

**TRIPLE - M REGISTER  
BULLETIN  
JUNE - JULY 2017**



**THE MG CAR CLUB LTD**

**VSCC WISCOMBE PARK HILL CLIMB 2017**  
**Photos by Colin Murrell**



**Emma Withers in the Potter family J2 that she shared with Duncan Potter for the event.**



**Stuart Evans in his supercharged J2.**

## BULLETIN No 91 June/July 2017

### Front Cover Picture:

*Thijs de Groot in the very rapid PA special at MGCC Brands Hatch 2017. Thijs was awarded 'Driver of the Race' by the commentary team for his spirited driving.*

### Editorial:

As I write these notes, the events of the Summer season are rapidly passing by. The Kimber Trial, Brands Hatch, MG Live, Summer Gathering, Wiscombe, Lotton Park, Pre-war Prescott and Cadwell Park, as well as numerous other events, all now history. But what a year it has been so far with a remarkable resurgence of racing combined with enthusiastic use of our cars in other events and gatherings.

All of this means that filling this Bulletin has been easier than normal and a number of Features have had to be held back so apologies if your favourite event is not been featured. However, we are still in need of technical and non-racing articles for future issues to maintain variety and interest so please consider passing on your knowledge and experience for the benefit of other members.

In this issue we have a major article on the Brands Hatch race meeting as this was such an important event in the revival of Triple-M racing. The technical articles by Graham and Philip are exactly the type of thing that we need that we need for the Bulletin and I hope you find them of interest.

I am aware that the Bulletin is late again and offer my apologies. Unfortunately, life has a habit of getting in the way of my best endeavours but fortunately, my assistant Linda Handy has, once again, pulled out all the stops to get it to the printers.

**DIGBY GIBBS**



### FUTURE EVENTS:

19 <sup>th</sup> & 20 <sup>th</sup> August	Dutch Triple-M Meeting
26 <sup>th</sup> & 27 <sup>th</sup> August	Etretat-Benouville Hill Climb, France.
26 <sup>th</sup> & 27 <sup>th</sup> August	Portreath Sprint, Cornwall
10 <sup>th</sup> September	Madresfield Driving Tests VSCC
17 <sup>th</sup> September	Snetterton Race meeting
3 <sup>rd</sup> to 7 <sup>th</sup> October	MMM Kernow Wheels Tour, Cornwall
11 <sup>th</sup> November	Lakeland Trial VSCC
18 <sup>th</sup> November	Cotswold Trial VSCC
26 <sup>th</sup> to 28 <sup>th</sup> April 2018	Manx Classic; Isle of Man.

## Chairman's Jottings

### By Dick Morbey

Welcome to our latest Bulletin edition. Things are going very well in our Triple-M community, where in the UK at least we have been enjoying the height of summer with all that that entails, whether it be social motoring or out and out competition.

However, it would be wrong to view the Triple-M world solely through UK eyes because we are a worldwide movement. These days that means that much of the interaction between owners takes place in the virtual world of electronic communication and it's that I would like to focus on in this piece. Apologies in advance for a lengthy rambling, but please persevere!



Most readers will be familiar with our website discussion forum, which can be read by anyone and contributed to by anyone who has registered to do so. It's always a pretty vibrant medium, but of late some of the contributions suggest that people are becoming rather tetchy about the way the Register and the MG Car Club look after their interests. Of course, it is all too easy to offer criticism, but seemingly sometimes more difficult to offer a constructive input.

Let's try and get this out into the open so that you can have an understanding of where the Register committee is coming from on some of these issues. As a preamble, I should say that we don't agree with all of the criticisms that have been voiced, but let's go through them one at a time and see where we get to - and of course we'd welcome some feedback!

1. The Register's status as part of the MG Car Club
2. Membership of the MG Car Club
3. Member support for Register and Club activities
4. Member involvement in the Register Committee's work
5. Events, meetings and geography
6. What you should expect from us - and vice versa!

#### **1. The Register's status as part of the MG Car Club**

It is an immutable fact that the Triple-M Register is an integral part of the MG Car Club. Initially the Club was part of the MG Car Company - in effect an arm of the manufacturing company - and that happy situation continued for several decades until the company felt the need to separate the Club from the MG Car Company and thus it continues to this day - a standalone entity, then as now still retaining strong links with the MG Car Company and its successor entities.

Naturally enough MG couldn't remain stuck in the 1930s, it had to evolve and in doing so cater for owners of all its products in the ensuing years. All of the individual model types, whether they be Triple-M cars, an MGB or the latest generation of models, are supported by Registers of the Club, run by volunteers and specifically focused on those models. The Club does it very best to ensure a balance so that all the MG types are catered for.

While the Register works in accordance with our own requirements and agendas to meet the needs of members, we are very closely aligned with the Club from whom we receive much support. As Malcolm Eades commented in a recent posting:

*"There is no distinction between "Us" and the MG Car Club Ltd. The Register's only legal status is as a branch of MGCC Ltd and as such is covered by its insurances, its VAT registration etc, etc. Just because this Forum exists and is both successful and popular does not somehow float it off as a separate entity. It is a service provided by the MG Car Club Ltd via its MMM Register, which is managed by volunteers. The fact that it is open to all-comers is a policy enacted by the Register Committee in benevolent recognition of the fact that, as has already been clarified, so many MMM owners are abroad. There are also many complications to putting a wall round a "members only" area any way. If you benefit from the forum without paying a Club subscription, thank your lucky stars and pray the policy doesn't change!"*

## **2. Membership of the MG Car Club**

Now let's consider Club membership. The MG Car Club is a worldwide fraternity, upon which the sun never sets. Anyone at all can join the Club and the costs of being a member are tiny - a typical UK member will pay a sub of from just £45 a year - equivalent to 86.5p a week - a drop in the ocean when compared with some other Clubs! In addition to the benefits summarised by Malcolm, let's not overlook the fact that the Club is an approved Club for handling DVLA matters, it is a member of the Federation of Historic British Vehicle Clubs (FHBVC), the internationally accredited group which exists to uphold the freedom to use vehicles such as ours on the road; it is an accredited Club with the MSA (Motor Sports Association) of the RAC which provides the infrastructure through which racing, competition, rallies and touring assemblies are supported. And so the list goes on!

For those who perceive that the Club has nothing to offer them, I would ask you to recalibrate your sights! I realise that all owners will have differing requirements. Some may be looking to buy a car; others to nurture the car they have; very many will need access to advice and technical support; others will be bent on competitive racing, sprinting, trialling or sociable motoring. The Triple-M Register can and does support these and other requirements. This support comes as an integral package, part of your Club membership and most of the support won't cost you a penny!

Very understandably the Club's support has to be directed primarily at its members. But here we meet an interesting situation! Take, for example our Register of Cars. This is maintained for the benefit of the Register (it's our duty to do this) but by establishing details for each car and its history it also benefits current and future owners. Therefore we will 'engage' with everyone, be they MGCC members or not, who can contribute to our knowledge of the cars. And we will soon be opening up the Register by enabling owners to see their car's details on line.



Then consider the website and especially the Discussion Forum. It has been created with resources derived from the MGCC and at present it is accessible to anyone. There is a sense within some quarters of the MGCC that the free use of all these resources by non-members amounts to 'free loading' and I imagine that many of you - especially those who have paid their subs - will agree with that sentiment.

We in the Triple-M Register will aim to continue to provide support to owners in the way you have become accustomed to. We may increasingly need to look at the facilities the Register has created, to ensure that MGCC members continue to enjoy the benefit of them without having the feeling that others are getting 'something for nothing'. So if you are not already a member of the MGCC, do please consider joining.

