

TRIPLE-M REGISTER BULLETIN



December 2015





*Some of Alan Grassam's Wiscombe photos: Above: Frank Ashley and Hamish McNinch delve into the innards of Frank's M type.
Below: The two worthies appear none the wiser!*





BULLETIN No. 88

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Front Cover Picture: Duncan Potter urges his C-type through Keeper's Corner at the VSCC Loton Park Hill Climb earlier this year. This car is currently leading the COTY championship by only one point from Frank Ashley's M-type!
(Photo: Dennis Rushton)

Editorial

As promised in the last issue, we are featuring some reports on the Summer events as an antidote to the winter gloom and a reminder of things to look forward to next year. This edition has a noticeable Dutch influence which is very appropriate given their enthusiasm for all things MG and for Triple-M in particular.



It has been a very good year on the racing front and through Mark's efforts to encourage the racers out on to the tracks, next year looks promising. The year was not incident free but hopefully cars (and drivers) will be mended and back in action to keep us entertained.

On a sad note, many readers will have heard the news of Robin Gordon's death. We are very pleased to be able to celebrate his enthusiasm for Triple-M cars, and his C-Type in particular, with a tribute by Ray Masters with additional memories and photos supplied by Robin Hamblett.

As a consequence of Christmas printing deadlines we are not able to include the usual Committee reports. Reports from the meeting on 6th December will therefore be included in the next issue of the Bulletin.

Once again, most of the hard work in assembling this issue has been undertaken by Bob Richards for which I am very grateful. If you want to find out if I ever get round to producing an issue on my own you will have to continue to subscribe to the Bulletin so please read the message from Paul White on page 2 and make sure your renewals are with him as soon as possible to ensure that you receive the next issue.

Lincolnshire Tour Centre Spread - An Apology.

Eagle-eyed readers may have spotted the inadvertent modifications to the Lancaster's front gun turret and the doppelgänger Triple-M owners in the middle of the otherwise spectacular centre-spread in the last Bulletin. The gremlins intervened somewhere between checking the proofs and final printing and we apologise if it spoils your enjoyment of the feature. I am pleased to say that the digital version of the Bulletin does not have this glitch. Copies of this photograph, and others from the Lincoln Tour, are available as "proper" prints from the photographer, Neil Cave, with payment through PayPal. Neil can be contacted at: neil@timelineevents.org.

Deadline for February Issue: January 11th!



Christmas Request from Paul

Your Bulletin subscription renewal form should be enclosed with this Bulletin (if not please email me at mmmbulletin.sub@btinternet.com)

Please do not ignore and complete ASAP as the 2016 mailing list needs to be finalised by the 1st week in Jan.

Last year there were over 200 forgotten renewals outstanding in January which caused havoc!

Finally if NOT renewing subscription or are renewing by Bank Transfer/IBAN could you email me confirmation.

Many thanks for your anticipated help and best wishes for an enjoyable and relaxing Christmas.
Paul White

Future Events 2016

MG & Triumph Spares Day, Stoneleigh: Sunday 21st February 2016

Kimber Classic Trial 9th April 2016

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

MG Live, Silverstone. The provisional dates are 4th/5th June 2016.

Northern Ireland Touring Event 7th to 12th June 2016

Pre-war Prescott will be on Saturday 16th July 2016

Chairman's Jottings

The racing scene

And so another year draws towards its end, and what a good one it has been! Looking back on the last 12 months we can reflect on a number of successes: there has been a renaissance in Triple-M racing, both at MG Car Club and Vintage Sports Car Club events, as well as those further afield. At times this has been at the expense of mechanical and personal misfortune, so in applauding the endeavours of our racing heroes please spare a thought for Barry Foster whose 'Rat' C-type was punted off the circuit at Angouleme with not insignificant damage to both car and driver. I'm sure we will all wish Barry a speedy recovery to good health. In other events Fred Boothby's very competitive J-type received rear end interference from another competitor while Annie Boursault's PA was just one of many which was troubled by the greasy conditions at the recent Goodwood sprint. You can read more about the latter event in a report by Mark Dolton later in this Bulletin.



Undeterred by these setbacks the racers under Mark's leadership have already mapped out a programme of events for 2016 and we wish them success. Do please



support the events either as competitors or as spectators. Here are the dates:
MGCC Brands Hatch Sunday, 1 May 2016. 2 back to back scratch Triple-M races
VSCC Cadwell Park Sunday, 24 July 2016. A Triple-M/Austin head to head challenge
race. And as well as that we shall have the usual sprints and hill climbs.

I realise that these comments focus only on UK events, which might suggest that we are ignoring those of you in far off lands. We're not! So if you have news or reports to contribute for our enjoyment, do please send them through to our Bulletin Editor Digby Gibbs; we'd love to hear from you.

The Register's records – a new world approaches!

In the April edition of the Bulletin we began to tell you about the changes we are making to the way in which the Register holds data about all the known surviving Triple-M cars. We have made good progress since then and the records, which currently exist in a variety of places and forms will shortly be held in a single database, available online, and (in time) the records held by some of our overseas registrars will be integrated. As George Eagle mentions in his notes later we have also taken steps to rationalise all of the paper records. In the late summer Committee members spent many many hours poring through these records which had previously partly filled the Registrar's garage. They have now been reorganised into model types and individual chassis numbers. Thanks to the support of committee members and others we have now appointed a number of 'sub-registrars' whose job will be to support Graham Arrondelle by taking responsibility for the administration of data for particular model types. Graham will remain the main Registrar and he is the person you should contact in the first instance with any information about your car.

When the new database is up and running you will be able to see summary details of all cars on the Register. In the interests of confidentiality no individual owners' names will be visible. For those who cannot or do not wish to use on-line resources, we will continue to publish the annual listing of cars in print form.

Because the database is a very powerful tool it contains features that individual car owners may find useful. We will shortly be contacting all known owners whom we are able to reach with guidance on how to access the online information about your specific car or cars. Then you will be able to update your personal details and those of your car, which after they have been verified by the Registrar will form part of the live Register records. You will also be able to add photographs, documents and historic or other information about your car.

