

# TRIPLE-M REGISTER BULLETIN AUGUST-SEPTEMBER 2019



THE MG CAR CLUB LTD



**Summer Gathering 2019. Photos by Digby Gibbs**

**Above: the line up of cars was even more impressive than usual and was organised into the different categories; this shows part of the 4-cylinder group with some well known cars visible.**

**Below: The PA of Anthony Richards tackles Test 1 of the Gymkhana while the M-types of Mike Dalby and Tony Marget line up behind.**



# BULLETIN No.110 August-September 2019

## Front Cover Picture:

*Two well campaigned K-types battle it out at the VSCC meeting at Donnington Park in June. The K3 of Teifion Salisbury and KN0267 with Andrew Long at the wheel are captured in this shot by Colin Murrell.*

## Editorial:

Publication of Bulletin 110 sadly means that we are well past the half-way point of this anniversary year. The highly successful Speed Season is coming to an end and it will not be long before the intrepid Trials drivers head for the muddy hills.

The Summer period is so full of events that it means there is not room in this issue to cover all of them and still provide a mix of articles but I trust that there is still something for everyone. I have, however, included the full version of the Competition tables; partly

because they were not included in the last issue but more so because this is the time of year when they are of more general interest because of the popular events that are covered.

The Summer Gathering in its enlarged format was a great success. The weather was perfect; not too hot but plenty of sunshine and no rain. The event was not only a marvellous display of our cars but also a demonstration of the strength and enthusiasm of the Triple-M fraternity. The attraction of the event is demonstrated by the efforts that were taken to get as many cars as possible to Greenacres, including some that made the round trip from Europe just to attend and, of course, the Antipodeans who have exchanged the winter down-under for the summer season of events in the UK and Europe.

**Digby Gibbs**



## FORTHCOMING EVENTS:

19-22 September 2019	Triple-M Welsh Tour, Llandrindod Wells.
22-23 September 2019	Kop Hill Hill Climb, Buckinghamshire.
28 September 2019	VSCC Prescott Long Course Hill Climb.
6 October 2019	MGCC Inter-Register* "Naviscat", Kent.
12 October 2019	VSCC Welsh Scatter Rally
16 November 2019	VSCC Cotswold Trial, Prescott
16 November 2019	Inter-Register* "Nightjar" Scatter Rally, Surrey.
30 November 2019	VSCC Winter Driving Tests, Bicester.
13/14 June 2020	Pre-war Prescott Note: revised weekend
5/9 August 2020	MGCC European Event of the Year. Würzburg, Bavaria.

## JOHN JOYNES 1940-2019 A Tribute



With the recent sad passing of John Joynes, the Register loses one of its stalwart members. He owned a variety of other, now classic, cars including Rover, Triumph, Sunbeam and MGBGT but his first love was a PB that he owned in 1962.

In 1974 John moved from Derby to South Petherton in Somerset. Here his love affair with the OHC MG was rekindled by a near neighbour whose name is synonymous with the breed, a certain Barry Foster. Barry offered him more for the PB spares he had accumulated over the years of ownership than he had actually sold the complete car for!

In short order a dilapidated 1934 PA (JW 4625) was acquired and the rebuild began. Now John was a craftsman so the work was carried out to the highest standards including the building of a complete new body. Once completed John and Brenda enjoyed driving to many shows around the South West where it was always much admired. He was a keen supporter of the Register through which he made many friends. He was responsible for sending out the Infoletter, the forerunner of the Bulletin, from 1986 to 2000 and he also served as Registrar from 1986 to 1996. He carried out both of these demanding jobs with complete dedication, being well known for answering all queries quickly and thoroughly.

John had been bravely fighting cancer for two years. Yet, right to the end he welcomed visitors with a cheery smile. He will be greatly missed by all who knew him but none more so than Brenda and son Jonathan to whom we offer our sincere condolences. Rest in peace old friend after a life lived to the full.

**Alan Grassam**

*The passing of John Joynes was recorded on the Register Forum by Dick Morbey with further tributes from Bob Clare and Mike Dalby. I have only recently become aware of John's involvement in the early days of the Register through researching the first Register listings and discussions with Alan Grassam who was a good friend of John and Brenda. Alan has penned the main tribute and supplied the photo of John and his PA in Alam Splash.*

From the Forum:

"News has just reached us of the death of John Joynes. John was a worthy contributor to the Register and the Committee for many years. Initially he was Editor of the Infoletters (the precursor of the Bulletin) from 1986 until 2000 after which Philip Bayne-Powell took over as Editor of the Bulletin.

John was also Registrar from 1988 until 1996 when Charlie Hayter succeeded him. He certainly did his bit!"

(Dick Morbey)

"So sorry to hear that John gone. His answers to my questions regarding the Registrar's job helped me to decide to take over the reins from Charlie in 2000."

(Bob Clare)

"John had a good send off, and there were a number of MG people there. A super picture of John and Bren in the P-Type on the back of the Order of Service."

(Mike Dalby)



*John's PA (0271) featured on this popular greeting card. I believe that the original photo was taken by Don Bishop. The card was marketed by The Noel Tatt Group and hopefully is still available.*

## Chairman's Jottings

### By Jeremy Hawke

As I write, summer has returned with a vengeance – this has the rather annoying effect of one's glasses sliding down your nose whilst fiddling under the bonnet; very frustrating! Having had a quick peep at the Secretary's notes, I will have to keep mine very brief indeed!

It was a pleasure to chat with many of you at this year's superb Summer Gathering, expanded at short notice by Peter Green to help compensate for the loss of the planned M-type event at Silverstone. As usual, there were many interesting cars present, with dare I say it – a few younger faces, which was even better.



Pick of the bunch, for me, was the McEvoy M Type bought along by Andy King; patina by the bucket load (and daylight through the block!). A lot of work for someone, but a "survivor" none the less.

Following on from my last piece about how we describe "our" cars to the wider world, I received a single e-mail on the subject (thank you Sir), and the Topic on the MMM Forum fell equally silent, leading me to believe for a while that it was all a bit of a fuss over nothing. But, just as a MMM Committee Meeting approaches, it bursts into a flurry of activity again, the unpredictable nature of the internet I guess? Reading between the lines; people seem to be happy with the way cars are described in The Register itself, with the chassis being the primary descriptor, but it's the way they are described in the Yearbook, Safety Fast etc that is the issue?

Having given it a fair bit of thought, when other chores beckoned, I have a few thoughts to share with the Committee which will no doubt lead to lively discussions.

**Jeremy Hawke**

## Secretary's Update

Dear Reader, wherever you may be!

I'm penning these notes at a time when we are in between committee meetings. If you imagined that your secretary's job consists solely of preparing agendas, attending committee meetings and minuting the proceedings, then you might also suppose that the following page would consist entirely of a blank space.

However that's not how things are! Your committee of unpaid volunteers, works tirelessly not only at its meetings and but in between them, with every member performing important work, all for the benefit of us owners. And indeed there is a great deal to report!



Let's start with the Summer Gathering, which will be reported elsewhere in the Bulletin. And what a success it was! A fabulous array of cars, splendid hospitality thanks to Peter Green and his family and an altogether great occasion. The Register's representative Director George Wilder used the occasion to present a well deserved MGCC 'Marque of Friendship' award to recently retired Register Secretary George Eagle. The citation includes the following:

*"George Eagle's contributions to the MGCC and the Triple-M world in particular over many years are well known and it is fitting that they should receive formal recognition through the Marque of Friendship Award.*

*George first became involved in MGs in 1958/9, when he bought his first M.G. a well used PA. The car was his everyday transport and it lived out on the open pavements of Putney where he rented a room. Later he bought a PB, which he fully rebuilt with a Q style body. It was blown, very light and great fun to drive on the road. George also raced it at an MGCC Silverstone meeting.*

*He has owned altogether 7 Triple-Ms, and also had a YB. He currently has a L2 which he restored himself and which he uses at every opportunity, as well as his MGBGT V8.*

*George joined the Triple-M Register Committee in 1999, where one of his first major tasks was as co-ordinator of the Register's very successful 40th anniversary celebrations in 2001. This resulted in the Register being rewarded with the prestigious Nuffield Gold Cup.*

*In 2000 he had become Register Committee Secretary, a position he held continuously until 2018. During those years his wise counsel and steadfastness of purpose has been a great asset to the Register and to the Club.*

*George became and continues as one of the 9-person team of Registrars. He is responsible for maintaining the records of the F, L and N types as well as the Comp/ cars. This is a task that puts him in touch with many Members and with other owners, with whom he advocates the merits of joining the Club.*

*George's diligence and life skills have been deployed to the great benefit of the Register, the Club and its Members. He is a fine ambassador for the Club and the Triple-M movement in particular."*

Although it is not a Club activity as such, the recent prewar Prescott event was outstanding success and featured a superb turnout of Triple-M cars. Both this event and the Summer Gathering went a long way to countering the disappointment at the cancellation of the annual Silverstone gathering.