### **3. Member support for Register and Club activities**

The Register is a voluntary self-help group through which we can enthuse and support owners. We had hoped that volunteers would offer their services to help us in the Register's marquee at the recent MG Live! gathering at Silverstone. Alas our hopes were dashed, as we had just one volunteer to help with manning the marquee on Saturday and none at all on Sunday. As usual we had to rely on help from committee members, many of whom travelled hundreds of miles to give their support, despite pressure of other commitments. The same applied for Silverstone last year and at Stoneleigh this year and last year!

So please ..... Nuff said?

### **4. Member involvement in the Register Committee's work**

Now we come to a bigger issue! The Register committee consists of 12 people, each of whom has a defined job. Members attend 4 meetings a year. If you are not sure who they are, take a look at the back pages of the Bulletin for details.

We absolutely must refresh the committee membership. Your chairman is in year 6 of the normally permitted 5-year term. Our secretary George Eagle has been in post since the year 2000 and needs a break.

Thankfully we now have Charlie Cartwright as our newly appointed Treasurer, succeeding Bob Milton who has done a brilliant job for us since 2009. At this juncture, I'll mention that the Committee paid tribute to Bob's service with a presentation at our AGM of a framed authentic ohc cylinder head spanner with the injunction '*in case of emergency break glass*'. He might just need it as he progresses his current speed project - but you'll have to wait awhile for details of that!

We have given much thought about how best to organise the Committee. At our latest meeting, we decided that we should streamline the work of the Registrar. Currently Graham Arrondelle is our Registrar but, as you probably know, the record keeping and contact with owners for the various model types has been farmed out to a team of 'sub-registrars'. We have decided that these folk should now be accorded the title of 'registrar' for the models they look after. We will still need someone to oversee and co-ordinate their work. Unfortunately, Graham cannot be that person, because for health and other reasons he is unable to continue.

So here is a golden opportunity for you to become involved. The task is not complicated, support and resources are available and you will be working alongside a great bunch of people. Offers please?

**Bob Milton with the cylinder head spanner presented to him by Dick Morbey at the last Committee Meeting**



### **5. Events, meetings and geography**

We were disappointed that only one non-committee member, our President, turned up for our 2017 AGM. In recent years we have tried many permutations to attract you along: In 2012 and 2013 at Abingdon we had just 8 or 9 members. In 2014 we combined the AGM with our Annual Dinner (remember them?) and were joined by 17 members. A year later we staged it at Silverstone and 12 members turned up. Last year we reverted to Abingdon and just 5 members attended.

**Q:** So why have an AGM?

**A:** Partly because we have to, but what would YOU like it to achieve, and would you support it if it took on a different format? Would you support it if we took it back to Silverstone? Would you be more inclined to attend Silverstone if we did so? (The possibility of staging it at an MGCC race meeting such as Brands Hatch or Cadwell Park might appear to be an option, except that those events are already choc a bloc with full-on racing and socialising and we don't think there would be time or space.)

Perhaps we should have a 'perpetual rolling AGM'? After all, the door is wide open every day of the year for you to make constructive suggestions about how the Register should operate. We would be very happy to have a regular flow of questions, ideas and contributions from you, so let's be hearing them!

I mentioned the (temporarily defunct) Register Annual Dinner. Would you like to see it reinstated - and if so would you support it? Should it be a free-standing event, or combined with some other Register happening? (We did try that with the Welsh Marches and Lincolnshire Tours in 2013 and 2014, but inevitably only the four members attended!)

All these questions deserve answers and only you can give them!

## **6. What you should expect from us - and vice versa!**

So, to conclude my monologue, this is your Club and your Register. We depend entirely on members to involve and commit themselves so that we can maintain the progress and momentum which has carried us forward successfully since our 1961 inception. Times change and circumstances change, but with your help and support we should be good for many more years. And it's fun too!

**And finally....** here's something to remind us why the Triple-M fraternity is so important to us all. On 9th July the Register Summer Gathering took place at Peter Green's home and was supported by over 135 participants and a bewildering array of Triple-M cars. A particular highlight came with the presentation by the Club Chairman to Peter of the MGCC's 'Marque of Friendship' Award. The Award was conceived to recognise outstanding contributions by members within the MG Car Club and is awarded only infrequently.

Peter's citation recognises his involvement with MGs since 1957 (the year in which he acquired his first Triple-M car, an NB) and his prodigious contribution to all aspects of the Register in the subsequent years and the many achievements in which he played a key role. To quote: *"Peter's endearing characteristic is the unfailing generosity with which he gives his time and encouragement to support Triple-M owners anywhere in the world. He does this unselfishly and with the indulgence of his family. There are many Triple-M cars out on the roads that would never have been there were it not for the advice and wisdom that he has imparted to their owners. His stated aim is that the present and future owners of our cars will encourage their children and grand children, when they are old enough, to drive their cars and attend Triple-M events in them where they will meet like minded people."*

Congratulations, Peter!

**Peter's Marque of Friendship award appropriately posed on a K3 bonnet**





## Secretary's Update

**Dick Morbey, Chairman**, opened the Committee meeting held on 25<sup>th</sup> June by welcoming Charlie Cartwright who was taking over the Treasurer's role following the retirement of Bob Milton who was appointed in 2009. Dick highlighted the need for a clear plan for succession of Chairman, Secretary and Registrar, to-date several members have been approached to take over the Chairmanship but all have declined.



**Competition** – the Triple-M Races at Brands were a huge success, thanks are due to Mark Dolton and the competitors. The 2016 trophies and the new Robin Gordon Trophy were presented at the meeting. Mark Dolton has received the offer of a Triple-M grid at the VSCC Spring Start meeting in 2018, and the next up are the races at Cadwell Park (MGCC Saturday 22<sup>nd</sup> and VSCC on Sunday 23<sup>rd</sup> July 2017).

It was also pleasing to have the **2016 Yearbook** on sale at Brands Hatch, congratulations to Editor Simon Johnston and all concerned.

The Register's attendance in the hired marquee at **MG Live!** seems to have been a popular move, although it was noticed the reduced numbers visiting the Register and also the reduced number of Triple-M cars in the dedicated parking area. It was hard work for the small team of volunteers. Andy and Angie King had a display of castings and they also contributed £100 towards the cost of the marquee. The Vintage Register shared the next-door marquee with the V8 Register, perhaps they might be invited next year to share a marquee with the Triple-M Register? Dick Morbey also congratulated Graham Arrondelle, Tim Luffingham and Phil Bayne-Powell for entering as a Register team in the **California Cup**.

Work is progressing well on the **Register data base of cars and owners** – another meeting of the sub-Registrars was held in the spring. The latest printed **Register listing** was produced using the data base for the first time, thanks to Mike Linward the latest issue was printed in time for sale at MG Live! Silverstone. The next stage is a plan to survey a sample of members and then enter into full scale implementation whereby owners will be encouraged to propose updates and corrections to the data for themselves and their cars.

**George Eagle, Secretary**, also expressed concern over the need for a succession plan. Quite a few members have been approached to enquire if they would like to volunteer to join the Committee but so far without any success. The marquee at **MG Live!** proved to be popular with visitors, the catering was also enjoyed with cold orange juice/lemonade/water being favourite drinks due to the really hot weather. As already noted by Dick Morbey the attendance of members was down, on Saturday there were

only 13 Triple-M cars in the designated parking area which is some contrast with over 100 which would have been parked a few years ago. Regular overseas visitors included Roby Crusweges, Stefaan Vernyns and Walter Kallenberg but many others were missing including the Dutch contingent. It is clear that many now regard Brands Hatch as the main Triple-M attraction of the year.

The work as sub-Registrar for the **F/L/N types** is ongoing with regular contact from owners worldwide. New photos are added all the time – including the three 6 cylinder cars parked in the designated Register car park at Silverstone on Saturday.

**Bob Milton, Treasurer**, gave his usual comprehensive update of the Register's accounts including the figures for the Brands Hatch event which generated a small surplus thanks to the income from the sponsors. One purchase was the Gazebo which will be written down in future years. The final accounts for the 2016 financial year were to be presented at the AGM.