Other 2016 news

The provisional dates for the MG Car Club's MG Live! (Silverstone) are Saturday and Sunday 4th and 5th June 2016. Although there will be no Triple-M races the Register will as usual have a strong presence in the main Club marquee.

The 2016 Ulster Triple-M Tour from 7 – 12th June is gathering momentum and Simon Johnston will be opening official entries in January. In the meantime if you have not yet recorded your interest you should please do so at ulstermmmtour@gmail.com Simon has negotiated attractive terms with Stenaline, the main ferry company on the Irish Sea, who have agreed to give Tour entrants a 15% discount on all their Irish Sea routes. The discount will apply to the fares for vehicles and passengers (but not to the cost of cabins). He has also asked Stena about fares from continental Europe and it would seem that the cheapest option is to use the Stena 'Landbridge' fares which



combine the fares for crossing the English Channel (either by ferry or train) and crossing the Irish Sea into one fare that is very competitively priced compared to buying two separate tickets.

Robin Gordon R.I.P.

We were saddened to lose Robin Gordon who died unexpectedly on 19th September. Robin had been a good friend of the Register for many years and was known particularly for his very nicely restored C-type which he had owned since 1956. A tribute from Ray Masters appears later in this Bulletin and we send commiserations to Robin's widow Barbara.

The Register and the M.G. Car Club

I represented the Register at a recent meeting of the MG Car Club Council where reports were given about the Club's major project to create a new archive building extension at Kimber House, Abingdon. When complete early next year this will provide a more secure and suitable store for historic records and artefacts. These include most of the original factory build files for our cars, which were rescued from destruction many years ago by Register President Mike Allison. The arrangements for visitors to access and view these artefacts will also be improved, with a new reading area being set aside for this purpose.

There has been a changing of the guard at senior Club level, with Ian Quarrington taking over as Chairman from Bill Silcock at the end of his term. George Wilder remains the Triple M-Register's representative director on the Club board.

As most of you will know, the Triple-M Register is an integral part of the MG Car Club. Therefore, the Register's funds and resources should be devoted primarily towards supporting people who are members of the Club, either in the UK or in one of the MGCC's affiliated clubs in territories around the world.

Naturally we are aware that not all Triple-M car owners are Club members. That fact does not undermine our main job, which is to maintain a register of all surviving cars regardless of where they are in the world, or whether or not they are owned by members of the MGCC.

We and the Club would be happier if everyone who uses the services available through the Register were to be members of the MGCC. Those services are wide and varied! In addition to the Register itself we have a very useful website through which anyone can receive technical advice and purchase library items etc. We publish this Bulletin and the very popular yearbook. We organise competitive and social events. We also provide support to owners who wish to get their cars back on the road and registered with the DVLA and we support owners in very many other ways.

So to those of you who ask "why should I join the MG car club and what does it do for me?" perhaps part of the answer lies above. Please do think about it! The cost is not great (less than £1 per week) and as a member you would be 'doing your bit' to ensure a continuation of the Register's present services to owners in the way to which we have all become accustomed. Membership Secretary Liz Allsworth would be glad to hear from you on 01235 555552 or LizAllsworth@mgcc.co.uk

On behalf of the Committee and friends I send you and yours best wishes for the forthcoming festive season and the New Year.
Dick Morbey



Manx Classic 28th/29th/30th April, 2016

The Manx Classic event is held on the Isle of Man and takes place over three days, with each day's event being on the excellent surface of the closed public roads and all on different sections of the famous TT course.



The first event on Thursday is the Governor's Sprint which starts in the TT races' pit lane followed by a hairpin to run in the opposite way to the motor cycles, past the famous scoreboards, through Governor's Dip to the finish – a distance of 0.71 miles.

Friday sees everyone move to the Creg Willey's Hillclimb, Glen Helen. After a series of sweeps the course takes an 80 degrees turn up a steep section before entering the straight to the finish line. This is a very flowing course of 1.38 miles.

On Saturday the Lhergy Frissell Hillclimb takes place on the section of the TT course climbing out of Ramsey. This takes in the famous Ramsey hairpin, the Waterworks corner, and the Gooseneck in its length of 1.48 miles, climbing approximately 680 feet.

Special deals are available for ferry and hotel bookings, with most people travelling to the Island on the Tuesday or Wednesday before the first event on Thursday and returning home on the Sunday after the Presentation of Awards has taken place during the previous evening, although some do extend their visit to enable time to explore the Island.

If you can imagine the time and effort which it takes for the Manx Motor Racing Club to close a section of the highway and multiply this by three, then this has to be a very special event to generate such enthusiasm, especially for three consecutive days of motor sport at different venues.

Regulations and entry forms for the 2016 event are on the Club's website at:
manxmotorracing.com

We look forward to seeing you there!

Manx Motor Racing Club Ltd.





Secretary's Bulletin Report – November 2015

As this edition of the Bulletin is being issued before we hold our next Committee meeting in early December the usual report on Committee matters will have to appear in the next issue.

There has been plenty of activity since the date of the last report including helping to identify an L1 which was driven in to a garage over 40 years ago and never touched! The son of the late owner has approached us for help in identifying the car; from photos seen there is no doubt it is a genuine car not previously known to the Register. It has been allocated a Triple-M Register number. The car was originally an L1 saloon but now sports a two seat body and slab tank. It is amazing how many barn finds still come to light!

As Dick Morbey, our Chairman, will have noted in his own report we have all been very busy re-organising the way the Register operates. The task was necessary as the task of Registrar was becoming too much for just one person. There have been a series of meetings where the files have now been divided up into model/chassis number order instead of being filed in Triple-M Register number order. The files have now been distributed to various Committee members and others who will each look after nominated models – at present I have the files for the F/L/N models.

We have booked to again have a presence at the MG & Triumph Spares Day, Stoneleigh on Sunday 21st February 2016. As this year our stand will again be site number 13 in Hall 3. We hope to have two cars on display but have not yet contacted any owners. The first year we had Clint Smith's K3 and Oliver Richardson's much campaigned C type, and this year the Bellevue monoposto N, courtesy of Tom Hardman (who is now co-owner), and my own L2. Hopefully we can again have a historic competition car – perhaps Mike Dowley's Q type which has been rebuilt by Oliver Richardson. As usual we will also have the library and would welcome support from volunteers to man the stand.

