



TRIPLE-M REGISTER
BULLETIN
October-November 2019



THE MG CAR CLUB LTD



Top: Roland Wettstein in the stunning Parnell K3 competing in the Goodwood Trophy at the Revival meeting in September. Roland finished 16th out of a highly competitive field of 29 pre-war cars. Information and photo supplied by Colin Murrell.

Bottom: The self-proclaimed J2 special J2084 seen in the car park at VSCC Prescott Long Course event in September. Photo Digby Gibbs



BULLETIN No 111 October - November 2019

Front Cover Picture:

Roger Burnett's charming M-type coupe captured by Peter McFadyen passing through Snowhill on the Pre-War Prescott Sunday Tour.

Editorial:

The Bulletin is assembled over a period of several weeks so will not always be bang up to date so please accept my apologies for any news items that seem to be behind the times. Where practical, I will insert last minute items that are time critical such as Alan Grassam's invitation to the Kimber, so please send information through regardless of timing and I will do my best.

The date for next year's Kimber has particular importance for me. During the summer I became the proud owner of J2 CG 5230 which I purchased from Alan Grassam and one condition was that I enter it in the Kimber! Thankfully, the Kimber has been reprieved for 2020 so I can keep my promise and look forward to the experience as a Trials "virgin". Please take note of Alan's comment that this will be the last event organised by the current, hugely experienced, team; it would be such a shame for this historically important event to wither away so any potential organisers should contact Alan or the MMM Committee.

My new car may well feature in future issues of the Bulletin but, in the short term, the new heading photo (taken by my five year old granddaughter) shows us about to set off on the first proper journey in the car; a visit to Prescott for the VSCC Hillclimb in August.

The calendar of events for next year is just starting to take shape so we have not included a table of forthcoming events in this issue. Already some unfortunate clashes have emerged and the concentration of events in April has pushed the Kimber Trial into May. At the time of writing the following are known:

18/19 April: MGCC Brands Hatch and VSCC Spring Start at Silverstone.

2nd May: Kimber Trial

13/14 June: MG Live and Pre-war Prescott.

5-9 August: European Event of the Year in Bavaria.



Subscriptions:

You should have received a subscription renewal form with this issue and I would urge that you complete and return the form to Paul White as soon as possible. This will be a huge help in planning future orders and spreading Paul's workload at what is a very busy time for him. Regrettably, the subscription rate has had to be increased this year to cover rising costs; the cost has been subsidised for a few years and the new rate has been selected to ensure that it has some flexibility to cover unknown cost rises in the future and can remain at the same level for a few years. Any member wishing to set up a standing order for their renewal see below:

- Bank Details: Barclays Bank Account no. 80620483, sort code 20-01-09
- Please set a preferred payment date up to 31st December and also email Paul White to advise of initial set up.

Chairman's Jottings

By Jeremy Hawke

It's the little things in life:

This month, J2396 or "The J2" as family & friends refer to her, has now been in the family for 66 years. During that time; she has progressed from a young man's everyday sporting transport, through family transport (though the winter of 1963 revealed the J2's severe limitations on that front), to "weekend toy", "classic" and eventually cherished "hand me down". Somewhere along the way, as well as "doing stuff", there grew an interest in her first 21 years of life besides those chassis files held by the MMM Register (yes she broke her first crank, fortunately without damage to the rest of the engine) and the wad of log books held by Wiltshire County Council, offered and retrieved before those good folk at the DVLA burned the lot of them.



First supplied by "Imperial Motor Mart" of Cheltenham, the building is still there and is still a car related business, but an exhaust specialist. By 1953 she had a plywood dashboard supporting a standard set of instruments (we have a romantic notion that the aluminium one was donated towards a Spitfire during the war....) with no trace of a Dealer's enamel plaque. An "original style" dash was made in 1964, the year I was born, with the turned finish laboriously recreated with emery cloth & a sore thumb – aren't we lucky today? Secretly envious of "University Motors" supplied owners with their little badges, a fairly casual (at first anyway) search began for an "Imperial Motor Mart" one, without any certainty that such a thing actually existed.

The years rolled by.... trade stands were visited at various shows when the opportunity arose, friends keen on that sort of thing were roped in, but enquiries always resulted in a "never seen one of those". However, as nobody said "there's no such thing", optimism remained and the quest continued; continued failure can have a tendency to lead towards obsession, but we weren't there just yet.

J2396 found herself in my garage at the end of 2010, with Dad never having seen an "Imperial Motor Mart" plaque, let alone one for sale, so I took up the search armed with t'internet, something he never got into. But still.....nothing. Surely; there is no such thing, not a sniff in all these years? But then; the planets aligned.

Typically, I was away on holiday when I was sent an e-mail by a MMM Forum member and fellow J2 owner (thank you Mark D) alerting me to THE PLAQUE! You see, he has his own search for an early Cheltenham Motor Club badge and that has two words in common and it popped up on one of his search strings. It is nearly a week before I see the e-mail and thankfully; it's still there. A few days later and it's sitting in my grubby hands after what must be a search of over 30 years. Your Chairman is feeling quite pleased with himself to have "ticked the box" at last and the family satisfied that a kind of closure has been reached. And the dealer when asked? "I've never seen one of those before, it was in a job-lot I bought!"

The moral to all this? Don't give up. If you are searching for that illusive part, bit of history, or anything else in relation to your car; keep going. You will get there in the end. And here, because I know you're all thinking "what is all the fuss about", is the object in question; an "Imperial Motor Mart Cheltenham" dealer's plaque. Ironically; it's bigger than I thought and the St Christopher duplicates the one that has already been on the dashboard for 66 years, but hey; it's good enough for me.

Jeremy Hawke



Secretary's Update

Dear Reader,

Today is the last day of September and by the time you receive this edition the Autumn will be well and truly upon us. We can look back to a wonderful British summer of events - the most recent being the VSCC Prescott Hill Climb a few days ago, which rounded off the competitive season for many - but with plenty of trials and Winter action yet to come.

Your Committee met 4 weeks ago and here is a run down on some of the points we covered:



- We were pleased to co-opt the Register's Safety Fast! correspondent Cat Spoelstra to the committee;
- Close contact is being maintained with the main MGCC on matters such as the possible digitising of the Triple-M part of the Club's archives and accessing the Club membership database;
- The Register's finances, which are as usual in good shape;
- The Summer Gathering, which this year was even bigger and better. It's planned to repeat this new format in 2020;
- As anticipated in the last edition the MGCC has completed the acquisition of the F M Montgomery collection of race and rally plaques which he earned in the 1930s, including the 1930 Double Twelve and the 1931 Ards TT;
- We had a detailed review of the working of the Register of Cars and considered some specific cases. We also reviewed and updated the Guidelines governing the inclusion of cars on the Register, including our approach to term 'Replica' which at times has caused some vexation;
- In November there will be an all day working session of the nine Registrars, co-ordinator Barny Creaser and Koen Struijk, the brains behind our database of cars;
- We reviewed the 2019 racing season and laid plans for 2020
- We will be at the MG/Triumph Spares Day at Stoneleigh on Sunday 9th February

- We reviewed the Register Library and some of the publications we sell, particularly the Yearbook. Have you bought your 2018? edition yet? Likewise the Bulletin (the subscription cost of which will see a modest increase in 2020) and of course Safety Fast! under its new Correspondent;
- We plan to change the hosting arrangements for the Register's website by early 2020;
- We accepted an offer from Tony Richards and Ron Warr to run the Register's 2020 touring event based in and around Leicestershire. Outline details will be available very shortly - for further information please contact Tony at tony-ruth.richards@outlook.com

Mentioning next year's tour gives me an opportunity to thank on all our behalf Ian Godard, Chris Little, Jonathan Glenny and their team for what by all accounts was a wonderful Welsh Hills tour 2019. We all know (or at least can imagine) how much attention to detail, ingenuity and sheer hard work goes into the planning and execution of these events. Your Secretary has been asked to help future organisers by putting together a summary guide about to how to plan and organise them - that's another job to add to the ever growing in tray!

