

TRIPLE-M REGISTER BULLETIN April/May 2017





Colin Murrell's photos taken at the VSCC New Year Driving Tests at Brooklands capture the fun that can be had in an M-type:

Top is Colin Reynolds demonstrating some spirited Driving that took him to 3rd place in the Standard Sports Car Class.

Bottom is Kim Jenkins competing in the Modified Sports Car Class. She shared the little M-type with father Richard Jenkins and managed to finish one place ahead in the final results

BULLETIN No 96 April/May 2017

Front Cover Picture:

Slade Trophy winners Bill and Liz Bennett in their hard working J2 captured by Dave Cook on the Crooked Mustard stage of the 2016 Cotswold Trial

Editorial:

Welcome to Bulletin 96, just three to go before we hit 100.

I get occasional comments from subscribers which, luckily, are usually positive, but it would be nice to receive more feedback so that we can adapt the content and coverage to suit what people want. I would also appreciate more articles, technical tips and photos from you to add to the copy we get from our regular and loyal contributors.

We are now well into the summer competition season but I am saving that for the next issue as I wanted to feature last year's Trophy winners and the last few events of the winter period. Congratulations to all those who use, and abuse, their cars in the manner intended by their creators.



As the summer season races ahead, with competitive and social events on every weekend, the Triple-M world seems to be in a very healthy state. However, these events and spectacles only happen through the hard work of volunteers. The least visible of these is probably the work of the Register Committee which needs new members to take over from some of the long-serving officers who want to stand down; please see George Eagle's notes for details of how to get involved.

It is interesting to reflect how times have changed. When I joined the VSCC a few years ago as a relatively new MMM owner, MGs rarely featured in the Newsletter or Bulletin and, I suspect, were rather looked down on. That situation has gradually changed and, thanks to the activities of the Speed, Trials and Driving Test drivers, MGs are now in there with the Bentleys, Bugatti and other exotica. We even have an MG man on the VSCC Committee; times have changed indeed!

Digby Gibbs

Chairman's Jottings

By Dick Morbey

Back on the competition map!

To the dismay of our esteemed editor I have passed his deadline for submitting my 'piece' for this edition of the Bulletin. In my defence, the past fortnight has been one of frenetic activity, culminating last weekend with the hugely successful MGCC race meeting at Brands Hatch. There will be a detailed report on the event in the next edition of the Bulletin, but we can safely say that it was nothing short of a triumph for the Register (no pun intended). With an initial entry list of 29 Triple-M cars, our races - yes, there were two of them - represented the second largest grid of the meeting.



Mark Dolton and the racers have received well-deserved plaudits for organising and supporting this gathering. Quite apart from the Saturday evening BBQ and the splendid lunch spread there were many high spots. We witnessed the re-emergence of Barry Foster's C type 'the Rat' after its misfortunes at Angoulême 18 months before - raced on this occasion by Oliver Richardson; Michael Bystrom's Q-type, piloted by Barry Foster; the first racing outing for Clint Smith's KN; Malcolm Smith in the K1 monoposto; - and too many more to mention here.

The main race was for the Mary Harris Trophy, which is decided on a handicap basis, the winner being Andrew Taylor in K3011. Second and third places went respectively to John Seber in the PA Lund Special and Harry Painter in the family's PA special.

Amongst many awards presented at Brands was the Robin Gordon memorial salver. This trophy was endowed by Robin's family in memory of Robin and is to be awarded to the highest scoring C-type in the Car of the Year championship. Duncan Potter had that distinction, collecting this award, along with other 'pots' following his outstanding race season of 2016. It is to be hoped that this went some way to lessening his disappointment at the turn of events in the Mary Harris trophy race this year, when he spun and was ejected, fortunately incurring only slight injury to himself and repairable damage to the car. We wish him well for the remainder of the season

Earlier in the month there was a good gathering of Triple-M cars at the Club's MG Era day at Brooklands. The organisers kindly gave us a decent area in which to display our cars - I counted about 20 of them, among which were John Emmett's very tidy M-type, Mike Gooch's C-type, Chris Edmondson's D-type (in C guise), a sprinkling of Js including Chris Bourgeois' J1 and Roger Chamberlains J2. Amongst the P-types were the PAs of Michael Copps, and Peter Down, Roger Marlow's PB and the Green/Taylor Cream Cracker PB. WV5012 enjoyed its first trip out in simply ages!

Amongst the larger fry were Nick Jewson's newly-restored L2, the well-known L2 of Dave Jarvis, the Bayne-Powell ND, a pair of K1s (David Naylor and Christopher Hobbs) and the Green stable's K3011. So altogether a splendid do!

The assemblage also included a 'for sale' M-type special which graciously acknowledged that most of it sat on a Morris chassis. Perhaps more interesting was Tim Phelps' aluminium bodied "new build" Q-type tool room recreation, which at least looked the part!

News from the committee:

We've been talking for some time about the need to refresh the membership of our committee. We have at least some good news to report: Charlie Cartwright from deepest Penzance has kindly offered to take over from Bob Milton as our Treasurer. Charlie is a man of many talents and is well qualified to take on the task. He has already started work, so it is to be hoped that he is elected at the Register's AGM.

Speaking of the AGM - this takes place at Kimber House, Abingdon at 3.00 pm on Sunday 25 June (and not at Silverstone as suggested in last time's notes). Before you all rush off to find different ways of spending that afternoon, I do urge as many members as possible to make the trip to Abingdon. It will give you an opportunity to hear what the committee has been doing to further the interests of you and all other Triple-M owners, question us and make suggestions of your own.

And in the words of our Secretary George Eagle: " the committee is urgently seeking nominations/volunteers to replace those committee members who have expressed a wish to stand down following long service." So the door is wide open to any of you who would like to put yourselves forward to become involved in the committee's work - please contact any member of the committee if you feel that your time has come to contribute!

Even though I say it myself, your committee is a pretty hard working bunch. A collaboration between Simon Johnston in his new role as Yearbook editor, working with the many contributors, our designer and our specialist print buyer Terry Hartley, succeeded in bringing out the 2016 Yearbook in time for the Brands Hatch race meeting. If you weren't there or don't yet have your own copy, it's now available from our librarian Rich Stott and a thoroughly good read - still priced at just £12.

But the time we get to the MGLive! gathering on 17 and 18 June, the Annual Listing of Triple-M cars will just have been published. This is just one of a number of reasons why you really should get along to Silverstone. This year we can confirm that the Register will have its own dedicated marquee which will contain numerous attractions, including what we are promised will be an interesting display and demos by Andy King. Library stock will be available to purchase, light refreshments will be available and of course the company and craic will be excellent, so now would be a good time to pre-purchase your tickets from the Club, to avoid paying the higher gate entry price.

The coming of the on-line Register

In my notes last December I gave a report about the continuing progress of the database of cars project. In the intervening period we sub-registrars have had an all-day working meeting and we are getting close to the time when we shall be allowing registered owners to have online access to view the detailed records of their car.