2015 has certainly been a good year for Triple-M cars in action, the last two events I attended were VSCC Prescott and VSCC Mallory Park. All the cars were raced hard and gave our little ohc MGs very good publicity. Well done and thanks to the owners.

G Eagle, Hon Sec
6th November 2015



Robin Gordon

Many of you will already be aware of Robin Gordon's death in September and we are pleased to be able to publish this tribute from his good friend Ray Masters. We are also lucky to be able to publish some photographs from Robin Hamblett who also supplied some very personal memories of Robin Gordon.



Oulton Park 2009 (R. Masters)

A tribute by Ray Masters:

Robin passed away suddenly on the 19th September. He joined the MG Car Club in about 1961 and the Triple-M Register virtually from its inception. He bought his C-Type Montlhery Midget in 1956 having owned a J2 prior to that. It was his pride and joy and from the start was used as his daily car.

Robin had been a keen cyclist in his early days and, on occasion, travelled from his home in Manchester to London in the Midget for meetings. He was a man of many parts. As well as a racing cyclist, he was a successful rally navigator and, with his engineering knowledge, a person who looked after the likes of Lotus and Chevron racing cars for various people; not least assisting John Lepp to win the British Sports Car championship.

For many years his C-type was unused but in the early 1990s he decided to rebuild it and, in 1999, achieved an ambition when he took it to the Historic Meeting at Montlhery and completed many laps of that circuit in it.

Always a gentleman he was ever willing to help others using his knowledge and expertise. He enjoyed local shows with his MG, meeting and talking to people who showed an interest in his rare car. He also attended the VSCC and Gold Cup meetings at Oulton Park and MG Silverstone for many years. For the foreseeable future his C-type will remain with his family and be maintained as Robin would have wished.



Robin will be greatly missed by all his friends and not least by his fellow C-type owners who he greatly enjoyed meeting and discussing the intricacy of that model.
Ray Masters



Silverstone 2006 (G Eagle)

The following photographs and commentary by Robin Hamblett are a wonderful addition to this tribute:

This black and white photograph was, I believe, taken in Scotland and shows both Robin's C- type and the J2 that became mine, I think the other man in the picture is James Chapman or Peter Teagle. Peter sold the J2 to Mike Daniels who became my Godfather, Mike was also a close friend of my father and so the J2 was sold to my father in 1961.





This photograph showing Robin in the car was taken at Peter Green's Summer Gathering in 2012; Robin and Barbara had come all the way down to Berkshire with Ray Masters and his wife.

The next photograph shows Robin and the C-Type at MGCC Silverstone in 2008 and the other is a newspaper cutting showing Robin celebrating the installation of a blue plaque on Cecil Kimber's family home in Stockport with appropriate cars in attendance.



I will remember Robin fondly, not just as a previous owner of my car. Robin was a truly lovely and gentle man. He had time for anyone and was so passionate about his car and any related information. He will be sadly missed by his family and friends for sure.
Robin Hamblett





Cartoon Competition

Congratulations to Peter Scott who is the winner of the last cartoon (shown on the right).

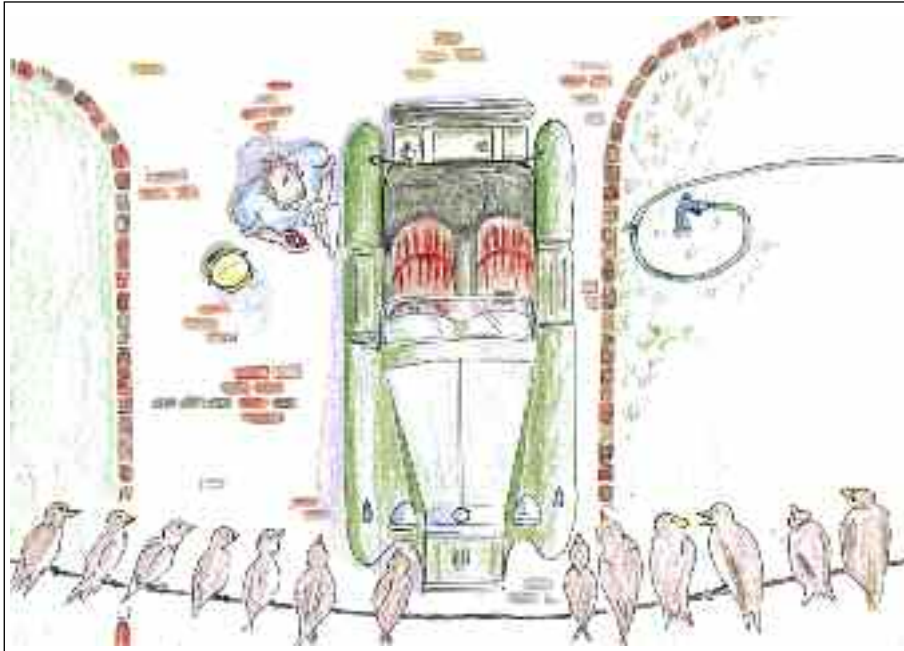
His caption is: 'Sorry, Foz, today is the best we can do. Dad has not yet perfected the time machine.'

Peter 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.

For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: www.triple-mregister.org.





Pre-War Prescott



***Tony Dolton and Alexa Reynaga; father and sister of Mark Dolton
- Photo: DGG***

Pre-war Prescott, which is always held on the third Saturday in July, gets better every year and this year featured no less than 33 Triple-M cars in the entry list with a representative selection of the more common types:

M-type: 4; D-type: 4; C-type: 1; J-type: 12; PA: 9; PB: 2; NA: 1.

A few cars did not make it on the day so the potential four D-types was reduced to two with Gerry Annetts leaving his at home and Ted Hack failing to overcome the logistical problem of getting two D-types, a marquee, stock for his auto-jumble and his towing car to the event.

Most of the cars took to the famous hill for in-timed runs; Oliver Richardson's projectile being a very popular choice with the braver volunteer passengers.



Mark Smith and suitably attired passenger prepare for a trip up the hill - Photo: DGG



Oliver Richardson concentrating and passenger having fun in C.0272 - Photo: DGG



This year the event had the added feature of an organised tour around the Cotswolds on the Sunday. The large Dutch contingent of Triple-M enthusiasts tackled this with their usual enthusiasm and Cat Spoelstra has provided the report that follows.