Until next time, Octagonal greetings to all.
Dick Morbey



British Motor
Heritage Approved

BARRY WALKER

Estd. 1968



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

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

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

ADVICE, INFORMATION, COLLECTIONS, DELIVERIES

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

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

www.barrywalker.com

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

Email: barry@barrywalker.com Web: www.barrywalker.com

Please phone
before visiting



**PROGRESS REPORT: PB0660
MIKE PANCHERI**

Mike has been good enough to take time out from PB0660 to provide another of his entertaining progress reports on the building of his PB Special. Mike submitted this some time ago but pressure on space meant it could not be included at the time and consequently progress on the car has moved on. I had the opportunity to inspect the car on a recent visit to the new Pancheri residence in deepest Somerset and I can report that the quality of workmanship is excellent and the engine certainly sounds the part! At the time of my visit the body was away at the paint shop but should now be re-united with the car.

It must be at least two years since I last reported on progress (or lack of) building up chassis PB0660. By June 2018 most of the body and panel fabrication had been done, and the car with the body, tail, bonnet, blower cowl and wings trial fitted was returned to my sister's garage at Chipping Warden, near Banbury.

Graham Frankland of Exhausts By Design at Tingewick had made a 'Brooklands' silencer in stainless steel to original works drawings some time ago, and now it was time to take the car back to him for the remainder of the exhaust system to be made. The dummy manifold you can see in the photo is there simply to get the dimensions of the opening in the bonnet side correct.

The run of the rear pipe had been the cause of much head-scratching. It had been my original plan for the rear pipe to run straight out between the body and the rear wheel, but it was clear fairly early on that there wouldn't be enough room. I had thought at first of putting a scoop out of the body, but that would probably put the pipe uncomfortably close to the passenger seat and possibly the fuel tank too. That left me with two choices, up and over the rear wheel or down and under the rear axle.



Top: The body temporarily fitted to the chassis. Dummy exhaust manifold visible at front.

Bottom: PB0660 looking very purposeful with body in place for test fit.



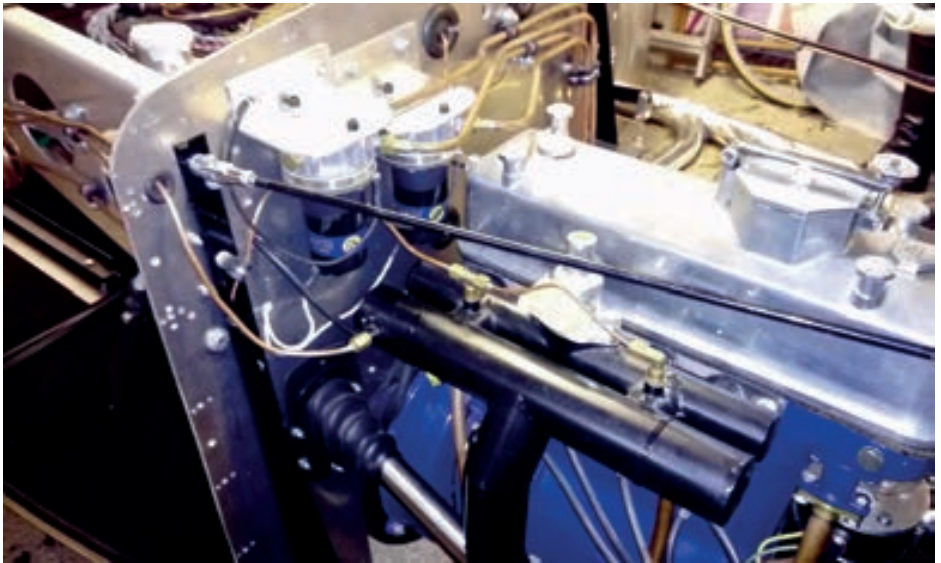
I discussed this with Graham Frankland, and he came up with a very neat arrangement, running the pipe from the silencer diagonally down the side of the body and then turning under the chassis and turning again to run straight out below the axle. Graham Frankland made a beautiful neat job of this as I hope is evident in the photos.

Once the car had been brought back to Chipping Warden, with the exhaust system removed again, Marion and I removed the body, wings and brackets, bonnet and side valances, blower cowl etc so that we could get on with several other niggly little jobs which would have been impossible with the body in position. We don't have the long bonnet, so any work needing doing between the firewall and the back of the dash is very awkward with the body in place. This included completing the wiring, most of which had been done some time ago by a very competent auto electrician while the car was up at Worksop. Fortunately, I was able to find someone locally on strong recommendations from a number of friends who had had work done by him, and he turned out to be excellent.

The next significant step was firing up the engine for the first time. Ken Robinson who had built the engine, had agreed long ago to oversee the Great Start-Up, and with Easter and other family commitments, the earliest date possible was 27th April. I had already fuelled, oiled and watered (ah, forgot to fit the fuel tap in the bottom of the radiator) so we all convened at Chipping Warden on the appointed day.

Before attempting to start the engine however, I had one niggling anxiety. During the time the car spent at Worksop having the body and panels fitted and made, we had discussed how to mount the fuel pumps. Bolting them to the front of the firewall in the usual way had one big disadvantage in that if one or other failed, it would be almost impossible to remove them without removing the body as I have mentioned already. In the end, we fitted them suspended vertically from brackets which bolted to the bulkhead (see photo opposite). I had consulted a couple of people who thought the pumps should work in that position, but this was yet to be proved. In the event, they did work but then we found that the Kigass jets into the manifold were clogged up (don't know why, they are brand new). Ken had tested the engine some time ago on Peter Green's rig, but on standard carburettors. This time she would be running with the supercharger. I needn't have worried because, after a bit of fiddling and adjustment, she fired up and sounded wonderful with a deep, crisp bark which was actually quieter than I had expected, so the exhaust system was doing its job.

During the rest of the day we stopped, adjusted, started again several times and later in the afternoon the starter motor stopped working. It had been checked over and tested some time ago, but to save time I was lucky to exchange it for a newly reconditioned one with a brand-new armature. Marion and I duly fitted this, tested it, ran the engine again, honestly it was as much as I could do to resist the temptation to back her out of the garage and go for a quick blast up the road! It had always been my intention that she could be driven without the body, and it is very satisfying now to have reached that stage.



Top: The fuel pumps mounted on brackets fitted to bulkhead to facilitate servicing and replacement when body is in place.

Bottom: The beautifully engineered cantilever brackets that support the dashboard show well on this photo as does the Brooklands silencer and purpose-made exhaust pipework.



When I first embarked on this project, I was 55. Now, two replacement hips and 17 years of advancing decrepitude later, I am 72, and I find it quite difficult to climb into and out of the car. I set out to create a sporty, lightweight, fairly quick road car which could also be used for light competition, sprints and hill-climbs, possibly circuit racing, but since my last full racing licence expired in 1975 I would have to start all over again as a novice. This process is now much less straightforward than it was in the seventies, undoubtedly for very good reasons, but to me, nevertheless, it seems quite daunting.

Back then, all you needed to do was to apply for a licence from the RAC, and get the accompanying medical certificate form completed and signed by a qualified doctor. I obtained my first medical certificate from my local GP, an elderly chain-smoking Aberdonian, free of charge. Coughing and spluttering, he signed my certificate and waved me away with an encouraging 'don't go and get yourself bloody killed laddie', and that was it. Looking at his nicotine-stained moustache and fingers, and the ashtray on his desk, overflowing with cigarette butts, I felt that my chances of surviving the next few months, as an amateur racing driver, were marginally better than his.

