

# TRIPLE-M REGISTER BULLETIN

December-January 2019-2020



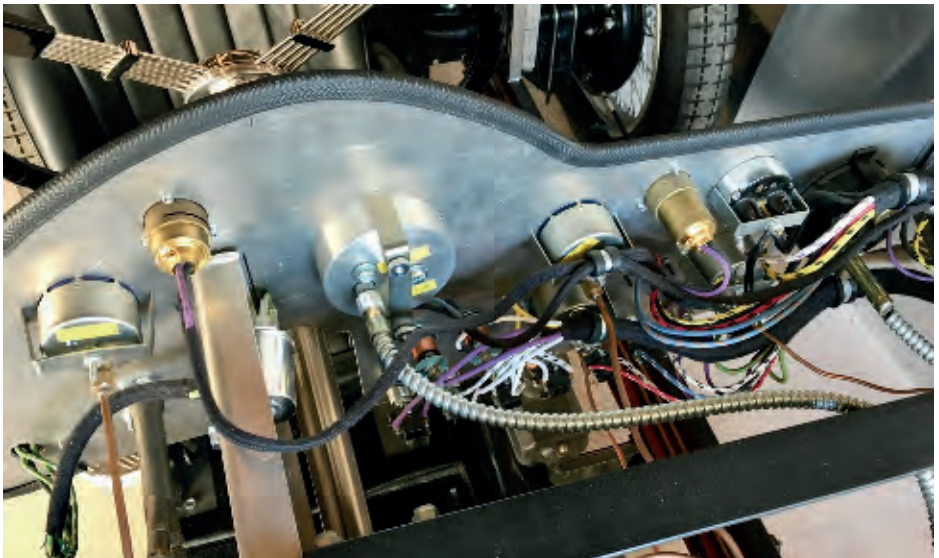
THE MG CAR CLUB LTD



Two photos that were squeezed out of Bulletin 111.

Above: "Moriarty" pays a visit! John Gillett's lovely L1 (L0398) alongside PB0660 when John made a flying visit to "Pancheri Towers" at the end of his long European tour.

Below: Further evidence of the quality of workmanship that has gone into PB0660 that is now hidden away under the completed bodywork. Further photos of the completed car will be featured in a future issue.



## BULLETIN No

### **Front Cover Picture:**

Beth Walker in the F-type takes in the magnificent view at Gospel Pass near Hay-on-Wye. Photographed by Bob Walker during the Welsh Hills Tour.

### **Editorial:**

This issue marks the end of the Anniversary year for the M-types which has been marked by a number of events where the M-type has been featured. We can now look forward to a succession of anniversaries for the models that followed. We are also rapidly approaching the 60th anniversary of the start of the MMM Register and the Committee would welcome any suggestions of suitable events.

In the past there have been comments that the Triple-M racing has had excessive coverage in the Bulletin.

I partly blame Colin and Steffi for this as their photographs are so good that a whole issue could be filled with pictures from a single event. More seriously, we should not take the racing for granted; there is an informative (and amusing) exchange of views on the Forum under the heading of Competition Licences that was instigated by Fred Boothby and highlights the various hurdles and costs involved for competitors. We are fortunate that Triple-M grid numbers are holding up while others are in decline and, even if racing is not your interest, it does provide excellent publicity for the Register.



On the subject of photographs, I have to apologise to Peter McFadyen for omitting to credit his photos of Pre-war Prescott that appeared on pages 26 and 28. Peter is very generous in allowing use of his masterful photographs in the Bulletin without charge. You can purchase prints from Peter, see his website for details.

This issue includes a report on the very successful Welsh Hills Tour as well as details of the 2020 touring event that is likely to be equally popular so make sure you book early. One of the joys of editing the Bulletin is the contact it provides with Triple-M owners in this country and around the world and, thanks to their contributions, the variety of articles and features that we are able to publish which I trust are of interest. My thanks to all our regular and occasional contributors for their support over the last year and I would like to make my usual request for more of you to pass on your knowledge and experience by submitting articles for publication.