You may be thinking that progress has been very slow and you would be correct! However we are trying to ensure that the system is reliable and that it can provide worthwhile information. The subbies have the unenviable - and never ending - task of recording the details of around 4,000 cars, whilst in the meantime Koen Struijk continues to respond to the committee's bright ideas for refinements of the system.

Won't be long, now!

Until next time....

Dick Morbey



The Robin Gordon Trophy

Presentation of the Trophy to Duncan Potter by MG Car Club Chairman Ian Quarrington. The presentation took place at the Club's Brands Hatch meeting.

Photography by fellow C-type competitor Chris Cadman

Secretary's Report

The last Committee meeting was held in Abingdon on 5th March, Greg Smith attended by invitation.

Dick Morbey, Chairman, submitted his usual comprehensive report starting with an update on the **Register database** of cars and owners. The work is progressing well and a further meeting with Koen Struijk and sub-Registrars was to be arranged. The aim was to have sufficient confidence in the new data base content in order to print the traditional printed Register from it. This should lead to the full implementation stage whereby owners will be encouraged to propose updates and corrections to the data for their cars. Dick also noted that there have been several instances relating to car identities.



There is still the need to resolve the impending vacancies for Chairman and Treasurer, there is a possible volunteer for the latter position.

MG Live. The Club plans to relocate and reduce the size of the main pavilion which will be some 10 meters narrower than last year. The Register has a preliminary agreement to have a 9m x 6m marquee which is likely to be near the Register parking area at Copse. Both Andy King and Barry Foster have been approached about them staging brief demos of a technical nature within the Register's marquee.

Stoneleigh was a magnificent effort and thanks are due to all involved. The Parnell K3 and the Morgan's M type attracted much interest. Worthwhile takings were generated.

Future tours – there has been no further news on either the 2018 Scottish borders tour or the proposed Dutch event in 2019.

Dick reported that he is a member of the Club's working party on governance matters, he also noted the Board's February 2017 publication of the statement "MGCC – The Aims of a Register".

George Eagle, Secretary, has been in touch on several occasions with G Wilder, Director, on the matter of the Register's Chairman. The Club would agree that Dick serve one extra year subject to the Register submitting a succession plan and appointing a Vice Chairman who would take over at the end of the one year extension. In order to comply the Register does need volunteers; it is not necessary for any volunteer to be an owner of a Triple-M car.

The F/L/N sub-Registrar task can be time consuming. The reconciliation of the data on the web site with the information in the printed Register has been completed – there were 238 F types, 166 L1s and 218 N types – total 674 cars. Contact has also been made with Ian Ross who runs the fmagna web site.

Stoneleigh. As Dick noted this was a success, a big thank you is due to him for the work he did including transporting much material such as banners/chairs and help in setting up the stand. The stand was used as a meeting place with many members swapping parts etc.

The Committee decided it might be a good idea to combine a **Membership survey** with the launch of phase two of the Register's move to the new data base; Dick suggested the survey be conducted via the 1300 members listed by Web Master Nick Feakes.

Bob Milton, Treasurer, gave his usual comprehensive report on the Register's accounts, this included the 2016 year end balance sheet and report which was signed off prior to submission to the MGCC. Bob also gave a summary of the progress being made by Paul White in collecting the **Bulletin subscriptions**. A recent Forum posting was made inviting the 120 or so members who had not renewed - to renew. In addition Paul had been chasing by phone and email resulting in the number still to renew falling to about 60. Bob is to review the process of subscription renewal with Paul in order to make the process less trying.

Graham Arrondelle, Registrar, reported that the latest Register number issued was 3964 allocated to a J1 salonette, chassis J1 060, which is nearing completion. The ongoing data checks being made by the sub-Registrars has highlighted the differences in some information, after 56 years and 16 Registrars this is not unexpected. As is the norm the Committee had to discuss and resolve matters arising in respect of several cars.

Printed Register. Mike Linward produced a sample page using the data from the Register's new web site – he was pleased this had involved the minimum amount of reformatting. Mike has been in touch with Koen Struijk to discuss the number of columns, font size etc. The Register will be printed in time for MG Live! even though some of the data might be unreliable.

The sub-Registrars submitted brief resumes of their activity, all have been busy and are making good progress.

Succession. Graham Arrondelle has expressed a wish to stand down as soon as a replacement can be found.

Mike Linward, Competition Secretary, circulated the final tables for 2016 and confirmed these will be included in both the next Bulletin and the 2016 Yearbook. The trials award went to B Bennett who won another MCC Triple – his 5th in the J2. D Potter - C Type - completed a highly successful year by becoming the first MG driver to win the coveted VSCC Owner-driver-mechanic award. To add to this he also won the COTY award, and was the first recipient of the Robin Gordon Trophy which is awarded to the highest placed C type driver in the COTY.

Racing Report. Mark Dolton issued a paper proposing a simplification in the class structure to enable an easier explanation to all and to take up less space in the programme. The changes would make no difference to the Register awards, only the MGCC race awards on the day. The Committee accepted the proposal in principal – a final decision was to be given once the Brands Hatch entry list had been confirmed.

Richard Stott, Librarian, reported sales in 2016 totalled £9013 which is down £4000 on the two previous years. Current sales of the Yearbook are still strong and ahead of the same period last year. Current year sales stand at £1389 including £640 taken at Stoneleigh; 10 copies each of Acion and Chequered Flag were included in this figure. The only problem was the display of books on the table, good lightweight shelving will be sourced.

Digby Gibbs, Bulletin Editor, will at the request of Paul White, include a red typed subscription reminder in the next issue, quite a few well known “names” are still to renew. The next issue of the Bulletin was with Lavenham Printers – thanks are due to the contributors.

Simon Johnston, Yearbook Editor, confirmed the new Yearbook, containing 7 articles, Chairman's report, Editorial plus a new item Corrections and Clarifications, had been sent to T Koehorst for layout. The Committee was pleased to note that publication of the new issue was still on target for it to be on sale at Brands Hatch. Following a review of the cost of advertising by Elizabeth Taylor the Committee decided not to increase the rates for the next year.

Nick Feakes, Webmaster, is aware that the Forum email system is causing problems as more and more email clients are rejecting Forum mail as suspected Spam even though the web site has been “white listed”. The problem has something to do with formatting but Microsoft are refusing to give advice on how to address this issue. At the request of Bruce Sutherland and Simon Johnston the menu item that opens the “Technical pictures” has been replaced. A campaign to raise the awareness of the facility, and to encourage members to submit pictures to that archive, will be started shortly.

The date of the next meeting, to be held at the MGCC Office, Abingdon is 25th June; this will be followed by the AGM.

G Eagle
Secretary

The John Kidder Award

At a recent meeting of the sub-Registrars at Kimber House, Dick Morbey presented Koen Struijk with the John Kidder Trophy. This was awarded to Koen in 2015 for his enthusiastic involvement in setting up the online Register. This was the first opportunity for the award to be presented; Koen's custodianship will be very brief as it now needs to pass to the 2016 winner, Simon Johnston.