My speed and racing licences duly arrived together with a copy of the RAC 'Blue Book' which I studied carefully, noting that crash helmets had to conform to whatever BS standard applied at the time, but found little else to worry about. I suppose there must have been something about goggles or visors but I turned up with a pair of old aviator goggles, which I'm sure had glass lenses, together with my new shiny BS whatever crash helmet, the VSCC scrutineer issued me with a pass tag and waved me on my way. The other requirements were for sleeves to the wrist, and trousers to the ankle.

I used to tuck my trendy, flared jeans into my socks, (so easy to get into the car and find the gear lever up my trouser leg), put on an old pair of worn out plimsolls, and away I went.

You probably think this is one of those 'ah, those were the days' sort of articles, but in fact it is quite alarming to think back and realise how vulnerable we would all have been in a serious incident. Mine came quite early in my racing career, into the Armco on the outside of Woodcote Corner at Silverstone which split the fuel tank, depositing several gallons of 5 star (as was available then) all over the hot exhaust. Fortunately, the fire marshals were on the ball, and a possible major tragedy was avoided.

Anyway, I digress. Regretfully, I have decided not to keep the car as I would rather it went to someone who can make better use of it and its potential as an excellent competition car, maybe someone who wants to get into racing for the first time. It wouldn't take a lot to prepare it to comply with current competition requirements, and with a pretty hot engine, Volumex blower, close-ratio gearbox and higher ratio diff, carrying a very light aluminium body, it should be a lot of fun! It is close to being finished now, a couple of small jobs on the body, paint and final setting up, brakes, shocks etc, and then a lot of patient running in!

For me, it has been a very interesting exercise, mostly enjoyable, sometimes downright frustrating, and it does give me the satisfaction of fulfilling a long-held ambition to put another Triple-M car back on the road.



A LOVE FOR MG

Personal recollections and a restoration completed.

John Passmore

Readers may have seen the excellent article in the October issue of The Automobile that features John Passmore's restoration of J2311. This article is John's own story of the restoration and his prior involvement with MGs, including ownership of an ultra-rare J3 with real history.

I have been fortunate to have access to John's record photos in preparation of this article, most of which had to be scanned so quality is variable. I also had the opportunity to visit John and inspect the J2; the quality of the work is even better than it appears from the photographs.

John's past involvement with MGs, as well as his work in the motor industry, is very interesting and hopefully he will be tempted to put more of his thoughts down on paper; for example, the Lotus Elise that shows in one of the photos warrants a story of its own.

It is a happy coincidence that, coinciding with completion of the restoration, his first Triple-M car, the Eyston J3, has been back in the U.K. this year and John was reunited with the car when George and Marguerite Morgan visited the Passmores during the summer.

Growing up as a teenager in the early 1950's in Melbourne, in the state of Victoria, Australia, I found I was becoming increasingly interested in things ... English.

I was reading English boys comics, in particular 'The Champion' and 'The Eagle', I had a Webley & Scott air-rifle, I collected 'Dinky' model cars, my father worked for the major importer/distributor of Vauxhall cars and Bedford trucks, and in 1951 he spent 3 months in England at the Vauxhall works at Luton as well as dealerships around the country; his stories and photos just strengthened my feelings.

I was also very interested in cars, and motor sport and, at age 15, I discovered two things that would influence my future – the MG TC and the English magazine 'Motor Sport' with its distinctive green cover with white pin-stripes.

Near our house lived a young man, Chris Cook, who had a metallic light blue TC with red leather upholstery. He was always working on it or cleaning it on his driveway; I fell in love with it and, of course, was always pestering him to let me help him and I still remember the first time he took me for a ride.

I started work at 16 in 1954 and with a firm objective to save hard to get my own TC at age 18. So on my 18th birthday, I passed my driving test and got my TC, a dark green one with 16 inch wheels and finned brake drums! I got it from Les Murphy Car Sales, a sports car specialist, and Les himself had won the 1935 and 1937 Australian Grand Prix's in a MG 'P' Type. He is a bit of an Australian MG 'Legend' and his famous little car is still competing in historic events today.

Over the next 6 years I moved on from my TC to a TF, then a MGA, and in 1960 back to 'first love', a TC again. I fully restored this one to original and standard format, dark green with beige leather, it was lovely car. And during these years I was developing my interest in speed hill-climbing, mainly at two outer Melbourne venues, Templestowe and Rob Roy. I attended most meetings as a spectator, but also tried a few low-key events myself. In 1958 I was a founder member of the MG Car Club of Victoria, and in 2008 I was proud to be one of a dozen or so 'Old bastards' celebrating the 50th Anniversary at the Club's wonderful Clubrooms in Melbourne, and of course, they have just celebrated 60 years. During this time I was getting to be really interested in the goings on in the pages of Motor Sport, especially the coverage of the famous hill climbs at Prescott, Shelsley Walsh and others.

I was also interested in the pre-war racing history of MG, and there were many of these famous cars in Australia, K3's in particular, it was common to find these cars coming over to Australia after they had done their job in Europe, some via the Abingdon works. I found myself in the position of being able to get one of these myself, the actual 'works' J3 in which George Eyston captured the 24 hour International Class 'H' record at Montlhery, France, in December 1932, at an average speed of just over 70 mph, co-driven by Tommy Wisdom and 'Bert' Denly! The car also ran in the 1933 Le Mans but did not finish. What I acquired was a chassis with axles and springs, a not very good body but with the specially cut-away door for Eyston's elbows [so the story goes!], a nice dash board and instruments, brass plaque showing it's achievements together with several boxes of bits but no engine or supercharger. All this was put under a tarpaulin for another day.

Then in 1962 the company I worked for was taken over by a UK company, with headquarters in London. On the day of the announcement I had a letter on my MD's desk requesting leave-of-absence to work in the London office for two years. Request granted. Prescott, Shelsley, Brands Hatch, Silverstone, Beaulieu – here I come!

I arrived at Southampton on 5th January 1963, travel was by ship then, and I had never seen snow before. It was all very exciting, and the snow lasted for several months, and turns out it was one of the worst winters – ever!

I bought a used Austin Mini, and two of my early connections were with the MGCC where I met Mike Allison who had just formed the pre-war 'Triple-M' Register, representing the overhead-cam models of Midget, Magna and Magnette'. I registered the J3 as a 'founder member', number 78, the badge bearing this number is still with the car today.

The other early visit I made was down to Lord Montague's Motor Museum at Beaulieu to do some research on the J3. The help I got from the recently appointed librarian, Michael Ware, was the beginning of a life-long friendship which, I am happy to say, is still in full swing today.

In the UK at the same time as me was a fellow Australian MG enthusiast, 'Pip' Bucknell, who worked for a shipping company. One of my projects was to collect as many J-type spare parts as I could – engines, gearboxes etc, to aid the J3 restoration, and he was very helpful getting all the crates of parts back to Melbourne for me.

And, of course, I went to Prescott many times, even joined the Bugatti Owners Club who own and run it. I also visited the other venues, and saw Jim Clark win the 1963 British GP at Silverstone, and ditto in 1964 at Brands Hatch, both wins in his beautiful Lotus 25. I went back home to Melbourne in December 1964 and was very reluctant to leave. I had loved England and Europe; having driven through all countries on a three months trip in the Mini covering 10,000 miles, including visits to Monza and Spa, and seeing the Monaco GP! I started to plan to come back.

