

TRIPLE-M REGISTER BULLETIN

AUGUST/SEPTEMBER 2018



THE MG CAR CLUB LTD



VSCC Curborough Speed Trials May 2018: Photos from John Hallett.

Above: John Gillett in K.3030 on way to 1st place in Class 6.

Below: The J2 of Roy Newton, competing in Class 10, finished 3rd overall but 1st on Handicap.



BULLETIN No:104 August - September 2018

Front Cover Picture:

The L2 of Geoffrey Jarvis about to embark on one of the gymkhana tests at this year's Summer Gathering. Photo by Digby Gibbs

Editorial:

As I write these notes for this much-delayed Issue 104, the glorious summer weather has given way to more typical wet and cold conditions, just in time for the last racing event of the year at Castle Combe. Not ideal for Triple-M racing and such a shame following on from a wet Snetterton.

I apologise for the extra delay in getting this issue to the Printers; many of you will know the reason and perhaps will excuse the selection of photo for the centre-spread which is for very personal reasons.



The summer issues are always easier to assemble as there are almost too many events to choose from. It would be very easy to concentrate on the racing events, particularly with the excellent photographs that I have to choose from, but I have tried to provide variety to cater for all tastes and interests.

Jeremy Hawke is now well settled into the role of Chairman and has provided his first Bulletin report. Dick has dropped into the Secretary position and will endeavour to keep up the standards set by his predecessor. Dick's report features on page 6 and includes important information about the planning for next year's anniversary events.

There is also a message from Charlie Cartwright regarding Bulletin subscriptions. The good news is that the subscription cost is to remain unchanged next year so even better reason to make sure that you renew promptly and thus give Paul White a nice quiet Christmas.

Digby Gibbs

FORTHCOMING EVENTS:

10 November 2018	VSCC Lakeland Trial.
17 November 2018	VSCC Cotswold Trial.
17 November 2018	Nightjar Scatter Rally. Worcestershire.
1 st December 2018	VSCC Winter Driving Tests. Bicester.
27 January 2019	VSCC New Year Driving Tests. Brooklands.
25 February 2019*	Goodwood Track Day.
7 th April 2019	MG Era Day. Brooklands.
13 April 2019	Kimber Trial. West Coker, Somerset.
27-28 April 2018*	MGCC Brands Hatch Indy. (Mary Harris Trophy)
28 April 2019	Drive it Day.
25-28 April 2019	South African MMM Gathering. Franschoek.
18 May 2019*	VSCC Oulton Park
29 June 2019*	VSCC Donington Park.
20-21 July 2019	Pre-war Prescott and Navigation Rally.
27 July 2019*	VSCC Cadwell Park.
25 August 2019*	VSCC Brands Hatch.
21 September 2019*	VSCC Snetterton.
19-22 September 2019	Triple-M Welsh Tour. Llandrindod Wells.
*Dates are provisional	



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Chairman's Jottings

By Jeremy Hawke

Well, here I am like a rabbit in the headlights having been elected as your new Chairman at the last AGM. To the vast majority, I should need no introduction having been “around” the MGCC Triple-M scene for well over half a Century; first as a screaming baby, then toddler getting in the way, child asking annoying questions, youth (in borrowed car), intermittent attendee of events (as my on family came on the scene), before taking on the “family heirloom” full time. *Safety Fast* readers will also know me as a somewhat erratic scribe, incapable of using a spell checker!



Consistent throughout and far more recognisable than I, is J2396, now on her *third* generation of family owners (when Dad bought her in 1953, as a Cadet in the RN and off to sea, she had to be registered in my Grandfather's name to obtain insurance whilst left back home). Consistently active since then, as long as petrol holds out, I live in hope that I can still add a few more decades to the tally yet. Somehow, an ohc M.G. with Lithium batteries and an electric motor beneath the bonnet holds little appeal...

As for the role of Chairman? Well, I'm very much feeling my way and am very fortunate in having Dick on hand as secretary – there is so much that goes on “under the surface” and it could quite easily become a full-time job.

Though The Register has been going for well over 50 years, a casual glance at Triple-M owners still shows them falling into three broad types – those inclined towards competitive events, those more into the social side and those who don't readily fall into either category, happy to just enjoy the cars for what they are. Of course, within that, the age demographic has changed fairly dramatically and you can no longer pick up a runner, or “near runner” cheaply, but we all still have the same things in common and the original Register objectives of recording surviving cars and their provenance/histories still holds true. In writing these notes, I looked for a bit of inspiration in our first ever Bulletin (May 1962 should you wonder), it contains such gems as; “membership has risen to rather more than 50, with 62 cars between us” and what a surprise; “What do you want from the Bulletin? No.1 is obviously limited in appeal, being written by the sub-committee. In future, what about some ideas from you? Let me have ideas and, especially, articles for inclusion in future editions - humorous, technical, what have you? It's your “mag” – what do you want to read?” Fifty-five years plus on and the latter still very much applies, Digby will be most grateful for your contributions.

Next year will see the 90th anniversary of the M Type, significant as the first MMM produced by MG, not quite the “badge engineering” of BMC in the 60s, but still definitely a pretty close relative of the Morris Minor. It was however, arguably the car that “made” M.G. With the M Type, Cecil Kimber opened up a whole new mass market, bringing relatively affordable yet sporty motoring to the general public, backed up with the 12/12 “variant” in competitions. Without the M Type, M.G. may well have gone the way of so many car manufacturers in the 30s & the M.G.C.C. itself was certainly formed on the back of the M Type. On September 5th 1930 Mr Roy Marsh wrote a letter to *The Light Car* with the heading “Why not an M.G. Club?”, referring to the “hundreds” of potential members. The subsequent inaugural meet, 30 cars and owners attended, of which all but 2 were M Types, with apologies to Vintage Register readers (I’m sure there must be some), need I say more? So, your committee are looking for suitable ways to mark the M Type birthday next year and all suggestions on how best to do this will be most welcome. Let’s try and make it really special, without the humble M Type, there may well have been no K3s, Q Type or R Types to drool over!

Jeremy Hawke

A note from your Treasurer

This year (2018) the Bulletin subscription is only just covering the direct production costs and therefore makes no contribution to our general overheads.

Although we expect production costs will increase for 2019, the committee have decided to cover any shortfall from reserves brought forward and review again at the end of next year.

