

# TRIPLE-M REGISTER BULLETIN



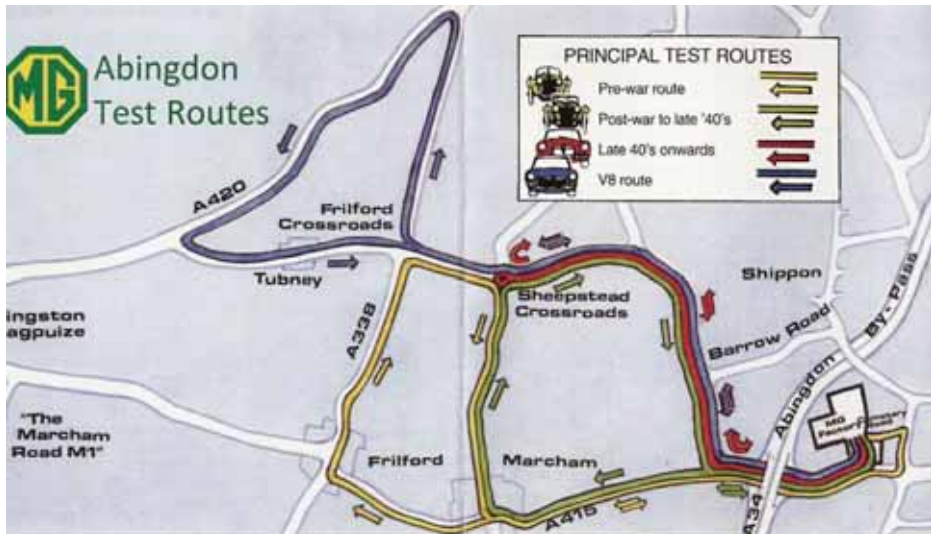
June/July 2018



THE MG CAR CLUB LTD



**An impressive array of Triple-M cars at Kimber House for the AGM**



**A Factory Test Route map as issued to AGM attendees**

## BULLETIN No 103 June/July 2018

### **Front Cover Picture:**

*The inspiring sight of Tim Sharp's recently restored PB doing what MGs were meant for. VSCC Wiscombe Hill Climb - photo Colin Murrell.*

### **EDITORIAL:**



You will read elsewhere in this Bulletin of the recent AGM which, thanks to a lot of hard work behind the scenes, was well attended and appeared to be enjoyed by all present. Apart from the formal proceedings, it was an enjoyable social event and marked some significant changes within the Committee.

For me the highlight of the day was a ride in George Eagle's immaculate and very fast supercharged L-type. In common with many of those who attended, we followed one of the old Factory test routes on the outskirts of Abingdon; Dick Morbey provided detailed route maps with some salient information on the routes used. One route was selected by the factory specifically because of its rough surface to test suspension; nowadays most roads would serve that purpose! I can report that the L-type is "marginally" faster than our D-type even with my right foot resting on the pre-select gear-change linkage!

Within this issue I am delighted that we have at last got Duncan Potter to record some of the history of the Potter family's highly successful C-type. I have asked him for some details of the history of the car since joining the Ecurie Potter stable; we may have to wait until the winter off-season for that. We also have a further instalment of Jon Pedoe's detailed restoration feature as well as a mix of historic articles and event reports that will, hopefully, provide something for everyone.

Also in this Bulletin you will see that we have a new advertiser; we wish Oliver every success with his new venture. See the advert for more details.

Just as this edition was being finalised, we had the sad news that Bob Richards, the previous Bulletin Editor, passed away on 21st June after a long period in hospital. Further details are on the website and we will publish a full appreciation in the next issue.

### **DIGBY GIBBS**

**Would readers please note that my email address is changing to: [digbygibbs@icloud.com](mailto:digbygibbs@icloud.com) This can be used with immediate effect.**

## Ex-Chairman and Secretary's Jottings By Dick Morbey



I'm penning these notes following our Register's AGM of 17 June at which there was something of a changing of the guard. Jeremy Hawke was elected as our new Chairman and we said our farewells to George Eagle who was stepping down after 19 years on the committee of which he has been our Secretary for 18 years.

Jeremy is well known to many of us as a second generation Triple-M owner, enthusiast and competitor. News of Jeremy's arrival in the world was announced in Triple-M News of June 1964 thus:

*'..... congratulations are due to Mike and Ann Hawke, whose MK II was recently safely delivered, he weighed in at 6 lb 6 oz and is to be called Jeremy Michael.'*

Jeremy will find, as I did, that the Chairman's duties are not written down anywhere, which means that he will be able to bring his own style to the job!

George bought his first Triple-M car for £50 in 1959 and over the years has had seven of them. All were depicted in an affectionate watercolour caricature presented by the committee to George, recognising the great contribution he has made to the Register's progress over the years.

Having now inherited the Secretary's pen from George, one of my tasks will be to 'quarterback' Jeremy who, on account of his (relative) youth is still involved in the world of work - which makes his willingness to be our Chairman all the more commendable.

The AGM attracted a gathering of around 35 members and eleven cars - nine being Triple-Ms - as well as a TC and MGB from the Hobbs stable. The meeting was preceded by a road run around Abingdon which took in the historic factory test routes and other places of MG interest, then a buffet and general conviviality.



As one member remarked: *"as a relative newcomer to the world of MMM, I found it (the meeting) hugely informative, with most of the committee members giving an often amusing précis of the year gone by along with an update on affairs to date."*  
A digest of the AGM comes later in this edition.

The opening months of 2018 have gone by in a flash! The Brands Hatch race meeting (wasn't it great?!) and MG Live! are behind us, the Border Reivers II tour too, the programme of Triple-M races at MGCC and VSCC meetings is ongoing and we have events such as Peter Green's Register Summer Gathering coming up fast.

Before we know where we are it will be 2019 - watch out for news of a Register touring event in the Welsh Borders - probably set for the late Summer.

But in the meantime work goes on. Here is my personal checklist:

1. Encourage more Triple-M owners to become members of the MGCC;
2. Ensure that we are up to speed with the recently enacted General Data Protection Regulations (GDPR);
3. Encourage all owners to access their personal data and their car's information by direct input to the new Register database;
4. Remind everyone who uses our general Register website that the details of cars thereon is only a very limited summary, drawn from the new Database. To see the full record for you and your car (and no-one else's!!) please refer to 3. above. Contact me for further details of how to access your record.

That's probably quite enough to be going on with!

**Dick Morbey**



This photo by Nigel Blackham shows some of the Triple-M contingent in the paddock at Brands Hatch. See Report on Page 14

## **PB0373 - REPAIR AND RESTORATION TECHNIQUES - PART 2**

### **Notes and illustrations by Jon Pedoe**

The handbrake lever lower part (the casting) was bent, bottom bush and anchor plate bushes well-worn, left-side fulcrum pin bush worn and hand-brake push-rod seized in the handle. There was very little wear on the footbrake lever or its adjuster lever, so it was decided to remove the hand-brake lever and anchor plate from the near-side and have a look – this meant cutting the welds on the hand-brake adjuster lever and the nearside brake cable pulley. The welded parts were marked for position on the shaft by center-popping and taking some photographs and measurements.



**Some of the old parts during repair**

The welds were cut with a small thin disc (50mm diameter, 1mm thick) and ground away, taking care not to damage the shaft. The brake cable pulley, return spring bracket, hand-brake adjuster, hand-brake lever, anchor plate and lock-ring then removed from the shaft, and everything cleaned and examined.

The cross-shaft was worn 0.004" at the anchor plate position and a similar amount at the hand-brake lever bush position which was considered just about OK. The near-side fulcrum pin bush was badly worn. The cross-shaft tube was otherwise OK.

Both the brake cable pulley and hand-brake adjuster were found fitted to the cross-shaft with an 1/8" wide woodruff key. The machined slots for the keys were seen to be right through the tube wall – at only 1/8" thick, the original cross-tube was (in my opinion) too thin.

The needle roller assembly was removed from the end of the cross-shaft. The inner end-plate for the needle rollers was worn, and did not locate in the shaft counter-bore very well (the counter-bore shoulder is very small due to the small wall thickness). After the shaft was cleaned out the brass bush was knocked out from the near-side end with a piece of round bar through the shaft.



**New bottom bush fitted to hand-brake lever**



**Repaired handbrake lever ready for painting**



**Re-assembly in progress - ready for welding**



**New bush in near-side end**



The hand-brake lever was full of corrosion debris and old grease. The push-rod and pin were removed and the lever cleaned out. The bottom end of the lever was so badly bent, it was cut and welded to straighten it up. The bottom bush was pressed out. The lever bore (for the bush) was found oval. It was bored out on the lathe until round with a finished diameter of 31.75mm.

The two 3/16" BSF threads for the brake ratchet pawl were poor and were re-drilled and threaded 1/4" BSF. This required new screws and sleeves and a modification to the ratchet pawl – see sketch. A new keep plate was also fitted – made from 1/8" gauge plate.