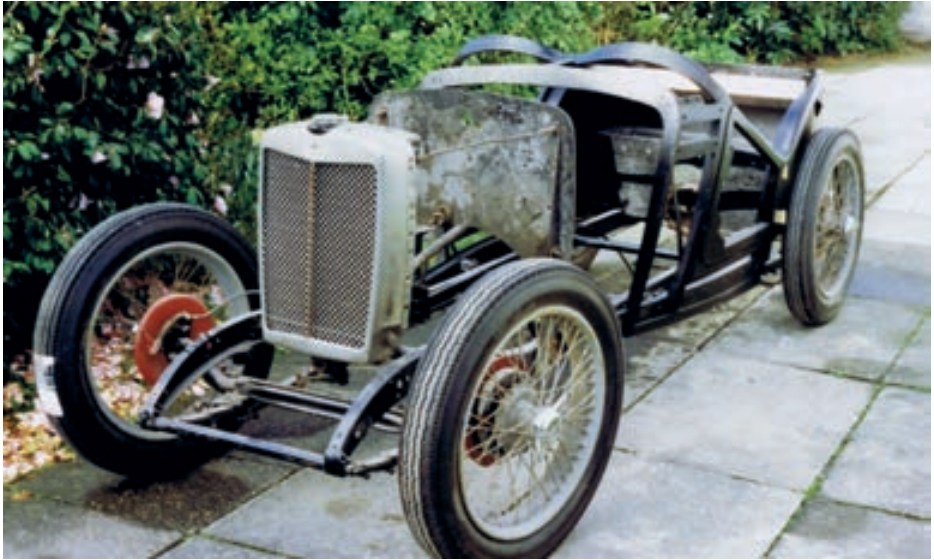
And I did that in mid 1966, having sadly sold the beloved TC and the J3 bits to pay for yet another boat trip to the UK, but thinking I will get another MG after a while! My 'hobby' motoring experiences before this happened included a Austin 7 Ruby, a hill-climbing Frogeye Sprite competing over five years in the 1990's at all Prescott meetings , building a Caterham 7 from a kit, and a 1960 Lotus Elite, which I had until recently.

So in 1991 the inevitable happened; I bought a J2 chassis, a rotten body, axles, gearbox, carburetters, etc, but no engine, a home-made fuel tank of the wrong shape, a wrong dashboard, a few instruments, no hood and side screens and no seats. It had wheels but no tyres but the car had not run for 30 years by then, and when it did last run it had a Ford engine. Unfortunately that meant I had an altered radiator with changed hose outlets and a reshaped bonnet! Here we go again I thought!



Above: The kit of parts as purchased in 1991

So, a long, and slow, restoration began, very slow at first as I was still working, and not much spare time. I see my first invoice for work done is dated 28 January 1994 for chassis checking and rectification, and the manufacture of a new ash-frame that would accommodate a new alloy body to be made later.

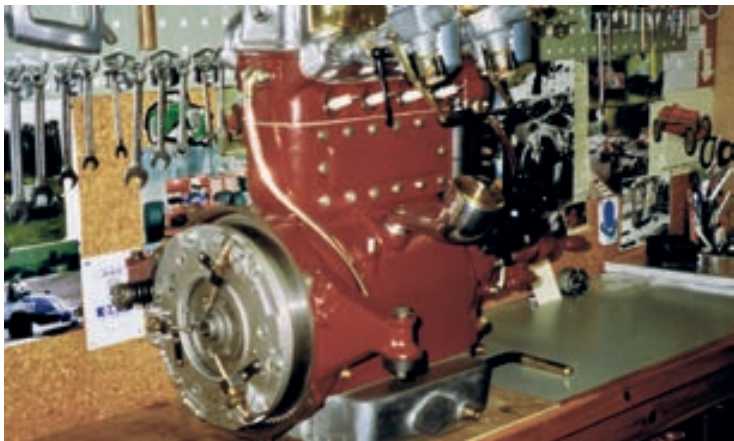


The straightened chassis with new ash frame fitted

Next, in 1995, my old friend Mike Allison, who ran his own Triple-M engineering business, repaired the radiator, relocated the outlets to correct places, re-cored it, and he supplied a new firewall and other bulkhead parts. He also repaired and organised the re-chroming of the 'iconic' MG radiator surround.

Then, over the next 20 years or so, I just slowly went through a very big check list of things to be done; I did not have a firm project plan with deadlines, dates etc, but I did have an outline idea of the order to do things. And for budget reasons I had no desire to get it done quickly, and to have it paid for, 'overnight'. I was going to enjoy the 'doing' of it as well as the final 'driving' of it.

In 1996/97 my good friend Alan Dyson, a MG enthusiast and vintage car engineer, helped me to fully understand the scale of the project, and we dismantled all mechanical components – steering column and box, diff, gearbox, brakes, springs, carbs, etc, and made a plan for refurbishment of these parts. We totally stripped the chassis, had it sand blasted and powder coated black, and I then set it up on purpose made sturdy wooden stands in my garage, and this became the basis for the restoration, and it stayed in the same place for 20 years!



I had the aluminium body and doors made by a very clever panel-beater friend, Peter Smith, at his works in Blandford Forum. He did alloy body work for the Penske Indycar racing team based in near-by Poole, and paid mega attention to detail. I had new steel panels made by MG parts specialist, Steve Gilbert, of 'Vintage Car restorations', including bonnet top and sides, petrol tank, prop shaft tunnel, engine under-tray and a few other bits related to floor-board fitment.

When I got the body back, Alan Dyson, helped me do a first-pass on fitting all the panels, some ok, some needing more work. I had the five 19 inch wheels rebuilt using the existing hubs with new spokes, and fitted new 4.00 – 19 Dunlop tyres from 'Vintage Tyres' at Beaulieu. This was maybe too soon in hindsight, as they are now 20 years old and just going on the road.

Specialist coachbuilders, 'James E Pearce', made a lovely engine-turned aluminium dashboard. Patrick Henry rebuilt all the instruments just after his relocation to Ireland, including the 'optional' tachometer that I will use instead of the standard speedo/tacho unit. With engine running now, it's good to see all instruments working, although I haven't run it long enough for the oil temperature to show a reading!

Of course, the engine itself was a major aspect of it all, I had a damaged cylinder head, but no block, I had a sump and carbs and a box of valves springs and other stuff, no con rods or pistons, so I sort advice and decided to ask specialist Triple-M engineer, Colin Tieche, to build me a new engine. He did this with new alloy block, repaired head, and everything is new - 'Phoenix' crankshaft, camshaft, rods, pistons, valves, springs, etc. Another Triple-M specialist, Barry Foster of The Monthery Garage made up all the copper fuel and oil pipes.

Then, having built up the car on the stands with front and rear axles in place, and brakes rebuilt with new shoes and re-skimmed drums, and with engine and gearbox now fitted, also the prop-shaft, I had the body tub painted in Jaguar Racing Green by local painter Derek Landosky, and fitted this.

Then good MG friend Ted Hack, who has two Triple-M 'D' Types, a TA and a MGA, very generously gave me his time, over a year or so I would say, to do the complete electrical rewire of the car and also the difficult job of making up the oil lubrication system. Some owners don't worry about this aspect, but I wanted it as it was original, as did Ted. I'm very grateful to Ted for his help.

I had green leather bucket seats made by specialist 'Collingburn', who also supplied me with matching trim material and wing and door beadings made up, again, to come into play later when car is with trimmer, Gerry Wilson of 'Inflex Interiors', for carpets, hood, side screens and full and half tonneau covers, and doing all the interior trim and door panels. These are all done now.

Photos page 18:

Top: Sizing up suitable bodywork at Peter Smith's workshop!

Middle: Ash frame and the first fitting of the alloy body tub.

Bottom: Engine rebuild underway by Colin Tieche.



Having made cardboard templates first, I then made the floor boards from marine ply, these are varnished and the seats are fixed directly to them, I opted not to fit sliding runners as the position of the seat for both driver and passenger are fine, and don't need any movement.