### **SUBSCRIPTION RENEWAL**

**If you haven't done so already, can you please make sure that you renew your subscription as soon as possible. The renewal process involves a great deal of work for Paul White at this time of year so prompt renewal will help him finalise the distribution list for the first issue of 2020 and thus avoid disappointment. Renewal details were issued with Bulletin 111 but can also be seen on the Website.**

## Chairman's Jottings

### By Jeremy Hawke

By the time you read this we probably be into 2020, so may I wish you all a belated happy Christmas and a prosperous New Year; however, as I write (Dec 13th) I wonder what the future will really hold when the dust settles on the last 24 hours - I will not attempt to elaborate on Dick's comprehensive summary of the year, suffice to say that, despite the cancelling of MG Live, I think we did the M-type justice in its' anniversary year and we can now brace ourselves for many years of 90th birthdays (not just some owners) right up to a wake for the "last MMM off the production line". However, off the top of my head I don't know which one that is, though as K3007 was reassembled at Abingdon and sold from the factory in 1939, that is *technically* a good claim? reassembled at Abingdon and sold from the factory in 1939, that is *technically* a good claim?



Whilst The Register is now approaching its' 60th year it amazes me that new cars are still turning up, not just "remains", but complete (ish) vehicles. The McEvoy M-type that Andy King unearthed and brought along to the Summer Gathering was utterly charming (though the ventilated block told its' own story) oozing character and promising many hours of labour before being back on the road.

One event I would recommend taking part in next year, in whatever capacity, is the Classic Kimber Trial down in the South West. First organised by the MGCC before World War 2, the 2020 event will almost certainly be the final running of this event. Time waits for no man (or woman), and the combination of falling entries and advancing years of the organisers and perhaps, more so, increasing bureaucracy has meant that the level of effort in organisation is now almost overwhelming. The event is held on many of the Sections used pre-war, so if you want to experience the true 1930s amateur motorsport experience in your MMM this will probably be your last chance.

Well, that's probably enough waffle from me. I hope to see as many of you as possible out and about in 2020; I have great plans for my own cars this year and, though life is bound to get in the way of lots of it, if you aim high at least some of it should happen!

Jeremy

## Secretary's Update

Dear Reader, or should that say 'Dear subscriber' - we hope you've now renewed!

By tradition the December - January edition of the Bulletin will arrive during the month of January, which gives me an opportunity on behalf of the Committee to send very best wishes to you and yours for a healthy and contented 2020.

It also gives us pause to reflect on 2019, a year in which the Triple-M Register continued to gain recognition in any parts of the world in which our cars are active. Thanks are due to every one of you who has contributed to the effort!



On domestic matters the committee and everybody who helps us, continued to devote much energy to keeping the show on the road. Amongst comings and goings we have welcomed Cathelijne Spoelsta back onto the committee as our Safety Fast! correspondent where her energy and enthusiasm are already producing benefits. We said farewell to Charlie Cartwright who after two years full has decided to relinquish the office of Treasurer, which means of course we are looking for somebody to succeed him. This is an important job but not a branch of rocket science - we just need somebody who is financially literate and has bookkeeping skills or perhaps some accounting knowledge. Full support is available from the committee, which we hope will encourage you and others to apply. In the interim we're getting all the help we require from the main MGCC and from a respected Triple-M member who has the necessary skills. But we do need to make a longer-term appointment.

In my previous jottings I reported on the September Committee meeting. In November we had the final meeting of the year and the following is a brief rundown on some of the things we are dealing with.

### **Our database and the Register of Cars.**

We held a special all-day meeting of all of the registrars which gave us all an opportunity to compare notes about how the database functions and how we work with it. As a result, various developments and enhancements are in hand. Does that all sound rather remote and theoretical to you? Well, for those of you who have not had direct experience of seeing the database in action, we would encourage you to get in touch with Barny Creaser or any of us registrars, who will be delighted to let you know how to gain access to your records and those of your car/s.

As of now we have eight individual registrars who cover specific model types. Their names and contact details are on our Register's website. Our good friend Bob Milton has

decided that for health reasons he can no longer continue as registrar for the J3, J4, Q and R types, so responsibility for these cars has been passed to Cathelijne as an add-on to her job as C type registrar. Bob is not forsaking the fraternity - he has a rather special project in hand which we may be able to talk about a future occasion when it is no longer 'under wraps'!

Over the years we have amassed a huge amount of information about the cars, but every now and again we're pleasantly surprised by the arrival of new material. In truth, some of this material is old news, but it is certainly not 'fake news'. For example we recently stumbled upon some very old record cards - probably three generations old - which contain some previously unrecorded information about the cars. This grist to our mill is already helping one owner, whose application to register a car - an important M Type - with the DVLA can now go ahead thanks to the information we now have!