The Triple M Register is part of the MG Car Club but there are a number of Bulletin subscribers who are not members of the MG Car Club. As treasurer I urge everyone to join the club because members' subscriptions are essential to support the continuing financial viability of our club. Details of how to join are on the MG Car Club website.

Secretary's Update

One of the main purposes of these jottings is to give readers an insight into the initiatives which the Register committee is promoting. I ought to start by reminding everybody that the Triple-M Register is a Register of the MG Car Club. The Club exists in order to support the use and enjoyment of MGs of all kinds. Triple-M motoring and our community of owners sit firmly in that category, so do please keep this in mind when you avail yourself of the many facilities and services the Register offers, particularly if you are not yet a member of the MGCC.



The fact that we can do all these things results in large part from the resources the Register has been able to accumulate thanks to hard work by volunteer committee members over more than five decades. As a member of our community you really should ensure that you are a member of the MG Car Club and we will increasingly be beating the drum to encourage as many people as possible to become and continue as members. Hopefully that will include you, dear reader!

As I write, it's just three months since the Register's successful mini-tour and AGM in June. Thank you everybody who came along to support the event. We hope to do something similar or even better next year.

2019 marks the 90th anniversary of the start of production of the M type and the commencement of the model range that we now call 'Triple-M'. Plans are being hatched for the celebration of this significant milestone at various Club and Register events and in other ways. The emphasis will be on 'cars in action' rather than cars 'stuffed and mounted' for display and we will be looking to owners to participate in these - with their cars of course! This may include an enhanced presence at the VMR's Pre-War Prescott on 20 July. We will keep you posted.

The committee met on 2 September under the chairmanship of Jeremy Hawke and the following is a quick round up of the things we discussed and agreed:

George Eagle has completed a handover of all of his secretarial paperwork to yours truly. This gives me an opportunity to record thanks to George for his sterling service as a Secretary over so many years and a reminder to all that he remains the Registrar for the F, L and N types as well as the purveyor of metal car badges. The Register's finances are in a healthy state.

Barny Creaser reports that the nine Registrars have been hard at work updating and maintaining the Register of cars. Some difficult identity issues have had to be handled. A printed edition of the Listing of Cars is in preparation and will be available at Stoneleigh in the New Year and possibly before then.

The Committee approved draft amendments to the Guidelines for the Register's Listing of cars. This was a minor tidying up exercise to pick up items such as that not all cars (e.g. the R types and others that have been converted to IFS) carry their identity on a chassis knuckle. The Guidelines are available on the Register's website

Triple-M cars can be found in all parts of the world. The Committee has started work to establish a better-defined list of Triple-M contacts everywhere. Currently this is a rather 'hit and miss' arrangement, so there is plenty to play for to the mutual benefit of all concerned!

The 2018 competition scene has been exceptionally active - Mike Linward's report later give more details. There is some close scoring near the top of some of the tables!

Librarian Richard Stott reported that Register publications continue to be popular. The 2017 Yearbook has received very good reviews from the motoring press and other Clubs, so don't forget to buy your copy! The outline and content for the next 2018 Yearbook is well in hand. In the near future the Library should have Roger Farmer's self published book on Betty Haig for sale. It is entitled 'A Life behind the Wheel'.

The committee decided that although some production cost increases can be anticipated, the price of the Bulletin should nevertheless remain unchanged for 2019. Our Safety Fast Scribe appealed for Members to supply more information and articles for inclusion in the Club's magazine.

The Register website has a steady flow of new members joining the Forum. Some users reported receiving 'insecure site' messages when accessing the website and the (separate) database of cars from mobile devices. This has been resolved by incorporating SSL features into both platforms. It may be possible and desirable to transfer the hosting of the Register's website onto the same platform that is used for the Register database of cars/owners. Webmaster Nick Feakes and database guru Koen Struijk are in contact to consider this possibility. Aligning profiles between these two areas may be a 'challenge'.

The Committee gave enthusiastic backing to Chris Little and Ian Goddard who are well advanced in the planning for the Register's Touring event 2019, which is likely to be in September 2019 and based in Llandrindod Wells. It will include tours in and around the Welsh borders and will take in a number of extremely interesting locations and attractions.

The Committee adopted a Statement of Principles governing statements made by committee members in public forums, social media etc.

The next committee meeting will be on Sunday 25 November. Suggestions and topics for discussions are welcomed from MGCC members. It is through this route that we can brief Club management about Members' opinions.

Dick Morbey



Ian Goddard in his well campaigned PA (PA 1184) at The Harewood Classic and Vintage Hillclimb.

Photos by Gary Clarke



LE MANS CLASSIC 2018



Words and Photographs Colin Murrell

Triple-M photographer extraordinaire Colin Murrell has provided the following insight into the fascinating world of Le Mans Classic. I was fortunate to attend the 2010 event when that well known Somerset Triple-M triumvirate of Barry Foster, Hamish McNinch and Fred Boothby campaigned two C-types between them. The weather was exceptionally hot and I don't think my wife ever got over the sight of a topless Fred and Hamish in his workshop jacket (and little else) fettling "Jonna" in the pits. Having seen JO 2288 in various stages of resurrection it was a privilege to see it racing at this historic venue.

I can also endorse Colin's fascination with the old town of Le Mans; apart from the architectural and culinary delights there's also a wonderful ironmongery (quincaillery) in the main town that has everything you might want, only problem is that the bolts are all metric!

Le Mans is located on the Sarthe River, part of the French Pays de la Loire Region and has been home to the Le Mans 24 hour race since 1923. There are two race circuits at Le Mans, both based at the same location. There is the well known 24 hour circuit; "Circuit de la Sarthe" which is mostly made up of public roads which get closed for the 24 hour event. One lap covers about 8.5 miles (13.6km) There is also the lesser known "Bugatti Circuit", which is a much shorter permanent circuit used throughout the year for racing. The first French Grand Prix was based at Le Mans in 1906, using a circuit where one lap was 64 miles (103km). The "Le Mans Start" is famously associated with Le Mans. This is where, in former 24 hour races, the drivers at the start of the race had to run across the racetrack to their car opposite them, get into the car, start the car and then go racing! Probably not as easy as it sounds either!!