In the latter stages I decided to fit a free-flow oil filter to the front mounted oil pump, supplied by my main parts suppliers, Mike and Jamie Dowley of 'Sports and Vintage Motors, in Shropshire. This was quite fiddly with new copper pipework required, but done now, and happy to have it. I'm using all Castrol oils and greases – I like the look of the traditional tins! Product is ok too!

Making up the firewall was also a major work, spread over the whole restoration too, but all has come together, the feeding through of all the gauge pipes, electrical cables, mounting of the accelerator mechanism, starter button, choke and slow running controls, fuel pump, coil, spare plugs, starting handle, brass chassis plate etc.

Oddly, most of the chrome work that came with the car was in good condition, the previous owner, for some reason, had had some of it re-chromed but I think he was in the business. I had a laminated windscreen made for the frame, and for now have fitted the neater 'vacuum' type wiper motor, but I have a Lucas electrical one to hand.

The painted petrol tank, doors, bonnet and wings were to follow after the body tub, and fitting of the doors and hinges was fiddly too, but I am now pretty happy with the final fit and actions.

Bonnet fit is about 90% ok; on reflection, I could have done some of the pre-paint metal preparation work better, but all is in place now and it opens and shuts fine and the chrome catches are all good.

I have mentioned that my main supplier of parts was 'Sports and Vintage' but I would like to mention others who have helped:

Another main supplier was 'Barry Walker', 'Paul Beck Vintage Supplies' for various 'bits 'n pieces', my local 'LSW Workshop Supplies'. Also, my Wallingford based friend, Glen Hewitt, of 'Protek Engineering' did various machining and fabrication jobs for me.

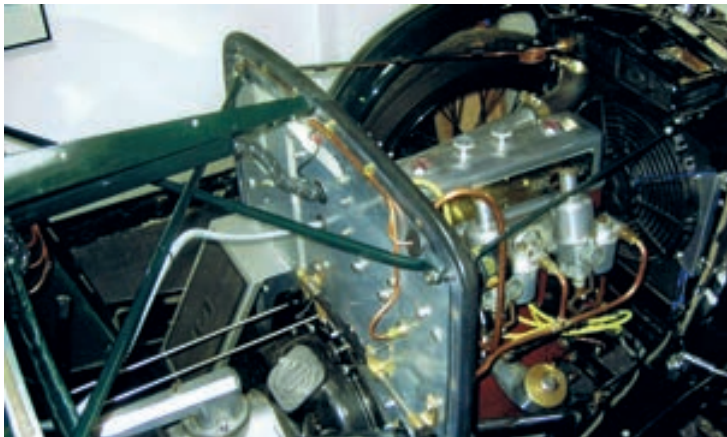
I also got some late brake cable help from Triple-M engineering specialist Oliver Richardson and the carburettors and fuel pump were rebuilt by Burlen/SU Fuel Systems.

Photos on page 20

Top: A young John Passmore fitting the engine.

Middle: Rolling chassis with engine in place.

Bottom: D-type guru Ted Hack helping out with oil lubrication pipework.



At my request, John has provided further details:

“J2311 was first registered on 26th October 1932 via Appleyards of Leeds and still retains it’s original Leeds registration number UG 2283. Original colour was blue and the engine number was 886AJ.

I bought the “bits” in May 1991 for £4,700 and started work in 1994 ; the first invoices came in April of that year for chassis straightening and new Ash frame.

The first ‘mechanical’ invoice came from Mike Allison (GRG Engineering) in March 1995. This was for the rebuild and re-coring of the radiator necessitated as the car had had a Ford engine and the inlet /outlet hose spigots were in the wrong place. The invoice file is now about 2 inches thick but I will never, EVER, add it up!

The restoration has therefore taken over 25 years but there were some years where there was no activity, related to periods when there were work pressures and family health issues.

There are also a couple of points not included in the main report which may be of interest. Firstly, the new hood is unusual in that I had the passenger side-screen made in the style of the driver’s side rather than the original full plastic pattern and secondly I have fitted modified Amal motor-bike air filters to the carburettors, these were supplied by Burlen.”



Photos on page 22

Top: The late Brian Bassett provided much help with the fuel lines and the footrest

Middle: The new engine-turned dashboard with restored instruments and Collingburn leather seats.

Bottom: The Jaguar “British Racing Green” paintwork shows off the new tank and spare wheel carrier.





Colin Murrell provides the story behind this impressive picture:
One of the highlights of the weekend was forming the MG Octagon badge out of the cars taking part. This was no small feat; as the car's returned from the Saturday road run they were parked in the meadow and, one by one, the Octagon logo was formed. This was very special and not something you see everyday. Photo by Steffi Broch.

PRE-WAR PRESCOTT 2019



Report by Digby Gibbs Photo Peter Mc Fadyen

The Vintage Minor Register's Pre-war Prescott event over the weekend of 20th/21st July was, as always, eagerly anticipated and more-so this year because of the increased interest shown by Triple-M owners. This was partly due to the sudden cancellation of MG Live but also as a consequence of the growing reputation of this event. From a personal point of view, this was the first time that I had used a trailer to take the family D-type to the event. We arrived fairly early but even then the trailer parking space above the Clubhouse was fairly full; a good test for a "rooky" trailer reverser. The faithful D did two runs up the hill without drama but closely followed by a smoky haze; something to be investigated over the winter.

It is reported that 75 Triple-M cars were present and this included a number of foreign visitors and notably the ever-enthusiastic Dutch contingent. The chance to meet up with old friends and make new contacts is all part of the fun and the decision to have a Triple-M base made it easier to rendezvous. Hopefully the Committee will agree that this is worth the effort and it will continue next year; Ted Hack's D Group marquee is a good alternative and the chairs are certainly welcome.

The organisers encourage visitors to dress in period costumes and particularly ask people to avoid bright "modern" colours. The response this year was better than ever and was probably helped by the Best Dressed competition that was instigated, for the first time this year, by Colin McLachen and Barbara Mathieson.

Heading photo shows some of the Triple-M cars assembled in the paddock.



Winners of the Best Dressed Award, Simon and Julie Eames (both on driver's side) in their 1934 Eustace Watkins Hornet Special with friends Kim and Brook Wyatt. Photo by Phil Jones

Noah Johnston (with his mother Emily) about to collect a special award for his period racing overalls. Noah is the Grandson of Yearbook Editor Simon Johnston. Photo courtesy of PhotographyByAmandaJayne

Below:
One of the many Dutch visitors, Kick Fakkeldji's L2 (L2086). Photo Colin Murrell.



They toured the Paddock and eventually judged Simon and Julie Eames as the winners, in spite of the fact that they are Wolsely Hornet drivers. There was also a special award for Yearbook Editor Simon Johnston's grandson Noah for his white pre-war racing overalls.

The weather was perfect and the event ran faultlessly; the only problem is the queuing for the hill which was better organised this year but could probably still be improved. This is the only area where the event suffers from its own success and is only a minor niggle in the context of a thoroughly enjoyable event. The Hurricane fly-past was an added bonus but, by the Law of Sod, took place just as we were under the Marshall's orders ready to do a run up the hill so could not be fully appreciated!

Evening entertainment to round off the Saturday happenings included music from Mike Dowley's jazz band and, no doubt, gave the hard working organisers a chance to relax before starting again on the traditional Sunday run around the glorious Cotswolds. Peter McFadyen's excellent photo on the front cover captures the idyllic combination of Triple-M machinery and traditional Cotswold villages.

Next year's event has had to forego it's habitual weekend and will take place over the weekend of 13/14th June. Entries are already being accepted and early applicants will have the benefit of being able to book extra runs. This will be a notable event as it will be the 20th anniversary of the Vintage Minor Register and the 10th year that Pre-War Prescott has taken place.