### **People**

One of the Register's many trophies is the John Kidder Memorial Trophy which is awarded annually to the member or members (but it cannot be a committee member!) who has had a notable performance during the year or made a notable contribution to the Register during that year. The committee has decided the name of the 2019 presentee, who will have the pleasant surprise of receiving this well-deserved award at one of our Register events during 2020!

### **MGCC matters**

Jeremy Hawke and I attended the October MGCC Council meeting at which numerous financial and organisational matters were discussed. The minutes of the meeting should be available shortly in the Member's area of the MGCC website at <https://www.mgcc.co.uk/members/mgcc-council-agm-minutes/>

Some of you already know that the planned date of MG Live! 2020 will clash with the Vintage Minor Register's Pre-War Prescott event. The Triple-M Register will be at both events and we hope to see you. Your Secretary will be at Silverstone, where we hope to have a shared marquee with the Vintage Register. Prescott will have to wait for another day ..

The Triple-M Register is playing its part in encouraging the recruitment of members to the MGCC. Will you please help to stimulate interest among non-members? Success here will help the Club and may also bring reward to the Register!

### **The 2019 Yearbook**

Editor Simon Johnston is hard at work compiling the 2019 Yearbook which is expected to go on sale at the VSCC Spring Start race meeting at Silverstone on Saturday 18th April 2020 - this being the first Triple-M Racing outing of 2020.

### **The Register website**

Thanks to Nick Feakes and Richard White, our website now has enhanced security credentials, which may reassure those of you who had raised questions about this.

## The 2020 Stilton and Pork Pie Tour

Entries are flooding in for next September's Register touring event - see details elsewhere, and don't delay!

## The MG/Triumph Spares Day - Sunday 9<sup>th</sup> February at Stoneleigh

This will be almost upon you by the time you receive this edition of the Bulletin - do come along if you possibly can - and if you can help on our Register stand, that would be even better!

That's all for now. Let's have a splendid 2020!

Dick Morbey

## FORTHCOMING EVENTS:

19 January 2020	VSCC New Year Driving Tests
1/2 February 2020	Measham Rally
9 February 2020	MG & Triumph Spares Day, Stoneleigh.
22 February 2020	VSCC Exmoor Trial
7 March 2020	VSCC John Harris (Derbyshire) Trial.
14/15 March 2020	VSCC Herefordshire Trial
4 April 2020	VSCC Scottish Trial
18/19 April 2020	VSCC Formula Vintage Silverstone
18/19 April 2020	MGCC Brands Hatch.
19 April 2020	MG Era Day at Brooklands.
1/2 May 2020	Manx Classic weekend, Isle of Man.
2 May 2020	Kimber Trial, Somerset.
3 May 2020	VSCC Curborough Speed Trials
10 May 2020	VSCC Wiscombe Park Hill Climb, Devon.
30 May 2020	VSCC Formula Vintage, Oulton Park.
13/14 June 2020	MGCC MG Live! Silverstone.
13/14 June 2020	Pre-war Prescott Note: revised weekend
5 July 2020	Summer Gathering, Farnham Royal, Bucks.
5/9 August 2020	MGCC European Event of the Year, Bavaria.
19/20 Sept. 2020	Kop Hill Climb, Princes Risborough, Bucks.



## TRIPLE-M REGISTER STILTON AND PORK PIE TOUR 20 - 24 September 2020

We would like to invite you to see first hand that there is a lot more to Rutland and Leicestershire.. It has a wonderful history, interesting attractions, beautiful countryside and more importantly great country roads/lanes on which to enjoy your Triple M Cars.

The Triple M “Stilton and Pork Pie Tour” will be held between 20th to the 24th September 2020. The four night tour will be based at the Barnsdale Hall Hotel, Oakham Rutland with magnificent views across Rutland Water to the Hambleton peninsula.



Double £145-£170 and Single Occupancy £100 per night Dinner, Bed and Breakfast. (<https://www.barnsdalehotel.co.uk/>). Event entry fee approximately £60 per person. The venues are still provisional and tours will be approximately 70 Miles.

### **Monday 21st September:**

Something for the ladies at the Belvoir Castle Engine Yard where there is an eclectic collection of boutique shops whilst the boys tour the Pre-War MG Workshops. In the afternoon we will visit the National Trust Woolsthorpe Manor home to Isaac Newton famous for defining the laws of “universal gravitation” and his discovery of the composition of white light leading to the foundation of modern optics.





