PB/s	Andy King	3	1.000
	C/s	Barry Foster	2	0.155
	PA/s	Thijs de Groot	2	0.417
	NA/s ss	Thomas Hardman	2	0.600
	NA/s	David Downes	2	1.000
	NB/s	Jane Metcalfe	2	1.000
	C/s	Barry Foster	1	0.074
	PA/s	Thijs de Groot	1	0.143
	NA/s	David Downes	1	0.250



### Speed Championship Scores to 15th September

Position	Car/s	Driver	Points
1st	M	Frank Ashley	35
2nd	J2	Philip Coombs	13
3rd	J2	Brian Galbraith	11
=4th	PA/s	Howard Harman	10
"	PA	Hamish McNinch	10
"	L1/s	Charles Jones	10
"	KN/s	Graham Meyer	10
"	C/s	Duncan Potter	10
=9th	C/s	Oliver Richardson	9
"	NA/s ss	Thomas Hardman	9
11th	J2/s	Peter Tierney	8
=12th	C/s	Chris Cadman	7
"	C/s	Barry Foster	7
=14th	PA	Colin McLachan	6
"	J2/s	Christian Höptner	6
"	L1	Andrew Morland	6
17th	M	Colin Reynolds	5
18th	PB/s	Rachael Holdsworth	2
19th	J2/s	Emma Withers	1

## Correspondence

### From Mike Dalby - Re The Other Drivers

I had been working on "The Other Drivers" who were in the Junior Car Club's 1929 High Speed Trial at Brooklands. For that event the works had lent the Earl of March, Leslie Callingham and Harold D. Parker the M type cars and MG company mechanics. All won Gold medals giving invaluable publicity for the MG Car Company and the M types.

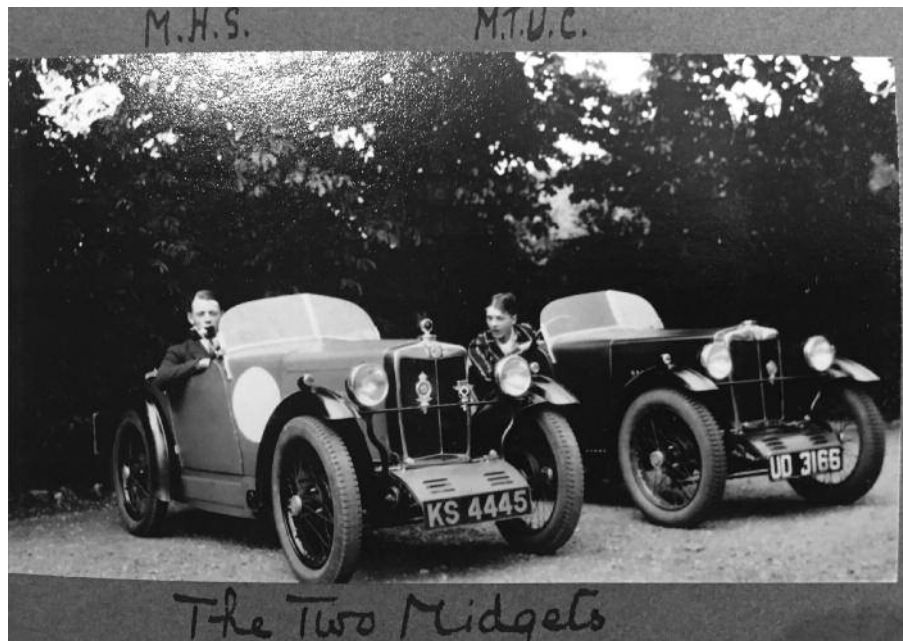
I was then very pleased to receive a telephone call from a Dr. Scott who is the son of M. H. Scott and driver of M type number 7, KS 4445 in the High Speed Trial. I had found a Michael Henry Hepburne Scott born in 1909 who was the son of James Cospatrick Hepburne Scott and Lady Isobel Alice Adelaide (nee Kerr - a daughter of the Duke and Duchess of Buchleuch) and had lived in the Scottish Borders.

I had also found from the Kithead Trust that KS 4445 had been registered 11 June 1929 in Roxburghshire, and was chassis 2M 0323, and had a factory date of 5 June 1929 and was a two seater blue car. So the two details seemed to "marry up"! The telephone call confirmed I was correct!

"My" Michael Henry was M. H. Scott who had later done the 1930 Lands End and Edinburgh Trials in KS 4445 and had 1932 gone on to rally in various cars and in late 1934 bought a second hand NA and trialed this car in the Sporting, Gloucester and Colmore trials.



Dr. Scott also confirmed that Michael Henry had in 1931 married Frances Elizabeth Collier, the sister of Michael Thomas U. Collier who also bought an early M type, UD 3166 (2M 0357 with a factory date of 1 June 1929 and was a red two seater,) and he was later a well known member of the M. G. C. C. The two Michael's had been at Radley College in Abingdon together and later competed together in their MGs.



The previous day I had found from "Find My Past" further details of C. G. H. Dunham, competitor number 12 at the 1929 High Speed Trial. He was Charles Gerald Hugh Dunham the owner of TM 5050 (2M 0262 with a factory date of 8 May 1929 and was also a blue two seater). C. G. H. Dunham owned an MG and Alvis franchise garage in Luton, Bedfordshire with a G. Haines and was called Dunham & Haines. Gerald, as he was known, had previously been scrambling on motor bikes and then raced a front wheel drive Alvis (registration TN 3347), at Brooklands, before using the M type. He later went back to very successfully racing of Alvis cars until up to WW 2, when his son, and later his grandson took over the cars.

His friend, a shop keeper in Luton, Isle Carlotta Schwedler, had also raced the f.w.d. Alvis, and later TM 5050, but also very successfully trialed this car in the Women's Automobile and Sporting Association and many other events.

So there it was, I had the basis of a long piece, which will appear shortly but wished to publish a short introductory piece as soon as possible.





## Hints and Tips

### From Ted Hack

How do you get a good tight fit on the radiator cap and still be able to get it off – especially if still a little warm? Resorting to metal wrenches of one sort or another can scratch or damage the chrome of the cap. Well Moss have the answer ([www.moss-europe.co.uk](http://www.moss-europe.co.uk)) with their part number 386-260 described as a 'wrench, radiator cap' listed under T Types.



It is made of 12mm plywood and very well finished and is a good fit on my Triple M caps. I did make my own some time back but they have started to round at the corners and slip. I'm sure these Moss ones will last a good time. They are approximately 8.1/2" long. They are not cheap at £17.35 including VAT but the time, effort and damage they save make it well worth considering. No doubt the carpenters amongst you will make your own just as well!

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***TAILPIECE- AS SEEN AT THE SUMMER GATHERING.***

***Above: Two non-original stowaways in Peter Down's otherwise very original PA.  
Below: The future of Triple-M racing? Katherine Taylor and Thea Salmon in  
Katherine's Goodwood racer.***