A new bush for the brake lever was made and pressed in with a small interference fit of 0.002". The shaft diameter (slightly worn) was 28.4 to 28.5mm, so the bore of the bush was made 28.65mm, with a small contraction after pressing in, finishing at 28.55. I didn't want to machine the bush after fitting. The worn bush in the anchor plate was replaced with a new one, and a new steel sleeve made also -see sketch. A new bush was made for the near-side end of the cross-shaft and knocked in.

The hand-brake lever bottom was drilled and threaded 2BA for a small grease nipple, was closed off to protect the new bush, and was fine-grit blasted and powder coated gloss black.

A new inner end-plate for the needle roller bearing was made and fitted (see sketch). The parts were re-assembled, taking care to get the anchor plate the correct way round! The lever and pulley were each secured to the shaft with three small TIG welds, as well as re-fitting the woodruff keys.

A new push-rod and pin were made and fitted – see sketch. This required some trials to get the push-rod length correct for the required travel. The original thumb-knob was re-chromed and the adapter piece between thumb-knob and push-rod cleaned up and zinc plated.

Finally, the cross-shaft was installed in the chassis and spacer washers were made to provide total float between the chassis channels of 1mm. This required two washers, each of Ø32 x Ø14.5 x 2.5mm. New fulcrum screws were purchased from S & V, and the original large flat spring washers were cleaned up and zinc plated, and that's that.

The list of new parts made and fitted is this:

*Bush for handbrake lever bottom*

*Bush for anchor plate*

*Steel sleeve for anchor plate*

*Bush for near-side end of cross-shaft*

*End-plate for off-side end of cross-shaft (inside the needle rollers)*

*Push-rod and pin for hand-brake lever*

*Keep plate for hand-brake ratchet and pawl*

*Spacer pieces for hand-brake ratchet pawl*

*Ratchet horseshoe and pawl (from S&V)*

*Spacer washers for cross-shaft (inside chassis channels)*

*Fulcrum screws (from S&V)*

*Spring for hand-brake lever push-rod*

*Return spring for cross-shaft*

*5/16" BSF thumb screws for foot and hand-brake adjusters (from S&V)*

*1/4" BSF x 5/8" long hex screws for ratchet pawl (two)*



**Re-assembly with the keep plate**



**Re-assembly checks**



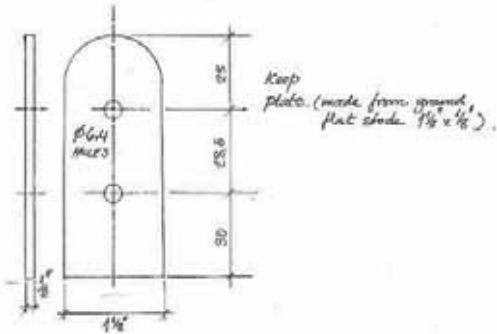
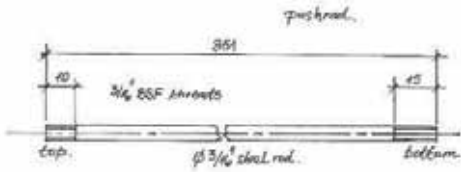
**New spacer piece fitted to ratchet pawl**



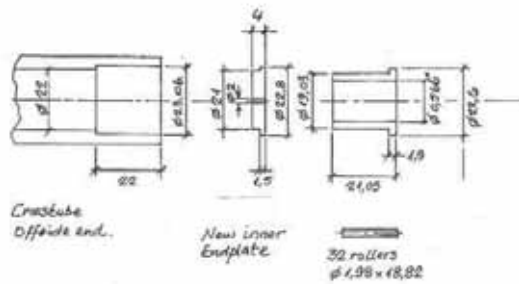
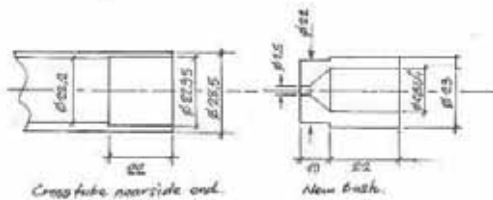
**Grease nipple fitted for handbrake bottom bush**



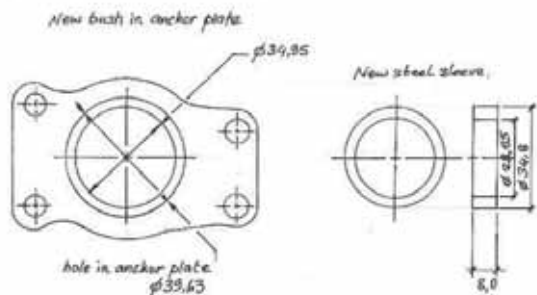
**Re-assembly complete**



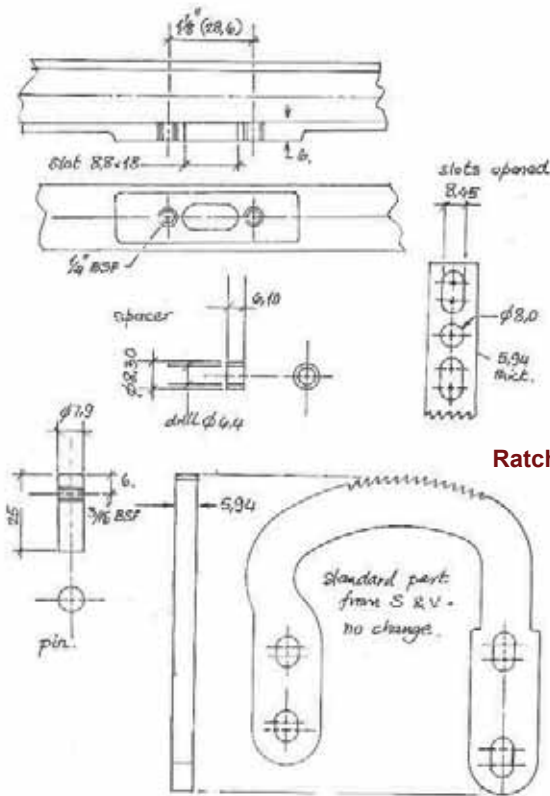
Ratchet keep plate



New bush in anchor plate







### Ratchet pawl alterations

This repair was quite a lot of work, and if I were to do it again, I would do it differently. I would completely strip the assembly straight away and scrap the cross-tube. A new cross-tube would be made from thicker walled seamless tubing – maybe Ø30 x 5mm. This would be machined and ground all over so it was dead straight and round. This would save a lot of time. The design could also be improved in many other small ways. The off-side needle roller assembly would be replaced with a proper needle roller bearing, or maybe a self-aligning /spherical roller bearing instead of the needle-rollers running directly in the machined bore of the tube. This may require changes to the brake cable pulley – but not too difficult to imagine. No doubt those who have gone before me and the professional restorers of these parts have better ideas still. I tried to resist the temptation to “know better” and change things unless absolutely necessary, and the repaired assembly seems to work nicely and with a good feel to it. The only changes to the original are the ratchet keep plate and a grease nipple in the bottom of the hand-brake lever

**To be continued.....**

## **BRANDS HATCH 2018**

**Report by Mark Dolton**

**Photos by Colin Murrell**



**Harry Painter keeping in touch with the eventual race winner Tony Seber in the Wolseley Hornet Special**

On Sunday 28th April the Triple-M challenge attracted a bumper entry of 30 pre-war cars, one of the biggest fields of the weekend. Building on the success over the last few years this wonderful grid took to the Brands Hatch Indy Circuit for 2 races in challenging cold and damp conditions.

The Mary Harris Trophy was first awarded in 1965 and this race was the highlight of the day. It was fitting that the Trophy was won on handicap by John Gillet in the Ex Bira K3030. John enjoyed an incredible season in 2017 prompting him to leave the car at the Brooklands Museum over the winter and return from Australia for this race.

Harry Painter's PA took the honour of the Kimber Trophy, the 1st placed M.G. after an exciting battle with the guest Wolseley Hornet of Tony Seber who took 1st place, continuing the close pre-war relationship between Wolsley and M.G! Behind them Charles Jones (L) and Mike Painter (Kayne Special) battled throughout, with an exciting 3 car tussle following closely behind. Andrew Taylor (K3) managed to hold off the pre-race favourite of Hills/Ricketts K1 Monoposto and the PA Special of Thijs de Groot to take well deserved 5th place. Hamish McNinch reclaimed the Don Moore Trophy for unsupercharged 4 cylinder cars after his arch revival and last years winner Mike Davies Colley melted a cam bearing in practice and was unable to take the grid.



**John Gillett was a worthy winner of the Mary Harris Trophy in K3030**



**Kimber Trophy winner (first Triple-M car) Harry Painter in his rapid PA**



**Finishing second and third behind the ever-present Wolseley Hornet in the Historic Motorsport MGCC Challenge Race were Mike Painter in the Kayne Special (above) and Andrew Taylor in K3011 seen below.**





The penultimate race of the day started in drizzly and near freezing conditions. After 2 days of racing the track was extremely tricky and caused many competitors to explore track limits and the odd stretch of grass. Mike Painter in the Kayne special made the best start but he became the first victim of the conditions, taking a short visit to the clearways gravel trap which promoted his son Harry in the PA. However the PA developed problems finally retiring with a snapped gear lever and fuel.