**Tuesday 22nd September:**

We pass by the infamous “Pooks Motoring Bookshop”, visit Stonehurst Farm which boasts a traditional café, lovely animal farm and a private collection of veteran/vintage cars/automobilia, before having the opportunity to take a lunch/snack overlooking the UKs steepest and longest Foxton Locks. On the return journey you may wish to take the opportunity to have afternoon tea and walk through the Barnsdale Gardens made famous by Geoff Hamilton, BBC Gardening World.

**Wednesday 23rd September:** We drive around Eyebrook Reservoir, visit the English Heritage Bede House then travel under the famous Harringsworth Viaduct (82 Arches) before arriving for a traditional Leicestershire and Rutland Basket Lunch/Snack aboard the Nene Valley Historic Railway. Followed by a formal Gala Dinner at the Hotel.

Entries will open later in the year. If you wish to express interest and receive joining instructions when the time comes, please send an e-mail to Tony Richards and Ron Warr at [tony-ruth.richards@outlook.com](mailto:tony-ruth.richards@outlook.com)



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## THE BLUE BROTHERS

The Wolseley Hornet Special and MG NA compared.

Report by Tim Greenhill.



One of the most striking results of the advances in manufacturing technology is the incredible value for money offered by the modern car. With extreme complexity juxtaposed to astounding reliability, and undreamed-of performance shaded by remarkable safety, one would think that there would be a corresponding price to pay. But it would appear not. For the two cars that welcomed me to Bicester Heritage each cost, when new in 1934, twice the average annual wage whereas their modern equivalents command just half of today's typical income. The two cars in question are a lovely two-tone blue MG NB four-seater and an equally blue Eustace Watkins Wolseley Hornet Special Daytona.

Back when the two cars hit the road a typical house would be £515, the average annual wage was £125, the Hornet Special £278 and the MG commanding a 20% premium and the best part of 3 years hard graft at £335. In today's money the house would be £33,000, the average salary £8,000, the Wolseley £18,400 and the MG £22,100. I calculate that if car prices had remained 'in pro' to house prices an equivalent sports car of today like the Mazda MX5 would cost £140,000 rather than the £20,000+ listed. In fact, that £140,000 is just a shade below the price of today's Ferrari Portofino. But the NB and the Hornet were not the supercars of their day.

Nevertheless, the original buyers of our two cars on test are unlikely to have made their choices casually, spending that kind of dosh on a sports car. And, even outside the 1930s supercar arena, there was significant choice – Riley, Singer, Nash and others all offering products in this sector. So let's see if we can find out why they would choose an MG NB over a Wolseley Hornet Special, or vice versa.

We're in a time when the Flying Scotsman broke the 100mph barrier, Monopoly was invented, Dinky Toys first appeared in our shops and Battersea Power Station produced electricity for the first time. And MG produced the NB four-seater and Wolseley the Hornet Special that stood in front of me in the Motor Transport Yard earlier this year. Both seemed completely at home surrounded by the War Department architecture that houses the Wiggly Monkey Brewery, Robert Glover's fine vintage car showroom and the gleaming outcomes of the Auto Wax Works that encircled them.

The MG would have come off the production line fully formed, whereas the Hornet Specials were sold as rolling chassis to coachbuilders who added their expression of current styling. 'Our' car went to Eustace Watkins for its four-seater suit and the outcome is remarkably similar to the instantly recognisable MG 'look'. Until you study the two together more closely. Both cars share the flair of the sweeping wings but both are different in detail. For example, the Hornet wings and running board are in one section, whereas the MG's are separate.



The Hornet features a raised rib running the length of the wing, whereas the MG's contours are smooth. And the Hornet rear wings tail off with a dart-like profile whereas the MG designers styled an exquisite detail as the wings meld into the rear of the car in a soft curve.

Both cars boast sporty cutaway doors, opening from the rear, although I daresay that rakes of the day were known to vault the closed aperture. The rear opening door on the MG was new to the NB, the previous model having the easier to access (and exit!) 'suicide' doors. The Hornet doors demonstrate that even back then the designers weren't shy of using the corporate parts bin, as the handles carry the MG octagon – but without the 'MG' type that is engraved on the NB's handles.