How the Dutch did Pre War Prescott by Cathelijne Spoelstra

After having read Ian Grace's infectiously enthusiastic posts on our Register's forum whenever he thought people needed another nudge towards entering the Vintage Minor Register's annual event for years, this time we finally managed to do so indeed!

'We' in this instance consisted of 17 adults, two tiny teenagers, a one-year-old, a Toyota, an MGB roadster, a BGT, a standard MGA, an MGA Twin Cam, Volkswagen van 'Heidi' and only three Triple-Ms! And on trailers too! There were supposed to be a bit more, but somehow it was only these three that were available when the event drew nearer.



Albert Koolma and J3636 with Hans van den Bosch looking on - Photo: DGG

All three Triple-Ms were J2s, fittingly in our national colours of red, white and blue: Hans van den Bosch's red cycle winged J2676, Henri de Jong's white swept winged J4238 and, another swept winged car, Albert Koolma's blue J3636 which was my Dad's first Triple-M and still my personal favourite.



**The Red one...Hans van den Bosch's
cycle wing J2 (J.2676)
- Photo: DGG**



**The White one...Henri de Jong's
swept wing J2 (J.4238) - Photo: DGG**

Thijs de Groot had initially entered his gorgeously loud and orange P0327 as well, but when he heard the noise police would be about, he decided not to tow his car to the Cotswolds only to run the risk of being taken off the hill after his first run. He took his MGA Twin Cam instead

Thursday evening saw us board the ferry at Hook of Holland, a ten minute drive from base which is most convenient. We were greeted by the sun on arrival at Harwich early Friday morning and a long and beautiful run through the countryside awaited us. No matter how an event turns out, these, the countryside runs to and back from events, are absolute highlights for us. Most of our bunch live in a highly congested and built up area of Holland and before we get to our own country's pretty roads, we first need to tackle hundreds of traffic lights, roundabouts and miles of motorway!

Several stops along the way for coffee, lunch and tea were made and we arrived at Prescott late afternoon. Some other entrants had already arrived and a few tents had been put up. Some of our group would be camping in the field and some would be staying at a couple of Sudeley Castle's cottages at nearby Winchcombe.

A gentle stroll then brought us to the Shutters where both entrants and organizers were to gather for drinks. Though the couple running the pub had only been doing so for two days and had no idea how to cater for larger parties leaving us a bit hungry, their friendliness, the view out front of a bunch of rather nice old cars and several glasses of Pimm's went down well enough!

Saturday dawned bright and clear and with our hill climb tickets at the ready, we couldn't wait for the event to take off! While I marshalled for a bit at the gate which gave me the opportunity to learn a few things of cars other than M.G.s (a Sunbeam is not a Morris and an Austin is clearly no Bentley, or so I understand ...), Hans, Henri, Albert plus all the others who were offered both rides and drives in 'our' three Js underwent a concise briefing before they were allowed up the hill.



With the sun out all day and several people having made the effort of dressing up, I think it is fair to say that everyone had a blast, broken blower shafts and all! What a fabulous and informal event this was! There was plenty of time for chatting, investigating other marques, doing the autojumble, have lunch, have tea, climb the hill on foot, climb the hill by car, etc. It was just splendid!

Henri's broken blower shaft, by the way, was quickly replaced when Oliver Richardson offered the spare off his C0272. A few blokes then teamed up and quickly took the broken one out and fitted the other one which saw Henri and his wife Ina safely on their way to Wales where they were to continue their holiday in Britain for another few weeks.

After a bit of to-ing and fro-ing I went up the hill as Oliver's passenger once. Not even coming close to the likes of dapper ladies Doreen Evans, Dorothy Stanley Turner and the Hon. Mrs. Joan Chetwynd in terms of being a 'speed queen'. Needless to say I kept my eyes closed through most of it as it was just too scary an experience! Especially that bit when you're almost at the top where there are no barriers and the field next to the asphalt drops significantly! It did feel sound though, both the car and Oliver's driving, I just once again decided that speed is not my forte!

Then! The big Battle of Britain Victory party with barbie, jazz band and a Hawker Hurricane! Us Dutchies had taken the 'Please, dress up!' A bit too serious apparently as it turned out only a tiny bunch had dressed up for the occasion! Perhaps we



The Dutch visitors ready to party - Photo: Cathelijne Spoelstra

misunderstood and the dressing up bit was meant to take place during the day. As we had expected to be swing dancing through the night, we were in for a bit of a surprise when the band quit at about 7 and silence fell over the hill by about 8. Nevertheless, several glasses of Pimm's went down well enough!



Sunday turned out a bit damp in the morning, but when we were all up and awake and reporting for signing on for the Enigma Rally, things started to look a little better weather wise. We had all decided against doing the navigation run and opted for the simple tour instead and so off we went. I had again volunteered to marshal, so Heidi and I took a short cut to where we were to take tyre pressures of passing competitors' cars. However, while the participants were all having a blast and were enjoying the countryside, I couldn't find the spot where I was supposed to be ... So much for my ten year experience navigating in high profile rallies all over Europe! Never mind though, as Ian Grace and Team had made sure it was all very informal, nobody was even the least bit put off and everyone found their way to the finish without any trouble.



The Sunday run at Stanway House - Photo: Onno Könemann.

Cream teas and prize giving were set in the lovely grounds of Stanway House where we were treated to a spectacle: they turned on the single-jet fountain especially for us! I never thought I'd be this mesmerized by a fountain, but this was simply breathtaking! At 300 feet it is the highest one in Britain and the highest gravity fountain in the world. As the sun still graced us with her presence, we were treated to double rainbows too. Spectacular!

Before the prize giving ceremony was to commence, both navigation and leisure run participants were to complete the task of cracking the Enigma code. Again, it was all



very informal when people took to completing their assignments with some people not having the slightest clue of what they were doing and others knowing quite well. In the end two teams cracked the code leaving them with one final task. The winner would take home a gorgeous and rather desirable 1:48 scale pewter presentation model Spitfire. After a frantic battle between the two left over teams, 'our' team came out the winner! Ian presented Wouda Zandbergen and Janneke van Berlo with the model which was immediately confiscated by their respective spouses, Onno Könemann and Rainier Karthaus. The trick to winning turned out to be seeing the recent box office hit *The Imitation Game* which the girls both had!