**Graham Arrondelle, Registrar**, reported the recent changes in ownership of some cars and confirmed he latest Register number 3611 had been allocated to a J2. There was one new car. Although the workload has been greatly reduced by the introduction of sub-Registrars Graham has indicated he wishes to stand down but volunteered to continue to deal with the PBs. As is the norm the Committee discussed identities/issues on some cars.

G Eagle suggested that one solution would be to re-name the sub-Registrars as Registrars for their designated models, and to have one person to act as Registrar co-ordinator as the main contact with the Club for receiving, logging and passing on to the appropriate Registrar the details of new members/cars. This was accepted by Committee.

**Mike Linward, Competition Secretary**, produced his usual list of competition results which will be published in the latest Bulletin. Activity near the top of the COTY table is very strong with several owners hoping to do well. John Gillett's performance in K3030 was particularly noteworthy as he has been competing regularly. The trials season is now in a summer recess and will resume in September when it is expected Bill Bennett will face a stronger challenge without any problems. The change of date to May for the Kimber meant that the weather was warm and sunny but not much of a trial challenge. It was noted that Oliver Richardson would have won the event outright but for a single mistake at the very start of the event. Mike noted the new printed Register had been collated by him using the new data base.

In his **Triple-M Racing update** - Mark Dolton confirmed the success at Brands Hatch with 29 entries listed. Despite some incidents on the track he reported the weekend proved a wonderful social occasion supported with great racing. The title sponsor and 10 partners were key to covering the costs incurred. The Register has again agreed to cover the transponder funding and provide £100 to the Saturday night BBQ at the **Cadwell Park** meeting where the entry list was 17 with more expected. Maximum grid is only 26. The VSCC MG vs Austin Challenge entry is nearing capacity; MGs dominate. **2018** - the VSCC have offered a Sunday grid at Spring Start Silverstone as well as at Cadwell Park.

**Librarian** Rich Stott reported the 2016 Yearbook is selling well, total to-date stood at 160 with 76 sold at MG Live!; 33 copies of the 2017 printed Register were also sold. Noted – 363 copies sold of the 2015 edition. The library stand in the marquee at MG Live was busy on the Saturday in contrast to Sunday when sales were much slower. The new display case was a useful method of securely displaying items. The “Action” and “Chequered Career” publications both sold well.

**Bulletin Editor** Digby Gibbs continues to receive articles from a limited band of loyal contributors and as a result of chance encounters, but still with very limited feedback from readers. The range of photos has been expanded.

**Safety Fast Editor** Jeremy Hawke has thanked Colin Murrell for reliably filling his inbox with photos of every event he attends during the year. However, reports of events attended (even social) which may be of interest to owners, rebuilds/major works etc are still required. Less than 100 words would be acceptable.

**Yearbook Editor Simon Johnston** was pleased to note the 2016 Yearbook was published on time and was available at the Brands Hatch Race meeting as planned. This would not have been possible without the efforts of designer Ted Koehorst and Terry Hartley who handled the printing procurement. Thanks are also due to the contributors, and, in particular M Linward who had the Competition Report ready as soon as the competition year ended.

## **Events 2017.**

**Summer Gathering - 9<sup>th</sup> July** – Peter Green had received a very good entry for this event which has now taken place in fine weather.

**Pre-war Prescott – 22<sup>nd</sup> July** – Ian Grace has reported a very strong entry of Triple -M cars, the count was 44 as at the end of June.

**Kernow Wheels Tour 3<sup>rd</sup> – 6<sup>th</sup> October.** The entry is now full with 60 cars. Ian Goddard is to visit Cornwall to assist Charlie Cartwright with finalising the route book/checking routes. There have been some revisions due to possible problems which could be caused by reliability and narrow lanes. There will be some optional diversions e.g. Blue Hills Mine. There has been no major outlay as yet and the event is expected to break even as original budget. Entrants will be given a souvenir key fob made out of Cornish tin. C Cartwright indicated he was looking into the possibility of having a breakdown service and that this might incur a cost.

**Events 2018.Tour of Scotland.** Provisional dates either 1<sup>st</sup> – 3<sup>rd</sup> May or 22<sup>nd</sup> – 24<sup>th</sup> May.

Following the closure of the meeting Dick Morbey presented Bob Milton with a commemorative award in appreciation of his excellent services as Treasurer since 2009.

**The AGM** followed on from the Committee meeting; it was most disappointing that the only attendee was the Register’s President Mike Allison. As has been the case for many years members had not submitted questions/nominations in response to the AGM Notice published in Safety Fast/Bulletin and on the Forum.

Dick Morbey gave his usual Chairman's summary of the successful events held in the last 12 months and Bob Milton presented the financial accounts for the year to 31<sup>st</sup> December 2016. These accounts were proposed, unanimously adopted and signed off for submission the MG Car Club well in advance of the deadline. Bob Milton agreed to continue to handle some aspects of the accounts during the hand over period to his successor. George Eagle noted that since he joined the Committee in 1989 the Register had enjoyed success under the past Chairmanship of Mike Allison and Peter Green and current Chairman Dick Morbey. The Register has been very fortunate to have benefitted from their dedicated service. The concern as already noted is that there are no volunteers to join the Committee to take the Register forward. Members must decide what they want for the future, either volunteers come forward or else the Register might go into decline.

Pending the search for a successor Dick Morbey was re-elected Chairman for the 6<sup>th</sup> year (the Club rules are that Chairmen can only serve a maximum 5 year term), and George Eagle was re-elected Secretary for the 18<sup>th</sup> year. The Committee were pleased to welcome Charlie Cartwright who was elected Treasurer. Jeremy Hawke and Mike Linward had to stand down by rotation, they and Richard Stott were unanimously re-elected.

Post the AGM the subject of dates, lack of attendance, venues of AGMs and the need for new Committee members was aired on the Register's Discussion Forum. Many views were expressed but no firm conclusions were reached.

G Eagle  
Secretary  
15<sup>th</sup> July 2017.



**More volunteers needed! The Chairman and Secretary manoeuvring the Airline Couple into place in the MMM marquee**

## CAPTION COMPETITION

Bulleting 96 launched the Caption Competition with this photo taken at last year's Summer Gallery. So far we have not received any suggestions for a humorous caption but entries are still welcome. This feature will depend on reader participation to provide not only the funny captions but also suitable photos to feature.



This month we have captured George Eagle, perhaps re-living his mis-spent youth or testing one of Andy King's castings for porosity. Your suggestion for a caption are invited.



Answers by email please to [dq-digbygibbs@btconnect.com](mailto:dq-digbygibbs@btconnect.com). There will be no prizes, just the chance to see your caption in print and a warm glow of satisfaction. The editor's judgement on taste and decency will be final, but not too strict.....



## THE 2016 MGCC LUXEMBOURG TRIPLE-M TOUR

Report by John Dorney

Photos by Steffi Broch and Bob Nosbusch

Every two years the Triple M circle in Luxembourg hold a weekend tour around their small but picturesque country. Ever since we bought our second J2 we have promised ourselves that we would join the event. (The first J2 was 52 years ago when it cost me £30 but now long gone)

We live in Herefordshire which is (250 mostly motorway) miles to the Channel Tunnel and then a further 250 miles from Calais to Luxembourg so a trailer for the car was the best solution. After a trouble free run we were driving out of Calais six hours later. We had decided on a leisurely route down through Belgium where the poor road surfaces reminded us of home! When we arrived in Luxembourg the roads were a revelation, fairly traffic free but smooth and well maintained.

The Tour was based at the hotel Bel Air in Echternach in South Eastern Luxembourg in an area known as Little Switzerland. We arrived on Thursday afternoon to a car park almost full of trailers being unloaded. Thirty seven cars were due for the weekend and almost all Triple M models were represented.