This allowed the Hornet in the hands of Rod Seber to take line honours as he managed to fend off the chasing Painter and Jones. But both these drivers had spins on lap nine, with a further rotation for Jones at Graham Hill Bend allowing Andrew Taylor to take 3rd place up from seventh on the grid. Not only did Andrew gain the Driver of the Race award but it was also reward for rapidly removing and repairing the K3's differential over the lunch break, a huge effort by all involved! Fred Boothby (J2) and Charles Goddard (PA Special) shared the spoils in the well-supported Class B, while Andrew Morland (L1 Tourer) and Hamish McNinch (PA 2-seat Sports) took a Class A winner's trophy apiece. Incredible driving in extremely challenging conditions with some competitors struggling with Carb icing due to the cold temperatures!

It was wonderful to see such a large and varied grid and we are excited to have two further races this season at VSCC and MGCC Donington respectively. A huge thank you to our race sponsor Baynton Jones Historic Motorsport and all our Triple-M racing partners.

## **BAYNTON JONES**

### **HISTORIC MOTORSPORT**

**Bob and Charles Jones for Restoration and Preparation of  
Triple-M Sports and Racing cars**

**Engine Rebuilds for Road or Competition**  
**Steering and Suspension Components**  
**High Performance Camshafts for Every Triple-M Model**  
**Forged Pistons**

available exclusively from BAYNTON JONES :  
**OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.**  
**UPRATED VALVES, VALVE SPRINGS AND RETAINER CAPS**  
**STANDARD AND BIG BORE K,L,N-TYPE BLOCKS**

TEL : +44 (0)1747 858915 [sales@baynton-jones.co.uk](mailto:sales@baynton-jones.co.uk)

## THE BORDER REIVERS RAID II.

An exaggeration and appreciation by Mike and Jean and a little black PA.  
Photos by Dougie Johnston



You learn quickly to see who is driving what. The M types have wet shoulders and muddy arms, the J types have wet arms and the P types have wet elbows. The 6 cylinder guys are generally drier! But this is Scotland and the sun shines as well, our little cars a splash of colour on the narrow grey way snaking through green hills, yellow gorse and brown heather. All framed with a blue sky. Cerulean blue of course.

As newcomers, Jean and I arrived at the Barony Castle not knowing what lay before us, but the plot was soon to be revealed! Welcoming directions from Ian had us parked up and booked in, chatting to other drivers also worrying about the next morning's route over a superb carvery dinner. A book of tulip directions was supplied to increase the frisson of the evening. "have you plotted the route?" "Oh is that what you do.."

Forty seven Triple-M cars were parked up over night, with a wide assortment of types, from the lovely C-type of George & Marguerite Morgan, the stupendous K3 of John Gillett to the stately saloons of Rod Ptak and Peter and Dot Prosser. Folks had come from all points of the compass: Australia; Canada, Germany, The Netherlands as well as all countries within the UK.

On the long climb up to Drummelzier, pushing through the curves and round the dips going hard in third gear, sun glinting off the polished metal, tyres raising the dust from the bumpy tarmac as the exhaust blatted its bark from the bridge supports it all became clear. We were here for fun!

Twenty minutes before we had all the cars arranged for the photo shoot and in brilliant sunshine we were set off by a waved Saltire and the bagpipes! Set the trip to zero? How do you do that?



We rushed up (look this is relative) the hill at Talla Linn flat in 2nd, only to have to find 1st at the steepest bit. No problem there, but back into 2nd on the hill? No chance! And so to Moffat stopping at the Samye Ling monastery for coffee and chat. Then back to Barony Castle, a tour of some 116 miles. The last hour or so the Scottish weather showed us how wet and cold it could be, so a dash to a hot shower was most welcome. After the day's adventure tales were swapped over the dinner table and into the night.

The second day we went to Kelso via the famous chapel at Rosslyn. The scenery somewhat softer but the undulating hills provided super views and challenging driving which was enlivened by a gusty breeze strong enough to deviate the course of a Triple-M car just when you thought you had the line right!

A tour of 120 miles of exciting driving through most notable countryside. At Scott's view we looked down on a Buzzard being chased by two Crows!

A Gala Dinner followed, people all dolled up, super meal and presentations for things after. The car voted most popular by the participants was John Gilletts K3. The furthest driven in a Triple-M car to reach the event went to Rosemary and Philip Bayne Powell in their NA Allingham. There were 2 resilience awards: the first went to Chris and Lynda Little for enduring a petrol tank that was more akin to a sieve. The second went to Ed Taylor (ably assisted by Greg Smith and George Morgan) for the outdoor entertainment of replacing a diff in a hotel car park. Both awards were richly deserved, particularly as both were able to join the tour and complete the runs! Finally there was the award for the "generally good egg", which went to Keiran Boyle for his rescue and assistance throughout the tour. Finally we had the treat of seeing Mike Linward present Colin MacLachlan with the Register's 'Car of the Year' trophy. An excellent evening.



**Above: A fine selection of Triple-M cars following the piper down to the start.  
Below: Co-organiser Ian Lindley flags off Keith Jackson in his PA 4-seater with Colin McLachlan in the passenger seat**







**Above: Brian Galbraith J2 (J2338) by the shore of St Mary's Loch  
Below: Not a Triple-M car but a Triple-M owner! This is Paul Leers' TC  
substituting for his Continental Coupé that was not ready in time.**



The third day we went through similar scenery to the Lochcarron tartan mill, a working mill of worldwide renown. A run of about 50 miles. And then prepare for home. we all met for lunch and much swopping of notes.

Would we go again? But yes! Next time I would take an electrical test lamp and a condenser. Guess why? Thanks to Kieran for passing the spanners. Many thanks are due also to the organising team of Bill, Ian and Karen who did a superb job preparing the event and on the days' runs.

We even made it onto the BBC and ITV news! Links to the pieces below!

<https://vimeo.com/267870619>

<http://www.bbc.co.uk/news/uk-scotland-south-scotland-43988007>

**Mike and Jean Entwisle,  
JU 4288  
MG PA 1934**



**The J2 of Tony & Hilary Wordley posing at Scott's View.**



# BARRY WALKER

Estd. 1968



*.....for the very best in vintage MGs.....*

**Thinking of buying or selling a pre-war  
or early post-war MG?**

**We offer a professional, no hassle service  
to both buyers and sellers alike.**

**ADVICE, INFORMATION, COLLECTIONS, DELIVERIES**

**PLUS Commission Sales: Our highly regarded service is always available to you.**

**In addition we can offer nose-mounted and side-mounted superchargers,  
tool kits and mascots for the cars we sell.**

**[www.barrywalker.com](http://www.barrywalker.com)**

**Tel: 01789 400181/Fax: 01789 400230/Mob: 07836 244103**

**Email: [barry@barrywalker.com](mailto:barry@barrywalker.com) Web: [www.barrywalker.com](http://www.barrywalker.com)**

**Please phone  
before visiting**







The Border Reivers participants lined up in front of the Barony Castle Hotel ready for the 'off' on Day 1 of the event  
Photo Dougie Johnston



## **MINUTES OF THE TRIPLE-M REGISTER ANNUAL GENERAL MEETING HELD AT THE MG CAR CLUB OFFICES, ABINGDON ON 17th JUNE 2018.**

**Committee members present:-** D Morbey, G Eagle, C Cartwright, P Green, J Hawke, M Linward, R Stott, D Gibbs, G Arrondelle and B Creaser.

There were 15 members who signed the attendance register which is attached to these minutes.

**1. Apologies for absence:-** E Taylor, M Dolton, D Potter and C Butchers

**2. Minutes of the 2017 AGM.** The minutes of the meeting held on 25th June 2017 were agreed as a true record. Proposed M Allison and seconded by B Milton.

**3. Chairman's Report.** In this report I will look back on the Register's activities and achievements in 2017 and update you on our plans for 2017/8. I could cheat by simply saying that much of what I am about to say is already recorded in the Register's yearbook which we published six weeks ago, so if you think that you may have heard it all before, well you'll be hearing some of it once again!

I think it's fair to say that 2017 was a most successful year. Here are just some of the highlights:

- the continuing resurgence of Triple-M cars on the race track and in other competitive areas right through the season;
- Our presence at the Spares Day at Stoneleigh in February, the fourth time we have been there, it is now a firm fixture in our calendar;
- The very successful and enjoyable Kernow Wheals tour last October in the west of Cornwall, superbly organised by Charlie Cartwright and Ian Goddard;
- Peter Green's Register Summer Gathering;
- The continuing roll out of the new Register database.

Expanding a little on some of these:

Mark Dolton should be congratulated on his great success in **developing the Register's race programme**. This has included not only his encouragement of drivers to compete, but also many initiatives such as sponsorship and race partnership deals to help finance the activity. He has also cultivated other Clubs such as the VSCC to ensure that we compete in their events on proper terms. Quite rightly the main Club continues to heap praise on Mark and the racers for these achievements. 2018 has already witnessed a continuation of the trend and we can all look forward to the remaining events in the current season.