PB0660 - UPDATE
Notes and photos by Mike Pancheri

Photo 1

It is quite a while since I last wrote about the PB Special I have been building and I seem to remember that I finished with a comment to the effect that it was progressing well. What a crass mistake that was! I should have known never to tempt providence.

To go back a little bit, the job of fitting the body has been given to Alan Floyd of Classic Car Repair Panels of Worksop. Both he and I knew that this would not be a straightforward job as I had acquired one of the bodies designed for the 'TA/Q' Type specials in the full knowledge that this would be slightly too long for a 'P' Type chassis. It came with a kit of ancillary parts, fuel tank and mountings, bucket seats, dashboard and mountings, firewall, transmission tunnel and cycle wings but no bonnet or blower cowl. (Photo 2)

Having made the body fit by cutting the excess off the front, it necessitated moving the body forward a few inches. As a result, the firewall no longer fitted so Alan made a new one in 3/8" aluminium, actually much nicer than the plywood and tin one which came with the body. The dashboard mounts were then too long so had to be cut back, resulting in the dash no longer fitting the contour of the body. A new one was easily made and engine turned, which I preferred to covering with a wooden veneer. (Photo 3)



Photo 2: The kit of parts for the body



Photo 3: The new dashboard

At this stage Alan turned his attention to making up the bonnet, but found that the radiator was ever so slightly out of true, meaning that, at the firewall, the bonnet would be ever such a lot out of line. This was alarming since at first it was thought that the chassis might not have been straight, although I doubted this as everything else, axles, springs, hand brake cross shaft etc lined up squarely. Much head scratching later we concluded that the steering box support cross tube was not quite straight. This cross tube did not come with the chassis, but since the four mounting holes at each end lined up perfectly, it did not occur to me that it might not have been perfectly straight. It certainly wasn't obvious, but having laid a straight edge and a square across the chassis, I could see that the tube had somehow distorted in the middle, probably because at some point in its life it had had a bang. This meant that the blower had to come off, and the engine supported on stands so that the cross tube could be removed to be straightened. This all took about three months, but eventually it was put back and everything lined up satisfactorily.

Moving the body forward brought the steering wheel too close to the driver, especially one with not very long legs, so the column had to be shortened. It also meant that the bucket seats didn't fit so new ones had to be fabricated. This whole process was rather like having a suit made, with several fittings needed to enable me A to reach the pedals, B to see over the top of the scuttle and C to fit my legs under the steering wheel, the final fitting of course had to be after the seats had been upholstered.

Happily this has been done and two people can fit comfortably side by side. (Photo 5) Fitting the seats was also quite a challenge because I wanted some fore-and-aft adjustment, but this has all finally been accomplished using MGB seat runners. The steering wheel height has been set although the column hasn't been welded up yet. (Photo 4)



Photo 4: The very smart new dashboard with steering column in place

Getting the blower cowl right was also quite an exercise. I had originally wanted the one with the pointed bulge at the front, but neither Alan nor I liked the mock up so we eventually settled on a simple cylindrical shape, with cut-outs to allow air to pass around the blower. This has been made and fitted, although there is still a little tidying up to be done.

The front wings have been positioned, but again final tidying up yet to be done, and a cross-member made to steady the wing mounting stays. With the headlamps in position, one can get a good idea of how the front end will look, although the front tracking still needs to be done. (Photo 1) The bonnet has been made and louvred, and a neat little aluminium oil container made for the blower.

The body will need to be lifted off so that the bottom edges can be finished, and Alan will make up a couple of concealed hinges so that the pointed tail can be raised to allow access to the battery and jack, tools and maybe even a couple of toothbrushes so that we can attend events far from home!

I'm also having a small fuel tank, about a litre in capacity, made and fitted on the back of the firewall to hold fuel for the Ki-Gas. To my inexpert mind, this seemed simpler than having to plumb it all into the main fuel supply.

Most of the loom is in place and will only be completed when everything else has been done. There isn't a huge amount, the project is running about a year behind my original schedule, but I certainly hope that the car will be finished by the summer next year.



Photo 5:
Mike and Marian Pancheri test the seats. It looks as if Marion may not agree with Mike's assurance of plenty of space for two!

Triple-M Register Summer Gathering Sunday, 9th July 2017

The Triple-M Register's annual Summer Gathering with BBQ lunch is again being organised by Peter Green and will take place at his home in Farnham Royal on Sunday 9th July, commencing at 11.30 a.m. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. The event will be run on similar lines to previous years. There will be a self-judging pride of ownership and a light hearted gymkhana for those that want to take part, as well as some other 'fun' competitions to keep everyone amused. Also, after its success last year, there will again be a 'Bring and Buy' stall for those that have parts or memorabilia to sell.

The cost of entry is £15.00 per person which includes the BBQ lunch and drinks throughout the day. Peter regrets that it will not be possible to enter on the day as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone. Please also note that the number of participants is restricted to 120, so please enter in plenty of time to avoid disappointment.

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



THE INTER REGISTER CLUB

An invitation from Philip Bayne-Powell

The Inter Register Club (IRC) was set up some years ago to enable the small pre-war Vintage Clubs to get together to run events. The MG Car Club Vintage, Triple-M and now the SVW Registers have all joined forces and joined as the pre-war MGs to enter in the eight events that are run throughout the year by the IRC.

These events take place across the country from Sussex, Essex up to Yorkshire, so that everyone can enter without driving too far to get to the start.

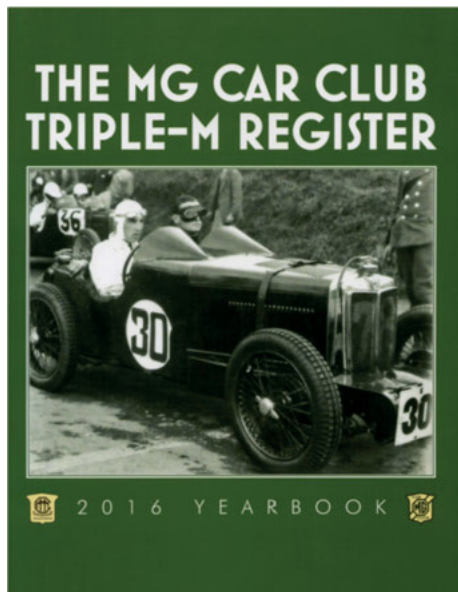
The other registers in the IRC are the Riley Registers, the Alvis Register, the 750 MC, The Austin 10 Drivers Club, the Jowett, Fiat and STD Registers, so that a lovely selection of pre-war cars turn up.

The list of this year's events are as follows – with the contact details for entry forms.