With all the cars unloaded and lining the car park the trailers and tow cars were moved to an adjacent park and we could then register for the event and sign in at the hotel. The organising team had certainly chosen a first class hotel with all possible facilities including a magnificent spa and health suite.

Before dinner on the Thursday evening we all met up on the terrace to meet old friends and make new ones. The Luxembourg team were most welcoming and all of them had very good English, which was fortunate as our German is almost non-existent





Photo by Steffi Broch



Photo by Steffi Broch



Tour entrants gathered in the market place at Echternach - Photo Bob Nosbusch

There then followed a short drive for lunch at a restaurant in Osweiler. The very talented chef had created a most artistic and tasty lunch for us all to enjoy. The afternoon route of 75km took us through some more interesting countryside before we finished at a modern water tower. As we exited the lift at the top we were given a welcome drink to enjoy while we took in the panoramic views. Then back to the hotel for a barbeque on the terrace.

The Saturday-route book was more conventional with tulip type directions. All was going well until we came to a diversion, Umleitung in German, which we followed but then there were several other diversion signs which, apparently, we should not have followed. There were two J2s in our very small convoy as we got progressively more lost on the German side of the border. One saving grace was that the other car belonged to a German who could at least ask the locals where we were. Modern electronic devices seemed not to work in that area! Luxembourg had suffered from severe flooding ten days before the event following very heavy rain and several roads and bridges had been washed away hence the need for many diversions. After directions from a local farmer we were soon back on the route and met the rest of the group at a hydro electric power plant where we were given a guided tour. Then off to a restaurant in Longsdorf for another large lunch.

The afternoon run highlighted more of the flooding problems as we had to cross a temporary bridge but the area had been cleared up remarkably quickly. The highlight of the afternoon was a visit to a museum of historic vehicles in Diekirch. All the vehicles belong to the members of the club that operate the museum and the exhibits are changed regularly as the owners use most of the cars. The final part of the run was then back to the hotel to prepare for the gala dinner.

After reception drinks and canapes on the terrace we all enjoyed a first class dinner. After we had eaten Bob Nosbusch, who had been in charge of the organisation, presented all the entrants with a personalised and signed copy of the event artwork which had been created by Carlo Schmitz especially for the weekend. It was based on the driver's eye view from a stylised J2 along a mountain road.

Bob then presented a magnificent cake for us all which had been made by his father Max who, in addition to being a third generation baker, is also a long standing member of MGCC Luxembourg. The cake celebrated the 25<sup>th</sup> Anniversary of the Triple M tours in Luxembourg and was most appropriately decorated with small chocolate Triple M cars. After the ceremonial cutting we all enjoyed a generous slice.

Finally, breakfast on the Sunday morning, loading of trailers, fond farewells and the long drive home.

The nationalities of the visiting participants was interesting. There were several from Belgium, Germany, Holland and Switzerland. None from France and only two from the UK. I think that the country that made the cars in the first place should be better represented so all you English MMM owners pencil a date in your diaries for 2018 and we look forward to seeing you there.



Photo by Steffi Broch



Photo by Steffi Broch





Photo by Bob Nosbusch

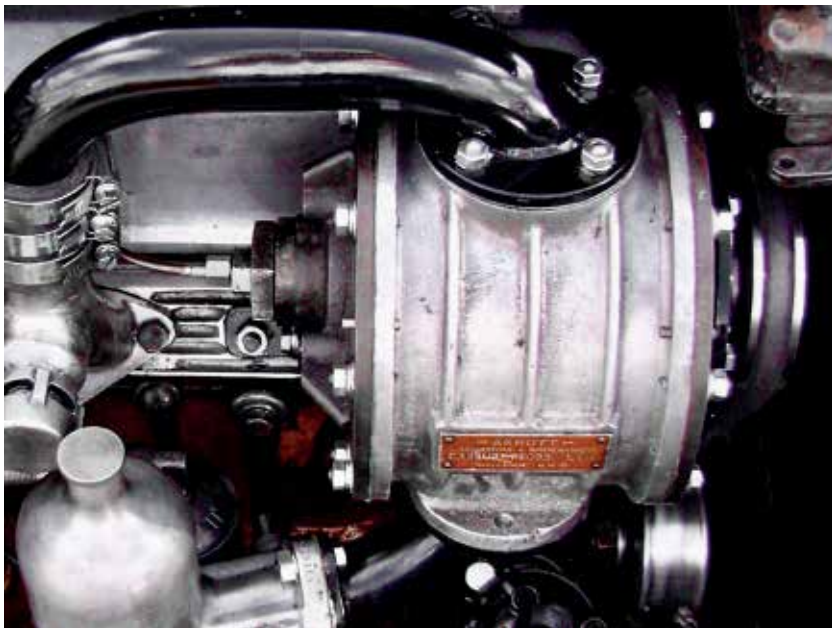


The Anniversary cake made by Bob Nosbusch's father  
Photo by Bob Nosbusch

<b>Luxembourg Triple-M entrants 2016</b>			
Kurt Belser		Arndt Loh	PB
Pierre Borms	NB	Guy Maathuis	K
Dick Bronkhorst	N	Nadia Mangen	NB special
Jeroen Bronkhorst	P	Luc Marschal	PB special
Stefan Bronkhorst	P	Peter Matern	M
Ernst Brunner	F2/NE	Yves Mittler	J2
John Phillip Dorney	J2	Collin Murell/Steffi Broch	D
Klaus Falldorf	J2	Robby Oudenjans	L1
Teja Fischer	K1	Ralph Quaring	PA
Patrick Hagenaers	J2	Romain Rinck	J2
Dieter Haupt	ND-Magnette	Susanne/Berger Rüsing	PA
Thomas Heikens	PA	Carlo Schmitz	D
Arnaud Jacobs	J2	Peter Stolz	J2
Walter Kallenberg	K1	Stefaan Vernyns	F
Martin Kraft	F1	Henk de Vries	K
Michel Kuijpers	M	Jan Van der Weel	J1
Urs Lagen	F	Welter Norbert	F



**The next Tour will be held on 27 - 29<sup>th</sup> July 2018.  
Contact is Bob Nosbusch at [bob.nosbusch@gmail.com](mailto:bob.nosbusch@gmail.com)**



## **FITTING AN ARNOTT SUPERCHARGER**

**Article & photos by Graham Arondelle**

When I bought my PA some 49 years ago I knew very little about originality, or even the concept as applied to vintage cars. I did notice however a few odd features of the car which appeared to differ from the norm. There was a ball-joint nipple attached to the throttle pedal and a slot in the firewall just in front of it. There was an oil feed nipple on the cylinder head, opposite to the feed for the camshaft, where there is usually a blanking plug, and the radiator-cylinder head bracket was missing, as was the connecting strut between the firewall and the radiator on the carburettor side.

At some point, I made contact with a previous owner, an RAF pilot who had owned the car during WW2, and he told me that at the time it had had an Arnott supercharger fitted, and that it had 'gone like a bomb', until said blower seized and had to be disposed of. This was obviously the reason for some of the discrepancies, the throttle on the Arnott being operated direct from the pedal by a rod running through the firewall, oil feed from the head, while the other missing bits could be coincidence, but certainly had to be removed to enable the blower to be fitted.

I was not able to locate an Arnott but got hold of a Marshall set up, and ran the car with that for many years. However, I happened to mention to Oliver Richardson that I would really have liked an Arnott as the car previously had, but although I had a larger type, I couldn't find one of the right size, and then would need to work out how to fit it.



A short time later Ollie contacted me and told me he had located a suitable blower, and in fact discovered a couple, one of which was reasonably close to home. I managed to acquire this one, and took it to Ollie as it had clearly been assembled wrongly. The larger blower was passed on at the same price as I paid for the Arnott 160, so it was all rather satisfactory. After rebuilding the 160 correctly, Ollie put together a test set up in his workshop and designed a suitable mounting bracket. As this was all on a suck-it-and-see basis, I took it all home for a test fitting to ensure it fitted under my car's bonnet.