**Peter Green's Summer Gathering** as well as being the usual splendid occasion was the scene of a presentation made to him by the Club of its Marque of Friendship Award. I have a copy of the citation here if anybody would care to see it. This year's Gathering is on 8th July.

Already this year we have had the **Border Rievers II** touring event in Scotland and thanks are due to Karen Niven and Ian Lindley for organising it. It was a great success!

### **I'd now like to talk a bit about the Register of Cars**

The new database is now fully operational and an increasing number of owners are now accessing it directly to view their personal records. Up until now this access has been on a trial basis. A full rollout to all owners was delayed whilst we awaited detailed guidance from the MG Car Club about the implications of the new General Data Protection Regulations - the famous GDPR. This was very recently received and we are now in a position to move forward. If anybody would like to have a look at their own records on 'the system' during this visit please let me know. And if you have questions about the GDPR and how we use your data, I will do my best to answer them

*Through my own involvement as PA Registrar I have looked back at some of the work done by Bob Clare, who was our Registrar from 2000 to 2010. It's only now that we can understand how thoroughly he researched the cars - all of them - and the many thousands of hours he must have dedicated to the task. You can perhaps also realise why we now have 9 people doing what Bob tackled alone!*

*As you'll hear from Charlie when we discuss the accounts, the Register Balance Sheet has a healthy surplus. Register funds are technically Club property, even though we have total freedom to manage them. The reasons why we are in surplus are at least twofold:*

- 1. We have been around since 1961, and*
- 2. Whenever we embark on an activity we always aim that it should at least break even on a net of VAT basis.*

*I mention this here, because we have suggested to the Club that we might like deploy just some of our Register's reserves to help fund the digitisation of some of the Triple-M Factory files or other Register records. We're currently awaiting a reply on that!*

*By the way I hope you enjoyed looking at the historic records in the Archive earlier on. These include the Factory build files, which currently the Register can only access by coming here to view them. Thanks to Pete Neal, who is not a staff member, for sparing his personal time to open them up for us to see.*

### **Register Guidelines**

*As most of you will know, the Register or Listing of Cars is compiled largely on the basis of information provided to us by owners and also from our own researches. We have always said that the inclusion of a car on the Register does not confer authenticity or proof of its identity. Nevertheless we have published guidelines to assist the registrars when considering particular cars and during the past 12 months we have subtly updated those guidelines. The updated version will appear on our website very shortly and it will be included in the next edition of the printed listing of cars. The 2018 listing of cars was not published for this year's Silverstone meeting because we had not had time to digest the Club's GDPR that I mentioned, but we hope to remedy that soon.*

*I would like to thank the other 8 Registrars for the work they do in keeping the records as up to date as owners enable us to. It's a very absorbing activity but I do stress that we do depend on owners telling us whenever there is a change involving their cars and their ownership. So if one of our number approaches you with searching questions about your car, or asks to see your knuckle, please be kind to them!*

### **The Register and the MGCC**

*A quick word about the MG Car Club. This Register is part of the Club but it's a fact that not all car owners are members of the Club. I think most of you in the room probably are Club members, paying a subscription for the pleasure. You will therefore understand that issues arise about the extent of the support we give to the entire Triple-M community. I'd rather not use the word 'freeloaders' but we do need to be clear how much Club member-specific information we should be sharing with all and sundry. To deal with this we will probably choose to follow the example of the Main Club and other Clubs such as the VSCC by having a Members only area of our website which we will use for particular Member-specific communications. There are however no current plans to restrict access to the Discussion Forum - that is a mutually useful resource and we think it should remain as it is.*

### **The Committee**

*After six years as Chairman I am just starting to get the hang of things and I'd like to thank all of my committee friends past and present for their help, support and tolerance. My successor will find, as I did, that the requirements of the office are not written down anywhere, which means that he will be able to bring his own style to the job!*

We should all be grateful for the dedication of the committee members, and also the many others who contribute in other ways. I'd like to record thanks to Nick Feakes our webmaster, Koen Struijk the creator and expert behind our Register database, Paul White the Bulletin subscription co-ordinator and Simon Johnson the Yearbook Editor, as well as the many who help us at events and in other ways.

Our Committee has evolved during the year. **Charlie Cartwright** took over as Treasurer a year ago and is fully up to speed in the complicated task of counting the many beans we generate these days.

**Duncan Potter** joined us in January as Competition Assistant and will be buddying up with Mark and our Competition Secretary Mike Linward.

**Barney Creaser** joined our committee in January as Registrar co-ordinator, to keep a fraternal eye on the activities of the nine - yes nine - Registrars. That has enabled Graham Arrondelle to step back from the committee, although he does not escape completely as he is continuing as Registrar for the PBs as he says "for the time being"! Graham has been steeped in our MGs for many a day and we are really grateful to him for the knowledge and commitment he contributes.

At this point **Barney** confirmed he had now taken over all the records from Graham Arrondelle whom he thanked for all the work he had done. He mentioned the records inherited include old Registers which will prove valuable. The Triple-M data base records 3353 cars – 26% of the total production – plus some unknown cars.

The 2017 competition outcomes are recorded in the Yearbook in more detail than we can mention here - so make sure you have bought your copy! Mike has as usual been very busy and is best placed to give a summary of the 2017 comps scene.

At his point **Mike** gave a brief summary of the 2017 results for the Slade, Speed, Betty Haigh and COTY (which covered 25 events in all) awards. In the racing the Kimber Trophy, for the first Triple-M car home, was won by M Hills in the single seat K1, the Mary Harris Trophy handicap was won by A Taylor in his K3 and the Don Moore trophy for first unsupercharged car was won by M Davies-Colley PA. Mike has involved in the role of Competition Secretary since he first joined the Committee in 1984! Mike was the first ever Competition Secretary and he has developed and refined the reporting over the years. [See page 37 for the full report]

Thanks also go to Bulletin Editor Digby Gibbs, Jeremy Hawke our Safety Fast Scribe, Elizabeth Taylor who looks after our advertising customers and Peter Green who contributes experience, wisdom and generous amounts of his scarce time. Let's not forget Richard Stott who as our Librarian has put in a monumental amount of work, not just from his home but travelling to the many places where library material is displayed and sold! You'd be amazed how much stock he has heaved in and out of his MGB and MGA in the past year!

Last year I reported that our Secretary, George Eagle justifiably felt that he was entitled to a break - he had then been our Secretary for 17 years. One year on he's still in post - so that's 18 years now. George has decided that it is time to put the secretary's pen back into its case, so he is not seeking re-election at this AGM.

At this stage of the meeting on behalf of the Committee Dick presented George with a water colour caricature depicting him surrounded by images of the seven Triple-M cars he had owned since 1959.

#### **A quick comment about other future events:**

Chris Little and Ian Goddard are at work planning a return tour of the Welsh borders in late Summer 2019.

Hans van den Bosch and the Dutch Triple-M fraternity also have an event planned for May The Club's European Event of the Year takes place far afield in Barcelona in August 2019.

All the activities I have described don't 'just happen' so to finish, I thank everyone who has played a part in ensuring that we can continue to have fun using our cars. You know who you are! 2017 was a great year for the Register and with your help we can look forward to the future with confidence and enthusiasm!

**4. Secretary's Report. Silverstone.** The new layout proved popular and the Register's option to have a larger marquee proved very convenient and popular. It housed the Library, Ted Hack's very smart D type and the Kings had a very good display of the spares/castings they produce. There were a good number of visitors including Tom Wilson from America and Cat Spoelstra's Dutch contingent. However, the attendance was disappointing in that many regulars no longer visit MGCC Live due to the lack of Triple-M content e.g. no racing and no suppliers other than the Andy and Angy. Non attendees included previous regulars from Belgium, Germany and America. The Triple-M car park contained 20 cars on Saturday and I believe only 6 on Sunday. This is in stark contrast to 50/60 or more cars in earlier years. It has to be said that the T type car park was also fairly sparse. It is a fact that many now see Brands Hatch as the main Triple-M event thanks to the remarkable efforts of Mark Dolton and the racing entrants who support him.

**Car badge sales.** These continue at a steady level – 21 sold in 2016, 9 in 2017 and 13 ( 2 from Silverstone) so far this year. The badges generate a small income for the Register – see analysis. Committee regularly reviews sale price – currently £37.00 for UK and Europe and £33.00 ROW. Postage costs have increased and review may be necessary? Since 1999 approximately 300 badges have been sold!

**Registrar F/L/N types.** This is proving to be quite a big and time consuming task. The printed Register contains approximately 200 F types, 150 L1s, 54 L2s and about 250 N types – total about 650 cars – way in excess of what our founders thought possible! All the L1 and L2 files have now been uploaded to the Triple-M web site. Apart from the exercise of uploading there are the regular enquiries/queries from owners around the world. There have also been problems with some identities i.e. one case where an owner used the log book from one car to have the MG Registration number on his N type. The original chassis has now turned up and the person with the Registration totally refuses to divulge the chassis number on his car! Although I am standing down as Secretary I have indicated I will continue with the F/L/Ns for a short while.