The fronts of the cars are remarkably similar, exaggerated on our cars by a shared badge bar, spotlights and horn arrangement, but the signature headlight bracketry on this Eustace Watkins Daytona and the detail of the two chromium vertical strips on the rad add a little bling to its facade. But it is not out of place as the laid-back radiator and angled bonnet vents add a sense of movement relative to the upright, bluff, ready-to-go stance of the MG. Of note are the vertical slats of the NB grille, marking it out from the honeycomb of its predecessor, the NA. But the NB has its own share of bling too. The door hinges are extended in chromium streaks along the side of the car, a styling clue matched by the windscreen mounting brackets. It could be argued that this exaggerated styling was to cover the necessity of extended hinges to overcome door droop, but let's give them the benefit of the styling doubt.



The man who polishes these features is also the man who has rebuilt this lovely MG NB. He is photographer Bill Abbott and he has owned and driven this car since 1965. The story goes that back then, as a student, Bill lusted after an MG TF, but even in those days they were beyond the student purse, commanding as much as £250. So, coming across an 'affordable' (and all that this implies) MG NB was an irresistible opportunity for Bill. A deal was struck, having beaten the vendor down from £50 to £45, and Bill's dad towed Bill and the MG from Walthamstow to Cricklewood, delaying local traffic as they went. That was the beginning of a fifty-four-and-counting year relationship that has seen both car and owner flourish.



Bill has reason to believe, and in fact photographic evidence to prove, that his car was trialled early in its career. He says that the 4-seater body was a plus, as the bouncer could sit over the rear axle to maximise grip. Bill also has a letter from the original owner, C.C. Evans, explaining his trialling technique where he suggests "...the trick was to rev the engine to 6,000rpm in first gear and drop the clutch, then immediately pull it into second, whereby the car would leap up the hill".

No wonder Bill's car was 'affordable'! I suppose that it was this kind of treatment that made trialling the forte of the N Type, with the famous MG Musketeers initially using NE running gear with P Type bodies in their successful campaign. Subsequently, in 1935, the MG Works built 'specials' for a (clandestine) Works trials team using L type chassis and blown N type engines at 1408cc. These second-generation Musketeer's cars, driven by 'sponsored' drivers Macdermid, Bastock and Langley, were registered as JB 6865, 66 and 67 and, significantly, Bill's standard car is JB 6864. The relationship between Bill's standard trials car and the 'Works' team is too close to be coincidence. By the way, C.C.Evans, having moved on from the MG, attacked a Hornet saloon with an axe en route to creating 'Ophelia', a successful Hornet based trails special. Small world!

Bill hasn't trialled his MG but, as a student, used it as his daily driver, doing whatever it took to keep the car on the road. Often without regard to authenticity, as the Dexion frame (now missing!) supporting the dynamo would attest. But that's how it was back then. The car was pretty derelict when Bill handed over his £45 and, on top of that, he was taken aback by the relative complexity of the overhead cam engine. Nevertheless, the MG gave good service for a number of years. The smart tonneau and hood that the N Type sports today were crafted by Bill's girlfriend back then. "I knew she was a keeper when she did that" observed Bill, and so the MG took them on their honeymoon and both have been a part of the family ever since.

In 1972 the car was painted 'honeymoon white' and subsequently (or is that consequently?) the rear seats no longer accommodated bouncers but baby-bouncers and pushchair. When the time came, and space for more than one was needed, the MG was laid up; "dormant for ages". I suppose it's not an uncommon story for hobby interests to take second place in the light of demands from growing families and nascent careers. And so it was not until early in the '80s, when Bill stepped out to become freelance, that he began to find time to begin the rebuild of his long-standing partner – the MG NB, "correcting what had been done in my exuberant youth". Bill was tempted to rebuild the car as a K3 rep. but he is now pleased that he resisted and has put the car back to original. I think we'd all applaud that decision. 10 years or more later, in 1994, the rebuilt car had its first outing and, looking as good as the day it first hit the road, has given great service ever since, covering 76,000 miles including trips to Classic Le Mans and Montlhéry.