The angle was not quite right to give sufficient clearance, so we had to re-drill one of the holes, and move the blower in a bit closer to the engine, but all was well after that. Meanwhile Ollie had had some pipes fabricated to fit the carb and carry the juice from blower to manifold, and came up with a lovely 1 1/38" SU from a Bentley. We also needed a suitable pulley, which he also had turned up.

It all fitted beautifully, the last link on the chain being the oiling arrangement. With the blower had come an oil feed bottle, which was fitted between the firewall and the bulkhead, and with pipes put together by Barry Foster we had an oiling system. The inlet manifold I already had - Terry Andrews had some Centric type cast many years ago, and I bought one off him in anticipation of later putting something together.

Ollie had this correctly machined for me and I fitted it all together, then he came over and we spent a happy afternoon getting it all working. Inevitably there were a few minor glitches but it all came together to work, and although not yet giving as much puff as it should, there is more work in the pipeline. The float chamber may be too heavy, so we need to experiment with that, while the pulleys are not well matched, so may need to be changed for something more suitable, but all in all a super job, which returns my car to something close to the set up it had during the Second World War and, I therefore assume, as it was before the war as I doubt many were fitted after 1939.

In spite of the apparent lack of puff, the engine seems to perform reasonably well, and seems better at higher revs, which I think is expected when comparing a vane type blower with the Roots type, anyway certainly feel no disadvantage!



## MG LIVE 2017



The Register Committee took the brave decision to have a separate marquee at the event to give more space for meeting and greeting visitors and to house displays. MG Live has been unlucky with weather over the last few years but this year the marquee provided protection from the searing heat rather than rain.

Within the marquee there was the usual sales table supplemented by a display of casting techniques presided over by Andy Kiing, a table of refreshments and a display car. Although the main event lacks interest for Triple-M enthusiasts without the racing, there was still a steady flow of visitors to the tent and it was a pleasant change to have the space to chat away from the sales table. Saturday's display car was Ron Loomes' recently acquired PB Airline Coupe (shown in George Eagle's photo on the right).

Sunday's display was Colin Butcher's venerable and much travelled PA which, in spite of Colin's best efforts to get it clean, still had a few hints of mud from its last outing on the Kimber Trial.



Andy King's display of the casting processes he employs to re-create the vital parts that we all need was fascinating to see. It was also a treat to be able to inspect the workmanship employed to create the moulds and to hear about the tribulations encountered when things went wrong.



Away from the marquee, The Register display was a shadow of previous years. This is more a reflection of the waning interest for MMM owners in MG Live rather than any lack of enthusiasm. You only have to go to one of the other main Summer events to see that the Triple-M world is alive and very well.



The only competition over the weekend of interest to the Triple-M fraternity was the California Cup. An exclusive team made up of Philip Bayne-Powell (ND), Graham Arundell (PA) and Tim Luffingham (PA) upheld Register honours. Photo above by Graham Arundell



A  
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th



A fine study by Colin Murrell of Frank Ashley in the M-type at VSCC Wiscombe Park Hill Climb.

Frank finished 2<sup>nd</sup> modified Vintage in Class 2 and Andrew Morland (L1) was second overall in the same Class



## 2017 RACING IS GO!

Report by Mark Dolton

Photos by Colin Murrell



Back in February we kicked off our preparations for the season with our Triple-M Register Track day at Goodwood with MGs on Track. In unseasonably warm and sunny conditions we had a wonderful selection of cars with many drivers getting their first experience of track running. This is an important opportunity for novices to drive at speed for the first time and one that I hope to schedule again for 2018. I hope we will see some of these drivers progress to the grid next year.

VSCC Silverstone Spring start is the season opener and failed to disappoint. The VSCC organised a wonderful weekend's racing with bumper grids all around. We had a really good turn out of Triple-Ms, especially with Brands just a week away. Roger Tushingham had his first run out in his N Type and Malcolm Hills had his first outing in the newly acquired ex Templeton K Single Seater. It was fantastic to see this very well known car back in action, especially mixing it up with the ERAs and putting in some electric lap times. Harry Painter was behaving as normal and took yet another win in the Handicap Event. A great start to the season!

### **MGCC Triple M Race for the Mary Harris Trophy, sponsored by "Baynton Jones Historic Motorsport"**

29 Entries for the Mary Harris Trophy, a huge effort from all involved to bring together such a wonderful grid of cars. Entries from the UK, Sweden, Switzerland, Australia and Netherlands making it a truly international event. It's been a wonderful journey so far since we restarted the race in 2014 and things look to be very encouraging for an even better turn out on 2018.

A wonderful collection of historic MGs lined up in the paddock on Saturday evening, and as the sun set on the paddock the BBQ sparked into life. The Welcome BBQ has become a highlight of the season and yet again we had a wonderful turnout of Drivers, Families, MG Triple-M Owners and Friends. Next year we will need a bigger BBQ!





**Familiar car, unfamiliar driving style.  
Ollie Richardson pilots 'The Rat'**



**Familiar driving position, unfamiliar car  
Barry Foster at the wheel of the Q-type**

More new faces on the Grid for this year too and we were so pleased to see some wonderful cars back in action. Huge thanks to John Gillet who brought the Ex Bira K3030 over from Australia and to Phillipe Douchet with K3026 from Switzerland. Great to see Peter Green's K3011 in the hands of Andrew Taylor and the 1992 Mary Harris Winning ex Templeton K Single Seater with Malcolm Hills at the wheel.

Tom Hardman had the Bellevue sorted to entertain as ever and Mike and Harry Painter would be at the front of the grid in the Kayne and PA Special. A welcome return of the "Rat", this time in the hands of Oliver Richardson after so many hard hours of restoration, leaving Barry Foster to campaign Michael Bystrom's QA0255.

Perhaps we can convince Jeremy Hawke to get K3007 sorted and out of the display tent for 2018, regardless it was wonderful to see the car on show, thank you. Almost too many wonderful cars to mention and a wonderful line up for race day!

Despite losing 2 cars to mechanical gremlins before we had even started, practice was as smooth as ever. Everyone taking time to get used to the short but entertaining Brands Hatch Indy Circuit. It's a perfect venue for our cars, providing different challenges throughout the lap. It's quite an experience exiting paddock hill bend before the roller coaster ride takes you up Hailwood Hill, certainly one of my favourite corners.



Race day was dry and bright and everyone was set for the two races. Each race would be a 20 minute scratch race but race 1 would be for the Mary Harris Trophy (Closed Handicap). Harry Painter put the PA special on pole for both races, clearly on form after his Silverstone victory and fully recovered from his food poisoning during the week. (Not from the BBQ I might add.)

### **Race 1:**

Once Tony Seber had shot off into the lead in the guest Hornet, Tom Hardman blasted the Bellevue to the front of the MGs only to be caught out at Paddock Hill Bend on lap two, reversing at speed into the gravel. Luckily he managed to exit the sandpit but his challenge for the lead was over as the leaders headed off into the distance, leaving Malcolm Hills to take the MG K Monoposto into the MG lead. The Painters had their usual race long battle with Charles Jones in the L special,



**Harry Painter kicks up the gravel in the PA Special on the way to a Class Win**



**Event organiser Mark Dolton in the PB**

**A few on-board films can be found here, and they really bring the action to life:**

<https://youtu.be/acvxzbn38Ro>

<https://youtu.be/Lypeohofwu0>

There was action all the way down the grid. Oliver Richardson unfortunately retired the Rat on lap 4 after the engine had a major malfunction and Richard Frankel retired the K3 after losing 4<sup>th</sup> Gear. Barry Foster couldn't quite get the Q firing, a problem that would be resolved for race 2.