**Succession.** I have decided to stand down. I volunteered to join the Committee in 1999 as coordinator for the 40th Anniversary celebrations in 2001; in addition being elected Secretary in 2000 – as proposed by M Allison - and thus serving a dual role for in 2000 to 2001. During my time on the Committee I have served under 3 Chairmen; Mike Allison for the first 2 years, followed by Peter Green for 11 years and Dick for the last 6 years. All three put in many hours of dedicated service, with the work load increasing over the years due to the increasing size of the membership etc. Each took the Committee to another level and Dick has been totally involved over the last 3 to 4 years in leading the move to the new web site, the changes to the Register's rules and latterly the GDPR. He is an inveterate note taker who produces detailed reports on meetings in a very short time! The hours and commitment he has put in during his tenure in office has been amazing. I have also represented, with the Chairmen, the Register at the MG Car Club Council meetings.

It has been a privilege to have been on the Committee and to have served with so many well known current and previous Committee members and to have had the chance to correspond with and meet so many fellow Triple-M owners. The years have flown by and it and now is the time for me to stand down – I will miss being involved.

**AGM Notice** was printed in the May issue of Safety Fast. Sadly as is usual there were no submissions of either topics for discussion or nominations for Committee.

Thank you to all of you who have supported the Register today.

In concluding his report, on behalf of the Committee George presented the retiring Chairman Dick with a copy of the recently published book "Made in Abingdon – Echoes from the shopfloor"

**5. Treasurer's Report. Accounts for the year ended 31st December 2017** were presented to the members present. The figures reflect the enormous amount of time and effort put in by the Committee and supporters including Paul White who looks after and monitors the 450 or so Bulletin subscribers and to Richard Stott who runs the library shop.

The £1000 value for Stock at the year end is a "ball park" estimate.

The £807 other income arises partly from claiming one or two balances from earlier years that are no longer required.

Thanks to Mark Dolton for organising the successful season of Triple-M racing and since these accounts were prepared the main club have allocated £400 towards costs.

The Registers is a part of the main MG Car Club Limited and the figures are consolidated into the main club accounts that are approved annually at the main Club's Annual General Meeting. Acceptance of the accounts proposed by D Morbey and seconded by G Arrondelle.

**B Milton** mentioned he had kept the PayPal account in his name open and in the last 12 months there had been only 2 entries. It was agreed he should now close the account.

A motion to receive the accounts was proposed by D Morbey, seconded by G Arrondell and accepted unanimously.

**6. Election of Officers.** P Green took over the Chair and noted that D Morbey was standing down as Chairman and G Eagle was standing down as Secretary whilst C Cartwright stood to be re-elected Treasurer. P Green then proposed J Hawke to take over as Chairman and G Eagle proposed D Morbey to take over as Secretary. Voted on individually and accepted unanimously.

**7. Election of Committee.** J Hawke then took the chair and noted that B Creaser and D Potter, who were co-opted onto the Committee, need to be elected and that E Taylor had agreed to be re-elected. Proposed by J Hawke and accepted unanimously.

J Hawke agreed to continue in the role of Safety Fast Scribe for a short time.

#### **8. AOB.**

B Milton suggested that the Register might be interested in the "**Straight liners**" events, which are run by the ACU and not the MSA, and involve straight line runs over distances from ¼ mile to 1 ½ miles at venues such as Isle of Man, Pendine Sands etc. The events can be judged either by elapsed time or speed over the line. He undertook to submit a report to the Committee. M Linward noted a National A licence would be required.

T Hack mentioned that the D type Group has experienced the same problem as the Triple-M Register over lack of attendance at Silverstone.

G Eagle noted that Bjorn-Eric Lindh had donated to the Register a copy of the Swedish Jubilee 2002 Bulletin which contains information about Triple-M cars in Sweden.

Mrs A King gave a vote of thanks to C Murrell and S Broch for all the work they have done on the photographic front.

There was a brief debate concerning any copyright that might need be required to protect the Triple-M Register name. C Hobbs mentioned JSW (Jim Stokes) Group his former employers used Triple M Motorsport in their company name and that is was well researched and would probably be defended.

J Hawke thanked everyone for attending and declared the meeting closed at 3.50pm.

G Eagle

19<sup>th</sup> June 2018.

**Copies of the Treasurer's Report and Accounts are available to MGCC members on request to the Treasurer, contact details on page 46**





Top: This rare line up of three 4-seat P-Types and their owners was captured by George Eagle outside Kimber House after the AGM. Line up is (left to right) Tim Luffingham and PA 1392; James Page and PA 1285; Bryan Ditchman and PB.0295.

Below: The AGM in full swing with Treasurer Charlie Cartwright presenting his report.



## **C0287 – The Chameleon C Type** **The story so far – by Duncan Potter**

Readers and current spectators of vintage motorsport may be familiar with a certain dark blue C Type Montlhéry Midget piloted by three members of Ecurie Potter in recent years. This particular C Type however looks a little different to the standard design and has prompted a certain question from those with some MMM knowledge but, understandably, not a detailed knowledge of this particular car. “Is it a Q type ?...” The answer is obviously no, but the following may add some insight to that question and the changing appearance of this particular racing car from 1931 to date.

Built in August 1931 the car arrived at University Motors London sporting the familiar standard C Type body at the end of that month. It however stayed at this dealer for 10 months before finally being sold in August 1932. Why the car remained unsold for so long is unknown, especially as great success was being achieved by these particular MGs on the racing and competition circuit at the time. The answer may lie in the identity of the company’s demonstration driver, this being a certain H.C.Hamilton. Not famous for holding back whilst behind the wheel of a racing car it may be that anyone taken for a demonstration run by Hammy was subsequently too petrified to purchase. The first owner, Louis Levy, can not have been worried by Hammy and bought the car in 1932. He then went trialling (Brighton-Beer, Buxton etc.) and circuit racing at Brooklands with the car sporting its original factory body.



**LCC Relay race 1933 – L. Levy 28B**

It was not long until the second body was fitted. At the end of the 1933 season, perhaps cognisant of current practise amongst the racing C types of the time, Levy modified the car to, presumably, reduce weight and increase performance. With the design of these cars it is relatively easy to remove the body leaving the bonnet, bulkhead, front valances and radiator all intact. Levy removed the original body in its entirety and replaced it with an aluminium pointed tail affair of his own design.

The result was pretty although it did not appear to prompt success on the track. In his second race, at Donington Park, with the new body excitement appears to have exceeded traction and he spun the car on the first bend ending up on the grass. He did however start, and complete, the next race, a 25 mile Handicap for cars up to 3000cc where he started first and finished 13th out of 13 finishers.



### **Donington 12 May 1934 – L. Levy 25**

Levy then sold the car at the end of the season with its pretty new body still intact. What happened to the removed original body is unknown. The new owner D.S.Handley then continued racing the car during 1935 in this form. Success came with various podium finishes, and even a race win, at Donington Park and Brooklands. But it was not long until the next change of body.

Towards the end of 1935, whilst at Brooklands, Handley spotted the original body from QA0258 which was for sale at Robin Jacksons emporium. (QA0258 had been modified by Harvey Noble with a custom built streamliner body). So, it came to pass that the little C Type was to be transformed again with its next racing body project. During the winter of 1935 Handley grafted the Q type body and bonnet onto the C chassis. In order to complete the task the body section between the back of the cockpit and the tail was shortened. The original bulkhead was altered and the Q type bonnet fitted to the car. The transformation was complete with the addition of a set of Q type brakes. The result was a very purposeful and attractive 'mini Q type' looking car with all the original C type mechanicals. Handley continued to race during 1936, again at Brooklands and Donington Park, and achieved relative success in the car with a number of podium finishes. Inspired with the new appearance of the car Handley entered a race against, amongst others, the mighty Napier Railton of John Cobb.

It was a 3 lap race but even with a handicap of 2min 39sec. success eluded Handley. Although the C type now resembled a Q Type, it perhaps did not 'go like one'.