Photo Peter McFadyen

VSCC PRESCOTT SHORT-COURSE HILLCLIMB

3rd and 4th August 2019

Competition Report by Duncan Potter

Photographer's Report by Colin Murrell

Competition Report:

Splendid weekend of sunshine, Cotswold scenery and Triple-M motorsport with ten Triple-M cars arriving to uphold the honour of Abingdon's finest. After two days of competition, honours were achieved as follows:

Duncan Potter – 2nd Overall Class 2

Roger Tushingam – 2nd Overall Class 10.

Class 3 saw the outright honours go to the Frazer Nash "chain gang" but Tim Sharp pedalled fast and secured a very credible First on Handicap. In the process he led home Simon Jackson and Rachel Holdsworth all three in blown PBs.

Maurice Gleeson was back sharing driving with Andrew Briggs in the formers pretty L2 and went well as did Steve McEvoy who won First Handicap in Class 10.

Emma Potter drove well in the family C-type in a competitive class as did Ian Goddard, driving himself on this occasion and who produced some very quick times in Class 9 with the Riley Specials.

Although not in the honours, the Bellevue Special was piloted rapidly by Tom Hardman who came 5th in Class14 achieving a sub 44 second run, impressive stuff as the dual rears powered the car up the hill.....

Photographer's Report:

The weekend of 3rd and 4th August saw the stunning location of Prescott hosting the 6th Round of the Vintage Sports Car Club's Speed Championship; the Prescott Short Course Speed Hill Climb. This saw a wonderful mix of MGs competing including some of our regulars, and some specials not seen that often.

31	Duncan Potter	1931	Monthery Midget
731	Emma Potter	1931	Monthery Midget
51	Rachel Holdsworth	1936	PB supercharged
53	Simon Jackson	1935	PB supercharged
54	Tim Sharp	1936	PB supercharged
92	Geoff Radford	1930	18/100 Tigress
792	Andrew Radford	1930	18/100 Tigress
177	Ian Goddard	1934	PA/PB
206	Andrew Briggs	1933	L Magna
706	Maurice Gleeson	1933	L Magna
208	Roy Newton	1933	J2/Riley special
216	Roger Tushingam	1934	N-type
221	Steve McEvoy	1932	F1
285	Andrew Craven	1935	MG/Riley
291	Tom Hardman	1937	Bellevue Special

More MG delights were to be found both in the camping area, and the Vintage car park in the Prescott Orchard. These included C0274; a very nice F-type with a J4 style body which had driven down from Manchester; and a stunning 18/80.

SUMMER GATHERING 2019



The 2019 Summer Gathering held on 7th July had to be hastily re-arranged after MG Live was cancelled at short notice so that the anniversary could still be celebrated in appropriate fashion. Once Peter and family agreed that the usual limit on numbers could be relaxed, every effort was made to encourage as many people as possible to attend together with the all-important Triple-M cars.

Apart from the extra cars and people, the biggest change was in the catering department where Andrew Taylor's much appreciated barbecue expertise made way for a more extensive buffet; necessitated by the need to serve the extra numbers. A spacious marquee provided space for a good number of tables but also accommodated stands for the traders, the bring-and-buy stall and the dreaded competitions. The marquee also provided insurance against inclement weather which, fortunately, was not needed and instead provided shelter from the glorious sunshine for anyone who needed it.

In recognition of the 90th Anniversary, the aim was to get at least 90 cars to attend and as many M-types as possible. Based on the entry list the following mix of cars was present: 16 M-type, 3 C-types, 2 D-types, 12 J2s, 5 J3s, 1 J4, 19 P-types (including an Airline and two Cream Crackers), 6 N-types, 8 K-types (including two K3s and two KNs) and 11 L-types. An invitation was also made to the Vintage Register and three 18/80s and an 18/100 were entered. That makes a remarkable 97 cars which, amazingly, included three that have travelled over from Australia and at least two from Europe.



Safety Fast Scribe Cat Spoelstra can't hide her delight at having driven a real Cream Cracker for the first time!

The well-travelled K-type of Walter and Brigitte Kallenberg being loaded onto the trailer for the return trip to Germany.





George Eagle receiving the Marque of Friendship Award photo Dick Morbey



The main attraction of the Gathering is to meet old friends, make new acquaintances and inspect the amazing array of machinery. The gymkhana events and the ever popular and devious quizzes devised by the Green family are added attractions but it is often hard to find time for everything.

Proceedings halted briefly for the presentation of the MG Car Club's Marque of Friendship Award as reported in Dick Morbey's Notes in Bulletin 110 and the M-type Anniversary cake which was presented by Frank Ashley and Thelma Grose and enjoyed by all present. And was also featured in the last issue.

As always, this thoroughly enjoyable event only happens through the generosity and hard work of Peter Green and his family, aided and abetted by a number of stalwart helpers from the Register. A provisional date for next year's event is 5th July but this cannot be confirmed until dates for other events have been released. Peter hopes to be able to confirm the date early in the new year.

Abridged results from the gymkhana events and quizzes are listed below:

Pride of Ownership					
Vintage			M-type		
1	Geoff Radford	18/100	1	Frank Ashley	M-type
2	Jerry Salaman	18/80	2	Marguerite Morgan	M-type
3	Patrick Gardener	18/80	3	Angie King	M-type
4-cylinder			6-cylinder		
1	Ron Loomes	PB	1	Nick Jewson	L2
2	Marguerite Morgan	C-type	2	Walter Kallenberg	K1
3	Ed Taylor	J3	3=	Christopher Hobbs	K1
			3=	Peter Green	K3
Gymkhana					
Test 1 (cones)			Test 2 (judging chosen distance)		
1	Andy King	1:23min	1=	Mike Jakeman	0
2	Barney Creaser	1:25min	1=	Ed Taylor	0
3	Ed Taylor	1:27min	1=	Marguerite Morgan	0
Test 3 (stopping close to sign)			Overall Results		
1	Andy King	28mm	1	Andy King	JB 7521
2	Mike Holfield	31mm	2	Digby Gibbs	KG 1237
3	Tony Richards	70mm	3	Tony Richards	BXH 499
Quiz Results					
Quiz 1 (coins in bottle: value 8s10d)			Quiz 2 (length of cord: 3021mm)		
1	Marion Quarrington	9d diff.	1=	Paul Mullins	21mm diff
2	Vaughn Laws	11d diff	1=	Felix Bowers	21mm diff
3	John Cooper	12d diff	3	Chris (?)	79mm diff
Quiz 3 (guess the weight: 1394g.)					
1	Jo Ward	44g diff			
2	Ian Bowers	54g diff			
3	John Cooper	89g diff			

Report Digby Gibbs Photos Digby Gibbs unless credited otherwise

S.W. CENTRE KIMBER CLASSIC TRIAL MAY 2nd 2020

Once again, the South West Centre has pleasure in inviting you to join them in the oldest event in the MG Car Club's calendar. First run in 1937 today's time warp event includes one of the original sections and takes you for some 90 miles through the most beautiful scenery in Somerset and Dorset. We aim to make this an enjoyable social weekend with an element of mild completion. Your car needs to be in good order but does not need any special mods; indeed, the event is aimed at standard cars. Consequently, the sections are non-damaging and will be climbed by the majority unless rain intervenes.

May 2nd is well later than usual but unfortunately every Saturday in April clashed with another event. The weather should be dry and sunny with the sections non slippery and easy to climb.

We are based at The Lanes Hotel in West Coker near Yeovil where most folks stay. We have an informal dinner on the Saturday evening and look forward to being entertained by a well-known after dinner speaker.

Regrettably this is the last time that the present team of Bruce Weston, Andrew Owst, Bill Bennett and myself will be organising the event so let's make this a grand finale!