On Monday it was time to take off home again although about half of our group stayed on for some holidaying with individual couples going on to visit Yorkshire, Wales and London. As we had plenty of time, we threw in a visit to Sudeley Castle which had been on my bucket list for a while. We said our final goodbyes to the green and pleasant land that is England from The Pier, our base pub in Harwich, where again the Pimm's went down well enough.

The entire event has been a blast starting with all the newsletters, the historic background information provided on the event's website, the sun, the hill, the pubs, the countryside, the laid back attitude of organizers and participants alike and of course all those gorgeous cars, it was just splendid! I am sure I have left out many details still when I have already mentioned so many, but I suppose you get the picture! Very many thanks to Ian Grace and his team for all his hard work putting the event together, we enjoyed it to the fullest!



***The spectacular fountain at Stanway
Photo: Cathelijne Spoelstra***



Next year's event will be on Saturday 16th July; check out the excellent Vintage Minor Register website for more information.



Graham Finch's NA.0640 on the iconic start line ready to tackle the famous hill - Photo: DGG



A sunny Saturday with Triple-M cars in the paddock at Prescott, what could be better? - Photo: DGG



Goodwood VSCC Sprint

Mark Dolton



Duncan Potter negotiates the chicane in his C-type. Photo: Colin Murrell

The end of season finale at Goodwood is always a great way to finish off the year, both on track and socially. It's certainly been a busy and eventful season for the MGs and the sprint was no exception. The morning practice sessions ran smoothly in dry conditions, allowing drivers a good 2 laps thrash around the quick Goodwood circuit. The Goodwood Sprint is always a challenge. Many of the competitors used to Sprints and Hills will not have experienced the kind of speeds reached around the circuit, for many flat out in top gear will be a new experience. It's very quick and very unforgiving with very little run off anywhere around the lap. So it was always going to be difficult when the heavens opened at Lunchtime, nullifying the dry running experience of practice.

Goodwood is also unlike any other circuit we compete on, as it is used so infrequently, so even the hardened racing drivers found the conditions a lottery. It had had very little use since the Revival weekend, 4 days of hard historic racing leaving rubber and oil a plenty. Without any heavy rain to wash the circuit in previous weeks, our rain storm turned the circuit into an unpredictable ice rink.



The first cars after lunch went out on to a greasy but not fully wet circuit. 3 of the first 5 cars in this batch came undone. Unfortunately Annie Boursot in the PA was one of those to make contact with the barriers after a full 360 degree spin entering Lavant. The second half of the circuit was extremely difficult and very different from the first. Luckily Annie managed to correct the car well, before it slid across the wet grass avoiding a significant impact. An axle needing straightening and some body work repairs will keep Hamish busy over the winter. Emma Withers following Annie, sharing the C Type with Duncan, saw the events unfold and watchfully completed the lap. A pretty impressive first outing at Goodwood, pipping Frank Ashley by nearly 2 secs in class 2.



Frank Ashley 1929 M Type. Photo: Colin Murrell

Others were not so lucky and some heavy impacts into the barriers saw a significant number of red flags throughout the afternoon, limiting everyone to just one timed run. Luckily it just looks like dented pride and machinery. It was treacherous and must have had the organisers thinking just how driveable the circuit really was.

Frank Ashley and Hamish, sharing the PA, had been held up on their practice runs but Frank managed a sensible lap after lunch in the M Type, but Hamish would not run



after Annie's off.

Duncan Potter really was a class act, taking 1st Overall in class 2 in the C Type. His 140 sec lap was pretty breath-taking in the conditions, only 6 secs slower than his practice effort. To put it in context, 2nd & 3rd place in class 3, taken by experienced racers in electric 1496cc Nashes were in the 139s. Not bad for the 746cc midget! Obviously spurred on by his picture being on the front of the race programme, it really was a gutsy performance and dry lap times around the 2 minute mark would not look out of place at the revival Brooklands Trophy race.

I was only able to manage 8th quickest in class 3, a 155 sec lap. To be honest I struggled, very nervous and somewhat out of my comfort zone. I don't like it when the P Type goes straight on in fast corners. It is usually such a predictable car, drifting through the corners, but the greasy surface took away any kind of normality! However I was very pleased with my dry run in practise, hitting 6000rpm down Lavant in top is a joy. Car running and sounding superb and only seconds off Duncan in the dry.

So all in all a very challenging day out. As usual so many supporters and friends were out, making it a great way to wrap things up. I have to say though I would not have done a second run if offered, happy to put the car to bed in one piece. I lost count of the red flags and recoveries going on. I wish everyone well with the varying degrees of winter repairs. All the best, See you in 2016!

Driver	Car	Practice Standing Start	Practice Flying Lap	Timed Run	Place	Result
Duncan Potter	C Type	133.4	123.9	140.25	1st Class 2	Class Win
Mark Dolton	PB	134.2	126.8	155.18	8th Class 3	
Emma Withers	C Type	168.9	155.6	180.9	11th Class 2	
Frank Ashley	M Type	168.4	190.6	182.8	12th Class 2	
Hamish McNinch	PA	176.4	169.9	No Run		
Annie Boursot	PA	147.5	141.5	DNF		



This atmospheric centre-spread shows Frank Holtrigter in NA0914 on the International Tulip Rallye with Mont Blanc in the background. This event is a week long regularity road rally, this being the 62nd year. Photograph supplied via Cat Spoelstra; contact for photographer is www.joostsnel.nl.



Grand Prix Retro du Puy Notre Dame 2015

Text and Photos: Alan Grassam

Ten Triple M cars made the journey to Puy just south of the Loire for the well organised and deservedly popular Grand Prix Retro. Our evergreen comp. Sec. Mike Linward, Ian McKay and Alan Grassam all drove down from Cherbourg and were rewarded with trouble free runs. Adrian Moore, F type, Roger Cadogan, PA, Max Batten, F type and David Stansbie, L2, followed a growing trend and all brought their cars on trailers. Local entrants were Emmanuel Blanchet in his very smart M and Phillipe Bouleau, PA.