Date	Organising Club	Event	Location	Contact
Sun 12 th March	MG Car Club	"Naviscat" Scatter Rally	Horsham, Surrey	Philip Bayne-Powell, Email: philipbp@mgcottage.freeserve.co.uk
Sat 15 th April	Alvis	Scatter Rally + tour	West Sussex	James Campbell Email: jamesiscampbell@btconnect.com
Sat 10 th June	Riley	Navigational Economy Rally	Prescott Worcestershire	Conway Hall Email: conwayhall@btopenworld.com
Sun 11 th June	Jowett	Treasure Hunt	Gt. Dunmow, Essex	Richard Keil Email: richard@richardkeilphotography.com
Sat 19 th August	Riley	Super Scatter	Sonning Common South Oxfordshire	Richard Scott Email: rscottok@btinternet.com
Sun 17 th Sept	Crossley	Treasure Hunt	North Yorks	Stephen Weld Tel. 01765 658569
Sun 8 th Oct	MGCC	Autumn "Naviscat"	Kent	Chris Leigh, Email: candleigh@yahoo.com
Sat 18 th Nov	ATDC/ NHAEG	"Nightjar" Scatter/ Orienteering	Surrey/Hants/Berks	Trevor Edwards Email: trevor_c.edwards@btinternet.com

We hope members will be interested in joining us for these light-hearted events. If you want further details of what is involved, please contact the IRC rep, Philip Bayne-Powell on 01483 811428 or email philipbp@mgcottage.freeserve.co.uk

THE MG CAR CLUB TRIPLE-M REGISTER 2016 YEARBOOK



The Triple-M Register of the MG Car Club is home to the overhead camshaft-engined M.G. cars – Midgets, Magnas and Magnettes – built in the marque's halcyon years of 1929 to 1936.

The Register's eagerly awaited 2016 Yearbook, published in April 2017, continues the tradition of providing readers with historic, technical and other information which will appeal not only to the owners of these splendid cars, but also to the wider vintage motoring fraternity and M.G. enthusiasts generally.

Triple-M cars are increasingly active in competition of all types and this full-colour, glossy A4 publication also includes an account of their exploits during 2016 throughout Britain, as well as abroad, lavishly illustrated with over 150 colour photographs.

The Triple-M Register 2016 Yearbook offers much of interest for enthusiasts of cars of the pre-war era - M.G.s and other marques alike - in a professionally presented publication, with a limited print edition. Now is the ideal time to add it to your bookshelf.

The 2016 Yearbook is only £12 + P&P from The Triple-M Register's online Library Shop at www.triple-mshop.org or contact info@triple-mshop.org for details.

Edited by Simon Johnston

mmmyearbookeditor@gmail.com

Design by Louis T. Koehorst

ted@happyted.co.uk

THE DELICATE ART OF ENTERING AN MG WITHOUT INJURY TO PRIDE OR PERSON

By Bob Clare

The following humorous treatise, written by Bob Clare some 10 years ago, was provided by Dick Morbey.

Dick explains that Bob sent it to Peter Meyer in Australia when he acquired a PA and it re-emerged with the records of the car. Any similarity Gerard Hufnung's style is purely coincidental.

For the better built driver (like us) the approved method for entry and exit of a P Type (or a J for that matter) is as follows.

ENTRY

1. Put on old trousers (then you won't spoil the new ones either by tearing the backside on a protruding panel pin in the door post cladding or from oil dripping from the rev counter drive onto your knees).

2. Put on shoes which will allow you to operate the pedals. However, P Types get hot and it is advisable NOT to wear sandals or other footwear which exposes bare skin to the hot blast. This applies to passenger also.

3. Pack multiple layers of thin outer clothing behind the seats for you and passenger - it's always colder than you think, except for the feet.

4. place the left hand on the back of the bench seat or, if buckets, then on the right side of the left seat back. Thrust the left leg, knee slightly bent, around (not under) the left side of the steering wheel, whilst gripping the wing nut on the right of the wind-screen support (not the support itself) to allow graceful subsiding of the buttocks onto the seat with a gentle clockwise twisting motion. Beware of catching the left trouser leg on the gear lever or the reverse toggle on the remote turret. If you have trouble getting your right leg into the car, then you're either too large, or too arthritic to contemplate long-term P Type ownership.

EXIT

5. Ensure that the hand brake is on and that the car is in gear (they're not called "fly-off handbrakes for nothing).

6. Grasping the same screen wing nut with the right hand and placing the left on the same seat-back as for entry, place the right leg outside the car on the ground (DO NOT STAND ON THE RUNNING BOARD, THE SUPPORTS ARE NOT STRONG ENOUGH - I SPEAK FROM EXPERIENCE)

7. Elegantly rotate the body and buttocks anticlockwise whilst pushing the body upwards by pressing on the seat back and pulling on the wing nut.

The above procedure should ensure that you don't break any bones, displace any knee cartilages, destroy your steering wheel or windscreen or tear any clothing -I hope!



Not a P-type but I hope Hugh Dibb won't mind me using this photo to illustrate the article.

See Reader's letters for details of Hugh's reunion with the C-type



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CAPTION COMPETITION

Now that we are not going to have Ged Segrave's cartoons to amuse, I thought it would be a good idea to have a replacement feature to test the wicked humour of the Bulletin readership; hence the Caption Competition!

This will be an occasional feature and will depend on reader participation to provide not only the funny captions but also suitable photos to feature. There will be no prizes, just the chance to see your caption in print and a warm glow of satisfaction.

To set the ball rolling, the photo below was taken at the Summer Gathering and shows two well known Triple-M worthies but what are they saying to each other?

Answers by email please to dg-digbygibbs@btconnect.com . The editor's judgement on taste and decency will be final, but not too strict.....



Footnote: there is still a chance to win one of Ged's original cartoons, refer to page 11 of Bulletin 95 for inspiration.

FUTURE EVENTS:

27 th & 28 th May	VSCC Loton Park Hill Climb
3 rd June	VSCC Harewood Hill Climb
17 th & 18 th June	MGCC MG Live
17 th & 18 th June	Brooklands Double Twelve weekend
1 st & 2 nd July	VSCC Shelsley Walsh Hill Climb
9 th July	Summer Gathering
22 nd July	Pre-war Prescott
22 nd July	MGCC Cadwell Park
23 rd July	VSCC Cadwell Park
28 th to 30 th July	Luxembourg MMM Tour to Piedmont, Italy
30 th July	Pre-war Shuttleworth (Vintage Minor event)
5 th & 6 th August	VSCC Prescott Hill Climb
19 th & 20 th August	Dutch Triple-M Meeting
3 rd to 7 th October	MMM Kernow Wheals Tour, Cornwall



**John Seber's PB Special in action at Silverstone during VSCC Spring Start
Photo by Colin Murrell**



Duncan Potter in the ever successful C-Type captured this time by the camera of Colin Murrell at VSCC Wiscombe

**C.0287 2016 championship victories:
MMM Speed Championship
VSCC Owner Driver Mechanic Championship
MMM Car of the Year
The Robin Gordon Trophy**



The  Sports

Safety fast !



The 8/33 M.G. Midget Sports Two-Seater, £185

No introduction is needed for this popular little car which is to be seen on the road in all parts of the country.

The astounding acceleration and road-holding qualities, coupled with perfect steering and dependable brakes, progressive in action, have been largely responsible for its reputation for a high performance and safety.

Proud owners of M.G. Midget Sports Two-Seaters have been carrying off coveted awards in trials and races in many parts of the world.