Regulations will be sent out in January to previous competitors but if you haven't entered before you can obtain them from andrewst@hotmail.com. Prospective marshals please indicate your willingness to bill@bennett-group.co.uk. If you need further information get in touch with me. I look forward to seeing you on May 2nd.

Alan Grassam ag.theoldpoc@hotmail.co.uk 01935 863673



Kimber veterans Mike Linward and Ian McKay in J3288 on Pitcombe. Photo supplied by Alan Grassam.



MMM RALLY AT HURWENEN, NETHERLANDS, 16 – 18 AUGUST 2019

Report by John Gillett, photos by Steffi Broch

Forty MMM cars and their enthusiastic owners, families and friends joined together in August for a fun weekend in the middle of summer in the beautiful Dutch countryside. The event was hosted by the Bronkhorst MG family at their farm at Hurwenen near the Waal River in middle Holland. The location base and surrounds provided wonderful views and varied routes along country lanes, through villages old and new, across canals, along levee banks and dykes, bridges over rivers and a water crossing by ferry, inspection of old forts, and castles, all without the hassle of city traffic or motorways!

Helen and I were persuaded to join this wonderful weekend by Colin Murrell and Steffi Broch, and by Cathelijne Spoelstra, whom we had seen at several events earlier in the summer. Jacqueline Bronkhorst, whom I call the “project manager”, was kind to fit us in as late additions. We had been racing our K3 at Nurburgring and had some rest time planned until the Zandvoort Historic GP in early September; our car was in “racing trim” (that is, no windscreen or other comforts), but my resilient navigator agreed, and we joined in. The weather was all seasons in a day, making reading of wet route notes a bit of a challenge on Saturday. We latched on to experienced European rally teams including Walter and Brigitte Kallenberg (K1) and Roland and Helen Hatebur (KN special) and got ourselves home to Bronkies in time for the group MG pattern photograph from on high in the field behind the homestead. (See centre spread, is this an MMM first?).

Many participants camped in tents or motorhomes in the pleasant farm environment and some stayed at the nearby hotel in Zaltbommel. Friends and participants helped out with assembly of the marquees, and the catering tasks, and the close knit Bronkhorst family of Dick, Jaqueline, sons Stefan and Jeroen with partner Alexandra, cousin Debbie and several other family and friends made it all happen.



Many entrants had been to the first such event 2 years ago, and many, like us, were first timers. The selection of MMM cars covered almost every model, including: M, D, J1, J2, F1, F2, L1, L Saloonette, NA 2-seater, NA 4-seater, NB 2-seater, KN, K1 and K3. A Stiles bodied F Type under restoration by Dick in the nearby workshop / barn along with another J and F in early stages of rebuild will no doubt be there at the next event 2 years from now. Cars performed well on the runs with only minor gremlins, including our K3 running out of battery power on Saturday, needing a push late in the day from friendly villagers! It was a multinational affair, while with the largest contingent being from Netherlands, there were several from Germany, Belgium, Luxembourg, Switzerland, UK, USA, and of course us from Australia. Guy Maathuis and Miriam from Luxembourg (NB 2-seater) were there, ahead of their leadership in running the Luxembourg MG Rally the following weekend, when we were again invited to participate in a great event...another story!

For us, it was great to see such enthusiasm and friendship; the spirit of MG is alive and well in this part of the world! We were most impressed with Dick's comprehensive workshop where there seemed to be no limit to the specialist work that was being undertaken. Stefan has recently built a paint shop and oven, and Jeroen uses his watchmaker skills to make MG jewellery as a hobby! Those of you who know the "Bronkies" probably take some of this for granted, but Helen and I thought we had been invited to one of the highest points of MG enthusiasm anywhere. The event was a great success, and our warm thanks go to the Bronkhorst family for including us.



'Sharp Historics Ltd' The Pre-War Triple-M MG Specialists
Restoration | Engine Building | New Parts | Special Projects | Engineering



www.sharphistorics.com Oliver Sharp
info@sharphistorics.com +44(0)7709 490285

Double-12 Weekend Brooklands



BROOKLANDS 12/12 SPRINT **Report and Photos by Colin Murrell**

The famous location of Brooklands on the weekend of 15th and 16th June hosted the Brooklands Double Twelve Motorsport Festival. This included competitors from Belgium, France and Switzerland, and MG Car Club members from Germany, Luxembourg and Switzerland. This made a really good alternative to the cancelled MG Live event, and hopefully these two events will be on different weekends next year and beyond, as it is well worth a visit!

On Saturday, in addition to a rather nice J2 and J3 on display, seven Triple-M cars competed in the Speed Trials Sprint on the Mercedes Benz World Circuit : -

Sprint results for Triple-M cars:

No.	DRIVER	CAR	CLASS	TME	POS ^N
15	Andrew Morland	L1 4-seater	2	54.88	2 nd
21	Tim Sharp	PB	3	53.67	3 rd (1 st)
22	Rachel Holdsworth	PB	3	56.75	6 th
25	Andrew Long	KN	3	54.60	5 th
71	Steve McEvoy	F1	10	52.51	3 rd (1 st)
73	Maurice Gleeson	L Magna	10	53.17	5 th
773	Andrew Briggs	L Magna	10	53.80	6 th
75	Roger Tushingham	NA	10	48.68	1 st
Position in brackets is handicap result.					

BROOKLANDS 12/12 DRIVING TEST

Report and photos by Philip Bayne-Powell

This year we had five Triple-M cars competing in the Pre-war Sports Car class, which was the most popular class with 22 cars entered. We had a tough time being up against Fraser Nashes, fast Rileys and an Alfa Romeo.

This year the tests were reduced to just 8, instead of the 12 of previous years, and instead of having a lunch break between the first set and the second set, we went through all eight tests and finishing for a late lunch.

Our Triple-M cars consisted of Christopher Hobbs in his ex- Peter Card K1, Tim Sharp in his PB, Andrew Briggs in a Blown L-type, and Ed Taylor in his J3 which he has brought to the UK all the way from Melbourne, Australia. To finish off the set, yours truly was in our Jarvis M-type.

The first test was up the test hill, but the M-type got a fit of misfiring and embarrassingly failed and had to reverse back out of the way. We then set about changing the condenser, then the coil when the condenser didn't solve the problem, and eventually after fitting a new set of plugs we were in business again, and this time stormed up the test hill, even accelerating on the steep last section!

The rest of the tests went well, and were completed without any penalties, which always ruins the score as a wrong test means your score is of the slowest car. I find it important to really check the tests each time and watch carefully what the competitors in front are doing. Ed Taylor unfortunately got one wrong test as he was being distracted by people chatting to him, so that he lost concentration on the sixth test; his times otherwise were very competitive. Tim Sharp and Christopher Hobbs ensured they had every test clean, but needed to be a bit quicker. Andrew Briggs was probably a bit too enthusiastic in his lovely blown L-type, getting four tests wrong; however his second test was the fastest in the class, so proving he had the potential for a good result.

Our M-type completed all the test without penalty, and came 11th out of a class of 22, beating all the other Triple-M cars, including the two supercharged cars, showing that the driver hadn't yet lost his touch! We also beat the ex-Gregor Grant Y-type of Mark Hanson, but couldn't do better than the modern MG Midgets.



Driving test results for Triple-M cars:

POS ⁿ	DRIVER	CAR	SCORE
11 th	Philip Bayne-Powell	M-type	393
12 th	Ed Taylor	J3	396
14 th	Tim Sharp	PB	407
17 th	Christopher Hobbs	K1	433
21 st	Andrew Briggs	L2	540
Winner of this class was Edward Williams in a Frazer Nash with 263.5 points.			