Le Mans Classic takes place every two years. 2002 saw the first "Classic" Event and according to Wikipedia "was the first time since 1923 that the full 24 hour Circuit, part of which is public road the rest of the year, was closed specifically for an event other than the annual running of the *24 heures du Mans* with contemporary sportcars and prototypes, thus allowing car owners and gentleman drivers to experience what it must have been to race these cars on this circuit" "The event consists of a series of races for cars which have competed at the 24 Hours of Le Mans or for similar cars of the same model. Only cars from prior to 1981 are allowed, with all cars being broken into six different eras. To compete in the races a driver must own an FIA International Competition licence, meaning the drivers are of a "professional level" and entrants come to Le Man Classic to compete from all over the world!

The classes are split into grids as follows :-

- 1923-1939
- 1949-1956
- 1957-1961
- 1962-1965
- 1966-1971
- 1972-1981

To give some idea of the size of this great event, this year (according to a recent Press Release) saw 135,000 spectators and over 8500 cars on display, with 180 car clubs attending (including a clubstand from MG Club de France). Over 700 cars competed, with more than 1000 drivers from 30 nationalities. This event gets bigger with each edition. 2016 had 123,000 spectators for example.

For any car fan or motorsport fan, a trip to Le Mans is a must (a bit like Spa in Belgium, or The Ring in Germany) My first visit to Le Mans was back in 2002, and It was great to see the works MGs competing at Le Mans in 2002. My first visit to Classic Le Mans was back in 2004, It was a great event, and we both preferred it to the 24 hour event as you can recognise and relate to most of the competing cars as well as enjoy the sights, sounds and smells, especially of the pre-war cars competing. I was totally hooked, and have been back to every Classic Le Man since.

2018 was therefore to be my 8th Le Mans Classic event, and the tried and tested overnight weekend ferry from Portsmouth to Caen, followed by a short scenic drive on the Sunday enjoying the scenery. The route there on Sunday from Caen was very quiet, with no lorries and very scenic down the old N138 avoiding motorways and passing through scenic towns and villages. We soon arrived at my friend's house, just inside the circuit between Mulsanne and Arnage and set up the tent in the large garden. This year we took the V8 MG down there, having previously towed (with an MG ZT) the D Type down to the Le Mans Classic. Driving the road sections of the circuit in the D Type was a lot of fun.

As ever, the locals were very friendly. Some have told me in the past that they still don't understand why the Le Mans racing is so popular with us from the UK. I smiled as the local bakery remembered me from 2 years ago (and before). A daily visit there for fresh bread and some nice deserts was routine!.



Top: the PA of Pierre Julien and Jacques Egurguy
Below: Philippe Bouleau's similar car that was a non-starter



Arriving several days before the event gives the opportunity to enjoy what Le Mans and the surrounding area has to offer. There is so much more than just the racing links! The Museum at the circuit entrance is always worth a visit, and we go each time we visit, there are always new exhibits to see and enjoy. Arnage was close by, and it is well worth noting that Soupizet the old MG Rover Dealer is still there should anyone need help, and still displays some MG Le Mans memorabilia on the walls from the early 2000's. A visit to the centre of old Le Mans town is a must, with lovely old buildings and lots of culture and several eating options there as well. We were lucky to enjoy the light projection show, once darkness fell, with images being projected on the cathedral and on the old town wall amongst other buildings, and really was spectacular. We could happily spend a full day exploring the old town next trip!

Another must is the scenic drive down to the famous Hotel du France, the food is very good as well. We also found a local wine producer and enjoyed some great red wine from there in the evenings that followed.

On one evening, we walked from Indy Corner along Porsche Curves, the next thing we knew we were on the start line heading for the Dunlop bridge. Not planned, but quite an experience

MG has a long tradition of racing at Le Mans starting in the early 1930's with the M, C, J, PA and PB Midgets, the K3, TD mk2, TC based George Phillips special, MGA, MGA Twin Cam, and MGB all the way through to the MG Lola EX257 which brought MG back to Le Mans to race again in 2001, and then in the stunning XPower livery for 2002 and beyond. We were blessed with MG's competing in 4 out of the 6 main Grids

2 Triple-M PA's in Grid 1

1 MGA in Grid 2, so the classic MGA v TR2 v Austin Healey 100 battles all over again

2 MGA's in Grid 3, the repeat of the Austin Healey v MGA v TR4 battles of the 50's and 60's

7 (of which 2 were reserve grid cars) MGB's in Grid 4 reviving the battles of the MGB v Lotus Elan v Marcos from the 60's

The Qualifying and Friday Night session soon came around. This saw all but one of the pre-war MG's out in action.

On the Saturday before the racing we caught up with our friends The MG Club de France with a good display amongst the many car clubs present. Track parade laps are also available and is an experience not to be missed. Soon the racing started and all through the night for the following 24 hours. The sight of one Blower Bentley, with the manifold and exhaust glowing red hot around the Dunlop Bridge area, will not be forgotten

The great racing finished at around 4pm on the Sunday, still very warm and sunny. .

All too soon it was time to pack away the tent, and say "Merci" and "See you again in two years time" to my friends in Le Mans and then drive the MG back up to Caen to catch the ferry home. I wonder if the pre 1981 age limit will ever get extended to enable to 2001 - 2004 era works MG's to compete at the "Classic" (assuming that one has survived by then)?

I already look forward to Le Mans Classic 2020, and for anyone who has not been but is thinking about it; GO in 2020, but be prepared to get hooked on it!! The 2020 edition will be the tenth edition of Classic Le Mans, probably the first weekend of July, and no doubt will be very special. It is also a very special M.G. Anniversary, marking 90 years since the first M.G. competed at the Le Mans 24 Hours! If anyone is interested in camping and taking their Triple-M M.G. let me know, as I might have a good camping option for you. Likewise anyone thinking of competing and needing a camping option before / after the event.