You may be wondering what the Club's plans are for 2020? A recent bulletin from Kimber House confirms that the directors of the Club have completed an agreement with Silverstone Circuits Limited for next year's MG Live! Rather enigmatically the announcement states " The venue and dates for MG Live 2020 will be announced shortly". Like you, the committee will be 'watching this space!' One of the many disappointments about the cancellation MG Live! 2019 was that the Register and Club had agreed that it would feature a real splash for the Register to help us celebrate this 90th anniversary year. Sadly those plans were dashed, but we will be pitching for similar recognition in 2020.

The 2019 racing season continues apace. All praise to the competitors especially those who braved the atrocious weather conditions at Cadwell Park recently. Let's hope that the conditions at the forthcoming Brands Hatch VSCC meeting are more benign!

And next, the Register of Cars. Did you know that we have not one but nine registrars? That's a measure of the commitment we have made in this area. You can find their names and contact details on the contacts pages of our website. All of them would welcome hearing from owners so that we can be certain to have as much information as possible about your car in the records. We might even have info about your car that you are unaware of, so do please make the effort to contact us.

The team consists of:

Mike Dalby (M types - what else could it be!), Ted Hack (J1s), Cat Spoelstra (C types), John Emmett (J2s), Graham Arrondelle (PBs), George Eagle (F,L and N types and the Comp/cars), Peter Green (K types), Bob Milton (J3/4 and Q and R types) Dick Morbey (PA)

Barny Creaser is the Registrar Co-ordinator and Koen Struijk is the magician who has created and manages the electronic framework for the new digital Register.

I hope he won't be embarrassed if I mentioned just one of these folk: Mike Dalby is a most assiduous researcher and historian. A few years ago he tracked down and documented the racing and other competition achievements of FM Montgomery 'back in the day'.



His article appeared in Safety Fast in February 2012 and this in turn established a connection with FMM's son, Chris, who incidentally had previously been unaware of his father's exploits! The family had a number of competition medals and plaques which FMM earned, including for the Brooklands Double 12 of 1930, the Ards TT of 1931 and the Monte Carlo Rally of 1939. Happily these have now found a permanent home in Club Archives at Kimber House where they will be properly displayed. The Register will be making a financial contribution toward the cost of acquisition, for which it is a condition that the artefacts will be properly publicised and made available for Members to view at the KH Archive in Abingdon. Contact Pete Neal at Kimber House for details of the exhibit and to arrange a visit to the Archive.

It is easy to forget that the Triple-M movement is part of a worldwide family. Particular praise should therefore go to the organisers of the recent NAMMMR gathering at Bowling Green, Kentucky which by all accounts was a most impressive and enjoyable event. At least that's what MGCC General Manager Adam Sloman reported to me. He had the pleasure of attending the event and was blown away by the scale of it, the generous hospitality of the hosts, the array of cars and other attractions and the opportunity to have a go in a Triple-M car! Perhaps we now have another convert?!

### **The 2020 Register touring event.**

Simon Johnston had been hoping to do a re-run of the Ulster touring event next year with even more bells and whistles than last time. For a variety of reasons he has reluctantly decided that this will not now be possible. Reason include the fact that the preferred hotel has just had a major refurb and its room rates are now significantly higher than last time. Not all of the desired visit venues are available, either. So in thanking Simon for all the work he has put in, we are weighing up at least two offers from members to organise regional tours in either the Heart of England or into Yorkshire. I won't say more at this stage but the Committee will have decided which offer to take up by the time you read this and we will be telling you more!

2021 will mark the 60th anniversary of the founding of the Register. Will we be celebrating this milestone? Yes of course we will, but it would be very helpful if you could suggest what form it should take, where it should be based and what activities it should include. Past requests for reader feedback on almost all issues raised here have been, if I'm honest, very disappointing so please do respond to this request. In fact that goes for any aspect of the Register's activities - we need your views, please!

Until next time, Octagonal greetings to all.  
Dick Morbey

## VSCC Donington Park: 29th June 2019

Words and Photos by Colin Murrell.

Donington Park hosted the third round of the Vintage Sports Car Club's 2019 Formula Vintage Series on what had to be one of the hottest days of the year so far. Taking into account temperatures exceeding 30 DegC special thanks must go to the Marshall and other volunteers who carried on despite the heat, most of whom were wearing the hot protective clothing.

The event saw some great competitive drives, and a special mention goes out to young James Painter who qualified third and finished second in his first ever race, and, according to his father Mike, had only driven the car once before!

Competing were:

23	Harry Painter	1934	PA
25	Mike Painter	1935	Kayne Special
725	James Painter	1935	Kayne Special
35	Tom Hardman	1937	Bellevue Special
57	Dave Cooksey	1931	Monthery C-type
66	Andrew Morland	1933	L1 4 Seater.
76	Andrew Long	1934	KN
79	Hamish McNinch	1935	PA
83	Charles Goddard	1934	PA/PB
86	Andrew Harrington	1934	J2
103	Teifon Salisbury	1934	K3

*The photographs opposite record what I assume must be a Triple-M record with three members of the same family competing at a race meeting. Congratulations to James on a splendid debut; he came Second in Race 10 and won the prize for First Under 1100cc. Brother Harry also achieved the First Under 1100cc award when he came Tenth in Race 7. All the other Triple-M racers had commendable results, particularly given the opposition within the classes.*

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## SEEKING INFORMATION: PA 0921 (BPG 296)



*Gordon Clark from Canada is desperate to obtain more information on PA 0921 which featured in an article in the March 2010 Safety Fast. The car has been on the Register for many years and Gordon hopes that Bulletin readers will be able to fill in some gaps. Below is the appeal that he sent through:*

I am trying to get the full provenance of PA 0921.

I have the original dealer and the first owner. Then there is a 30-year blank, and that is the period in question. In 1964, the then owner, W.C.MacKay registered BPG 296 with the Triple-M Register and was granted Register number 392.

There were three quick changes of ownership in the mid-60's; Vic Dolden, Edna Stevens and Terry Baldock who I have contacted.

I have enquired of the usual sources including the Kitehead Trust and the last tax record which was Essex County who archived the records in 1973. The car was exported to the USA in 1974 and I have most of the pertinent information from then on.

In particular, I am anxious to contact anyone who might have any knowledge of W.C.MacKay.

*Gordon also had some kind words about the Bulletin and subsequently provided some further information:*

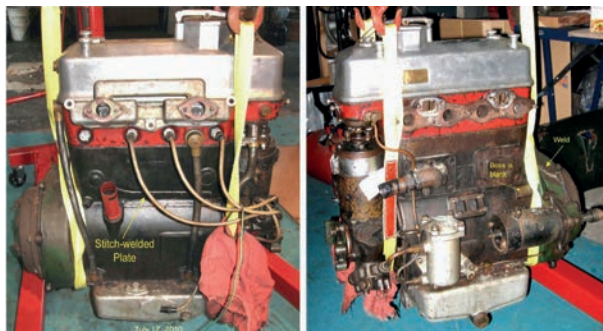
- I have some photos of the car when it had just been imported to New York but sadly I do not have any pictures of it in the UK. I haven't given up but I am 86 and things tend to move slowly.
- I have started a "biography" of the car but there is so much missing, I am not sure it will make any sense but I will proceed just the same.
- I have appointed myself as "secretary" of the non-existent "All-Canada Triple MG Club" and took it on myself to track down all Triple-M cars in Canada and was able to find 43. I have chassis numbers for 41 of those and two more definitely exist. Most, but not all, are known to the Register.

## Information on PA 0921; Register No. 392

Chassis number: PA 0921  
Manufactured on: 8<sup>th</sup> May 1934  
Original engine Number: 1175AP, Type 135  
Original body style: 2 seat sports<sup>1</sup>  
Colour scheme: Blue coachwork/blue interior  
Supplied ex-factory to: Carling Motors, Ripley, Surrey (19<sup>th</sup> May 1934).  
First owner: Mrs E D Hersey (19<sup>th</sup> May 1934).  
Registration: First known UK registration BPG 296. PG is not a correct letter sequence for Surrey which is probably where the first registration was issued. Surviving records for Surrey are held at The Kithead Trust.  
Missing owners: Between Mrs Hersey and Mr Dolden.  
Next identified owner: Victor Dolden (deceased) of Ilford. Car noted as in bad shape, smoking from the sump breather. Sold to Ms Stevens for £50  
Next identified owner: Ms Edna Stevens also of Ilford. Major engine repairs undertaken but sold after less than a year for £25 (1962).  
Next identified owner: Terry Baldock, sometime around 1963. Major rebuild undertaken with car sitting in the road in Ilford. Replaced quarter panels in aluminium and replaced dash. Engine 1175PA deemed uneconomic to repair so replaced with a Morris unit. To this day, this engine is covered with welds. PA 0921 sold for £120 circa 1967 to "two guys from the MG Car Club who came to tow it away".  
Next identified owner: W C MacKay<sup>2</sup> in Harlow. Car placed on Register in 1964, Register number 392.