Try one out, and you will understand what "Safety Fast" means.

The body is finished in a choice of Pillar Box Red, Cerulean Blue, Monitor Grey or Ebony Black, with black pneumatic upholstery. The Ebony Black finish has Pillar Box Red wheels.

Abingdon-on-Thames

HOW MUCH! AN INVESTIGATION INTO PERIOD MG COSTS

By John Emmett

There was little inflation in the UK in the years from 1925 until at least 1939, so we can roughly translate prices from the Triple-M spare parts lists to equivalent 2016 values by simply multiplying by the inflation rate of 60. Then there are other sources of motoring costs from the motoring magazines of the time, particularly Light Car, who did articles in October 1932 and again in April of 1934 on the costs of owning an M Midget. The advertisements aimed at our New Motorist give an interesting slant on the rapidly expanding market, too.

Converting prices to the 2016 equivalent makes for interesting comparisons. Thus a new M-type could be bought for £11,100 and, after a year and 8000 miles, it could be sold secondhand for £8500. A new four seat D tourer would set you back £12,600, and a six cylinder F-Magna saloon was £17,000. If you thought about a supercharged C type, you would need nearly £40,000, although you could add a factory Powerplus supercharger to your D for £4100.

You then had UK road Tax and Insurance to pay, but no annual test, driving licence or other charges. UK road Tax was then linearly dependent on an artificial HP rating derived from the bore and stroke of the engine. The M-type was rated at 8HP and cost £480 per year, whilst the F-type Magna at 12HP cost £720 to tax. Insurance seems to have followed tax costs, as the Light Car author paid £700 in the first year for his M, then £520 for the next year, but the reduction may have just been the no-claims bonus.

Petrol cost him £4 per gallon (=89p per litre) and the fuel consumption after an SU needle change (£7) was a remarkably good 46 miles per gallon. On the other hand he did get through 50 litres of oil during 1933-34 at £3.50 per litre. By the way, a professional wash and polish cost £12, and his car only seems to have had the one wash in two years

Turning to the spare parts lists for M-types and D-types, £160 bought you a crankshaft, although a set of conrods set you back nearly £250, presumably with finished big end bearings. The Light Car owner needed a new crank set after about 20,000 miles.

Bashing the radiator would have set you back £750, although the new one came complete with Chrome surround. The big surprise to me was the cost of spark plugs; KLG cost £22 each, although Champions were a mere £15. It does seem generally that electrical parts were expensive relative to mechanical, with a dynamo at £460 and a distributor for £160, whilst a 6v battery was £210, and a 12volt version to fit the D costing no less than £345.

So what might our potential MG owner have earned to pay for his or her car? An RAF Flight Lieutenant in the 1930's started out on £25,200 per year, but with marriage allowance (provided he was 25+) and 4 years service he would be on £43,200. Remarkably close to the rate today. However, the average wage was then just under £10,000 compared to £27,600 now.

Housing was cheap, but there were so many suburban London houses under construction at the time, that my own 1936 house was only sold from new after a "Motor Home" was hastily tacked on to the side. Such was the expanding importance of our new motorist.

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Sometimes a "pit" would be part of your home garage, as maintenance was needed frequently, and it looks as if people enjoyed "tinkering" with their cars because a market grew up for accessories based initially on motorcycles and then the Austin Seven followed by the MG Midget and other small popular cars in the early 1930's

Derringtons in Kingston only closed in the 1980's, having evolved from a motorcycle tuning business started by Vic Derrington during the 1920's. By 1932 they would tempt the M or D owner with all sorts of luggage and tuning accessories including a down-draught SU carburettor (sometimes carburettor, even MG could not agree) with manifolds for £660, complete with a Petrolift (although how you managed to mount that higher than the carburettor I don't know). A four speed gearbox was £1110, whilst they did their own version of the D remote gear lever for the three speed box at £175.

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INFORMATION REQUIRED: J.3096



Bob Richards has submitted the following request for information on behalf of the current owner. The car was originally based in Staffordshire hence the enquiry in Bob's local newspaper

Opening a recent copy of our local paper (known colloquially as 'The Stunner') I was amazed to see a photo of a green cycle wing J2! Reading further I discovered that Peter Croft who spent much time in UK in his youth but now lives in New Zealand, was seeking help in his quest to discover more of the history of his J2. Although I had no personal knowledge of Peter's car, I spoke to the journalist involved in publishing the article who gave me Peter's contact details and I was able to write to Peter by e-mail to see if I could help via the Bulletin or Forum.

Peter replied to say that there had been a photo of his car printed in the 1994 Yearbook and he had already posted an enquiry on the Forum but evidently had not managed to fill the gaps in the J2's history. As Peter had not tried the Bulletin I suggested that we could try appealing for help by this medium and so here below is an edited version of Peter's January 2016 Forum enquiry with the UK registration number added.



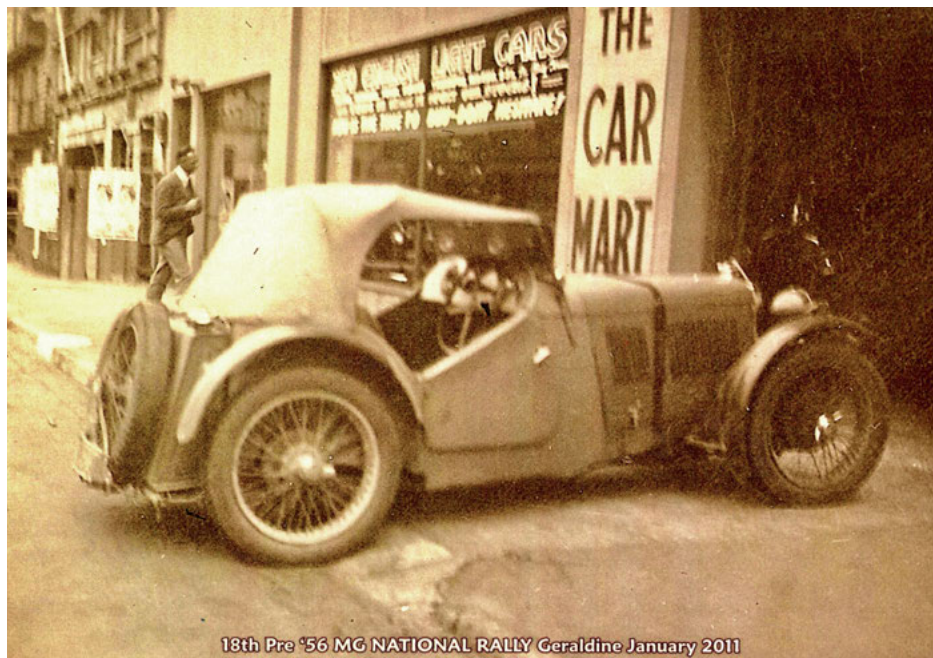
The car was supplied new to Attwoods of Stafford and first registered (in Stoke!) on 1st May 1933, registration number VT 9391.