The MG's competing were as follows

GRID ONE 1923-39

71 – PHILIPPE BOULEAU – 1934 PA – entered but did not compete

73 – PIERRE JULIEN / JACQUES EGURRGUY – 1935 PA

GRID TWO 1949-56

31 – SAM THOMAS – 1955 MGA

GRID THREE 1957-61

30 – OLIVIER MAZOYER – 1959 MGA

72 – CHRIS WILKS / MARK ELLIS / MARK DANIELL – 1959 MGA TWIN CAM

GRID FOUR 1962-65

28 – ANTHONY BINNINGTON / CHRIS RYAN – 1965 MGB

29 – STEPHANE COLLAS – 1964 MGB

30 JEAN MICHEL GODET / NICOLAS BERTHY – 1965 MGB

46 – GEORGES ROCCHIETTA – 1964 MGB

69 – MALIK KINDE / JULIEN LEMEILLE – 1963 MGB

RESERVE 1 – BARRE – 1963 MGB

RESERVE 5 PERSONNAZ – 1964 MGB



Hamish and Fred stripped for action in the pits at the 2010 event when temperatures exceed 30° for much of the time. Photo Digby Gibbs

**MG F1 Magna Bodied by Stiles (Threesome)
Chassis Number F0948 Registration Number MG1624
Notes and Photos supplied by Bill Cullen**



Probably taken at the same time as the picture published in Bulletin 102, this photo shows the front view of the Magna with its large driving light and period motoring badges. Date is thought to be 1949

If the centre-spread photo in Bulletin 102 sparked your interest then you will appreciate the following information and photographs. This has been prepared by Bill Cullen whose uncle, Frank Cullen, owned the car in 1949. Bill has gathered much history from then to now, including some fascinating family connections.

It is pleasing to report that this rare car has been beautifully restored and is still residing in Canada. As always, more details of the car at any stage of its existence would be appreciated.

There is an authoritative article by Malcolm Green on the Stiles F-types in the 2006 Yearbook. Of particular interest are the photos of F1283 showing the operation of the rear "dicky" seat and the original advertisement.

The first owner was Dr Frakis Tilney Evans of Harley Street London, who purchased the car from University Motors London on the 2nd of May 1932. The car was purchased for his wife Violette as a birthday present. The present owner of the car, Malcolm Appleton, managed to trace their daughter who confirmed this was the fact. There appears to be no record of the further owners until the car was purchased by my uncle Frank.

In 2007 my aunt Edna Cullen died in New Zealand at the age of 95. Uncle Frank had died in 1978. I had not had any contact with my Uncle Frank & Edna since last seeing them in the '60s prior to them emigrating to New Zealand with my cousin Derrick who was around about 6 at the time. It was of course quite a shock therefore when I received an email from Derrick having not heard anything from him in all those years.

Derrick had been in contact with my sister Julia who gave him my email address. Derrick told me of the sad loss of his mother and asked if we could keep in contact. He is living in Christchurch and is a senior Air Traffic Controller. After several conversations we found a common interest in motorcycles. By this time he had been through his mother and father's papers and found several photos of our grandad in the uniform of the RFC in WW1 in France, following this I went to the National Archive and found my grandad's records which showed he was in fact in the Balloon Company; I passed this information on to Derrick.

During our conversations I mentioned that, not only did I restore vintage motorcycles, but also that I restored pre-war MGs and sent him a photo of my recently restored F1 Magna special. Derrick has a couple of cousins on his mothers side who live in the UK and is in contact with them. As a result of email conversation with his cousin Roy Privet, who lives in Croydon, he mentioned me and the fact I restore MGs and Roy sent a couple of photos to Derrick of him when he was a boy in the late forties sitting in an MG that Derrick's dad Frank had brought in around 1949. (Incidentally Roy Privet still drives an MG ZR).



Photographs above show (left) Frank Cullen on Flying Boat duty in Africa during World War 2. The second photo shows Frank and Edna on holiday, probably during their West Country tour for which the car was purchased

Roy (who is in his late 80s) also has memories of Uncle Frank purchasing the car for a tour of the West Country that Frank and Edna were planning. According to Roy the car was not in a good mechanical and interior condition. However, Frank started to change the head gasket and Edna set about the interior (Edna was a seamstress). Frank would appear to have had little mechanical skills and called in his brother Jack (my Dad) along with his brother in law to assist. All seems to have been put right and it would appear that the tour was successful. However Roy also remembers that once they were back from the tour the F1 suffered further head gasket problems and recalls Frank over tightening the head nuts and thus shearing a stud or two. He also recalls he (Roy) was told to go away because of the choice language being used!

I have spoken to my brothers John & Frank and they have vague memories of the car and brother Frank remembers going with our Dad to see the car which, by this time, had moved to the garage of our aunty Gladys who lived with another lady called Elsie!! It is not clear whether they had brought the car from Frank but it seems the car was still suffering from mechanical problems. My brother Frank seems to remember the colour being maroon and this ties in with Roy's memory of the car. Derrick emailed me the photos and asked me to see if I could find out more about the car. I passed on to Derrick the contact details of Ian Ross who runs the F Type registry; Ian soon replied informing us that the car was in fact still about and in America. He was able to pass on contact details of Malcom Appleton the present owner who was very pleased to received this information and advised he had done extensive research into the car's history and passed on the following:

In 1958 the car was purchased by David Gannicott from a vendor in Slough in 1958. David took the car with him when he emigrated to Canada in 1961, David also had kept the old tax disc. The car at that time was a red colour (see photos). David subsequently ice-raced the car and supplied some photos showing the car during this time.



F.0948 when owned by David Gannicott in Canada



F.0948 when owned by David Gannicott in Canada

F0948 under restoration when owned by Malcolm Appleton





F.0948 in final stages of restoration and the finished car



The car was sold on to Alex Thompson in Montreal in the late 1960's and it then passed to Malcolm Appleton in 1998. Photos show the progress of the restoration that was carried out over a number of years and, not surprisingly, it has now won numerous top class awards in the USA.

Derrick has in fact been to the States with his son Rodney and met up with Malcom and his Dad's old car; Derrick was very impressed with the car however Rodney and Derrick struggled to get in to the car. Malcom did offer to sell the car to Derrick however the offer was not taken up. Amongst the numerous photos is one of Frank & Edna around the time of their West Country tour along with one of Uncle Frank during the war, he was in the RAF and based in Kisumu and was working on Sunderland and Catalina flying boats based on Lake Victoria & Tanganyika.

At time of writing this I have not heard of any updates as to whether the car is still owned by Malcom or if any more history has shown up, do let me and Derrick know if you know more. Incidentally the chassis number of my own F1 Magna (see photo) is F0927 only a few numbers away from Uncle Frank's car.





GOODWOOD VSCC SPRINT, August 2018

First competitive outing for Barry Linger's F3 driven by Martyn Powell. The car has a P-type engine de-stroked to 750 cc.

Photo and notes by Colin Murrell





GOODWOOD VSCC SPRINT, August 2018

Photos and notes by Colin Murrell

This Goodwood event was Round 6 of the VSCC Speed Championship and was a good day for "Team MG" with seven cars entered and one class win (Oliver Sharp in NA.0395; Class 9) and a personal best in Class 3 for Rachel Holdsworth in the PB (143.58).