From right to left: The J2s of Alan Grassam, Ian McKay and Mike Linward

The three J2s travelled down over a leisurely three days staying at some excellent French hotels with long wine lists and cordon bleu cuisine in order to prepare themselves for the delights of the weekend that lay ahead. It all gets into gear on the Friday night with "La Regalarde," an open air eating and drinking jolly where we all got



Above: Emmanuel Blanchet's M
Below: Adrian Moore's very smart F2





**Kim Dear, Adrian Moore and Roger Cadogan
discuss a problem with Roger's PA**

to know each other. Saturday is a scenic tour of about 100km through the vineyards. Shortly after starting you pull into a chateau for a “crasse croute” washed down by wine. A three course lunch, complemented by local wines, is served in another chateau. Then in the evening, after the “Vins d'honneur” there is the gala dinner with yet more local wines.

Sunday is a day of abstinence for this is the Grand Prix Retro itself. A circuit of 1.5 km is laid out through the town. Cars are divided into classes and “demonstrate” at racing speeds over several laps. This is great fun and is watched by large crowds. Drivers need only wear a crash helmet, no other special racing gear is needed. Neither is a competition license. Why, oh why, can't such events be run in Britain?

After the weekend we had a leisurely drive back to Cherbourg, again trouble free. What joy it is to drive on empty French roads! Should you fancy joining us next year you can find full details on the web. Or give me a call on 01935 863673. You won't be disappointed!

Alan Grassam



Modified Shock Absorber Bracket

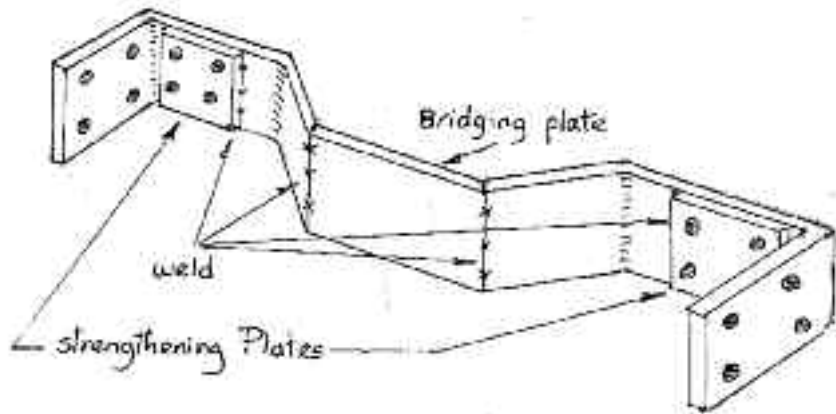
Text and Illustrations by Ged Segrave

I fitted friction type shock absorbers into my PA rebuild as I didn't have any of the originally designed Luvax hydraulic units.

Popular opinion says that friction type are better anyway and they are working fine on my finished car.

The friction type has a different mounting position from the Luvax but the bracket still needs to span the chassis for rigidity.

I modified the existing shock absorber bracket so it cleared the differential casing by first sawing it in half.



Modified Shock Absorber Bracket

Then each half needed to be bent to 45 degrees at about 6.1/2 inches from the chassis face. Heating to red heat helps with the bend.

The two halves were then temporarily bolted back into the chassis.

Cutting a piece of steel which was the same thickness and width as the bracket a bridging section was made.



The ends of the bridging piece and the brackets were bevelled with a file to 45 degrees.

Lined up, the two halves were tack welded to the bridging piece. The bracket was then removed from the chassis and finished welded.

Also, two steel torsional strengthening plates were welded to the bracket and drilled through with a 5/16 inch diameter drill. These plates can be of a thickness for packing to suit the required position of the shock absorber, or it may be found necessary to slot the holes in the bracket to achieve a correct working position for the damping unit.



Fitting the modified bracket



Mark Dolton Looks Ahead to 2016

It's been a wonderful 2015. I must say a huge thank you to all that have supported us through the year, on and off the track. We have had two fantastic races. Firstly a return to action with the MGCC at Brands Hatch and then with the VSCC at Mallory. Our enthusiasm and approach to racing has been well received by both clubs and 2016 is looking really positive.

We also have a number of new cars and drivers looking to take to the track for next year. So it's important that we maintain the balance between good competition and respectful sensible racing.

To help, I am organising 2 track days for the Triple-M cars with "MGs on Track". The first at Goodwood pre-season Feb 20th, to give people a bit of a shakedown and get some important track time. The second in the summer at Castle Coombe June (TBC), just an opportunity to have a great day out. Both will be restricted to 10 cars on track throughout the day....all pre-war. (These are not restricted to racers, so get in touch if interested.)

Then it's into the racing and we have 2 Triple-M races on the provisional calendar.

First up MGCC Brands Hatch on May 1st. 2 Scratch races on the Sunday with our pre-race Saturday Welcome to get everyone going. Building on the success of 2015 I really hope for a bumper grid. Perhaps I'll need to get a bigger BBQ.

Then we have been offered a race with the VSCC at Cadwell Park on July 24th. To make things interesting and to optimise the grid, we have challenged the Austin racers to a head to head battle. Should be a fantastic race on the wonderful Cadwell circuit. The Register, the MGCC and the VSCC have been so supportive and I must also applaud the MSV Circuit Team. All the MSV circuits we have visited have been immaculate and the Marshals just brilliantly enthusiastic and supportive. The warm down lap at Brands was a highlight of my season, as the marshals applauded our racing with such energy! Can't wait to go back.

Keep a look out for more information on the new racing web site: www.triple-mracing.com

Please, please do everything you can to support our races, you racers have just been brilliant in 2015. We have had 22 Triple-M cars out in various meetings, but it would be great to get all 22 at our events at the same time. It is not easy to get the races on the schedules and we need to fill the grid to optimise the opportunities for the future! Have a great winter break, get those cars sorted and see you out there soon.

Mark



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Zandvoort

Text by Gil Collins, Photos by David Downes

Sixtythree vintage cars turned up at the Grand Prix circuit for two days of on track fun at the British Car racing weekend; there were cars from all over Europe and included 10 MG's of which 7 were MMM cars . The locals were Thijs de Groot with his very fast PA Special which took everyone else to the cleaners once he got it going, Jack van Gelderen with his very pretty F2 Magna, and Maurice Dioncre with his J2.