The car competed in the Sunbac Vesey Cup Trial on 20th May and won the Watson Gwynne Bowl, 2nd Overall, driven by H R Attwood, Richard's father. Demonstrator discount was granted to Attwoods and no guarantee card issued (which according to the late Mike Hawke often suggested a back story).

The car then passed through the trade to Ridgeways of Stoke by August 1933 who advertised it as being the "latest 1933 model" and in "new condition". Last sold in the UK after being advertised in August 1937 by A J Fryer of Uttoxeter for £75. The car subsequently arrived in New Zealand in October 1937.

The car has been in Peter's ownership since the late 1970's but can anyone fill in the gaps of the UK history of this Staffordshire car?

Peter Croft (bovett.croft@paradise.net.nz)



18th Pre '56 MG NATIONAL RALLY Geraldine January 2011



VSCC TRIALS: THE 2016/2017 SEASON CONCLUDES

By virtue of the change introduced by the VSCC the first four events of 2017 are actually the final events of the 2016/2017 season with championship results to match.

Exmoor Trial:

The season opener was the Exmoor on 25th February which saw the usual Triple-M contenders of David Rushton (M) and Mark Smith (J2) in Class 1a and David Rolfe (M with Riley engine) in Class 2b. David started the year in good form finishing 2nd in Class.

John Harris (Derbyshire) Trial:

There were no Triple-M entries in the next event, The John Harris (Derbyshire) Trial, so the next Triple-M action was in the Hereford Trial later in March.

Herefordshire Trial:

The Herefordshire Trial was held over 2 days in dry weather.

David Rushton was joined in Class 1a by Andy King in the Cream Cracker, the cars finished 1st and 3rd in Class respectively. Also competing was David Rolfe in Class 2b.

The Scottish Trial:

The early season was rounded off with the Scottish on the 8th April. David Rushton was the only Triple-M contender to make the journey up north and was rewarded with 2nd in Class and valuable bonus points for competing North of the Border.

Results:

The 2017 Scottish Trial marked the end of the unique 11 event 2016/2017 Championship that started with the 2016 Exmoor. Each round attracted over 100 entrants and the Triple-M competitors should be congratulated on their stamina and achievements. David Rushton ended the prolonged season by winning Class 1a ahead of Charles Gillett in a Bugatti Brescia. Mark Smith was in 5th place and Andy King in 10th. David Rolfe, competing in the very competitive Class 2b (short wheelbase-modified and specials) finished the season in 18th place in the Hagerty Trophy.



Heading photo shows Andy King on the Herefordshire Trial. Photo Philip Jones

Photos above show (top) David Rolfe on the 2017 Hereford Trial. Photo Phillip Jones and (bottom) David Rushton on the Scottish Bertram-Hill. Photo by Bertram-Hill (Paul Down)

J.3762

As a follow up to Ed Taylor's letter in Bulletin 95, he has provided two excellent photos. One shows the car in action in its early days in Australia and the second shows the car now looking very smart with Ed at the wheel.

Ed has also provided some further brief information on the car.

"J3762 is one of just 23 J3s and has spent most of its life in Australia. I have owned the car since 1969 but it took me 20 years to complete the restoration from a bucket of bits. It has been active ever since".



INVITATION

We have received the following invitation from Christian Bianco. The deadline for entries is imminent but worth contacting Christian if you are interested.

2017 MGs in the Dolomites

Our next MG event in the Dolomites / SouthTyrol is organized and, as a MG Enthusiast, I wish to extend an invitation to Members and friends in your area to join in. This event will be divided in two parts:

The first part will be based in Sottoguda (BL) in the Italian Dolomites.

The second part will take place in Hergiswil / Switzerland.

It will be held from 28th September 2017 to 3rd October 2017 (Deadline 30.05.17).

The participation is limited to max. 30 teams and we will stay in two very nice hotels.

There will be scenic, non racing, drives and stunning mountainside views to enjoy.

I am sure you will enjoy some unforgettable drives in our mountains.

My contact details, as the organizer in the area, are below:

Webpage <http://www.mg-dolomites.info/>

contact - email mg.dolomites@gmail.com

contact - mobile +39 338 314 67 79

In the UK you can contact: Gary McCarroll

01604 404939 Email: g.mccarroll@btinternet.com



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Readers Adverts

Readers who are in tune with the Triple-M "jungle drums" will know that Nev Churcher has acquired the late Ron Grant's J3 (J3755) and has the following parts for sale to help fund the restoration as well as seeking parts needed for completion.

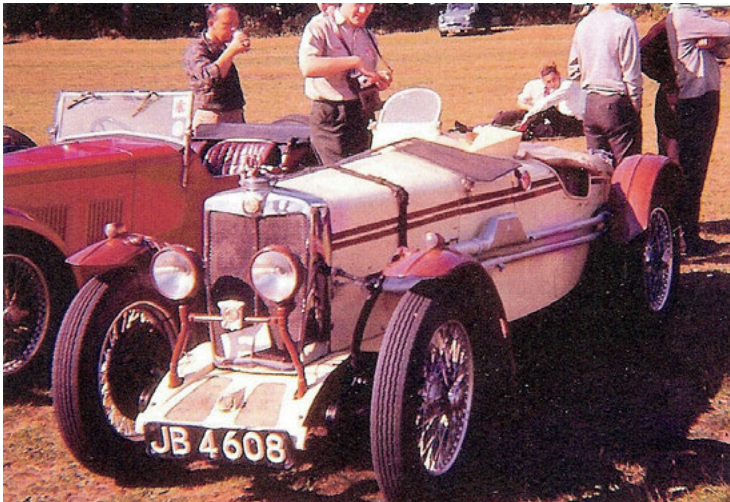
For Sale:

- Early C-type/J3 forged heavy 750cc crankshaft, long con-rods and useable original pistons. All recently crack tested. Offers please.
- Original F-Magna Instruction book in excellent condition. £125 including post/packing and insurance.

Wanted:

- Useable original J2 bonnet sides.
- 1 $\frac{3}{8}$ " SU carburettor
- J3 (F2) speedometer
- For octagonal panel: oil & water temp gauge, boost gauge, clock, oil gauge/ammeter. Also ignition switch and ignition light.
- Original windscreen (frame only).
- Prop-shaft tunnel, bottom plate and 1 bracket.
- Side lights.
- J2 door handles (pair).
- Bonnet rear rest (not supporting bracket).

Please contact Nev at 02392 527202



This evocative photo supplied by Nev Churcher has the following description on the rear:

Syd Beer's TT NA at a 1960's Beaulieu MG Day having been driven from deepest Huntingdonshire in more carefree days....

The car is NA.0519 and listed in the Register as the ex Norman Black "Porthos" and owned by the Beer family.

VSCC Spring Start Silverstone



Malcolm Hill's 1934 KN Special. Photo by Colin Murrell



MG ERA DAY - BROOKLANDS

Photos and notes by Dick Morbey

This year's event at Brooklands was very good and attracted at least 20 Triple-M cars so thank you to all who made the trip and helped to put on such a good display.

The photographs on this page and opposite give a flavour of the event:

Photo 1:
General view with Dave Naylor's K1 Tourer in the foreground.