Photos show Rachel Holdsworth (above) and Oliver pushing hard in the very purposeful looking N-type (below).



**SEEKING INFORMATION:
PA.2025 Registration Number AWT 698.**



This evocative photograph was posted on the Forum by Joe Sayer in May and, as would be expected, a good deal of information followed but any more details would be of interest. In spite of the PB grille, the car was identified as PA.2025 by George Eagle and he was able to confirm that the car was originally supplied in 1935 to Mr W. R. A. Breare of Filey in Yorkshire. George also reported that the engine is now fitted to another PA.

Joe's photo taken in 1968 shows the car in reasonable condition parked in Notting Hill Gate In London. Further information from the Forum suggests that the car may have later been in the ownership of the Bone brothers as it shows in the 1982 Triple-M Register as being at Steyning; this being the address from which Barry and Terry Bone operated their business.

READERS ADVERTS

Philip Bayne-Powell has the following for sale:

Wheelspin by C.A.N.May (no dust cover); £24.

More Wheelspin by C.A.N.May (damaged dust cover); £24

Speed Hill Climb by C.A.N. May (slight damage to dust cover); £22

Contact Philip Bayne-Powell on 01483 811428 or e-mail 1942mgman@gmail.com



**The Gibbs family D-type at Pre-War Prescott in 2011
with Julia Gibbs at the wheel**



PRE-WAR PRESCOTT Saturday 21st July 2018

Report by Tony Richards - photos as credited



Photo by Richard Stott

The Vintage Minor Register organised an amazing day on which the weather, the ambience, the chance to drive our cars up the infamous Prescott Hill, the opportunity to share experiences and memories with friends from the Triple-M Register, the VMR and many other clubs plus a delicious barbeque served up on the patio outside the Bugatti Club House with period live music all came together.

Pre-War Prescott is not just a “boys day out”. Gender equality thrives in VMR and Triple-M circles! Our Partners took advantage of the day to drive our cars up the hill. As demonstrated by the lovely photo of Ruth Richards and Barbara Warr showing how it is done in a lovely 1932 MG M Type.



M-type 2M3356 - photo by Phil Boswell

This year, for the first time, Triple-M Owners were challenged to compete for “Triple-M Pre-War Prescott Crownwheel Trophy” for the cars as judged by Triple-M attendees. The Trophy for first place, created by Oliver Richardson, was awarded to Roger and Sue Davies with their beautiful MG PA (PA0454). Second place was awarded to Graham Carpenter with his MG J2 (J3596) and third place to Tim and Kathryn Sharp with their newly rebuilt supercharged MG PB (PB0685)



**The PA of Roger and Sue Davies was a worthy winner of the new Triple-M ‘Crown Wheel Trophy’
Photo by Tony Richards**

All of this is made possible through the extraordinary effort and enthusiasm of the Vintage Minor Register Team led by Ian Grace, the Bugatti Owners Club Marshalls led by the Course Clerk of the Day, Ron Warr and of course the Bugatti Owners Club without whom the day would not have been possible.



Two contrasting images of Pre-war Prescott by Colin Murrell.

Top: Period dress is encouraged by the organisers and you can see why in this lovely shot of Philip Coombs' M-type.

Below: Steffi Broch obviously enjoying being in front of the camera for a change in Roger Tushingham's NA.





Above: Mike Dowley presents Roger and Sue Davies with the brand new Triple-M MG Crown Wheel Trophy for their 1934 PA that was judged the best Triple-M car at the event by fellow Triple-M entrants.

Below: Mike Dowley's 1935 PB special with customised radiator muff! Apart from entering the PB, Mike and his jazz band entertained the visitors in the evening. Mike also sponsored the event, as he has done since it's inception as the VMR Summer Rally in 2001

Both photos by Ian Grace



BAYNTON JONES

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PA 1249: A very original PA Tourer



Many of you will have seen PA 1249 when, courtesy of Barry Walker, it was displayed on the Triple M stand at Stoneleigh in the Spring.

The car has now gone to a new owner in Llandudno which, remarkably is where the car was first delivered in 1936. Links Garage in Llandudno used the car as a demonstrator and then sold it to Mr Robert Baxter of Llandudno. He used the car until 1959, including competing at Southport Sands. The car was then put up on blocks for 39 years when it was acquired by Barry for the first time.

This car was unusual in that it was in very original condition apart from the fitting of PB radiator slats and a speedometer. Of particular interest was the very original looking contents of the standard 4-seater toolbox and the pneumatic seats. To quote from Barry's original advertisement particulars:

"the car comes with the original air cushioned rear seating by The Self Controlled Air Cushion Co Ltd"

These photographs supplied by Barry, showing the tool kit and the seats, provide an appropriate record of these increasingly rare features



SUMMER GATHERING 2018



Notes and photos by Digby Gibbs

That perennial favourite, the Triple-M Summer Gathering, took place on one of the hottest days of the year. This probably accounted for a lower than normal attendance of Triple-M cars but the event was still very well attended and was the usual mix of sociable company, plentiful food and drink and the entertaining quizzes and gymkhana frolics. All rounded off by being surrounded by a wonderful mix of “our type of car” and the chance to catch up on gossip.

The bring-and-buy stall once again featured, with Philip and Rosemary Bayne-Powell keeping watch. I personally think this is a very good addition to the event and, although there was a good display of items for sale, trade was not brisk and a lot of items remained unsold. I am sure that Philip and Rosemary were disappointed that they were not kept more busy but they did have the benefit of a shady spot.





Above: Richard Le Flufy's J2 tackles the carrot competition (Richard achieved 5th equal with the carrot finishing 80mm above the radiator cap).

Below: The occupants of Anthony Richards' PA take shelter from the July heat while waiting their turn behind the J2 of Chris Edmondson and Tim Luffingham's PA.



The joy of this event for many is the opportunity to catch up with old friends and make new acquaintances. The other great attraction is being able to inspect cars at close quarters and discuss your latest problem with fellow owners. It is also good to see cars for the first time; this year the C-type of Karl Wiessmann was a particular attraction in its fetching (and original) primrose yellow colouring and, unusual for a racing model, a hood!