Raiders from the UK were Oliver Richardson with the C-type, Roger Cadogan with a blown PA, and David Downes and Gil Collins with blown J2s . It was not a race but a time trial. All cars were fitted with transponders and drivers had to set a time and then match it in subsequent laps. The closer the matching the less points accumulated.



***Roger Cadogan with blown PA EDU 347 and
David Downes with blown J2 APU 280***

There was also a separate competition between David, Gil and Roger to achieve the fastest lap for bragging rights! Cars were prepared on the Friday evening ready for an early start on Saturday. Then whilst Oliver pitched his tent, the others retired to an expensive hotel close by for dinner with their wives.

On the Saturday morning Christian Hopptner had also arrived sans MG and begged a ride with Gil whilst the others took their wives out on the first run . There were 40



Gil Collins with blown J2

cars on the first “slower car” run and Gil made sure that the J2 was thoroughly warmed up before being let onto the track, slipped past two Bugattis at the first corner and shot round the 4.3 km circuit in the lead. This tactic meant that, with no-one in the way, you could go flat out and also be consistent. So consistent that 3rd place was achieved with a time within a couple of seconds of 3 mins 25 secs per lap. David and Roger achieved slightly faster times but with a bigger spread.

In the afternoon the three went out on their own as passengers declined to ride and the race for the fastest time was on. Gil applied the same tactic and produced a close series of times around 3 mins 20 secs to be awarded second place. Roger passed him to produce a faster time but wider spread but was trumped by David with a fastest lap of 2 mins 15 secs .

After this spectacular day of sunshine and racing there was an excellent barbeque with free drinks and we all went home happy. The following morning was foggy and the track remained closed for nearly an hour until it lifted then we went out. Even so the cold air tended to mist up goggles and visors so the previous day's times were not bettered. Gil produced another even set to be awarded 3rd place again.

In the last session, it was decided to have all the cars out at once, except for Gil who was loading for a quick getaway. In this session it was another MG triumph as Oliver Richardson produced a set of times that gave him 1st place to trump everyone and Thijs de Groot went so fast that he lapped almost every car.



Roger and David from the rear

A superb weekend of track time, food, friendship, and weather. It is planned to run it again next year; don't miss it .

Everything went well, I even reached the ferry at Dunkirk early, went through ticketing and customs easily and was then stopped and searched for asylum seekers. They opened the boot – tools etc, then asked for the tonneau of the J to be opened in case someone was hiding there!

OK, but as far as I could see there were no asylum seekers in the Dunkirk area and I had travelled through Belgium and France at 60 mph and only slowed on entering the gated docks. Back in England I reached the M25 to meet pouring rain and the promise of a 17 mile jam. So I diverted to the M23 and went cross country avoiding the tom-tom towing traps of narrow country lanes. Got soaked unloading the J but what a great weekend .



VSCC Prescott 2015

Text and Photos: Digby Gibbs

The annual VSCC Prescott weekend is always a great event and the three day format introduced for last year's anniversary was repeated this year and appears to be a very popular addition.

The appeal of this event is not just the site, sound (and smell) of vintage cars tackling the hill but being able to wander amongst the amazing machinery in the paddock. The members' cars in the Orchard car park are a show in themselves and the trade stands are varied and fascinating.



NA 0305 in the spectators' car park

The Long Course event on the Friday featured four Triple-M cars, Philip Coombs (J2); Frank Ashley (M); Rachel Holdsworth (PB) and Tom Hardman in the Bellevue Special. Frank came away as overall winner and 1st Vintage in Class 2 with Phil 2nd overall in the same class.

The weekend Speed Hill Climb also had four Triple-M entrants. Rachel Holdsworth and Tom Hardman stayed on and were joined by Chris Cadman in the ex Philip Bayne-Powell C-type and James Gunn in the Q-type replica.



Tom Hardman in the Bellevue Special

Chris Cadman was rewarded with 1st overall in Class 2 and James Gunn achieved 2nd overall in Class 13.

Next year's event has been confirmed as 5-7th August; a great excuse for a trip to the Cotswolds.



James Gunn in the Q-type replica during the practice runs on Saturday. James went on to achieve second place in Class 13.



David Kempton's J-3 "Blithe Spirit" with Phil Staddon's F-type basket in August sunshine in the Orchard car park at Prescott.

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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 Results
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
9th/10th May	Vintage Montlhery Revival	Part
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
28th-30th August	Classic & Vintage MRC of Jersey Speed Festival	Full
29th/30th August	VHC Etretat-Benouville Hill Climb	Full
12th September	Goodwood Revival Race Meeting	Full
12th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
12th/13th Sept	VSCC Loton Park Hill Climb	Full
18th-20th Sept	Circuit Int. des Remparts d'Angouleme	Full
20th September	Holdsworth MC Taw & Torridge Trial	Full
3rd October	BOC Prescott Hill Climb Invited Clubs Meeting	Full
3rd October	VSCC Castle Combe Pre War Sports Car Race	Full
4th October	BOC Prescott Hill Climb The Autumn Classic	Full
3rd/4th October	DVSCC Zandvoort Revival	Full
11th October	Minehead M C Derek Merson Clouds Classic Trial	Full
18th October	MGCC SW Centre Kimber Car Trial	Full
24th October	VSCC Goodwood Autumn Sprint	Full
25th October	Launceston & North Cornwall MC Tamar Trial	Full

**Car of the Year (C.O.T.Y.) 2015
Scores to 1st November**

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	2912	C/s	GX 9693	Duncan Potter Emma Withers	116
2nd	1595	M	PG 1045	Frank Ashley	115
3rd	909	J2-PA/s	FW 3909	Bill Bennett	108
4th	2272	C/s	LJ 4444	Oliver Richardson	98
5th	1164	PA	YSV 703	Hamish McNinch Anne Boursot	84
6th	605	L1/s	MG 2802	Charles Jones	83
7th	1018	J2	MG 2853	Philip Coombs	68
=8th	949	L1	OD 6008	Andrew Morland	66
"	1140	J2	JL 753	Mike Linward	66
10th	2200	C/s	RX 8306	Chris Cadman	62