*Last tax on record is Essex in 1972 or 1973. Files were archived in October 1975. No other records until car surfaces in New York State in 1974 with License No 71 DAX. The following "owner" could be the importer or as below:*

Next identified owner: Fred Granshaw of Milton, New York circa 1974. Fred's wife Ellen Mann has been helpful with pictures and information but no information on importation.



*Note 1: Original body style not confirmed but MMM Register notes that PA 0921 started life as a 4-seater.*

*Note 2: Chronological placement of W C MacKay not certain. My exchanges with Ms Stevens and Terry Baldock indicate their ownership to be in the mid-1960's which appears to conflict with the ownership records of the MMM Register which shows W C MacKay as owning the car in the same period.*

**CONTACT:** [gord@gordclark.com](mailto:gord@gordclark.com)

## It was 25 years ago today....

I have been thumbing through some old Octagon Car Club Bulletins\* and have been fascinated by how much has changed and also, by how much has not changed! Bulletins from Summer 1994 provide the following snippets:

Cars for sale:

- PA registration MG 4440 to very high standard £25,000
- M-type with Ford engine for total restoration £3,750 (Terry Bone)
- L2 for total restoration, incomplete engine. £17,500 (Terry Bone)
- Pointed tail J1 2-seater special with Ford engine and once owned by the father of Mike Hawthorn. £8,750
- PA Special with pointed tail and Riley engine. £6,750 (Terry Bone)
- M-type fully restored 6 years previously, blue with grey upholstery. £10,500
- Jarvis bodied D-type part restored. £8,750 (Terry Bone)
- PA totally dismantled with new body and wings. £7,500 (Terry Bone)
- Complete J2 engine £3,250 (Terry Bone)

Articles include a tribute to John Thornley who died in July 1994, the origins of the first MG engines and repairing stripped threads. There is also an amusing 'mea-culpa' by Phil Lomax listing all the alterations to his Ford-engined J2 of which he thinks readers are likely to disapprove. The trade adverts are also interesting with separate adverts by Terry and Barry Bone and also by current regulars such as Sports & Vintage, Brown and Gammons and Vintage Restorations.

The car prices are interesting and not as low as one might expect given that this is 25 years ago. It would be interesting if readers can identify any of these cars and provide the subsequent history and perhaps a photograph.

\*The Octagon Bulletins have been passed on by Brenda Joynes knowing that her late husband John would want them to continue to provide enjoyment and encouragement to fellow MG enthusiasts. These will be offered for sale in due course with proceeds going to Register funds; watch the Forum for details.

Digby Gibbs

## L0580 – MY 13 YEARS OF LEARNING



Notes and photos by Ian Kinnear

Whilst the majority of articles appearing in the Bulletin have significant historic interest or describe painstaking renovation work, what I am about to describe may seem rather mundane. If so, I apologise. However, my journey from acquiring my first pre-war car 13 years ago to today has been one of learning, discovery and, it has to be said, not insignificant expenditure and I would like to share it with the readers.

I first met L0580 in August 2006. Until then my MG association had been with the MGB, initially a rubber bumper roadster during the mid 1990's and then, since 2000 with a fully rebuilt Mk2 roadster which I still own and use regularly. These reflected my infatuation with the "B" from first seeing the car as a teenager and making my mind up that, one day, I would own one. Through them and my club memberships I gradually became more knowledgeable about the MG marque and attracted to buying something older, initially thinking that a TC built in 1948, the year I was born, would be an appropriate solution. So, seeing one advertised by Barry Walker and, at that time regularly commuting between home and Cheltenham, I decided I would pay him a visit to see the car. This was my first mistake because I had not made a prior appointment and was chastised in no uncertain terms before he begrudgingly let me in! He then proceeded to tell me that the TC had been sold but, if I really wanted an old MG, I shouldn't be looking at a TC but, somewhat conveniently, this white L type parked in the corner of his showroom. All I knew at the time was the car had originally been an L1 Continental Coupe, the seller was Swedish, the Ferrari concessionaire in Stockholm, who had commissioned Baynton Jones to renovate the car in the mid 1980's for his car collection. It had original and matching numbers – Chassis: L0580, Engine: 915AL and Gearbox: 916165. And so it was that the relationship started.

I went away, did my homework on the L type with a great deal of valuable help and advice from Bob Clare, had a test drive and decided to buy it, doubly satisfying Barry Walker in the process by fitting a set of period Blockley tyres, headlamp screens and an original tool set. The car was entered on the MMM Register as MMM1826. So far so good.

My first challenge was to get the car re-registered with its original UK plate. I knew from MMM Register information sent to me by Bob Clare that the car had the registration KG 5416 prior to going to Sweden. Unfortunately, L0580 was one of the cars for which the pre-war files were destroyed by British Leyland in 1969. However, the register did have a few details from the production line build-book which recorded the manufacture date of 29 September 1933, the original engine fitted as 915AL and that it was originally a Continental Coupe but converted to two-seater configuration pre-war. The process of convincing DVLA to release the registration plate proved to be lengthy due to the absence of detailed information in the Club files. However, the DVLA Licence data base showed that the plate number was live in 1985 on L0580 and had not been re-issued and once the DVLA inspector visually confirmed the engine number and the chassis number stamp on the right dumb-iron bracket, KG 5416 was released to me in October 2006.

As the start of 2007 approached I began to look forward to commencing my pre-war motoring and slowly mastering the unique (to me) experience of double declutching, the sensations of a chassis mounted body and the feel of a narrow track and tyres on the road, all of course very different to my MGB. Then, two significant mechanical problems beset me. First, in March 2007 the original aluminium differential casing fractured as I drove up a hill near our home accompanied by that sudden bang and loss of drive which you just know is expensive! Not being experienced or knowledgeable at the time of MMM circles, I did what I thought best and contacted Barry Walker who was naturally delighted to recover the car from my home and sell me a replacement steel Morris assembly. I now understand that this was not an uncommon problem. Aluminium had been introduced into the L to reduce weight but did not cope too well with the increased torque from the engine. I was told it was unusual that L0580 had survived so long with the original differential.

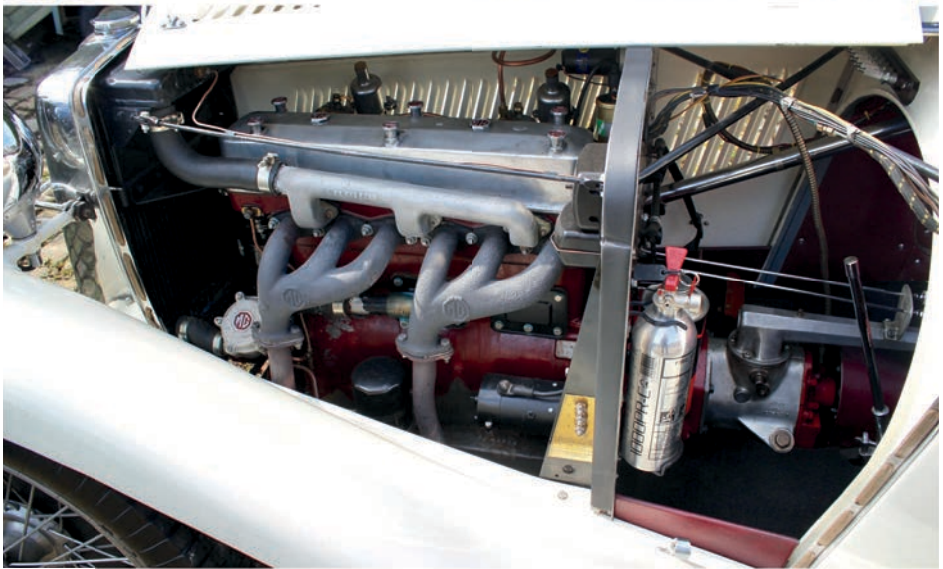
Then, to make my experience worse and my pockets deeper when, out for a run on a glorious sunny day in September 2007, I experienced a sudden bang and expensive rattle from the engine only to find a large hole in each side of the cylinder block. This time, with help from the Register, I called a series of engine specialists and eventually made contact with Barry Foster who fortunately had the capacity to look at repairing the car. While the experience turned out to be expensive, the car had to be repaired and meeting Barry was a high point in my learning given his reassuring knowledge, skill and terrific personality. Those that know him will understand what I mean. Over the course of 2008 – 2009, L0580 was with Barry at The Monthery Garage in Butleigh, near Glastonbury where the engine underwent an extensive overhaul and upgrade and a number of detail corrections made to the car in general.