Photo 2:
John Emmett's M-type.

Photo 3:
The L-type of Dave Jarvis.

Photo 4:
Peter Down with his Grandson in PA.2079.

Photo 5:
The recently restored L2 belonging to Nick Jewson.



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5

Technical Tip: Bulkhead Tie-rods by Terry Holden

The following tip first appeared on the Forum in 2015 as a response to a query by Mark Dev about how to ensure the tie rods were the correct length. This is such a brilliantly simple tip that is particularly useful given the variation between models and where new bodies are fitted. Mark was using one of the excellent drawings published by the Dutch MMM group which is also well worth consulting (mgmmm.com/Drawings/firewall supports)

I would caution using a drawing of unknown source to make these tie rods. It is unlikely that your rods will be identical to the originals if you have a new body.

A simple and accurate way to make them is to prepare the ends of some spare 1/2 inch tube a bit shorter than the required length. I use a press to get the right end shape.

Then cut the tube in half. Make up a sleeve out of some thick wall tube with a 1/2 inch ID and 2 lock screws. You now have a simple tool to make a pattern for each rod to the correct length and with the ends at the correct angle



Tie-rod ends from PA.1325,
possibly original



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THE TRIPLE-M CHAMPIONSHIPS 2016

Following on from Mike Linward's excellent end of year report in the last issue of the Bulletin it is appropriate to feature the victorious cars and drivers from those all-important final results for the various championships.

The Racing Trophy – The Betty Haig Cup:

Mike Painter in the Kayne Special (J2 with supercharged PA engine) lead the tables ahead of Duncan Potter in the C-type and Fred Boothby in his supercharged J2. The photograph shows Mike in action at Loton Park Hill Climb where he shared the car with Harry. Photo by Stuart Mathews (Lightview Photographic)



The Slade Trophy:

Bill and Liz Bennett had one of their most successful seasons resulting in a host of awards.

The hard working J2/PA features on the front cover and in this study by Dave Cook taken on Nailsworth Ladder.



The Speed Championship:

The Speed Championship comprises results from Sprints and Hillclimbs only and saw Duncan Potter in the C-type ahead of Frank Ashley in the M-type and Colin McLachan in his PA.

The photograph by Colin Murrell shows Duncan at Cadwell Park.



Car of The Year 2016:

The all-conquering C-type was helped on it's way to victory as COTY by David Potter and Emma Withers with a little assistance from Duncan.

The runner-up slot was shared by the PA of Colin McLachan and Bill Bennett's J2/PA with the hard working M-type shared by David Rushton and Corinne Davies-Griffith in 4th place.

The C-type also won the newly established Robin Gordon Trophy and deservedly features as the centre-spread in this issue.

LETTERS TO THE EDITOR:

PJ 6183 Reunion

Hello Digby.

My wife and I went up to Stevenage on the 12th to meet Allan Bentley. A wonderful reunion for me with PJ 6183, almost 60 years to the day since I purchased it back in 1957! It was a nice dry day so Allan took me out for a spin. It was great fun, I really did enjoy it. A little more difficult getting in and out of than I remember when I was 18 but I got there! Allan also took me for a spin in his PA. We took a few photos (attached). Best wishes Hugh.



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

Bill Bennett's trials year started with a class win on the MCC Exeter followed by other class wins in the Cotswold Clouds Classic and the Fell Side Northern Classic in February. David Rushton and Mark Smith started their trials with the Exmoor Fringe, gaining second and third in class respectively. David went one better on the Herefordshire with a class win and third place was Andy King in the PB Cream Cracker. Finishing this brief summary, the Rushton M type was placed second in the Scottish trial in March.

On the Vintage Measham night rally, Roger Tushingham and Neil Worsfold gained an excellent first place in the semi-expert class in their PB. The Brooklands New Year Driving tests saw the usual clutch of MGs taking part with best performance from Colin Reynold's M type, third in the Standard Sports Car class.

Having sorted the engine problems with his PA, Colin McLachlan was off to the Lothian Car Club's Doune Hill Climb two day event in April followed by the now annual trip to the Isle of Man three day hill climb events, part of the Manx Motor Racing Club's Manx Classic 2017. Frank Ashley's M type was the only other MG taking part this year and the two cars were closely matched but with an 1100cc Amilcar the only other competitor in their class, they shared second and third spots. Also in April was the Vintage Spring Rally in which Roger and Russell Thomas took part in their supercharged PA and were placed sixth in the Experts class, just missing out on a Class Award.

David Rushton competed in the Curborough speed trials and despite finishing at the bottom of Class 2, was awarded first place on handicap.

The Vintage Car Club's Silverstone event this year had an AutoSolo competition as well as the usual racing. Nigel Stroud's M type gaining a 2nd class Award while the ever active David Rushton was placed seventh and Corinne Davies-Griffith, sharing the same car, finished in thirteenth place. In the racing, Harry Painter, driving the supercharged PA, gained first place in an All-Comers Short Handicap while in another All-Comers Scratch race, James Ricketts, driving the KN 'monoposto' special was placed fourth behind two ERAs and the Frazer Nash Norris Special. The Seber family were out in some number, sharing the driving in the supercharged PB Lund Special. Rodney Seber being the quickest finishing in seventh place in another All-Comers Scratch Race.

SPEED CHAMPIONSHIP 2017 - Scores to 7th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
	PA	Colin McLachan	21
	M	Frank Ashley	16
	M	David Rushton	2
	J2/s	Nigel Stroud	1
	L1/s	Andrew Briggs	1
	L1/s	Maurice Gleeson	1

C.O.T.Y. 2017 – Scores to 7th May 2017

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	341	M	PJ 7970	David Rushton	66
				Corinne Davies-Griffith	
2 nd	2591	PA	MG 3242	Colin McLachlan	57
3 rd	909	J2-PA/s	FW 3909	Bill Bennett	44
4 th	360	PB/s	BTU 260	John Seber	43
				Rodney Seber	
5 th	2063	PA/s	RJS 380	Harry Painter	33
6 th	3534	J2/s	WF 5494	Fred Boothby	30
7 th	1595	M	PG 1045	Frank Ashley	28
=8 th	2077	K1-KN/s ss	-	Malcolm Hills	24
				James Ricketts	
“	3458	PB	6 KPK	Simon Jackson	24
=10 th	605	L1/s	MG 2802	Charles Jones	22
“	250	PA	MG 3294	Mike Davies-Colley	22
	2000	K3/s	MG 3570	Andrew Taylor	21
	2694	J2-PB/s	Kayne Spl. NV 3709	Mike Painter	20
	2028	NB/s	MG 3694	Jane Metcalfe	20
	1164	PA	YSV 703	Hamish McNinch	20

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 2017 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:

6 th /7 th January	MCC Exeter Trial	Full Results
21 st /22 nd January	VSCC Measham Rally	Full
29 th January	VSCC New Year Driving Tests	Full
29 th January	North Devon Motor Club Exmoor Trial	Full
5 th February	Stroud & District Motor Club Cotswold Cloud Trial	Full
18 th February	Fell Side Auto Club Northern Classic Trial	Full
25 th February	VSCC Exmoor Fringe Trial	Full
18 th /19 th March	VSCC Herefordshire Trial	Full
8 th April	VSCC Scottish Trial	Full
15 th /16 th April	Lothian Car Club Doune Hill Climb	Full
22 nd April	VSCC Silverstone AutoSolo	Full
22 nd /23 rd April	VSCC Silverstone Formula Vintage Race Round 1	Full
27 th April	Manx Motor Racing Club Sloc Hill Climb	Full
28 th April	Manx Motor Racing Club Creg Willey's Hill Climb	Full
29 th April	Manx Motor Racing Club Lhergy Frissell Hill Climb	Full
29 th April	VSCC Spring Rally	Full
30 th April	MGCC Triple-M Race Brands Hatch	Full
30 th April	VSCC Curborough Sprint	Full

SLADE TROPHY 2017
Scores to 7th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
	J2-PA/s	Bill Bennett	26
	M	David Rushton	10
	J2	Mark Smith	4

Racing Challenge Trophy 2017
The Betty Haig Cup
Scores to 7th May

<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
PB	Simon Jackson	4	0.570
PA/s	Harry Painter	3	0.189
J2/s	Fred Boothby	3	0.296
PB/s	Rodney Seber	3	0.600
PB/s	John Seber	3	0.617
C/s	Chris Cadman	3	0.778
L1/s	Charles Jones	2	0.196
K3/s	Andrew Taylor	2	0.393
KN/s ss	Malcolm Hills	2	0.409
PA	Mike Davies-Colley	2	0.500
J2-PA/s	Mike Painter	2	0.533
QA/s	Barry Foster	2	0.583
L1, PA/s	Andrew Morland	2	0.667
K3/s	John Gillett	2	0.732
PA	Hamish McNinch	2	1.000
NB/s	Jane Metcalfe	2	1.000
PB/s	Andy King	2	1.000
K3/s	Philippe Douchet	2	1.000
KN/s ss	James Ricketts	1	0.143
KN/s	Clinton Smith	1	0.429
C/s	Duncan Potter	1	0.519
NB/s	Chris Smith	1	0.571
PA/s	Thijs de Groot	1	0.600
NA/s	Roger Tushingam	1	0.828
KN/s	Richard Jenkins	1	0.857
NA/s ss	Thomas Hardman	1	1.000
PB/s	Mark Dolton	1	1.000

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CONTACTS:

PRESIDENT - Mike Allison, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel: 01635 40724. E-mail:mgmikeallison@gmail.com)

CHAIRMAN - Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel: 01494 883112. E-mail: richard.morbey@gmail.com)

SECRETARY - George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel: 01280 860428 E-mail: geaglemg12@dsl.pipex.com)

TREASURER - Bob Milton, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF. (Tel: 01359 221397 E-mail treborbardbarn@fsmail.net)

REGISTRAR - Graham Arrondelle, 33 Lechlade Road, Highworth, Wilts, SN6 7HQ. (Tel: 01793763364 E-mail: grahamarrondelle@yahoo.com)

COMPS SECRETARY - Mike Linward, 18 Victoria Road, Chingford, London, E4 6BZ. (Tel: 0208 529 3241 E-mail: mikelinward@yahoo.co.uk)

TECHNICAL ADVISOR - Peter Green, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel: 01753 643468 E-mail: p.green@mgk3.co.uk)

YEARBOOK EDITOR - Simon Johnston, 15 Finchley Vale, Belfast, BT4 2EU (Tel: 02890761884 E-mail: mmmyearbookeditor@gmail.com)

YEARBOOK ADVERTS - Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel: 01628 665055 E-mail: e.taylor@oakend.net)

LIBRARIAN - Richard Stott, 35 High Street, Long Buckby, Northamptonshire NN6 7RE (Tel: 01327 842549 e-mail: mg_roadster@yahoo.com)

BULLETIN EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 E-mail: dg-digbygibbs@btconnect.com)

BULLETIN ASSISTANT EDITOR - Bob Richards, 5 Conway Grove, Cheadle, Staffs, ST10 1QG. (Tel: 01538 753010 E-mail: bob@richardsr.plus.com)

BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652 E-mail: mmmbulletin.sub@btinternet.com)

EVENTS REPORTER - Mark Dolton, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel: 07718404363 E-mail: mdjdolton@googlemail.com)

SAFETY FAST SCRIBE - Jeremy Hawke, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel: 01225 863934 E-mail mgk3007@btinternet.com)

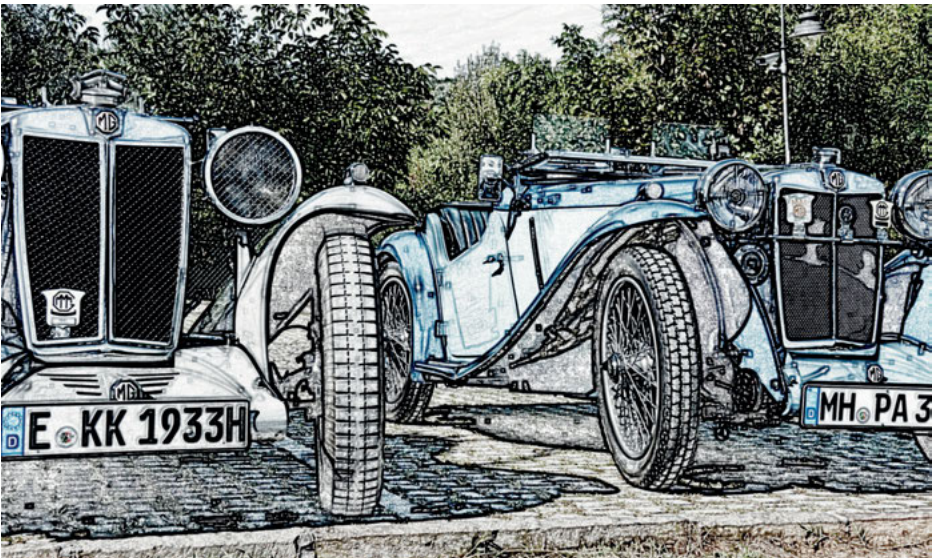
MGs ON TRACK - GOODWOOD

Photos by Colin Murrell

The first MGs on track event in February attracted a good mix of Triple-M cars, including some that are not regular competitors.

The Photos show (top) the mobile advertising hoarding that is the Dolton family PB and (bottom) Jonathan Sage's passenger demonstrating how to keep the door shut when cornering!





Tailpiece:

Above: A Dutch 'Clog' in Rat's clothing. The PA of Thijs de Groot decked out in Barry Foster's 1:1 drawing of C-type ash frame.

Below: This photo, taken and modified by Bruno Wüstohof, has been forwarded by Walter Kallenberg. The car on the right is a PB engine PA recently imported from America by Bruno. The car on the left is Walter's well known K1. The occasion was Bruno's first outing in the new car, picture taken at Lake Garda in Italy.