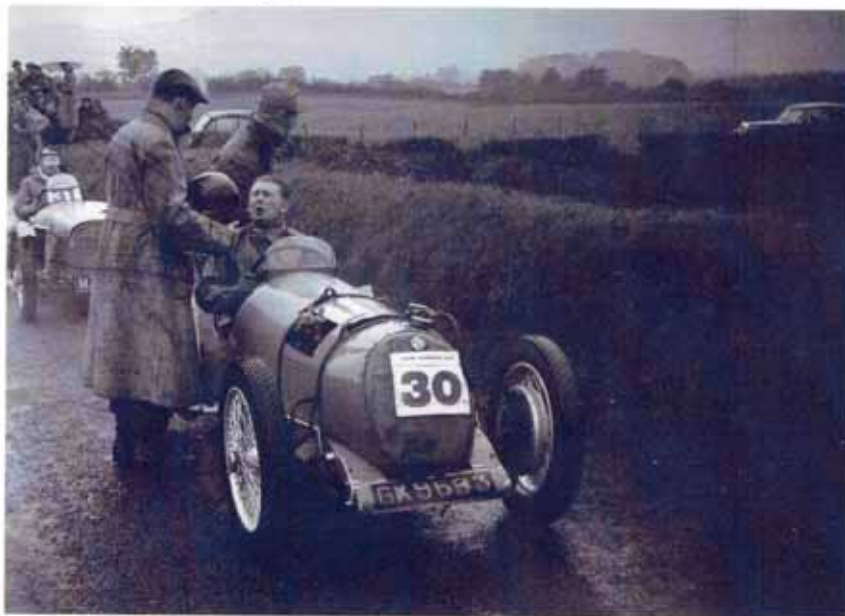
### **Donington Park July'36 Nuffield Trophy Mtg – D.S. Handley 47**

The car then remained bodily unchanged for some years. Ownership had now moved to Northern Ireland and the car was still sporting the Q Type body for the Leinster Trophy race of 1948. The car was still going well with J.H.Haisley finishing 6th, in an impressive field of 23 finishers, after 1hr 33mins. The lightweight body and improved braking must have helped as an average speed of 62mph was achieved over this distance on the Tallaght road circuit.

Having sported this body for thirteen years, the longest period for any of the bodies, it was time for the next reincarnation. In the pursuit of yet more speed the Q body was removed and replaced with a single seater design. The result was a rather round sectioned body with a pointed tail and raised section behind the drivers head. The driver sat above the propshaft with one foot either side of the ENV gearbox.

So, with its fourth racing body the car then competed, with various owners, in Hillclimbs and circuit racing in Northern Ireland during the period around 1950.

Knockagh 30/9/1950



RONNIE JENNINGS IN CAR. MY FATHER BESIDE IT.  
30/9/1950

**Ulster Automobile Club Knockagh Hill Climb September 1950  
Car 30 - driver Ronnie Jennings  
Photo courtesy of Simon Thomas**

Having raced for nearly twenty years the car then retired from racing and active use in this guise. It was sold to H. Harkness who owned but did not use the car for some 45 years. In the 1990s the car then was bought by Ecurie Potter. The single seater body had been removed, sold and resided in Belgium although has since been reunited with the car.

So the story ends, with the dilemma for Ecurie Potter in circa 2000 of how to re-body the car? The single seater body, although with the car, was very unpractical. The original body was long gone and although a replica could be made the car discarded this very early in its racing career. So the answer lies in what you have seen on the track in recent years.....

*A note on the photographs that accompany this article:  
As is often the case, the origin of the photographs that feature in this article is not known. Duncan thinks they may be from the Beaulieu Archive and if so I trust that using them in this context is acceptable. We would welcome any information on the origins of these photographs and any other photos of this important car would be welcome.*





**'O.R.S Works Ltd' The Pre-War Triple-M MG Specialists**  
Restoration | Engine Building | New Parts | Special Projects | Engineering



[info@orsworks.com](mailto:info@orsworks.com)

[www.orsworks.com](http://www.orsworks.com)

Oliver R Sharp  
+44(0)7709 490285

### **INVITATION: The Petwood Concours d'Elegance.**

The annual Concours will take place on 12<sup>th</sup> August at the Petwood Hotel, Woodhall Spa, Lincolnshire.

The joint organisers have invited Triple-M owners to join the event and full details and an Entry Form can be requested at [orchardlodge2003@yahoo.co.uk](mailto:orchardlodge2003@yahoo.co.uk)

The event is sponsored by H&H Classics and features a jazz band, hog roast and cream teas. There are also awards to be won!

## **TRIPLE-M REGISTER CHAMPIONSHIPS**

### **Mike Linward, Competition Secretary**

#### **Summary of the Competition Report for 2017 given at the Triple-M AGM**

The four main annual Register competition awards are: the Slade Trophy for Trials; the Speed Championship Trophy covering Sprints and Hill Climbs; the Betty Haig Challenge Trophy for circuit racers and the Car Of The Year Trophy for overall performance in a variety of events.

For 2017, the total number of events that made up these results was 75 (in 2016 it was 69), 19 hill climbs, 15 trials, 13 sprints and 11 each, races and driving tests, 4 rallies and 2 concours.

#### **The Slade Trophy**

In 2017 there were 23 drivers listed in the competition. (18 in 2016) In fact, only the top three could be regarded as regular trial competitors: third place Mark Smith in his J2 took part in two trials; David Rushton, who was second, in the M type in four, all VSCC trials; Bill Bennett with his PA engined J2 in nine. Bill has, for a number of reasons, cut down on his trials activities this year. In previous years he and his wife Liz, have entered as many as fifteen in the year, which for the trial's season starts in January and continues until May then resumes in September and concludes in December. The main organiser within the MG Car Club is the SW Centre who have two; the so called Classic Kimber Trial in March/April and the Kimber PCT trial in October. Most of the remaining 20 competitors took part in the Kimber Classic Trial, which was their only trial event of the year. Bill Bennett competes regularly in the ACTC (Association of Classic Trials Clubs) series of events, of which there were 26 in 2017 and performs well, regularly beating more modern cars. By comparison, the VSCC regularly organise 8 trials event a year. To keep the competition within bounds, only six entered events count towards the Slade.

#### **The Speed Championship Trophy**

This was an award first introduced in 1984/85 and covered all speed events including racing. Since the introduction of a separate racing award a few years ago, the Speed Championship now covers just Sprints and Hill Climbs. In 2017 there were 32 competitors recorded in the Championship (27 in 2016) and the number of events were 32, mainly MGCC and VSCC as well as several Bugatti Owners Club meetings at Prescott and several other Car Clubs. Again, to keep the competition within bounds, only the six best events count towards the trophy. First was Duncan Potter in the C type who took part in 8 events (5 hill climbs and 3 sprints). Second was Colin McLachan in the un-supercharged PA in 14 events (12 hill climbs and 2 sprints). Roger Tushingham who was third in the supercharged NA in 6 events (4 hill climbs and 2 sprints). John Gillett fourth in his K3 3 events (1 sprint and 2 hill climbs). Fifth Frank Ashley M type 12 events (9 hill climbs and 3 sprints). Ian Goddard in his first year of competition in his PB engine PA, took part in 11 (5 sprints and 6 hill climbs), his son Charles driving the same car 5 events (2 sprints and 3 hill climbs). Andrew Morland's L1 with 4 events and Brian Galbraith's J2 9 (7 hill climbs and 2 sprints).

### **The Betty Haig Challenge Cup for the Racing Championship**

This is one area of Triple-M competition that has really taken off over the last few years, largely thanks to tireless efforts of Mark Dolton and Duncan Potter. In 2017 there were 31 competitors of which 17 took part in at least 5 races during the year. The Championship was won by Harry Painter in a Q look alike, Supercharged PA. His father Mike in the family Kayne Special (a J2 with a supercharged P type engine) was second. Fred Boothby J2 and Charles Jones L type were equal third with Rodney Seber driving the PB Ted Lund special, fifth. John Seber, together with his son Rodney and Christopher Broad took part in 18 events with the Lund Special car in 2017, which included 13 races.

### **The Car Of The Year Trophy**

In 2017 there were 139 cars and 163 drivers making up the COTY chart. (This compares with 130 and 145 on the 2016 list). 2017's competition was a particularly close call in which Colin McLachlan's PA just pipped John Gillett's K3. Colin's tally was 16 events entered (of which only the 10 best counted) as well as accruing valuable marshalling points on the VSCC Scottish Trial. John Gillett's tally was 17 events, mostly races with a few hill climbs, rallies and driving tests thrown in. Bill Bennett's J2, who is always in close contention, was third very closely followed by Ian & Charles Goddard's PA.

In addition to these main trophies, there are the awards given out at the principle MGCC race meeting of the year. For many years this was the MGCC Silverstone International event but recently this has changed to the MGCC Triple-M race at Brands Hatch which has proved to be very popular. With active support and encouragement from Main Club and sponsorship from a number of Triple-M suppliers as well as the unbridled enthusiasm of Mark Dolton, the Brands Hatch meeting has become one of the main Triple-M speed events of the year. The two principle awards for the race are the Kimber Trophy for the MG Winner of the race and the Mary Harris Trophy, a fine silver rose bowl, for the handicap winner. The Register is lucky to have the expertise of Colin Ayre as handicapper who has, for many years, been in charge of the handicapping for VSCC race meetings and has an excellent knowledge of our cars, drivers and circuits at his disposal, to come up with a fair result. The Mary Harris Trophy is the award that all Triple-M racers want to win and in 2017 it was won in style by Andrew Taylor in the K3. The Kimber Trophy was won by Malcolm Hills in the monoposto K1-KN, the ex-Summers, ex-Templeton racer which Malcolm and James Ricketts share. The other trophy awarded, for the fastest un-supercharged four cylinder car, the Don Moore Trophy, went to Mike Davies-Colley in his PA. At the same race meeting in April this year, there were 27 entries with John Gillett in the K3 winning the Mary Harris and Harry Painter taking the Kimber. Hamish McNinch in the un-supercharged PA was the winner of the Don Moore. Mark Dolton has also been instrumental in helping to set up MG racing within VSCC race meetings and last year this resulted in a Triple-M – Austin Invitation race at VSCC Cadwell Park, conveniently held on the day after an MGCC Race meeting at the same venue which again proved a great encouragement for drivers to enter. This cooperation between VSCC and the Register continues in 2018.