Karl Wiessmann's C.0283

Checking and tabulating the results is a task that is not for the feint-hearted but Peter and his willing band of helpers battled through and presentations were made in a spirit of general merriment. This process was not helped by a number of the winners having left early and Peter's endeavours to spread out the prizes so that, however adept you were, you could only win one prize. I am not complaining because this worked in my favour on the "guess the capacity" competition where, after much searching of my memory for a school boy formula, I calculated a volume that was only 10% of the correct answer and still went home with a bottle of wine!

The Pride of Ownership competition is split into 6-cylinder and 4-cylinder classes; the muscle class was won by Andrew Henderson's L1 followed by Peter Party's similar car and the L2 of Nick Jewson. The 4-cylinder Group was led by the J2 of Fiona Evans with Tim Luffingham's pea-green PA in second with Karl Wiessmann (C-type) and Andy King (PB Cream Cracker) as joint third.

In the gymkhana, Andrew Henderson won the speed around the cones competition in the L1 followed by Chris Edmondson and Andy King. The ball throwing competition fell to Allan Bentley but he was pressed hard by joint second placed George Wilder (MG Car Club Director) and Kathrine Taylor in her pedal car proving that you don't need a Cream Cracker to succeed at the gymkhana but plenty of pre-event practice probably helps! The carrot competition was won by Tim Luffingham with a remarkable 3mm gap (perhaps being an airline pilot helps him judge distances?). Andrew Henderson was second (32mm) and Ruth Richards third at 41mm.

In the quiz section, winners were as follows:

- Number in the bottle: John Gillett
- Guess the capacity: David Sharp
- Guess the weight of the jars: John Gillett (won on tie-break between five equal scores)
- Ladies picture quiz: Yimmi Bell and Fiona Evans (first equal)
- Men's picture quiz: Tony Richardson/Ron Warr
- Brands picture quiz: Robert Bell, Fiona Evans and Colin Henderson (first equal)

Thanks must go to all of Peter's family and the other loyal helpers for all the hard work that goes into making this wonderful event happen year after year; it all looks very serene and organised from the outside but, rather like Kathryn in her pedal car, they are probably pedalling furiously to keep up.



SHARP

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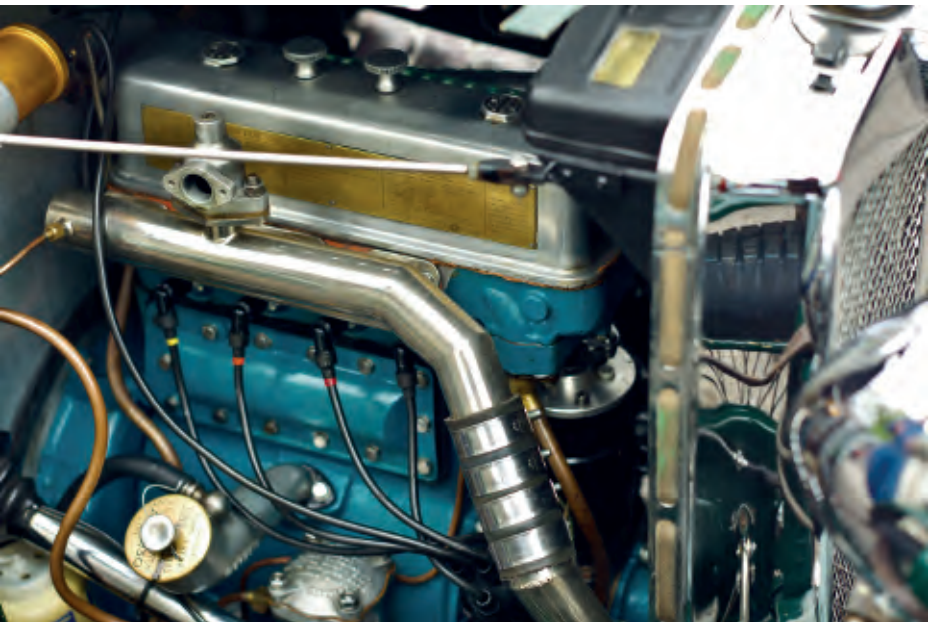
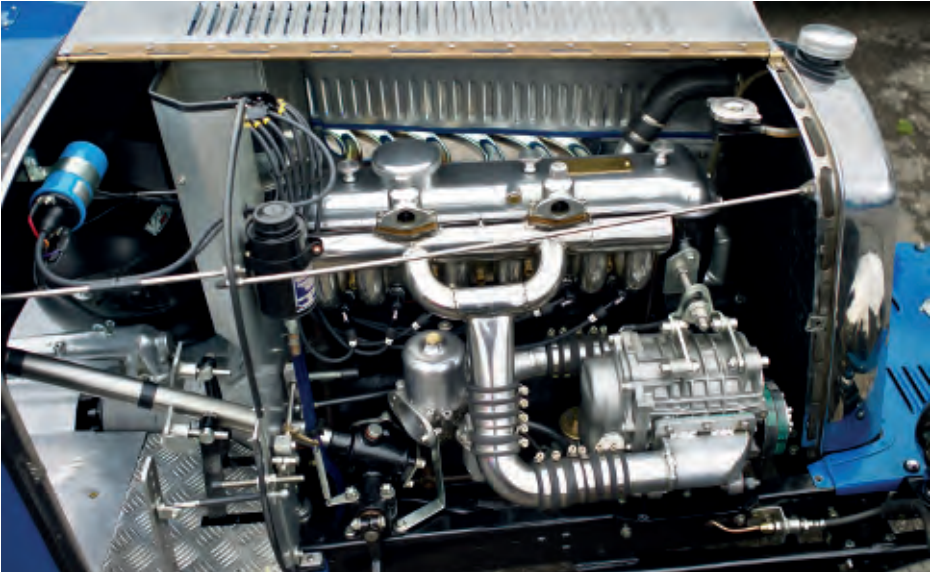
BRANDS HATCH 2018 - WHAT LIES BENEATH