There was a great tussle between, Smith N, myself PB, Boothby J2 and Potter C. Lap after lap exchanging places until Duncan and I performed a perfect tandem pirouette at clearways. I stuck the PB in the kitty litter but Duncan was less fortunate with the C Type rolling once after going through 360. Luckily Duncan walked away with hardly a scratch and we both took a rather large deep breath at the side of the track as the race was red flagged. A strange incident as it's not a place I have ever felt on the limit of grip, odd that we both did exactly the same thing, maybe there was oil or maybe it was just racing. Regardless we were very fortunate and as ever the marshals and medics were superb.

Tony Seber claimed the first of the Triple M race victories, and Driver of the Race, in his Wolseley Hornet Special. The red flag was raised after our incident and the race finished early. Malcolm Hills was just behind the Hornet and took the Kimber Trophy for first placed MG, a fantastic result in what was only Malcolm's second outing in the car. Harry Painter claimed a third place finish, ahead of Charles Jones.

Andrew Taylor took K3011 to Victory in the Mary Harris Trophy. Wonderful to see this historic K3 back in action and another trophy to add to its long history of racing. Great to see Andrew back too, a previous Mary Harris Winner from 1993, but his first victory in the K3.

Mike Davies-Colley finally got the better of Hamish in the battle of the unblown P Types, taking his first victory in class A and taking the Don Moore Trophy for the first time. Simon Jackson had a strong performance in the Limerick GP winning PB, a long winter of engine work paying off. Congratulations to all, a wonderful race despite the shortened running.

### **Mary Harris Trophy 2017**

1<sup>st</sup> Andrew Taylor K3011

2<sup>nd</sup> Harry Painter PA1421

3<sup>rd</sup> Chris Cadman C0263

### **Kimber Trophy**

Malcolm Hills K03026

### **Don Moore Trophy**

Mike Davies-Colley PA0786



**Tom Hardman in the spectacular Bellevue Special**



**Andrew Taylor in Peter Green's K3 on the way to winning the Mary Harris Trophy**



## Classes:

Class A	Non Supercharged - Sports Cars - Road Equipped
Class B	4 Cylinder Supercharged - Sports Cars - Road Equipped
Class C	6 Cylinder Supercharged - Sports Cars - Road Equipped
Class D	4 Cylinder - Racing Cars (Stripped, Methanol or Single Seater)
Class E	6 Cylinder - Racing Cars (Stripped, Methanol or Single Seater)

### Race 1 Triple-M Register "Baynton Jones Historic Motorsport"

#### Mary Harris Trophy – Full results

1	28	E 1	Tony SEBER	Wolseley Hornet	1:05.079
2	25	E 2	Malcolm HILLS	MG K1 Monoposto	1:04.348 *
3	24	D 1	Harry PAINTER	MG PA Special	1:05.385
4	16	C 1	Charles JONES	MG L Special	1:06.679
5	23	D 2	Mike PAINTER	MG Kayne Special	1:06.804
6	11	C 2	Andrew TAYLOR	MG K3	1:09.711 **
7	26	E 3	Tom HARDMAN	MG KN Bellevue	1:07.072
8	17	C 3	Clinton SMITH	MG KN to K3 spec	1:10.176
9	14	C 4	Chris SMITH	MG NB	1:12.683
10	12	B 1	Fred BOOTHBY	MG J2	1:12.142
11	22	C 5	John GILLETT	MG K3	1:14.015
12	9	B 2	Simon JACKSON	MG PB	1:14.235
13	21	D 3	John SEBER	MG PA (Lund Spec)	1:15.443
14	27	E 4	Jane METCALFE	MG N Type	1:15.453
15	15	C 6	Richard JENKINS	MG KN to K3 spec	1:16.224
16	29	B 3	Chris CADMAN	MG C Type	1:17.768
17	8	B 4	Andrew MORLAND	MG P Type	1:16.068
18	10	B 5	Barry FOSTER	MG Q-Type	1:15.576
19	2	A 1	Mike DAVIES-COLLEY	MG PA	1:17.656 ***
20	6	B 6	Andy KING	MG D to C spec	1:20.432
21	18	C 7	Philippe DOUCHET	MG K3 Magnette	1:19.940
22	1	A 2	Hamish MCNINCH	MG PA Sports	1:20.753
NOT CLASSIFIED					
DNF	7	D	Mark DOLTON	MG PB	1:13.218
DNF	4	B	Duncan POTTER	MG C Type	1:12.721
DNF	42	E	Richard FRANKEL	MG K3 Magnette	1:09.699
DNF	30	B	Oliver RICHARDSON	MG C Type	1:24.040

\* Kimber Trophy

\*\*Mary Harris Trophy

\*\*\*Don Moore Trophy

## Race 2:

David Seber triumphed in the Hornet in a shortened Race Two, to claim top spot ahead of pole sitter Harry Painter. Malcolm Hills was favourite to challenge Seber but the car developed a fuel starvation issue on the way to the grid and had to pull to the side before the lights went out. The race was once again red flagged, this time for Richard Jenkins' MG KN which came to a halt on the exit of Druids, having run out of fuel. With Malcolm Hills' stricken K Type on the side of the grid it was deemed too dangerous to continue and the race was declared a result.

Charles Jones had set the early pace, before Harry Painter reclaimed his advantage to lead the way. Painter was soon reeled in, when Seber steered his way ahead. Thijs De Groot was awarded Driver of the Race by the commentary team, putting in a strong performance after the disappointment of missing Race 1 as a fuel pump failure left him stranded in the assembly area. The two race trimmed P Types of De Groot and Rod Seber put on a good show lapping consistently in the 1:10s. After a weekend of tweaking the Q type, Barry Foster finally found his speed, racing past me on the final lap, at some pace and with a beautiful exhaust note! Huge thanks to everyone who convinced me to get back on the horse in the PB after the race 1 incident. I had a cautious race but very glad to be out there and I am now ready for the next outing in July!

A great day's racing and everyone deserved the Champagne afterwards. Congratulations to all the award winners, including the Register awards for 2016. Thanks to Bob Jones for his sponsorship support and for handing out the Mary Harris Awards to end the day.

### Race 2 – Triple-M Register Scratch Race Full Results

1	28	E 1	David SEBER	Wolseley Hornet Special	1:04.933
2	24	D 1	Harry PAINTER	MG PA Special	1:05.456
3	16	C 1	Charles JONES	MG L Special	1:06.699
4	23	D 2	Mike PAINTER	MG Kayne Special	1:06.281
5	11	C 2	Andrew TAYLOR	MG K3	1:09.313
6	20	D 3	Thijs DE GROOT	MG PA Special	1:10.265
7	21	D 4	Rod SEBER	MG PA (Lund Special)	1:10.929
8	22	C 3	John GILLETT	MG K3	1:13.969
9	12	B 1	Fred BOOTHBY	MG J2	1:13.525
10	10	B 2	Barry FOSTER	MG Q-Type	1:12.055
11	7	D 5	Mark DOLTON	MG PB	1:13.683
12	9	B 3	Simon JACKSON	MG PB	1:15.111
13	8	B 4	Andrew MORLAND	MG P Type	1:15.560
14	27	E 2	Jane METCALFE	MG N Type	1:16.576
15	18	C 4	Philippe DOUCHET	MG K3 Magnette	1:16.083
16	29	B 5	Chris CADMAN	MG C Type	1:17.415
17	2	A 1	Mike DAVIES-COLLEY	MG PA	1:17.545
18	6	B 6	Andy KING	MG D to C spec	1:19.732
19	1	A 2	Hamish MCNINCH	MG PA Sports	1:21.041
NOT CLASSIFIED					
DNF	14	C	Chris SMITH	MG NB	
DNF	15	C	Richard JENKINS	MG KN to K3 spec	
DNF	25	E	Malcolm HILLS	MG K1 Monoposto	

It was a wonderful weekend, Triple-M racing going from strength to strength. There is no question that the Triple-M community is a welcoming place to be, great support, advice and friendships. Some of our guests from other clubs were clearly very impressed, especially with the amazing buffet lunch which really was 1<sup>st</sup> class!!