The “sojourn” in Butleigh was more protracted than expected because, along the way, Barry suffered some injuries sustained in a crash while racing “The Rat” and obviously needed time to recover. Also, during this period, Barry kindly invited me to join him in Butleigh on two occasions for a week, and under his supervision, assist him in his workshop. This invaluable experience, not to mention the hospitality from Barry and Maisie, was most enjoyable and helped me to understand the construction of the engine at first hand.





**Engine rebuild 2008 - 2009**



**The Engine today**

The strip of the engine showed that the Number 6 conn-rod had failed and Barry identified that rod had been drilled and welded and the failure had occurred across the weld. I presume that this weld had been done at some time during the car's life in Sweden, although I have never been able to substantiate this. Although most of the engine components, apart from the conn-rod and cylinder block, looked salvageable, I took Barry's advice and decided to get the job done properly and embarked on a specification which increased the capacity from the original 1100cc to around 1400cc.

This included:

- Long stroke cylinder block
- Fully counterbalanced, long stroke crankshaft
- Lightened flywheel to compensate for the crank weight increase
- New machined Phoenix conn-rods with shell bearings
- Lightened and balanced flywheel and clutch
- FJ Engineering pistons (David Fletcher Jones) 59mm bore x 83mm stroke (original was 57mm x 71mm)
- New camshaft and followers with machined profiles for more dwell/overlap and lift
- Manifold polished
- Carburettors re-polished and rest
- Alpine manifold and 1 1/4" SU carburettors.

L0580, by now named "Layla", was returned to the road in early 2010 and was runner-up in the pre-war Class of the Pride of Ownership at MG Live 2011. In October of 2011 a new set of wet weather gear (hood, side screens and tonneau) was produced by the coach fitter, David Beswick in Derby.

Over the last few years I set out to find as much of the car's history as I could to build on the limited data in the Register's files and the folder of letters and invoices relating to the Baynton Jones renovation in the mid 1980's. This has resulted in establishing the following;

- The car was originally built on 29 September 1933 as one of 90 Continental Coupes.
- KG is the registration letter sequence for the Cardiff licence district at the time the car was built and Bob Clare informed me that the surviving records from there are held by the Glamorgan Records Office. From them I managed to get a digital copy of the record for 5416 which showed that the car was first registered on 11 April 1935 to Harris and Day, presumably a car sales outlet. This is some 18 months after the car was manufactured reflecting the difficulty experienced in selling the Continental Coupes.
- Unfortunately, I do not have the original log-book but the file of correspondence from Baynton Jones which I received when I purchased the car did include a poor photo copy extract from the log book. This records it as a two-seater, colour maroon and registered on 22 November 1935, which makes it one of the earliest L2 conversions and in which configuration it has remained since.



**Restoration by  
Baynton Jones 1983 - 1984**



**'Leyla' in Sweden**

- While the Glamorgan Office extract is a rather tangled collection of names, dates and registration authorities it is possible to discern the following registration timeline;
  - 11/04/35 Harris and Day (Glamorgan)
  - 05/02/36 Glamorgan CC
  - 09/04/37 Coventry
  - 05/03/41 Glamorgan?
  - 11/07/41 Warwick
  - 28/08/41 Coventry
  - 21/10/41 Warwick
  - 06/12/41 Coventry
  - 26/01/46 Walsall CBC
  - 02/04/46 Northampton CBC
  - 25/07/46 Gloucester CC
  - 9 or 8/11/46 Worcester CBC
  - 27/04/48 Oxford
  - 02/02/49 Oxford
  - 31/08/50 ??
  - 29/11/51 Middlesex
  - 03/09/52 Warwickshire CC
- There is then a gap in records until 1978 when the car was registered with the MMM by R (Bob) D Jones. Bob tells me that he bought the car as a rolling chassis with an engine and gearbox from a farm at Cashmoor, near Blandford (Dorset?). He then renovated the car between 1983-1984 for a Swedish Client, Helge Pehrsson, who was the Ferrari concessionaire in Stockholm and the file I have contains the correspondence and invoices for the work during this period. Bob has kindly searched his archives and passed me copies of photographs taken during the renovation. He also explains to me "The body was built for me by my friend Rod Jolly and patterned off the original body on my own car, including a beautiful set of aluminium swept wings. The fuel tank made by John Lambert in Wimbourne. The internal engine parts were reworked originals and all the work on the car was to the highest standard"
- While owned by Helge Pehrsson, L0580 was added to his collection of classic cars which also included a Ferrari 70 Monza, 1934 Aston Martin 1-½ litre International, Ferrari 288 GTO and a Ferrari F40 so it enjoyed good company! During its time in Sweden it carried the registrations MG 1087 – a reference to the engine size, and GTO 824 – a reference to Ferrari and which it still carried when I purchased it.
- I managed to make contact with Gabriel Ohman in Sweden, a former MMM representative for the MG Car Club of Sweden, and he kindly sent me pictures of the car and further information on other owners in Sweden who included a lady named Ingrid Andersson in 1996 and later that year a professional photographer named Hans Christiansen. Unfortunately, I have been unable to contact either of them directly but Gabriel told me that Ingrid Andersson drove the car in a lady's rally in the



Den hade en liten 6-cylindrig motor på endast 246 cm<sup>3</sup> och 71 hästkrafter. Den stora kraften kom från kompressorn. Grundmodellen hade 24 och hade en motor med fyra cylindrar på 647 cm<sup>3</sup>. Den var vad man kallar en gaverator och tillverkades i 2.083 exemplar. Enligt dessa två modeller fanns också en 33 som även den hade en motor på 246 cm<sup>3</sup> och kompressor. Den var också en sällsynt, men ja var lättare och snabbare.

Den tredje "Triple M"-modellen var Magna som fanns i F- och L-serier.

En tillverkades åtta stycken av en modell som hette MG Q-typen med samma motor som i ja, med kompressor men med 13 hästkrafter och en topphastighet över 200 km/tim. Det var en ren racingmodell utan dörrar.



**FARTÄ JA MIDGET**

Motor: 246 cm<sup>3</sup>, med kompressor  
 Effekt: 71 hp  
 Hastighet: 180 km/h

**L.580 when owned by Hans Christiansen in Sweden**



**'Layla' with new weather gear installed in 2011**

summer of 1996 and the club magazine records that she finished 9<sup>th</sup>. Hans Christiansen was a part owner of a car magazine called "Bi loch mc" and also published a motor book called "Bilar" Photos of the car appeared in both and also in the Swedish MG Car Club Jubilee Bulletin of 2002 listing the MG cars in Sweden at the time. Gabriel also sent me photos of the rear number plate from my car with its registration KG 5416 which he was given to use on his own car because he could not get hold of the correct one. I assume this was the plate originally on the car when it came from Bob Jones.

- As far as Gabriel is aware. Hans Christiansen sold the car to Barry Walker from whom I purchased it in 2006.

So, there is my story of my association with L0580 ("Layla") since I first set eyes on her. She was sporty and good looking then but has benefited immeasurably from the work on the engine and attention to detail throughout the car. Researching her background has been enjoyable, interesting and fairly fruitful although there are still gaps which I would love to fill and would welcome any help readers may have.

I am particularly grateful to Bob Clare, Barry Foster, Bob Jones and Gabriel Ohman for their assistance and advice throughout my ownership. I may now be poorer but my knowledge and experience of having a pre-war car has improved and I have enjoyed the fun of driving Layla for the past 8 years or so. However, with a certain amount of reluctance, I have now decided to part with her and hope that she will now find another caring and appreciative owner.



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## M-type Anniversary at the Summer Gathering

The celebration of the 90th Anniversary of the M-type continued at the Summer Gathering in July with a very good number of these popular cars in attendance.

In recognition of the celebrations, there was a separate category for M-types in the Pride of Ownership competition; it is no surprise that Frank Ashley's example, that is always immaculate, won the first prize.

As an added attraction, Frank Ashley and Thelma Grose produced a magnificent replica of the Anniversary badge in edible form that had been made by Thelma's daughter Mandy. This was duly sacrificed and enjoyed by all present!



Photos by Dick Morbey and Digby Gibbs







**The spirit of Pre-war Prescott is captured in this photo by Steffi Broch that shows father and son Dick and Stefan Bronkhorst enjoying a climb of the famous hill in NA0390.**

## Leonard lord – was he really the villain he is portrayed as in “MG Folklore”? Some controversial thoughts by Geoff Broadhead.



### Introduction:

The MG Car Company changed ownership in July 1935 having, up until then, been William Morris' personal business. William Morris (by now Lord Nuffield) sold MG Car Company to Morris Motors Ltd (which later became the Nuffield Corporation), a company which he also controlled. The Company was managed by Leonard Lord.