For Sale:

Stephen Ellis, past owner of NA0810, has the following for sale:

Original N-type Instruction Manual and original Service Parts List. £150.00 for the pair (to include photocopies of the booklets that Stephen used when working on the car).

Sports Car Magazine for August, September and December 1935; July 1936; January and February 1937. £30.00 for each issue.

Contact Stephen for further details and delivery costs:

Address: Norton Cottage, 61 New Street, Chipping Norton, Oxon. OX7 5LL

Email stephenhome@icloud.com . phone: 07813 077005

Stephen advises that he owned NA0810 (EYY 707) in the 1970's and that it was sold to Len Star in America where it was rebuilt again and is currently for sale with Hyman Classic Cars.



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

With the cancellation of the Vintage Snetterton Race Meeting, the last race event recorded here was the August 24th meeting at Brands Hatch, and this itself was a truncated event as the VSCC 85th Anniversary celebrations centred at Brands also had to be cancelled. If any other race meeting results are known, please let the Competition Secretary know so that updates can be made before the end of the year. There also appear to be few trials this year having Triple-M entrants.

The Slade Trophy chart is made up from just the Kimber trial in April and Mark Smith's entry in the Welsh trial in October. Again, if you know of any other events missing from the list please contact the Competition Secretary with details. The double hill climb event at Loton Park in early September, with separate competitions for Saturday and Sunday, proved to be popular. There was a class win for Thomas Hardman in the Bellevue Special NA, only 0.9 seconds of FTD.

There were also class handicap wins for Steve McEvoy in the supercharged F type and second place for Maurice Gleeson's L Magna on both days. Another popular hill climb event was the Long Course, Prescott event in late September. Since it has been separated from the VSCC August hill climb, it has gone from strength to strength. This year, there were twelve Triple-M entrants, with best performance from Roger Tushingham in his N Special, second place in Class 10 for Special Sports Cars. Again there was a handicap win for Steve McEvoy and a second for Maurice Gleeson in the same Class. It was good to record Mark Dolton's return to competition, with a respectable mid-field finishing position in the Pre 1941 Racing Car Class in his supercharged PB. (See Colin Murrell's photo below).



C.O.T.Y. 2019 - Scores to 28 th October					
Position	Register Number	Car	Registration Mark	Driver/s	Points
1 st	3614	PB/s	VXS 544	Tim Sharp	110
2 nd	1595	M	PG 1045	Frank Ashley	109
3 rd	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	97
4 th	3472	L1/s	UAS 720	Maurice Gleeson Andrew Briggs	96
5 th	3458	PB/s	6 KPK	Simon Jackson	94
	949	L1	OD 6008	Andrew Morland	90
	2912	C/s	GX 9693	Duncan Potter Emma Potter	86
	2063	PA/s	RJS 380	Harry Painter	82
	2758	F1/s	DX 9957	Steve McEvoy	78
	2694	J2-PB/s	Kayne Spl. NV 3709	Mike Painter James Painter Harry Painter	75
	2226	NA/s	MG 3701	Roger Tushingham	65
	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	64
	3534	J2/s	WF 5494	Fred Boothby	57

The list below shows the most recent events for which results have either been submitted or analysed for 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 Competition Secretary's 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 th July	VSCC Cadwell Park Race 'Formula Vintage Round 4'	Full
3 rd /4 th August	VSCC Prescott Hill Climb	Full
11 th August	VSCC Mallory Park Race 'Formula Vintage Round 5'	Full
24 th August	VSCC Brands Hatch Sprint	Full
24 th August	VSCC Brands Hatch Race 'Formula Vintage Round 6'	Full
24 th /25 th August	VHC Etretat-Benouville Hill Climb	Full
7 th September	VSCC Loton Park Hill Climb	Full
8 th September	VSCC Loton Park Hill Climb	Full
14 th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
22 nd September	VSCC Madresfield Driving Tests	Full
28 th September	VSCC Prescott Long Course Hill Climb	Full
12 th October	VSCC Welsh Rally	Full
12 th October	VSCC Welsh Trial	Full

SPEED CHAMPIONSHIP 2019			
Scores to 28th October			
Position	Car/s	Driver/s	Points
	NA/s	Roger Tushingam	59
	PB/s	Tim Sharp	47
	L1/s	Maurice Gleeson	47
	F1/s	Steve McEvoy	43
	M	Frank Ashley	40
	L1/s	Andrew Briggs	38
	NA/s ss	Thomas Hardman	34
	C/s	Duncan Potter	32
	L1	Andrew Morland	26
	C/s	Emma Potter	26
	PB/s	Rachael Holdsworth	24
	PA	Colin McLachlan	21
	PA-PB/s	Ian Goddard	17
	ND	Keith Pilgrim	16
	PA	Keith Riches	11

Racing Challenge Trophy 2019				
The Betty Haig Cup				
Scores to 28th October				
			No. where less	
	<u>Car/s</u>	<u>Driver/s</u>	<u>than 5 Races</u>	<u>Index of Performance</u>
	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

SLADE TROPHY 2019			
Scores to 28th October			
Position	Car/s	Driver/s	Points
	NA	Richard Jenkins	10
	J2	Mark Smith	10
	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
	PA	George Ward	1
	J2	Peter Lansdown	1
	M	John Haine	1
	M	Nigel Stroud	1
	PA	Colin Butchers	1

The MG Automobile Company

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

01235 426 251




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

www.mg-parts-spares.co.uk | info@mg-parts-spares.co.uk



BAYNTON JONES

HISTORIC MOTORSPORT

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

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

available exclusively from BAYNTON JONES :

OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.
UPGRADED VALVES, VALVE SPRINGS AND RETAINER CAPS
STANDARD AND BIG BORE K,L,N-TYPE BLOCKS

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

	MIDGET		MAGNETTE		MAGNA
50 YEARS OF SERVICE	MMM				50 YEARS OF SERVICE
THE SPARES SERVICE YOU CAN RELY ON !					
Phone on 01948 840899 Fax on 01948 840897					
For prompt despatch of stock orders					
Parts for all OHC Models 1929 to 1936					
View our Website www.sportsandvintage.co.uk which is regularly updated with special offers					
Illustrated Catalogue			Visa - Mastercard Welcome		
		 SPORTS & VINTAGE MOTORS LIMITED		Gorse House, Whitchurch Road, Prees, Shropshire, SY 13 3JZ  	

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

CONTACTS:

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

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

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

TREASURER - Charlie Cartwright, 6 Trewartha Terrace, Penzance, Cornwall, TR18 2HE (Tel: 01736 368610, mob: 07974 900682)

E-mail charlie.cartwright@gmx.co.uk

REGISTRAR CO-ORDINATOR - Barny Creaser, 53 Park Road, Wellingborough, Northant NN8 4QE Tel: 01933 226806

E-mail: barnycreaser@yahoo.co.uk

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

RACING CO-ORDINATOR - Duncan Potter, Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP 01986 785096 E-mail: potterduncan@gmail.com

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

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

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

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

BULLETIN EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 Email: Digbygibbs@outlook.com)

BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652)

E-mail: mmmbulletin.sub@btinternet.com)

SAFETY FAST SCRIBE - Cat Spoelstra, Havenstraat 44A, 2681 LC Monster, Netherlands. (Tel:00-31-6412-16600 email: info@mgworkshop.nl)

(108)



Red cars at VSCC Prescott Short Course Hill Climb.
Above: Steve McEvoy's F1 tackles Pardon Hairpin. Photo Colin Murrell
Below: The intriguing J2/Riley special of Roy Newton waits it's turn in the Paddock. Photo Digby Gibbs





L0580, as featured in Bulletin 110, pictured by the ruins of Croxden Abbey in Staffordshire. The car's owner Ian Kinnear, who also took the photo, explains that this was the site of the 12th century Cistercian Monastery that was dissolved in 1538.