=11th	3534	J2/s	WF 5494	Fred Boothby	61
"	2694	J2-PA/s			
		Kayne Spl.	NV 3709	Mike Painter	
				Harry Painter	61
13th	1931	C/s	VD 30	Barry Foster	48
16th	2362	NA	BTT 726	Richard Jenkins	46
15th	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	45
16th	2170	PB/s	CLX 112	Mark Dolton	43
=17th	2594	J2	MG 1949	Mark Smith	41
"	3515	J2/s	WG 1622	Peter Tierney	41
"	571	PB	CKT 829	Andrew Smith	41
20th	2175	PB	JB 7524	Elizabeth Taylor	
				Andrew Taylor	40
21st	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	
				Fiona Henderson	39

Due to space limitations in the Bulletin it is not always possible to print the full version of the COTY results in every issue. We appreciate that readers like to see their exploits recorded so we will print the full version at the end of the year when all results have been tabulated. The full list is always available to view on the Triple- M website.

**Slade Trophy 2015
Scores to 1st November**

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	36
2nd	PA	George Ward	15
3rd	M	David Rushton	12
4th	J2	Mark Smith	11
5th	J2	Jeremy Hawke	10
6th	NA	Richard Jenkins	9
7th	J2/s	Colin Bird	8
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



**Speed Championship
Scores to 1st November**

Position	Car/s	Driver	Points
1st	M	Frank Ashley	35
2nd	C/s	Duncan Potter	28
3rd	PA/s	Howard Harman	16
4th	J2	Philip Coombs	14
5th	C/s	Chris Cadman	13
6th	J2	Brian Galbraith	11
=7th	PA	Hamish McNinch	10
"	L1/s	Charles Jones	10
"	KN/s	Graham Meyer	10
=10th	C/s	Oliver Richardson	9
"	NA/s ss	Thomas Hardman	9
12th	J2/s	Peter Tierney	8
13th	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	J2/s	Emma Withers	3
19th	PB/s	Rachael Holdsworth	2

Racing Challenge Trophy 2015

The Betty Haig Cup

Scores to 1st November

	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	1.00
	C/s	Barry Foster	3	0.162
	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
	K3/s	Richard Frankel	1	0.250
	K3/s	Clinton Smith	1	0.286
	C/s	Dave Cooksey	1	0.500
	F1	Adrian Moore	1	1.00



Readers Adverts

WANTED: 12" brake backplate, for nearside. Will consider set of 4 if unwilling to split. Help on this will be appreciated.

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ALSO Pair P type front wings. Good basic shape but poor (through corrosion) at bottom edges and at rear end. Will require metalwork skills. Free, but collect only. P type dumb iron cover - poor through corrosion. Doubtful if repairable, but good pattern. Free to collect or send me the p.p. cost.

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Front Wings	Pair in very good repaired condition - Bare Metal	£750
Running Board	Repaired Original	£50
Engine bits, oil pipes, new valves, spigot bearing and housing		

J/F/L

Spare Wheel Rack - Restored in stainless and bare metal (See Technical Tips)	£150
Set of Bonnet Catches with the hooks/handles for bonnet	£90
Rear Rocker Shaft Support - Raw casting	£30

All Models

Lucas Wiper Motors - working	12v £65 6v £80
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Call Martin White on 01344 424258

Tips and Hints From Martin White

1 - Hartford Shock Absorber Bushes

I have recently had success repairing worn out metalastik bushes. Simply burn out the old rubber, clean up the two tubes that remain, then find some rubber tube that is a bit tight to fit both the inner and outer tubes, cut a section off and squeeze it into the tubes in the vice and trim off the excess rubber. You will find that using two sockets and WD40 helps. I repaired my Austin's spring shackle bushes this way and feel sure that it will work on Hartfords.



2 - Water Jacket Threads

These frequently get drilled and cut oversize to 5/16 " BSF. A simple fix is to make your own thread insert. It is possible, just about, to drill and tap a 5/16" bolt to make an internal 1/4" thread. The result is very fragile and you can only get a length of about 1/4" but that is all you need. Screw it into the block, dry; subsequent rusting will hold it in place. I use stainless steel bolts on the water jacket plates to ensure that the bolts can be removed at a later date. This fix has lasted my J2 over 30 years.

An even easier fix is to make a hybrid bolt with a 5/16" thread but a 1/4" BSF hexagon!

3 - J2/F2/L2 Spare Wheel Racks

If, like me you like to restore the parts that MG made rather than turning your car into a replica, then this suggestion may help you.

Repairing these racks is simple if you can gas weld or TIG weld using 16 swg steel strips but rechroming is a waste of time and money. Even MG had problems when they were new and in the end, only chromed the octagon and its diagonal supports. When I restore racks, I don't bother to waste money chroming these parts, I clad them in thin stainless steel (re-cycled from the inside of dish washers)!

The diagonals are straightforward to cover and the octagon is easier than it looks. To get the bulge for the badge, first drill the centre hole, then hold the thing over a piece of tube held in the vice and beat in the bulge using a ball pein hammer. The metal stretches surprisingly easily but you may have to have a second go before you can get a neat bulge.

Then bolt your latest work of art onto the original octagon and drill and bolt it through the three rivet holes. Trim it down so that it is about 3/8" bigger all round than the original and fold over the edges to clamp it on. Re-assemble the octagon using stainless rivets made from stainless steel bolts.

If you do not want to remove the octagon to do this, I have achieved equally pleasing results doing it in situ by beating in 3 dimples to overlap the rivets.

By the way, you can polish stainless steel using wet and dry paper, followed by Scotchbrite.



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*A fine shot taken by George Eagle of
Chris Cadman in his C-type at VSCC Prescott*



*Opposite Lock and Headlamps Blazing!
Charles Jones trying hard in his L-Type at the Castle Combe Autumn Classic,
October 2015. Photo: Colin Murrell*



Tailpiece: Two more images from Pre-war Prescott.

The top photo shows a cute stowaway on Frank Ashley's much campaigned M-type (photo DGG), The lower photo shows a very elegant Colin McLachlan entering into the spirit of the event (photo Koen Struijk).