During a visit to Abingdon not long after the acquisition, and having toured the racing and development department, Leonard Lord created “MG folklore”, by instructing: *“Well that bloody lot can go for a start”*. I guess amongst MG enthusiasts Lord's name would forever feature high on any shortlist of the most disliked persons in the history of MG Cars. According to “MG folklore” Leonard Lord ended the golden era for MG: ie the Triple-M era.

Whilst he can certainly be “credited” with terminated the Triple-M era for MG, is the “folklore” criticism of Lord fair and objective, or is it simply an emotive over-reaction from MG enthusiasts? I think emotion has over-ruled common sense, and the emotive misconception has simply been perpetuated over the intervening decades, without being properly challenged.

Last year I began to document the history of 1935 R-type, RA 0253 and I inundated Bob Milton (the R-type Registrar) with my questions. I learned a lot from Bob, mostly about R-type development, but some of the information from Bob reinforced my suspicions about where the real blame should rest.

Leonard Lord was not the villain that Triple-M enthusiasts have portrayed him out to be in “MG Folklore” for all of eight intervening decades – the real 'villain' was someone else: and MG enthusiasts may not like my suggestion of who the real villain was!

### The Facts;

If we stick to the facts and try to keep emotion out of the story, then we know:

- William Morris was a successful industrialist: such people are motivated by one thing - money (and profits). He very much liked things done his way – and he liked to be in control. Although a very wealthy philanthropist by this stage, he was also extremely frugal with his own lifestyle.
- It was well known that William Morris had reservations about motor racing. Indeed, he is reported to have said: *“there isn't a motor firm that has supported racing that hasn't had the Receiver in”*.
- The MG Car Co annual sales had been steadily falling since 1932.

- Martyn Nutland, in 'The Age of Aquarius' commented: “..and MG’s figures are disastrous. Between 1930 and 1934 they had shown a total trading surplus of just £419. By September 1935 they had broken all their records by losing an incredible £28,156 with sales at a five-year low. ....”*

*“In 1930 racing had cost just over £1,000, in 1931 it had consumed nearly five, was back to £2,700 in 1932 but at the all-time high of £5,863 in 1933 while at the time of MG’s acquisition by Morris Motors on 1<sup>st</sup> July 1935, it was already racing again towards £5,000. In addition, the development costs for the R-type single-seater racing car were being concealed in the everyday accounting”.*
- To put these costs into perspective, in 1934 only 8 Q-type race cars were produced which sold for £550 each, the entire production run generating only £4,400 revenue (and probably very little profit).
- The Q-type (1934) sales were so few that it may well have reinforced William Morris' opinion that MG was wasting time and money (his profit!) in trying to develop racing cars.
- In 1935 the R-type project had taken things much further in the racing direction. The R-type was a purpose-built race car, the first such car produced by MG. Previous MG race cars had all been developed from production cars.
- When the R-types were built, Eyston formed a race team from the first three R-types off the production line. These cars were entered by Eyston and, until liaising with Bob Milton recently, I had no idea that Eyston never actually owned these three R-types. They were really 'Works' cars fronted by Eyston.
- I suspect that after the Q-type sales, William Morris must have had serious reservations about the development and production of the R-type and the general direction that Cecil Kimber was taking MG. Where is the profit? Did William Morris know about the R-type development – concealing these costs in general accounting confirms he had not signed off on the project; otherwise why conceal the costs?
- As William Morris looked at his MG Car Company, he saw a business that was struggling to achieve sales/profit targets and in fact it may have been losing money; the R-type development costs were concealed from him and, did William Morris ever agree to sponsoring a works race team? I'm sure he didn't agree. I suspect that this is why we, like William Morris, were deceived into believing Eyston owned 'his' team of three R-types. The only reason for this deception was to try to avoid William Morris being aware of the extent of MG Car Company's commitment to racing, and the real ownership of the three R-types. Had Morris known about the arrangement and agreed to it, then the cars would have been entered as MG team cars.
- Cecil Kimber was becoming increasingly independent, and some say arrogant. It is alleged that Morris was by now becoming very frustrated by Kimber and his own inability to control him.

- No doubt reinforcing William Morris concerns at this time must have been letters sent by Cecil Kimber to AIACR (Association Internationale des Automobiles Clubs Reconnus – now known as the FIA) and to The Times newspaper regarding proposed future Grand Prix formula for the 1937/38 and 1939 race seasons. That Kimber wanted to influence the new Grand Prix formula can only have been for one reason. I imagine that, for William Morris who must have at least seen Cecil Kimber's letter to The Times if not to the AIACR, these thoughts must have reinforced his determination to reign in Kimber. Remember that the success of the Morris motor cars had made Morris enormously wealthy, but he maintained a very simple lifestyle, preferring to put his wealth to work to benefit others. Not the exactly the traits of a person who would wish to invest in Grand Prix racing!

### The Real Villain:

- I suspect William Morris always had a 'soft spot' - if industrialists do have such feelings - for Cecil Kimber. He liked him but, by 1935 knew he could not control him; The MG Car Company was no longer focused on profits but, increasingly, upon success in motorsport. Making things worse for Kimber was his "ballooning ego" (to quote The Independent), *"which increasingly irked William Morris"*.
- I'm afraid the real villain is, I believe, Cecil Kimber himself! Cecil Kimber simply overplayed his hand. Kimber was obviously a clever salesman (and such individuals are often perceived by others as both forceful and arrogant). Indeed, without the single-mindedness such individuals possess perhaps nothing would ever be achieved. I think it was this mix of his determination and arrogance plus his long-standing, good relationship with William Morris which enabled, or encouraged, Kimber to gradually act in an increasingly autonomous manner. As a result, The MG Car Company direction and William Morris' objectives for establishing The MG Car Company were increasingly moving in opposing directions. To William Morris, Kimber was becoming uncontrollable, and he knew he had to reign him in some way.
- Morris' solution to his problem was to sell MG Cars to Morris Motors. Under such a re-structure, Kimber would report to Leonard Lord the CEO of Morris Motors. Kimber's autonomy would then be controlled in a way that William Morris felt unable to do, or was reluctant to do himself.
- Consider the sale of The MG Car Company to Morris Motors from another perspective; William Morris had sold what had been his personal business to Morris Motors, a Company controlled by Morris. The CEO of Morris Motors would be mad to immediately rush in and re-structure the MG business and its direction/focus unless he had been instructed to do so. Lord was no fool. That would have been insulting to William Morris. My belief is Lord was told by William Morris to reign in Kimber and ensure that he focused on his profit line, not motor racing.
- The fact that Cecil Kimber was kept on after the acquisition by Morris Motors is another indication that William Morris had a soft spot for Kimber and, no doubt, he told Lord – you reign him in but you do not get rid of him.

## Conclusion:

Kimber was driven by creating the MG marque. It seems possible that Cecil Kimber may have been influenced by comments made by W.O. Bentley, who it was reported in an article by Martyn Wise (in 'Enjoying MG') "*W.O. Bentley was clear in his reasons for supporting motor racing - gaining publicity, generating sales and establishing the Bentley marque*" Unfortunately Kimber allowed his enthusiasm to override commercial sense.

Leonard Lord is not the bad guy that MG historians have painted him out to be: the real 'villain' was, I am afraid to say, Cecil Kimber who overplayed his hand, and thought his close association with William Morris allowed him more autonomy to build 'his' marque than was the case. The course that MG Cars was on, under Kimber, was unsustainable to William Morris and, most possibly, unsustainable financially. "The Sports Car" of August 1935 issued a statement which is reproduced in 'Maintaining the Breed'. It says: "*Lord Nuffield* (as William Morris was now known) *has said there are to be no more MG racing cars....*" Note that it was not Leonard Lord who said there will be no more racing cars. Clearly Leonard Lord was carrying out his Chairman's instructions.

Geoff Broadhead  
MGCC (Auckland Centre)  
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## PA1314 AUO 578

*A past owner of PA1314, Alan Bullock, made contact with the Forum to try to find out if his old car still survives and to see if any other information was available. As always, the Forum came up trumps and, with input from Dick Morbey and Brian Sullivan in America,, was able to provide Alan with the news that his car still exists and had been in America but returned to the UK in 2014. Alan subsequently provided me with more information and some stylish period photos.*



### **Information from PA Registrar Dick Morbey:**

PA1314, engine number 1544AP

Build date: 17th July 1934 but not released until 26th September. It was then held in stock by Mumfords of Plymouth until sold to the first owner, Mrs B A Winzer of Loddiswell, on 1st July 1935.

Car was built as a 4-seater and the original colour was black with red trim.

### **Information from Alan Bullock:**

I owned the car from 1960 until about 1965. I was living in St Albans at the time and purchased the car from a private person in Biggin Hill for the sum of £100.

The car was in poor condition but just drivable. I subsequently rebuilt the engine using ion-loaded cylinder liners and had the cracked cylinder head stitch-welded and the block machined flat. I cast the rear main bearings in white metal and machined off-centre by 0.003" to match the existing bearing. I also replaced the big-end bearings, piston rings, etc.