My List of thank yous is getting longer and longer, but I cannot express how important the support is that goes towards this event and how much hard work went into all aspects. If anyone would like to get involved in organizing next year's event, please do get in touch. It's grown to a scale where we need you!

Thank you to the MGCC for the grid opportunity and for the race at Cadwell in July. MSV once again prepared Brands immaculately and a huge thanks to the Marshals and Medics, especially for the support during and after our Race 1 incident.

Thanks to the Triple-M Register, you have been 100% behind us. Dick, a huge thank you for your support especially. Duncan and Emma for sorting the BBQ and our guest Chefs, especially Hamish who put in a great shift. Everyone who helped with the Buffet, it really was a feast.

Thanks also to the Owners and Drivers for bringing your wonderful cars, I hope you enjoyed the event and we will see you out there again very soon. Register Owners, Friends and Families thank you all for your support and for making it such an enjoyable social weekend.

Mary Harris Trophy Sponsor and Partners. Just a little reminder about the wonderful support we have received for this season. We are very fortunate to have this backing and it has made a considerable difference to our ability to host this weekend. This financial support has made the event self-funding. It contributed to all the catering, set up, gazebos and transponder hire for the races.



**Andy King in the D-type re-built to C-type specification**

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If you are interested, we have sponsorship options for the MGCC Cadwell Race in 2018, please get in touch.

Time to get those cars sorted and see you at the next race!

[mdjldolton@gmail.com](mailto:mdjldolton@gmail.com) [www.triple-mracing.com](http://www.triple-mracing.com)



**Mary Harris Trophy sponsor, Charles Jones in the familiar L-type Special**

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## READERS' ADVERTS

### 1934 PA FOR SALE

Purchased in 2007 as abandoned part rebuild. Previous owner had replaced king pins, brake linings and started engine overhaul.

Rebuild completed 2012 as a car for driving rather than showing, with new Steve Gilbert body (mainly aluminium clad) retaining as much patina as possible (i.e. radiator surround, interior etc.)

Engine bottom end was rebuilt by Mike Dowley using new single breather block bored to 60mm, balanced Phoenix crank and rods, Cosworth pistons, new water pump, uprated oil pump, lightened flywheel. Top end rebuilt by myself, head refaced minus 40 thou, new valves, valve springs, rocker shafts. Twin SU pumps, switchable for main and reserve supply. Radiator fitted with modern type core.

Rebuilt clutch, Roger Furneaux competition grade half shafts with oils seals in hub nuts. New Hartfords on rear, front dampers rebuilt. Centralised chassis lube replaced by direct nipples. Rebuilt wheels fitted with 5 new Blockleys, new hood, sidescreens and tonneau cover. Black bucket seats may be available as alternatives to original style seats in beige (not leather)

New wiring loom with extra fuse box and independent wiring for lighting circuits and auxiliaries. Rebuilt dynamo, converted to 2 brush, controlled by electronic regulator. Flashing direction indicators (LED at rear), no semaphores fitted but available (not tested). Pre-focus headlamp conversion (original type lamps available).

#### **Negative points not visible on photos**

Very small crack between valve seats in number 4 combustion chamber which does not appear to affect performance. A little play in the steering box gives 2 inches free movement on wheel rim. New hemispheres will be supplied. Mileage recorder not working correctly (trip meter OK). Some road wheels have pitting on the rims. Occasional rattle in valve gear.

Price £30,000

Please telephone 01538 753010 or e mail [bob@richardsr.plus.com](mailto:bob@richardsr.plus.com)



## READERS ADVERT:

### *Philip Bayne-Powell has the following for sale:*

Andre Hartford shock absorber self-adhesive dials for Type 502 and 198. £10 for 4.

Pair of refurbished front single shock absorbers for P/J/F/L-types; £85 the pair.

N-type chromed radiator shell in very good condition; £320

M-type back axle casing; £30

N-type back axle with diff, backplates & one hub & halfshaft. Rusty but saveable. £120

Lucas dynamo original cover band, satin black finish; £18

Original M-type water jacket side plate; £15

D-type front wing stays (U-section); £25 pair

C or J-type camshaft (was new from Sports & Vintage), very little used; £220

Contact:

Philip Bayne-Powell Tel. 01483 811428 or e-mail [1942mgman@gmail.com](mailto:1942mgman@gmail.com)

### *Ewan Harris has the following to offer and wanted:*

1 set nearly new front axle trunion bushes with slots machined to fit S&V new front springs. £12 inc P&P.

1 12 volt sump emptying pump for easy removal of oil, unused. £10 inc P&P.

1 N-type half-shaft, grade unknown. Free but postage at cost.

Looking for co-driver to accompany me on the MMM Cornwall Tour in October. Would be on basis of equal sharing of costs and driving. I have already made the necessary bookings.

I am still looking for a float chamber for my F1 (previously advertised in Bulletin 93):

Late model float chamber. Configuration (viewed from above) with the inlet union at 12 o'clock the outlet union should be at 9 o'clock.

Contact:

Ewan Harris Tel 01363 775672

### *Brian Ditchman has an N-type engine for sale:*

Un-numbered single-breather engine with flywheel and clutch cover, balanced and un-assembled.

Block lined back to standard with new high compression Fletcher Jones pistons.

Original crank re-plugged, crack-tested and ground down to 38 thou down with original rods and cheeses; all white-metalled by John Kirby. Cylinder head (ex Mike Hawke)

repaired with new guides and valves and full set of used rockers in good condition with cam covers + nuts.

Contact Bryan Ditchman for full details Tel: 01189 326346

## LETTER TO THE EDITOR:

Dear Digby,

Helen and I have been enjoying another summer in the UK and Europe with K3030 and thought you might like a few pictures. Since we retrieved the K3 from the Brooklands Museum in March, for us, highlights of MG happenings this year are the MMM races organised by Mark Dolton, the first at Brands Hatch in April and the second upcoming at Cadwell Park at the end of July. The Mary Harris Trophy in April was won by Andrew Taylor in Peter Green's K3011, driven very well, but the real winners were the approximately 30 MMM owner/drivers who made up the grid. I was very pleased to be among them.



There were 4 real K3s on track and 2 others visiting in the MMM paddock. A full race report from Brands Hatch was in Safety Fast. After Brands Hatch, Helen and I went to Most in the Czech Republic and Dijon in France to race with the Historic Grand Prix Cars Association (HGPCA). The K3 is in the oldest and smallest class (pre-1934),.



The experience of racing with top class racing cars of our era was tremendous. On the Most and Dijon circuits the long straights were a challenge but we performed to our best and were made very welcome. The originality and Prince Bira history of our car and the achievements of K3s in general are much appreciated in Europe. Philippe Douchet, long-time owner of K3026, a K3 with an amazing history not widely known, brought his K3 to Brands Hatch and also to Dijon, where our two K3s together were quite a sight. After 5 weeks in Europe, we returned to the UK for the Brooklands Double Twelve, Shelsley Walsh, and Peter Green's very successful Summer Gathering. Next for us will be Cadwell Park VSCC races with the MMM grid, and Prescott Hillclimb. After that, we plan to return to Europe in August and September for Nurburgring Old-timers GP, Ollon-Villars Hillclimb, a rally and Angouleme "Circuit des Ramparts" where we ran last year. If any MG colleagues are at those meetings, please find us; we would be pleased to meet up.

Best MG wishes to all and we hope to see most of you somewhere this summer.

**John and Helen Gillett, July 2017**



## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

At the half way point in the year, competition at the top of the COTY table is beginning to warm up with John Gillett in the K3 and Colin McLachlan's PA challenging for first place. John's efforts have been helped by several Class successes in Continental races, specifically at the Autodrom Most in the Czech Republic and the Grand Prix de l'Age D'Or at the DiJon-Prenois circuit, one of the Historic Grand Prix Association's events. Colin has been concentrating on events in his Scottish home territory, namely hill climbs at Doune and Forrestburn and the sprint revival at Ingliston as well as the Isle of Man events earlier in the year.