**C.O.T.Y. 2018 Scores to 4 July 2018**

Position	Register Number	Car	Registration Mark	Driver/s	Points
	2692	J2	SW 4156	Brian Galbraith Colin McLachlan Toby Galbraith	86
	545	K3/s	K 3030	John Gillett	70
	2226	NA/s	MG 3701	Roger Tushingham	62
	605	L1/s	MG 2802	Charles Jones	61
	949	L1	OD 6008	Andrew Morland	57
	909	J2-PA/s	FW 3909	Bill Bennett	55
	3610	PA-PB/s	RC 2066	Ian Goddard Charles Goddard	51
	3614	PA/s	VXS 544	Tim Sharp	49
	2200	C/s	RX 8306	Chris Cadman	46
	3302	J2	KS 6104	Andrew Harrington Frank Ashley	43
	1164	PA	YSV 703	Hamish McNinch Anne Boursot	43
	3454	PA/s	AXT 370	Thijs de Groot	42
	3534	J2/s	WF 5494	Fred Boothby	41
	1931	C/s	VD 30	Barry Foster Adrian Moore	38
	2912	C/s	GX 9693	Duncan Potter Emma Withers	37
	2000	K3/s	MG 3570	Andrew Taylor	37
	162	ND/s	BKL 265	Philip Bayne-Powell	35
	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter	34
	2170	PB/s	CLX 112	Mark Dolton	32
	2049	J2/s	JK 3233	Mark Reece	31
	2077	K1-KN/s ss	-	Malcolm Hills James Ricketts	29
	2931	D/s	UG 281	Chris Edmundson	29
	2594	J2	MG 1949	Mark Smith	26
	1140	J2	JL 753	Mike Linward	25
	3614	PB/s	MG 4440	Bill Niven Karen Niven	24
	2063	PA/s	RJS 380	Harry Painter	24
	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	22

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 2018 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:

28 <sup>th</sup> January	VSCC, New Year Driving Tests	Full Results
28 <sup>th</sup> January	North Devon Motor Club, Exmoor Trial	Full
4 <sup>th</sup> February	Stroud & District Motor Club, Cotswold Clouds Trial	Full
17 <sup>th</sup> February	VSCC, Exmoor Fringe Trial	Full
17 <sup>th</sup> February	Fell Side Auto Club, Northern Classic Trial	Full
17 <sup>th</sup> March	VSCC, Herefordshire Trial	Full
30 <sup>th</sup> /31 <sup>st</sup> March	MCC Lands End Trial	Full
1 <sup>st</sup> April	Hagley & District Light Car Club, Loton Hill Climb	Full
7 <sup>th</sup> April	MGCC SW Centre Kimber Classic Trial	Full
14 <sup>th</sup> /15 <sup>th</sup> April	Hagley & District Light Car Club, Loton Hill Climb	Full
21 <sup>st</sup> /22 <sup>nd</sup> April	VSCC Silverstone, Formula Vintage Race Meeting	Full
26 <sup>th</sup> April	Manx Classic Sloc Hill Climb	Full
27 <sup>th</sup> April	Manx Classic Creg Willeys Hill Climb	Full
28 <sup>th</sup> April	Manx Classic Lhergy Frissell Hill Climb	Full
29 <sup>th</sup> April	MGCC Brands Hatch, Baynton Jones Historic Motorsport	Full
30 <sup>th</sup> April-3 <sup>rd</sup> May	MGCC Triple-M Border Reivers II Rally	Full
6 <sup>th</sup> May	VSCC Curborough Speed Trials	Full
12 <sup>th</sup> May	500 Owners Association Wiscombe Park Hill Climb	Full
13 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
15 <sup>th</sup> May	MGCC SE Centre Tour of South East, Pride of Ownership	Full
19 <sup>th</sup> May	VSCC Oulton Park, Formula Vintage Race Meeting	Full
19 <sup>th</sup> May	VSCC Oulton Park Auto Solo Driving Tests	Full
2 <sup>nd</sup> June	BARC Yorkshire Centre, Harewood Hill Climb	Full
2 <sup>nd</sup> June	MGCC MG Live Silverstone California Cup Driving Tests	Full
16 <sup>th</sup> June	VSCC Brooklands Sprint	Full
24 <sup>th</sup> June	VSCC Donington Park, Formula Vintage Race Meeting	Full
1 <sup>st</sup> July	MAC/VSCC Shelsley Walsh Hill Climb	Full

<b>SPEED CHAMPIONSHIP 2018 Scores to 4 July</b>			
Position	Car/s	Driver/s	Points
	PB/s	Tim Sharp	27
	J2	Brian Galbraith	24
	J2	Colin McLachan	23
	J2	Andrew Harrington	15
	K3/s	John Gillett	14
	J2	Frank Ashley	12
	L1/s	Charles Jones	11
	C/s	Duncan Potter	10
	F1	Steve McEvoy	10
	NA/s	Roger Tushingam	10
	PA-PB/s	Ian Goddard	7
	C/s	Chris Cadman	6



<b>SPEED CHAMPIONSHIP 2018 Scores to 4 July</b>			
Position	Car/s	Driver/s	Points
	PB/s	Tim Sharp	27
	J2	Brian Galbraith	24
	J2	Colin McLachan	23
	J2	Andrew Harrington	15
	K3/s	John Gillett	14
	J2	Frank Ashley	12
	L1/s	Charles Jones	11
	C/s	Duncan Potter	10
	F1	Steve McEvoy	10
	NA/s	Roger Tushingham	10
	PA-PB/s	Ian Goddard	7
	C/s	Chris Cadman	6

<b>Racing Challenge Trophy 2018 The Betty Haig Cup Scores to 27<sup>th</sup> June</b>			
<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
L1	Andrew Morland		0.502
NA/s	Roger Tushingham		0.708
PA/s	Thijs de Groot	4	0.194
J2/s	Fred Boothby	4	0.306
J2-PA/s	Mike Painter	4	0.311
L1/s	Charles Jones	4	0.333
J2/s	Mark Reece	4	0.454
C/s	Duncan Potter	4	0.582
QA/s	Barry Foster	4	0.586
C/s	Chris Cadman	4	0.694
PA	Anne Boursot	4	0.929
PA-PB/s	Charles Goddard	3	0.257
PA/s	Harry Painter	3	0.317
PB/s	Mark Dolton	3	0.523
PB/s	Andy King	3	0.827
J2/s	Nigel Stroud	3	0.882
PB/s ss	Michael Barber	3	0.100
K3/s	Andrew Taylor	2	0.184
K3/s	John Gillett	2	0.349
KN/s ss	Malcolm Hills	2	0.380
C/s	Adrian Moore	2	0.478
PB	Simon Jackson	2	0.508

**SEEKING INFORMATION:  
PB 0501**



This period photo, supplied by the nephew of the original owner, was posted on the website by Graham Arondelle in the hope of obtaining any information on the subsequent history of the car.

Graham also posted the colour photo that shows the car in 2006 at Silverstone so hopefully it is still around and the current owner may be able to make contact.

Any information to Graham or to me, both of our contacts details are at the back of the Bulletin.



# The MG Automobile Company

incorporating Barry Walker Spares has moved to Bicester Heritage  
Bicester Heritage, Building 90 A1, The Main Stores, Buckingham Road, Bicester, Oxfordshire OX26 5HA

## 01235 426 251



We are the pre-war and early T-type parts specialists with an extensive selection of new and second-hand parts for your MG.

[www.mg-parts-spares.co.uk](http://www.mg-parts-spares.co.uk) | [info@mg-parts-spares.co.uk](mailto:info@mg-parts-spares.co.uk)



### FUTURE EVENTS:

15 July 2018	VSCC Donnington – Triple M Register Challenge
21 July 2018	Vintage Minor Register Pre-War Prescott
22 July 2018	VSCC Cadwell Park
26 July 2018	Triple-M Tour Luxembourg
29 July 2018	Vintage Minor Register Pre-War Shuttleworth
4 – 5 August 2018	VSCC Prescott Hill Climb
11 August	VSCC Mallory Park
8 – 12 August 2018	European Event of The Year - Switzerland
8 – 9 September 2018	VSCC Madresfield Driving Tests
22 - 23 September 2018	VSCC Snefferton
13 October 2018	VSCC Welsh Trial
25-28 April 2019	South African MMM Gathering - Franschoek

## From George Eagle:



As will be shown in the AGM minutes printed in this Bulletin I have retired from the Committee, which I joined in 1999, and am succeeded by Dick who has taken over as Secretary.