The headlights were re-silvered and I re-made the front scuttle. I also made small polished trumpets for the SU carburettors and added a locking handle to the gear change for security.

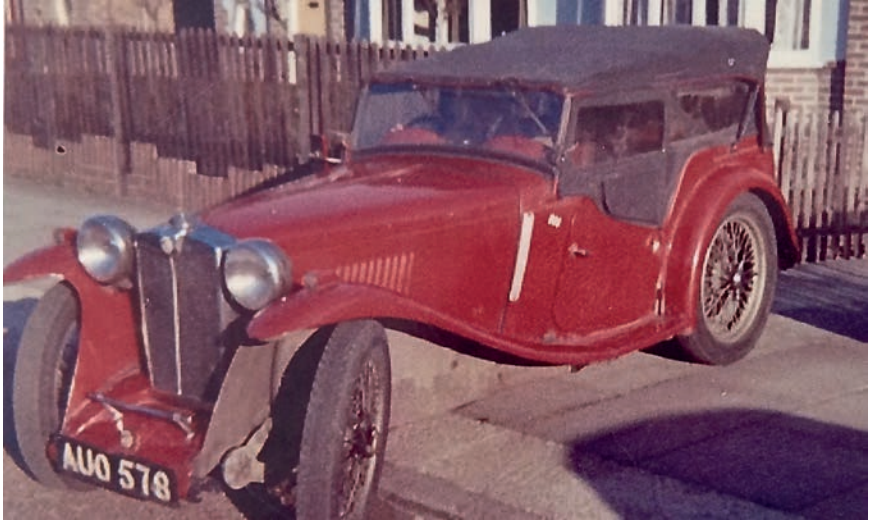
The rear axle banjo case and offside drive shaft had to be replaced again accident. I have always known the car as a 1936 model and the DVLA and HPI checks confirm this but it has always been a mystery as I knew they were built from January 1934 to July 1935. I don't remember what the log-book said but am sure I would have remembered if it was different to 1936. *(Dick Morbey's notes above provide the explanation).*



**PA 1314 when owned by  
Alan Bullock in the 1960's**

Another mystery is the colour; I have never seen any evidence to suggest that the car was originally black and, again, I would have noticed if it was in the log-book. When I owned the car it was bright red with dark red trim.

I still feel as if I own the car after all this time and should have kept it but circumstances did not allow. I thoroughly enjoyed having the car. I know that the current owner will enjoy having it and maybe I will get to see it at one of the many classic car shows that I attend.





## READERS LETTERS:

### From Ian Thomson:

Imagine my surprise on opening page 13 of the MMM Bulletin for April/May 2019 and seeing a registration number that I instantly recognised; I immediately went to my desk to confirm this. For some time now, sitting there has been the final tax disk of an M-type I once owned which I had intended to return to the present owner, if they exist, where it rightly belongs. I bought the car, CP9864, my second MG, in August 1968 as evidenced by the buff logbook which I also have in my possession. I can confirm from this that Colin Noel Smith, the brother-in law of the writer of the Bulletin article, Allan McNab, is also on this document with an address in London. I can, however, correct Allan's belief that it went to "someone in Norfolk" as it was actually bought from someone in Suffolk and I clearly remember collecting it from a barn (an actual barn!) in a village not far from Stowmarket. That person is the only other owner shown on the document.

I can confirm that when I bought the car, it had a Dexion back end, which was pointed but with straight sides, exactly as stated by Allan. I can add a few more details in that it had engine number 3157A and chassis number 2/3392 (this is how it is written on the logbook). It was first registered on 24 March 1932 and, oh yes, the generator didn't work, being covered in oil. I simply recharged the battery during the week and used the car at weekends. To the best of my failing memory, it had a 4-speed box when I bought it, but I may be wrong on that. Perhaps Allan's brother-in-law or the next person swapped the hated 3-speed box for a later one.

I have a note in my handwriting with the document claiming it is on the Register with number 130. However, when I come to check both Registers that I have, 2009 and 2014, it doesn't appear there. The online Register on the MMM website does not show it either; perhaps the Registrar could shed some light on this. I bought the car for £50 and sold it in 1969 to a relative of a person I knew at RAF Wattisham where I was stationed at the time. It went to somewhere in Essex or London, or at least I can say that the remnants of it set off on a trailer one fine day headed for the A12 south. To the best of my sketchy knowledge he was intending to restore it.

I suppose that I kept the logbook as a sentimental keepsake due to the car being a non-runner. Certainly, things were different then and the process of getting a new logbook and retaining the number was not such a problem as it is now. If the car still exists, I am sure that the present owner will be glad that I did preserve it as the provenance it supplies could be invaluable. It is the only MG I have had over the years that I have ever sold and have often wished that I still had it. I sold it for £50, which can be considered a profit I suppose considering it was usable when I bought it but rather less so when I sold it, having "lost it" going down a hill covered in snow on a cold, frosty night around Christmas. An overhead power pole feeding the local houses arrested my sideways motion and plunged the houses into darkness. I just hope their turkeys got cooked properly that year.

*These notes from Ian make interesting reading and add to the history of one of our cars; if any reader has any information on the current fate of this please car, or better still is he current owner then please pass it on and I will put you in contact with Ian.*

## Parts for Sale

Martin White has the following parts for sale:

Lucas wiper motor 6 volt. New/old stock	M/D type	£75
Headlights: pair L130 headlights. "Oily rag" but ready to use.	M type	£150
Headlights: pair L140 flat glass headlights	D,J,F,L	£225
Lucas Altette horn and bracket		£75
Klaxon horn for J2, etc. Rare.	J2 etc	£250
Cycle wings rear (pair); nice reproductions in etch primer.	J2 etc	£80
Running boards (pair); original and repaired. One is very nicely repaired and almost reproduction.	P type	£150
Starter motor spacer plate.		£10
Front chassis cross-tube. Needs Helicoil insert.	Most models	£30
Rocker shaft rear pedestal. Nice casting, needs drilling.	J2 etc	£25
Bonnet catches (set) with saddles and pegs.	J2 etc	£100
Rear body supports (pair). Original.	J2 etc	£20
Body support clamp (single).		£25
Oil pipe. Delivers to cylinder head (thin pipe at front)	K & L	£30
Bronze bush; thought to be suitable to make engine rear bearing. 2.165"OD; 1.768"ID; 1.965" long.		£15

Contact Martin at 01344 424258  
71 Deepfield Road, Bracknell, Bucks. RG12 2NN

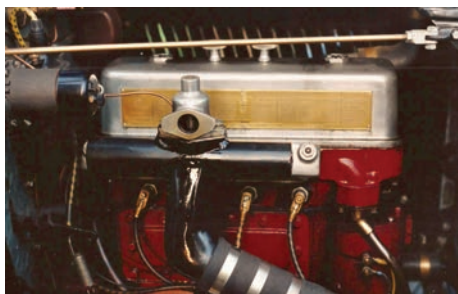
## READERS LETTERS: From George Eagle

### J2454 Registration RN 2626

Here of some photos of this car and the details of former owners Stan Ward and Stan Eagle.

The reason for my interest is that this car was owned by my Uncle Stan Eagle and it was the first sports car I had been in when I was about 8 years old!! We were in the UK in about 1946 because my father was on long leave from East Africa. The ride must have left a big impression on me hence my life long interest in Triple-M MGs. Uncle Stan was a very press-on driver whereas my father drove very sedately, at the time we had a pedestrian Austin 12 in East Africa. I can still recall the effect the tramlines and cobbled Manchester streets had on the ride.

I traced the car to Stan Ward and had planned to re-unite my Aunt Alice with the car but unfortunately she was not well enough but was delighted to see the photos. There were some 1940s photos but I am not sure what happened to them. I will post them if they come to light. I must be getting ancient!



**Photos of J.2454 Provided by Stan Ward**

## LETTERS TO THE EDITOR: From John Dorney on the subject of the 1962 Register.

I was very interested to see the 1962 Register details in the April – May bulletin as we are the current owners of J4275, Register Number 27. We have had the car for seven years now and continue to use it regularly, except for the last twelve months following a disastrous engine failure in Luxembourg. It always takes longer to repair things than you think it is going to.

In 1962 the Register recorded the car as being fitted with a PB engine. I can confirm that the car now has a PA engine as I have measured it extensively during the recent rebuild.

I see from the Register list that our car is the only one that does not have a pre war registration number. Having done some research we found from the factory records that the car was supplied to Lieutenant Commander Crawshaw in November 1933 and shipped to Malta where it remained until after the war.

The car was very lucky to survive the war in one piece considering the extensive bombing that Malta suffered. The current registration number DRV 740 is a Portsmouth number that was issued 8th June 1948 so we presume that it may have been shipped back to the UK with Royal Navy help.