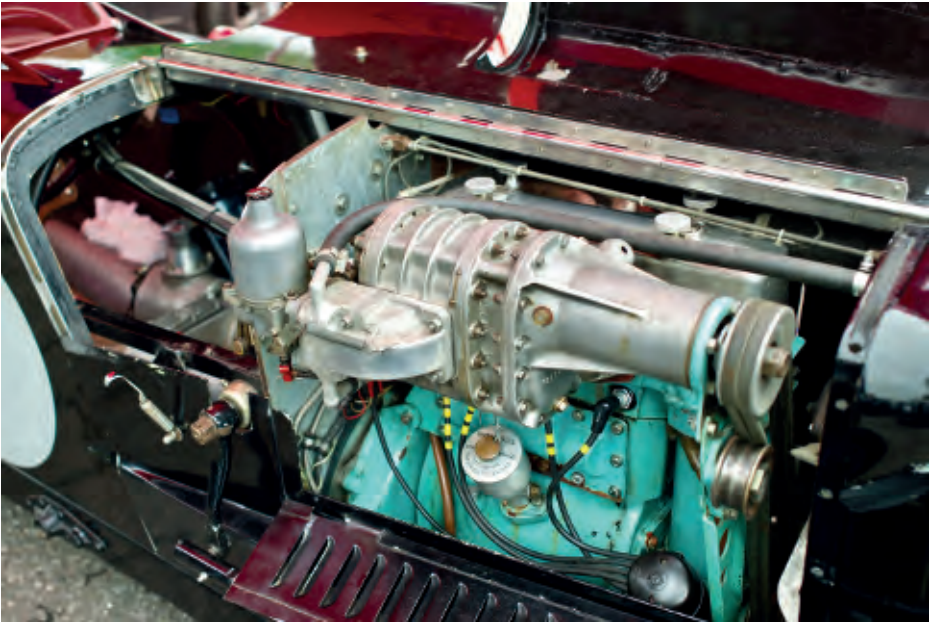
**Behind the scenes and under the bonnets at Brands Hatch.
Photos by Nigel Blackham**



BRANDS HATCH 2018 - WHAT LIES BENEATH



BRANDS HATCH 2018 - WHAT LIES BENEATH



**Fred Boothby adjusts while
Mike Dalby looks on**

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

There have been the usual mix of Sprints and Hill Climbs as well as full Race Meetings to keep your Competition Secretary busy over the Summer months. So it's not surprising that the first ten places in the COTY table are taken with race/sprint/hill climb competitors. The second half of the Trials season has yet to start, this begins in September but driving test, rallies and even concours events seem to have taken a back seat so far as Triple-M owners are concerned, or so it seems from the results seen by your scribe. Of course, if this is not the case, please let the Comp Sec know as he doesn't automatically receive competition results from event organisers. This is especially true of MGCC events which are run by the Centres and each has a different way of broadcasting results to the rest of the World. In some cases it's only competitors who get to see results if they are lucky – results announced on the day but not followed up with written confirmation is not strictly within MSA rules. So if you think you have been short changed so far as COTY points are concerned, check the Events List and if your event is not included, send in the results to make a claim. You don't know where it might end!

SLADE TROPHY 2018 – Scores to 22nd May			
Position	Car/s	Driver/s	Points
	J2-PA/s	Bill Bennett	25
	J2	Mark Smith	17
	PB	Roger Tushingam	9
	M	Oliver Richardson	8
	J2	Mike Linward	7
	J2	Jeremy Hawke	6
	J2	Patrick Gardner	5
	M	David Rushton	4
	M	John Haine	4
	PB	Tim Beckh	3
	NA	Richard Jenkins	2
	PA	Colin Butchers	1
	PA	Marcel Koreman	1
	M	Kim Jenkins	1

C.O.T.Y. 2018 - Scores to 31st August 2018

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
	545	K3/s	K 3030	John Gillett	101
	2226	NA/s	MG 3701	Roger Tushingham	99
	2692	J2	SW 4156	Brian Galbraith Colin McLachlan Toby Galbraith	98
	949	L1	OD 6008	Andrew Morland	86
	3534	J2/s	WF 5494	Fred Boothby Hamish McNinch	86
	605	L1/s	MG 2802	Charles Jones	73
	3610	PA-PB/s	RC 2066	Ian Goddard Charles Goddard	66
	2000	K3/s	MG 3570	Peter Green Andrew Taylor	62
	1000	PB/s	JB 7521	Andy King	60
	2077	K1-KN/s ss	-	Malcolm Hills James Ricketts	60
	3614	PB/s	VXS 544	Tim Sharp	60
	162	ND/s	BKL 265	Philip Bayne-Powell	59
	909	J2-PA/s	FW 3909	Bill Bennett	55
	2912	C/s	GX 9693	Duncan Potter Emma Potter	55
	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter	54
	1931	C/s	VD 30	Barry Foster Adrian Moore	52
	1164	PA	YSV 703	Hamish McNinch Anne Boursot	51
	3458	PB	6 KPK	Simon Jackson	50
	2931	D/s	UG 281	Chris Edmundson	47
	1533	PA-PB	WV 5012	Dick Morbey	47
	2200	C/s	RX 8306	Chris Cadman	46
	3302	J2	KS 6104	Andrew Harrington Frank Ashley	43
	3454	PA/s	AXT 370	Thijs de Groot	42
	2049	J2/s	JK 3233	Mark Reece	41
	3403	PA 4str.	PV 1660	Tim Luffingham	41
	126	L2	ANB 431	David Naylor	40
	2063	PA/s	RJS 380	Harry Painter	38
	2284	J2	OB 5374	David Evans Fiona Evans Andrew Henderson	34

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:

Date	Event	Results
29 th April	MGCC Brands Hatch, Baynton Jones Historic Motorsport	Full
30 th April-3 rd May	MGCC Triple-M Border Reivers II Rally	Full
6 th May	VSCC Curborough Speed Trials	Full
12 th May	500 Owners Association Wiscombe Park Hill Climb	Full
13 th May	VSCC Wiscombe Park Hill Climb	Full
15 th May	MGCC SE Centre Tour of South East, Pride of Ownership	Full
19 th May	VSCC Oulton Park, Formula Vintage Race Meeting	Full
19 th May	VSCC Oulton Park Auto Solo Driving Tests	Full
2 nd June	BARC Yorkshire Centre, Harewood Hill Climb	Full
2 nd June	MGCC MG Live Silverstone California Cup Driving Tests	Full
14 th June	MGCC SE Centre, Fairmile Pride Of Ownership	Full
16 th June	VSCC Brooklands Sprint	Full
24 th June	VSCC Donington Park, Formula Vintage Race Meeting	Full
1 st July	MGCC SE Centre, Newdigate Pride of Ownership	Full
1 st July	MAC/VSCC Shelsley Walsh Hill Climb	Full
8 th July	Triple-M Summer Gathering, Concours & Gymkhana	Full
15 th July	MGCC Donington Park, Baynton Jones, Triple-M Race	Full
16 th July	MGCC SE Centre, Reigate Pride Of Ownership	Full
22 nd July	VSCC Cadwell Park Race Meeting	Full
4 th /5 th August	VSCC Prescott Hill Climb	Full
11 th August	VSCC Mallory Park Race Meeting	Full
18 th August	VSCC Goodwood Sprint	Full
26 th August	Truro Motor Club, Portreath Sprint	Full