At the AGM our Chairman Dick presented me with a caricature of me surrounded by the 7 Triple-M cars I have owned since 1959. I would like to express my thanks to Dick for his kind words and to thank the Committee for giving such a kind and thoughtful leaving present. The caricature now hangs in my study!

I will continue to be involved as Registrar for the F/L/N types which is quite an undertaking given there are about 650 cars on the Register.

I wish Jeremy, our new Chairman, and the Committee all the best, the Register is in good hands.

Best regards  
George

## READERS ADVERTS

Martin White has the following parts for sale:

J2	Pair rear cycle wings (reproduction), sand blasted and primed, VGC.	£150
J2	Set of 6 mushroom bolts for cycle wings (reproduction).	£50
J2	Set bonnet catches and bonnet hooks/handles.	£80
J2	Radiator grille with plinth but no mesh-needs work	£200
J2	Single bulkhead cross-brace tube.	£10
J2	Single scuttle bonnet rest T-section in aluminium (off-side).	£10
J2	Set door locks/latches/handles.	£250
J2	Exhaust manifold	£150
J2	Chassis front cross-tube, needs new coil.	£20
J2	Single body clamp	£15
J2	Starter motor spacer plate (new).	£10
J2	Pair rear body support brackets.	£20
J2	Single half-shaft and hub (loose fit); left-hand thread.	£20
J2	Back axle filler plug.	£5
PA/PB	Single running board (original/repaired).	£50
PA/PB	Rear body metalwork for use as pattern.	£free
PA/PB	Set con-rods.	£100
M-type	Oil pipe sump-to-pump.	£25
K-type	Oil pipe pump-to-head.	£25
Sundry	Spanners and sockets: 20 assorted BSF ring/open/sockets.	£20
<b>Wanted</b>	Pre-1973 MMM Yearbooks or photocopies (assuming Yearbook was published before 1973).	

Contact Martin White on 01344 424258 for further information.


**MIDGET**

**MAGNETTE**

**MAGNA**

50  
YEARS OF SERVICE
MMM
50  
YEARS OF SERVICE

THE SPARES SERVICE YOU CAN RELY ON !

Phone on **01948 840899** Fax on **01948 840897**  
For prompt despatch of stock orders

Parts for all OHC Models 1929 to 1936

View our Website [www.sportsandvintage.co.uk](http://www.sportsandvintage.co.uk)  
which is regularly updated with special offers

Illustrated Catalogue
Visa - Mastercard Welcome





SPORTS & VINTAGE  
MOTORS  
LIMITED

Gorse House,  
Whitchurch Road,  
Prees, Shropshire,  
SY 13 3JZ






*DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register*

#### **CONTACTS:**

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

**CHAIRMAN - Jeremy Hawke**, 27 Spencers Orchard, Bradford on Avon, Wilts BA15 1TJ (Tel: 01225 863934; 07590 272544) E-mail: [mgk3007@btinternet.com](mailto:mgk3007@btinternet.com)

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

**TREASURER - Charlie Cartwright**, 6 Trewartha Terrace, Penzance, Cornwall, TR18 2HE (Tel: 01736 368610, mob: 07974 900682)  
E-mail [charlie.cartwright@gmx.co.uk](mailto:charlie.cartwright@gmx.co.uk)

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

**REGISTRAR CO-ORDINATOR - Barny Creaser**, 53 Park Road, Wellingborough, Northant NN8 4QE Tel: 01933 226806  
E-mail: [barnycreaser@yahoo.co.uk](mailto:barnycreaser@yahoo.co.uk)

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

**COMPETITION ASSISTANT - Duncan Potter**, Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP 01986 785096 E-mail: [potterduncan@gmail.com](mailto:potterduncan@gmail.com)

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

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

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

**LIBRARIAN - Richard Stott**, 35 High Street, Long Buckby, Northamptonshire NN6 7RE (Tel: 01327 842549 e-mail: [mg\\_roadster@yahoo.com](mailto:mg_roadster@yahoo.com))

**BULLETIN EDITOR - Digby Gibbs**, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 Email: ([digbygibbs@icloud.com](mailto:digbygibbs@icloud.com)))

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

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

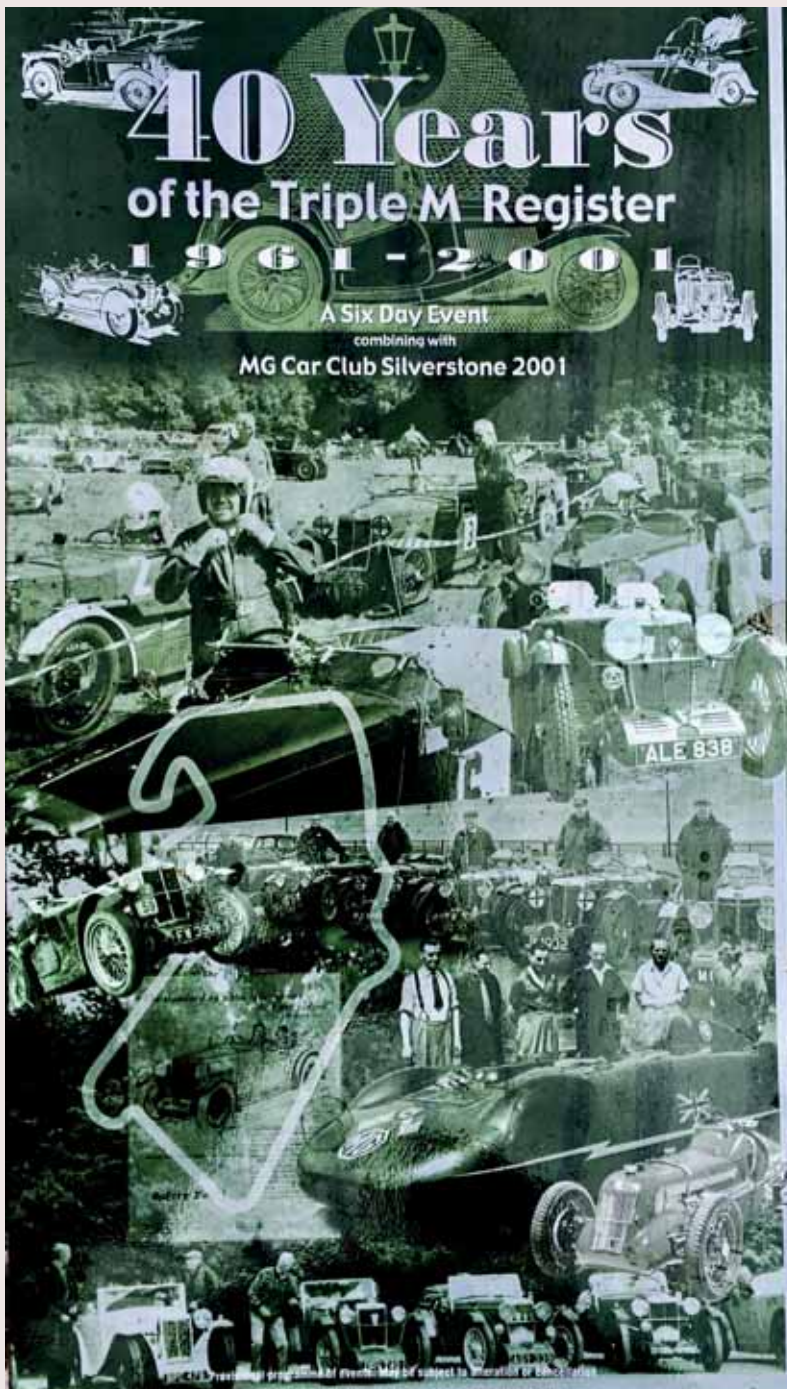
**SAFETY FAST SCRIBE - Jeremy Hawke**, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel: 01225 863934 E-mail [mgk3007@btinternet.com](mailto:mgk3007@btinternet.com))

103



**VSCC WISCOMBE HILL CLIMB MAY 2018 Photos by Colin Murrell**  
**Top: Steve McEvoy's F. Magna running in Class 9.**  
**Below: Duncan Potter in the 'Chameleon' C-type was 2nd overall in Class 2.**






Organised by the  
MG Car Club  
Triple M Register  
exclusively for  
owners of pre-war  
overhead camshaft MG's

Including

**ROAD RUN**  
Following the route of the 1934  
Abingdon Trial

**VISIT TO PRESCOTT  
HILLCLIMB**  
With a visit to the Bugatt Trust  
Museum

**GAYDON HERITAGE  
TRUST MUSEUM**

**TRIPLE M RACE**

**15 MINUTE  
TRACK PARADE**  
Drive around the famous Silverstone  
international circuit

**DISPLAY OF  
COMPETITION CARS**  
Huge collection of historic Triple M  
Racing and Competition cars

**GALA DINNER**

**DEDICATED  
TRIPLE M PARKING  
ENCLOSURE**

**SOUVENIR  
COMMEMORATIVE  
PUBLICATION**



This copy of the poster for the Triple M 40th anniversary event was presented to the Kimber House Archive by George Eagle after the recent AGM. The quality of the photograph is not brilliant but is worth studying because there are some well known faces and cars featured.