We have been unable to find any details of what happened to the car after it was returned to the UK and would be very interested if any Triple M owner could help to fill in the blanks. The buff logbook that we have does show the owner in 1958 as Mr P Martin in Peterborough and then 6 further owners until old style log books were discontinued.

As an aside, I first bought a J2 in 1965 for the princely sum of £30 but regrettably did not keep it and sold it when I went to university. The registration number was ABJ 12 but I have no record of the chassis number. Hindsight is a wonderful thing!!

*I was very pleased to receive this feed-back from John following publication of the 1962 Register in Bulletin 108. If anyone has any information on his previous J-type I am sure that John would be very pleased to hear; unfortunately he has no photographs from that time.*

*John has also provided some photographs of the more recent travels of his J-type which are shown opposite:*

*Top: J4275 in Denmark. John was advised that daytime running lights would be required and fitted the LED lights to help conserve the battery. These neat lights can be seen in the photograph but John need not have bothered as he subsequently found out that the regulation did not apply to pre-war cars!*

*Centre: The well-travelled J-type seen in Italy on the “MGs by the Sea” run organised by the MG Car Club d’Italia.*

*Bottom: On home territory, J4275 about to do an un-timed run up the hill at Shelsley Walsh.*



**READERS LETTERS:**  
**From Graeme Jackson**

**Wilson's Willie:**

Our Triple M Register Yearbook 2018 has finally arrived, it seems Her Majesty's Post ship was becalmed for a time, somewhere east of the Cape of Good Hope. I particularly enjoyed Mike Allison's story about Walter Gordon Wilson and his invention of the pre-selector gearbox fitted to some MGs in the 1930s, including our P type. Like Mike when we first became interested in Wilson it was difficult to find information, so it was with some delight that I discovered that Wilson's Little Willie had been preserved and displayed at a museum in Dorset. English people have a propensity to preserve anything of historical interest. After further research it became clear that "Little Willie" designed and developed by Major Walter Wilson and Sir William Tritton, was in fact the 1915 prototype for British heavy tanks in the First World War, an invention that gave Britain an advantage in the catastrophic trench war in France and Belgium. "Little Willie" is at the Tank Museum at Bovington Camp, Dorset, which can be viewed on line, though Wilson is not mentioned in the accompanying blurb.

Yours Octagonally,

Graeme Jackson.

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## Greetings from the Nürburgring by John and Helen Gillett.



Helen and I are having a few rest days after a busy few months, so we thought it time to say we are alive, well and happy. We have just enjoyed 3 full days at the 47th Oldtimer event at Nurburgring. Prior to that, Helen had spent time at Cannes with a couple of friends and, after spending May and June in the U.K. and France, John returned to Australia for some work/family commitments.

Our wonderful MG K3 continues to perform well, achieving positions in events well in line with its historic reputation, and we are delighted with its ability to withstand such heavy use. Last year we did eight races in UK/Europe and this year we have already completed five. Some of you may know I had an incident at Donington which resulted from a broken axle, fortunately there were no injuries and only limited repairs required so that we were at Pau two weeks later.

Highlights for this year have been MMM MG racing in the UK at Brands Hatch and Cadwell Park with the MGCC and VSCC, HGPCA races at Donington (where Prince Bira raced the K3 in 1935) and Brands Hatch GP circuit; also events at Pau (the famous street circuit in France) and, most recently, at the Oldtimer 47 event in Germany. In between there has been Peter Green's successful Summer Gathering which helped celebrate the MMM 90th year; a fantastic MGCC of France MMM and T Type Rally in Corsica, along with some great social times with friends. We have again been grateful for hospitality and workshop support from friends and colleagues, including some who recently visited us at home in Australia.

Our next plans include the MMM gathering with the Dutch fraternity and then some touring time before the Zandvoort (Holland) HGPCA races in early September, followed by the Amilcar rally in Switzerland that we have enjoyed in previous years. The summer is slipping away from us and home events call us to leave by the end of September. We will catch up again with as many northern friends as possible before we leave and we look forward to a good summer of events and friends in Australia.

Best wishes, good health, and thanks to you all.....

## And so back to Brands.....

VSCC Brands Hatch Race Meeting 24th August 2019.



After a rather chilly weekend in April the Triple M racing teams returned to Kent to enjoy one of the hottest August weekends in memory for the VSCCs combined Sprint and Race meeting. With engines still warm following the recent Prescott hillclimb and Cadwell Park racing adventures an excellent field of twenty two Triple-M competition cars arrived to do battle.

Proceedings commenced with the now standard 'BBQ and beer' for the teams and supporters on the Friday night. A most jovial time was had by all and it was a pleasure to welcome back Team Cloggies who had brought two racing cars and a great support team from Holland. Other European guests included Roland Wettstein and Tom Vanburkum, representing Team Suisse, who excited all by bringing the terrific Parnell K3 to join the racing gang.

As the sun rose the sprinters were scrutinised and readied for the one and half lap event which ultimately proved victorious for Steve McEvoy in his beautifully presented F-type Special. Runner up award went to Emma Potter who managed to pilot her dark blue C-type around the circuit a couple of seconds faster than Chris Edmondson in his familiar D-type. Keith Pilgrim was a very welcome new addition to the Triple-M competition department driving his newly re-commissioned ND, in standard trim, into fourth place.

Following reciprocal lunchtime hospitality offered by the VSCC Owner Driver Mechanic movement the racers were ready to line up for qualifying. This proved relatively straightforward even if most cars were running a few degrees hotter than normal. The only casualty being Nick Hayward-Cook who found the supercharger on his J2 to be running too hot and had to retire after only a couple of laps. Times were distilled and the grid for the Triple-M race showed Oliver Sharp in pole position having recorded an impressive 1:02.83 in his un-blown N-type and Harry Painter in second place less than a second behind. Roland Wettstein piloted the Parnell K3 to third place with a 1:04.86; pretty impressive as these are very early days for Roland in this powerful machine. Mike Painter then completed the front four in the Kayne special. And so, to the racing.



Race 1 – Standard and Modified Sports Cars: Six MGs lined up for the opening race which saw our MGs battle with the Frazer Nashes, Alfa Romeos, Rileys and the rest of the VSCC Sports Car brigade. Ultimately it was Duncan Potter who lead the MGs home driving his 'dark blue' C-type over the line a mere three hundredths of a second in front of Simon Jacksons Limerick GP supercharged PB, close racing indeed !

Race 3 – Baynton Jones Triple-M Challenge Race. Eighteen cars took to the grid as, unfortunately, the temperature had got the better of the McNinch PA. The Parnell K3 was the other casualty with noises of concern from the real axle leading to a prudent withdrawal. After the highest attrition rate we have seen this season which saw the quickies of the Painters, both Dutch cars and the Edmondson D-type retire, victory was beckoning for Oliver Sharp in his N-type. However, it was not to ; Magneto issues caused a retirement on the penultimate lap leaving Team Goddard to take the chequered flag in their blown P-type. A fine effort and just reward for the team, Ian doing the preparation, transportation and set up and Charles doing the easy bit, the driving! Joining the podium were Rodney Seber in the familiar family Wolseley Hornet racer and Fred Boothby in his J2. An excellent race which saw the closest battle at the rear of the grid with only two seconds separating the rearmost four cars, ultimately Emma Potters C-type led home the J2s of Henry Hichens and Nigel Stroud and the second Potter C-type.

Race 6 saw Onno Konneman recover from previous plug failure to pilot his D-type racing special to successful completion of the final handicap race of the day.

Overall, an excellent weekend of triple M racing, camaraderie and sunshine was had by all.....

**Duncan Potter**



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## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

*Mike has done his usual splendid job in compiling the competition tables which include all events up to and including the VSCC Sprint and Racing at Brands Hatch. As no tables were printed in the last issue, I promised that the tables would be included this time so here they are.*

*As Mike says, these are probably at the most interesting stage for the majority of readers as they include the major non-racing event of the year so a good mix of cars can be included. Please note Mike's appeal for prompt submission of results so that the tables can be as up to date as possible.*

This is now the busiest time of the year for event recording and of course it always coincides with holidays and other distractions! It was helpful to get a competition update from Frank Ashley, albeit in his words, a bit late, which has propelled him to the top of the COTY list, but doubtless others will be advancing to the 100s themselves soon. The COTY is significantly longer than normal as it has all the entrants to the Summer Gathering included. As this is probably the biggest gathering of Triple-M cars and owners in this Country, it seemed appropriate for me to recognise this in the chart records, although very few people actually bothered to put in a claim for points for this event.

Rather later than is usual, it was decided that the John Kidder trophy should go to Bruce Weston for his sterling work over many years in running the Kimber Classic Trial, in which Triple-M cars are in the majority, and accepting that the 2019 event could have been the last. In fact, the 2020 Kimber has now been confirmed but I wouldn't guarantee that the event will go on beyond that date. The Trophy is away for engraving and will be presented to Bruce at a suitable event.