Thijs de Groot in PA 0327 at Brands Hatch Photo by Colin Murrell

SPEED CHAMPIONSHIP 2018 - Scores to 31st August			
Position	Car/s	Driver/s	Points
	PB/s	Tim Sharp	31
	J2	Brian Galbraith	30
	L1/s	Charles Jones	25
	J2	Colin McLachan	23
	C/s	Duncan Potter	22
	NA/s	Roger Tushingham	21
	PB/s	Rachael Holdsworth	20
	J2	Andrew Harrington	15
	K3/s	John Gillett	14
	F1	Steve McEvoy	13
	J2	Frank Ashley	12
	PB/s	Rebecca Gunn	12
	PB	Simon Jackson	11
	NA/s	Oliver Sharp	11
	J2	Toby Galbraith	11
	NA/s ss	Thomas Hardman	10
	PA- PB/s	Ian Goddard	7
	C/s	Chris Cadman	6
	F3- PA/s	Martyn Powell	6
	D/s	Christopher Edmondson	5
	J1/s	Stuart Evans	5
	M	Andrew Lucena	4
	PB/s ss	Michael Barber	4
	C/s	Emma Potter	3
	J2/s	Geoffrey Enoch	1

Racing Challenge Trophy 2018 - The Betty Haig Cup				
Scores to 18th August				
			<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
	<u>Car/s</u>	<u>Driver/s</u>		
	J2-PA/s	Mike Painter		0.234
	J2/s	Fred Boothby		0.244
	K3/s	John Gillett		0.332
	L1	Andrew Morland		0.421
	J2/s	Mark Reece		0.443
	PB	Simon Jackson		0.450
	PA-PB/s	Charles Goddard		0.464
	NA/s	Roger Tushingham		0.487
	QA/s, C/s	Barry Foster		0.563
	D/s	Chris Edmondson		0.786
	PB/s	Andy King		0.827
	PA	Anne Boursot		0.878
	PA/s	Thijs de Groot	4	0.194
	PA/s	Harry Painter	4	0.293
	L1/s	Charles Jones	4	0.333
	KN/s ss	Malcolm Hills	4	0.422
	C/s	Duncan Potter	4	0.582
	PA, J2/s	Hamish McNinch	4	0.585
	C/s	Chris Cadman	4	0.694
	PB/s	Mark Dolton	3	0.523
	PA	Mike Davies-Colley	3	0.643
	J2/s	Nigel Stroud	3	0.882
	PB/s ss	Michael Barber	3	0.100
	K3/s	Andrew Taylor	2	0.184
	KN/s ss	James Ricketts	2	0.375
	C/s	Adrian Moore	2	0.478
	C/s	Dave Cooksey	2	0.654
	PA-NA	Brian Arculus	2	0.726
	C/s	Oliver Richardson	2	0.885
	J1/s	Stuart Evans	1	0.333
	NA/s ss	Thomas Hardman	1	0.333
	NB/s	Jane Metcalfe	1	0.783
	K3/s	Teifion Salisbury	1	0.846
	C/s	Emma Potter	1	1.000

READERS SALES AND WANTED

PA Restoration Project for sale.

Brian Ditchman offers PA 2136 for sale, description as follows:

When acquired in 2007 the wreck had been laid up in a barn since 1978. The block was beyond repair, the gearbox and back axle casings devoid of gears and the front axle beyond repair. Registration number CUA 984; brown log-book included.

Now partially restored but disassembled the car still requires engine, gearbox and front axle. Apart from wings, most other parts have been acquired.

The whole project is offered for sale at **£9,500**.

For full details contact Brian Ditchman on 01189 326346 (North Hampshire)

Brian also has the following for disposal (contact details as above):

Parts for Sale: Petrol tank from 4-seat PA. £50.00

- New NA dashboard by Linares. £200.00
- Cardboard templates for P-type sidescreens showing outline of steel frames and Perspex windows. Patterns taken from PA 1232. Templates cover 2 and 4-seat cars and are available free of charge.

Wanted:

Brian would like to acquire a standard profile N-type camshaft in good condition. Offers please (contact details as above).

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READERS RECOMMENDATIONS

Nev Churcher would like to make readers aware of a firm that is local to him and has provided him with very good service. Nev advises that it is a small family concern who give an experienced and friendly service on all sorts of chroming works. This includes traditional copper/nickel/chrome; polished copper; thick copper plating; zinc plating; minor repairs and silver soldering. Turnaround times are realistic and prices are reasonable.

Cranbourne Chrome, Unit 6, Cranbourne Road Industrial Estate,
Gosport, Hants. PO12 1RL.

Email: sales@cranbourne-chrome.com.

Website: www.cranbourne-chrome.com

Phone: 01329 830000

Mobile (Chris): 07402 976979

Nev has no financial interest in this company, just a very satisfied customer. This should be a useful contact for Triple-M owners who need chroming done. Nev would be very happy to provide tea and buns to anyone heading down to the deep south to deliver components; there may even be the opportunity to inspect work in progress on the J3.



Nev Churcher has provided this factory photo of an original J3. Nev is in the process of rebuilding J3755 and a progress report for the Bulletin has been promised.

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

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VSCC Loton Park Hill Climb September 2018:
Photos and notes by Chris Harrill.

Top: Ian Goddard's blown P-type "Red Mist" as featured in Bulletin 98 prepares for a run up the scenic Loton Park track.

Below: L.0582 with owner Maurice Gleeson and well known Triple-M enthusiast Ray Masters (with umbrella).





TAILPIECE:

C.0283 is a comfortable fit in Karl Wiessmann's specially adapted van, seen here being loaded for the journey back to Germany after the Summer Gathering. The van is also used to transport Karl's K3 which is a very tight fit; an extra set of ramps is employed so that the car can be parked on top of the rear wheel arches with only a few inches to spare.