There are now several drivers in contention for the Betty Haig Cup with more expected after the Cadwell event in July, the results of which are not available at the time of this report. Fred Boothby holds a significant lead but the Painters and Charles Jones could change things once they have completed their minimum of five races. The Trials season is now in a summer recess and will resume again in September when there could be a strong challenge to Bill Bennett from David Rushton in the Vintage trials leading up to Christmas.

Quite a number of drivers on the Slade chart will have completed only one trial, namely the Kimber, back in May. The change of date at least meant that the weather was warm and sunny on that occasion but not much of a trial challenge. It's interesting to note that Oliver Richardson would have won the event outright in the M type but for a single mistake at the very start of the event which pushed him to 17<sup>th</sup> in the Triple-M Class. The après Kimber driving tests were also well received but sadly no results have been published – as least not to those taking part – and if a positive response is required by the organisers for next year's participation, this point of etiquette needs to be addressed.

<b>SPEED CHAMPIONSHIP 2017- Scores to 18<sup>th</sup> July</b>			
Position	Car/s	Driver/s	Points
=1 <sup>st</sup>	PA	Colin McLachlan	33
"	M	Frank Ashley	33
3 <sup>rd</sup>	NA/s	Roger Tushingham	28
4 <sup>th</sup>	K3/s	John Gillett	25
5 <sup>th</sup>	PA	Ian Goddard	24
6 <sup>th</sup>	L1	Andrew Morland	22
7 <sup>th</sup>	PB/s	John Seber	17
8 <sup>th</sup>	C/s	Chris Cadman	16
=9 <sup>th</sup>	PA	Charles Goddard	15
"	PB/s	Christopher Broad	15
11 <sup>th</sup>	J2	Brian Galbraith	13

CAR OF THE YEAR 2017 – Scores to 18 <sup>th</sup> July 2017					
Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	545	K3/s	K 3030	John Gillett	108
2 <sup>nd</sup>	2591	PA	MG 3242	Colin McLachlan	105
3 <sup>rd</sup>	63	PB	MG 4581	Roger Tushingham	88
4 <sup>th</sup>	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	82
5 <sup>th</sup>	360	PB/s	BTU 260	John Seber Rodney Seber Christopher Broad	81
6 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	79
7 <sup>th</sup>	3610	PA-PB	RC 2066	Ian Goddard Charles Goddard	73
8 <sup>th</sup>	909	J2-PA/s	FW 3909	Bill Bennett	65
=9 <sup>th</sup>	2063	PA/s	RJS 380	Harry Painter Mike Painter	45
“	3534	J2/s	WF 5494	Fred Boothby	45
11 <sup>th</sup>	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	44
12 <sup>th</sup>	2200	C/s	RX 8306	Chris Cadman	42

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:

	VSCC Wiscombe Park Hill Climb	Full
7 <sup>th</sup> May	Airdale & Pennine MC Yorkshire Dales Classic Trial	Full
12 <sup>th</sup> May	Most Autodrom, Czech Republic, Historic Grand Prix	Full
13 <sup>th</sup> May	MGCC SW Centre Kimber Classic Trial	Full
14 <sup>th</sup> May	MGCC SW Centre Kimber Driving Tests	<b>NONE!</b>
13 <sup>th</sup> /14 <sup>th</sup> May	Ingliston Revival Sprint	Full
27 <sup>th</sup> May	BOC Prescott 'La Vie en Bleu' Hill Climb	Full
27 <sup>th</sup> May	VSCC Loton Park Hill Climb	Full
3 <sup>rd</sup> June	BARC Yorkshire Harewood Hill Climb	Full
10 <sup>th</sup> June	Historic GP Cars Association, Dijon GP De L'Age D'Or	Full
10 <sup>th</sup> June	VSCC Oulton Park Race Meeting	Full
10 <sup>th</sup> June	VSCC Oulton Park AutoSolo	Full
10 <sup>th</sup> June	Farnborough & District MC Abingdon Car-Nival Sprint	Full
17 <sup>th</sup> June	VSCC Brooklands Sprint	Full
18 <sup>th</sup> June	VSCC Brooklands Driving Tests	Full
17 <sup>th</sup> /18 <sup>th</sup> June	VSCC Brooklands Concours	Full
17 <sup>th</sup> June	MGCC Silverstone 'MG Live!' California Cup Autotests	Full
18 <sup>th</sup> June	MGCC Silverstone 'MG Live!' Stowe Sprint	Full
24 <sup>th</sup> /25 <sup>th</sup> June	Monklands Sporting Car Club Forrestburn Hill Climb	Full
1 <sup>st</sup> /2 <sup>nd</sup> July	VSCC Shelsley Walsh Hill Climb	Full
8 <sup>th</sup> /9 <sup>th</sup> July	MGCC Caledonian Centre Glamis Show Concours	Part
8 <sup>th</sup> /9 <sup>th</sup> July	British Race Festival Zandvoort	Full

<b>SLADE TROPHY 2017 Scores to 18<sup>th</sup> July</b>			
Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	38
2 <sup>nd</sup>	J2	Mark Smith	11
=3 <sup>rd</sup>	PB	Tim Beckh	10
"	M	David Rushton	10
5 <sup>th</sup>	J2	James Mather	9
6 <sup>th</sup>	PB	Roger Tushingham	8
7 <sup>th</sup>	PA	Colin Butchers	6
8 <sup>th</sup>	J2	Charlie Cartwright	5
9 <sup>th</sup>	J2	Jeremy Hawke	4
10 <sup>th</sup>	J2	Thijs de Groot	3
11 <sup>th</sup>	PA/s	Nigel Gibbons	2

<b>Racing Challenge Trophy 2017 – The Betty Haig Cup Scores to 18<sup>th</sup> July</b>				
	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1 <sup>st</sup>	J2/s	Fred Boothby		0.335
2 <sup>nd</sup>	PA/s, L1	Andrew Morland		0.735
3 <sup>rd</sup>	K3/s	John Gillett		0.735
	J2-PA/s	Mike Painter	4	0.530
	PB	Simon Jackson	4	0.570
	PB/s	Rodney Seber	4	0.606
	NA/s	Roger Tushingham	4	0.837
	PA	Hamish McNinch	4	0.974
	PA/s	Harry Painter	3	0.189
	PA/s	Thijs de Groot	3	0.322
	C/s	Duncan Potter	3	0.464
	PB/s	John Seber	3	0.617
	C/s	Chris Cadman	3	0.778
	NA/s ss	Thomas Hardman	3	0.779
	K3/s	Philippe Douchet	3	1.000
	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
	QA/s	Barry Foster	2	0.583
	PA	Anne Boursot	2	0.759
	C/s	Dave Cooksey	2	0.845
	NB/s	Jane Metcalfe	2	1.000
	PB/s	Andy King	2	1.000
	KN/s ss	James Ricketts	1	0.143
	KN/s	Clinton Smith	1	0.429
	NB/s	Chris Smith	1	0.571
	KN/s	Richard Jenkins	1	0.857
	PB/s	Mark Dolton	1	1.000

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**Robin Howard and Jonathan Needs (PA.1387) heading north to Scotland through glorious Northumberland scenery on the Endurance Rally Association's Flying Scotsman Endurance Rally. Photo by Gary Clarke ([garyclarkephotography.com](http://garyclarkephotography.com))**



**Manfred Hurland and Frank Zande in PA.1816 on the historic Robfeldrennen near Salzburg. Photo by Herbert Steves via Dick Morbey.**



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Chris Cadman in the C-type at Shelsley Walsh Hill Climb in July  
Photo by Colin murrell