I have not seen any Trials event results since the Kimber that have had any Triple-M participation, so the Slade chart only reflects results from one event. With the Trials season due to restart in September, it is hoped that there will be a bit more Triple-M activity before the end of the year.

<b>SLADE TROPHY 2019 Scores to 29 August</b>			
Position	Car/s	Driver/s	Points
	NA	Richard Jenkins	10
	J2	Mark Smith	9
	J2	Thijs de Groot	8
	PA	Adrian Moore	7
	L1/s spl.	Bryan Ditchman	6
	J2-PA/s	Bill Bennett	6
	J2	Mike Linward	5
	J2	Ian MacKay	4
	PA	Rainier Karthaus	3
	J1	Ties Verbruggen	2
	M	Philip Coombs	2

<b>Racing Challenge Trophy 2019 - The Betty Haig Cup</b>				
<b>Scores to 29<sup>th</sup> August</b>				
			No. where less	
	Car/s	Driver/s	than 5 Races	Index of Performance
	PA-PB/s	Charles Goddard		0.103
	PB/s	Simon Jackson		0.207
	PA/s	Harry Painter		0.234
	J2/s	Fred Boothby		0.319
	J2-PB/s	Mike Painter		0.446
	L1	Andrew Morland		0.455
	C/s	Duncan Potter		0.473
	PA, J2/s	Hamish McNinch		0.523
	C/s	Dave Cooksey		0.597
	C/s	Chris Cadman		0.660
	D/s	Onno Konemann		0.781
	C/s	Emma Potter		0.846
	K3/s	Teifion Salisbury		0.856
	C/s	Adrian Moore	4	0.357
	NA/s ss	Thomas Hardman	4	0.512
	C/s	Barry Foster	4	0.613
	K3/s	John Gillett	4	0.811
	J2	Henry Hichens	4	0.910
	J2/s	Nigel Stroud	4	0.917
	PA	Mike Davies-Colley	3	0.444
	KN/s ss	Malcolm Hills	3	0.468
	KN/s	Andrew Long	3	0.515
	KN/s ss, J2/s	James Ricketts	3	0.599
	NA	Oliver Sharp	2	0.250
	L1/s	Charles Jones	2	0.500
	PB/s	Andy King	2	0.604
	PA/s	Thijs de Groot	2	0.750
	PB/s	Mark Reece	2	0.765
	PA	Anne Boursot	2	0.838
	J2-PA/s	James Painter	1	0.111
	PB/s	Richard Frankel	1	0.250
	D/s	Chris Edmondson	1	0.500
	J2/s	Nick Hayward-Cook	1	0.667
	C/s	David Downes	1	0.917
	J2/s	Geoffrey Enoch	1	1.000
	J2/s	Gil Collins	1	1.000
	J2/s	Andrew Harrington	1	1.000

<b>SPEED CHAMPIONSHIP 2019</b>			
<b>Scores to 29 August</b>			
Position	Car/s	Driver/s	Points
	NA/s	Roger Tushingam	46
	PB/s	Tim Sharp	44
	M	Frank Ashley	35
	F1/s	Steve McEvoy	35
	L1/s	Maurice Gleeson	34
	L1/s	Andrew Briggs	27
	L1	Andrew Morland	26
	PA	Colin McLachlan	21
	C/s	Duncan Potter	20
	C/s	Emma Potter	18
	PB/s	Rachael Holdsworth	14
	ND	Keith Pilgrim	12
	NA/s ss	Thomas Hardman	10

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 2019 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:

27 <sup>th</sup> January	VSCC New Year Driving Tests	Full Results
3 <sup>rd</sup> February	Stroud & District Motor Club Cotswold Cloud Trial	Full
31 <sup>st</sup> March	Hagley & District LCC, Loton Park Hilleclimb	Full
13 <sup>th</sup> April	MGCC SW Centre, Kimber Classic Trial	Full
14 <sup>th</sup> April	MGCC SW Centre, Kimber Gymkhana	Full
13 <sup>th</sup> April	VSCC Silverstone Race 'Formula Vintage Round 1'	Full
13 <sup>th</sup> April	VSCC Silverstone Auto Solo	Full
19 <sup>th</sup> April	VSCC Curborough Speed Trials	Full
25 <sup>th</sup> April	Manx Classic 2019, Sloc Hill Climb	Full
26 <sup>th</sup> April	Manx Classic 2019, Creg Willey's Hill Climb	Full
27 <sup>th</sup> April	Manx Classic 2019 Lhergy Frissell Hill Climb	Full
28 <sup>th</sup> April	MGCC Brands Hatch Race Meeting	Full
11 <sup>th</sup> May	500 Owners Association Wiscombe Park Hill Climb	Full
12 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
18 <sup>th</sup> May	VSCC Oulton Park Race 'Formula Vintage Round 2'	Full
1 <sup>st</sup> June	BARC Yorkshire Centre Harewood Speed Hill Climb	Full
15 <sup>th</sup> June	VSCC Brooklands Sprint	Full
16 <sup>th</sup> June	VSCC Brooklands 'Double Twelve' Driving Tests	Full
22 <sup>nd</sup> June	VSCC Eastern Rally	Full
29 <sup>th</sup> June	VSCC Donington Park Race 'Formula Vintage Round 3'	Full
6 <sup>th</sup> July	BOC Prescott Hill Climb	Full
7 <sup>th</sup> July	VSCC Shelsley Walsh Hill Climb	Full
7 <sup>th</sup> July	Triple-M Summer Gathering, Gymkhana and POO	Full
13 <sup>th</sup> /14 <sup>th</sup> July	Chateau Impney Hill Climb	Full
27 <sup>th</sup> July	VSCC Cadwell Park Race 'Formula Vintage Round 4'	Full
3 <sup>rd</sup> /4 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
11 <sup>th</sup> August	VSCC Mallory Park Race 'Formula Vintage Round 5'	Full
24 <sup>th</sup> August	VSCC Brands Hatch Sprint	Full
24 <sup>th</sup> August	VSCC Brands Hatch Race 'Formula Vintage Round 6'	Full

### C.O.T.Y. 2019 - Scores to 29<sup>th</sup> August

Position	Register Number	Car	Registration Mark	Driver/s	Points
	1595	M	PG 1045	Frank Ashley	102
	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	97
	3458	PB/s	6 KPK	Simon Jackson	94
	949	L1	OD 6008	Andrew Morland	90
	3614	PB/s	VXS 544	Tim Sharp	85
	2912	C/s	GX 9693	Duncan Potter Emma Potter	82
	2063	PA/s	RJS 380	Harry Painter	82
	3472	L1/s	UAS 720	Maurice Gleeson Andrew Briggs	75
	2694	J2-PB/s	Kayne Spl. NV 3709	Mike Painter James Painter Harry Painter	75
	3534	J2/s	WF 5494	Fred Boothby	57
	1521	C/s	RX 8591	Dave Cooksey	52
	1931	C/s	VD 30	Barry Foster Adrian Moore	52
	2226	NA/s	MG 3701	Roger Tushingham	47
	2758	F1/s	DX 9957	Steve McEvoy	45
	1164	PA	YSV 703	Hamish McNinch Anne Boursot	45
	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	43
	1000	PB/s CC	JB 7521	Andy King	42
	2077	K1-KN/s ss	-	Malcolm Hills James Ricketts	41
	538	NA	NV 4207	Oliver Sharp	37
	2160	D/s	MG 1766	Onno Konemann	34
	2591	PA	MG 3242	Colin McLachlan	33
	797	K1	ALA 871	Christopher Hobbs Kate Hobbs	31
	1551	PA	CYE 387	Barny Creaser	30
	108	M	OU 4824	Mike Dalby	30
	807	KN/s	MG 4119	Andrew Long	30
	922	D	KG 1237	Digby Gibbs	29
	250	PA	MG 3294	Mike Davies-Colley	28
	167	M	APB 298	Andy King Richard Winchester Angie King	28
	2960	J2	AM-30-25	Thijs de Groot	26
	85	PA	BGH 295	Colin Butchers	26
	2200	C/s	RX 8306	Chris Cadman	26
	2990	PA	BXH 499	Anthony Richards Ruth Richards	25

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These two photos supplied by Frank Ashley show the Triple-M presence at this year's Chateau Impney Hill Climb which continued the Anniversary celebrations

Cars on display were Frank Ashley's venerable M-type; Roger Davies' very original PA that won the Triple-M trophy at the 2018 Pre-war Prescott and Dean Butler's KN with Mille Miglia K3 style body, 1800cc engine with twin cam head.



Competitors line up for instructions from Andrew Taylor at the Summer Gathering. In spite of what the sign says, Triple-M Racing has not diversified into Trials, this is actually the start of Test 1 of the gymkhana.  
Photo Chris Salmon.