When I first considered writing this piece I imagined talking about remarkable commonalities juxtaposed to detail differences. But I didn't imagine that this would apply to our test car's histories as well. Although the pre-war history of entrepreneur Jack Peppiatt's equally blue Hornet Special is unclear, it is known, and recorded in the Wolseley Hornet Special Club magazine of the time, that BGC 742 was owned by WHSC Club members, the Davies brothers, in the early 1950s. The story goes that, following a rebuild in 1952, they undertook a trip to Wales and Cornwall to try out their revitalised car. Beset by significant engine woes in Cornwall, they located a replacement crankshaft from a local breaker's yard and fitted it at the roadside before proceeding on their way. Try doing that in your 20 year-old sports car today! In the late '50s our Hornet Special passed through the hands of Fred Meredith before being picked up by impecunious student Ron Turner who used it "for going to college and picking up birds". But that's what happened back then, wasn't it? Young men (and women as we learnt from 'a cuppa with' Ann Pardoe) wanted the fun of a sports car but could only afford pre-war models. Ron, now Registrar of the Wolseley Hornet Special Club, ran the car using the well-tryed make-do-and-mend method until the engine failed. Determined to use this opportunity to rebuild the car Ron pulled it apart, in which state it remained until 1994 as once again family and work commitments interrupted the process. The seven-year restoration programme, completed in the early noughties, was influenced by Ron's competition experience as, in the meantime, he had built himself a Hornet Special special, to compete in VSCC races and hillclimbs. Resultantly this road car benefits from Phoenix crank and rods, forged pistons, a 'Baxter' cam and other tweaks learned from the track. Having enjoyed the fruits of his labour on the road, including trips to enter the concours in Angouleme, he sold the car a couple of years ago to the man standing beside it in Bicester Heritage's Transport Yard on the day of our test.



Jack's interest in Hornets goes back a long way and, although he has owned three, is very specific; he has always wanted to own a Eustace Watkins Daytona Hornet Special since a friend's dad had given him a ride in a cream and black example when he was a lad. Like Bill and Ron, Jack had run a pre-war car as a student, in his case an Austin Seven, and so the Hornet Special was just that in Jack's eyes, special. It's worth

mentioning here that Jack owns and uses a number of pre-war cars including another Hornet (a 1933 Jarvis bodied car) and the Austin Seven in which he and his partner re-enacted Tschiffely's 11,000 mile Ride from Buenos Aires to New York in 2013. He is a hardened user.

But back to commonalities and detailed differences. Both cars came from the Nuffield stable, the ailing Wolseley having been bought by William Morris in 1927. Influenced by the war-time manufacture of the Hispano-Suiza aero engine, the Wolseley engineers evolved a fashionable light-six 1,271cc engine featuring an HS-like overhead cam arrangement. Over at Morris Garages they liked the potential of this new engine and so it was used as the basis of the MG sixes from the F Type onwards. What we have here then are two sports cars whose ancestries share common motive power and whose designs share period-typical 4-seater bodies with swooping wings. The design ingredients are common. Where are the differences?

	MG NB	Wolseley Hornet Special
Engine	Straight Six	Straight six
Capacity	1271 cc	1271 cc
Bore & Stroke	Bore 57mm x Stroke 83mm	Bore 57mm x Stroke 83mm
Valve operation	OHC driven by vertical dynamo	Chain driven OHC
Carbs	Twin semi-downdraught SU	Twin SU
Power output	56 bhp @ 5,500 rpm	45 bhp @ 4,500 rpm
Gearbox	4 speed	4 speed
Brakes	Cable operated 12" drums	Lockheed hydraulic, 12" drums
Clutch	Single dry plate	Single dry plate
Chassis	Tapered ladder frame with rubber mounted outriggers	Steel girder with cruciform bracing
Suspension	Semi elliptic front and rear with friction disc shockers	Semi elliptic front and rear with hydraulic dampers
Wheels	Side laced wire wheels	Centre laced wire wheels
Wheelbase/Track	8' / 3'9"	7'11" / 3'9"
Weight	2072 lbs	1904 lbs
Max speed	80 mph	76 mph
Acceleration. 0-60	22.7 secs	
Number produced	148 NB 4-seaters (738 NA & NB)	2307 Hornet Specials
Years of production	1934-36: Price £335	1932-35: Price £278
Insurance value	£65,000	£43,000

Having listed the ingredients above, can we learn more from tasting than from studying the recipe?

It's probably worth noting at this point that the NB was just about the final road-going iteration of the MG line before 'Morris-isation' took hold, whereas the Hornet Special was given one final update in 1935 with a 1604cc version of the OHC cross-flow engine and an underslung 7' 9" chassis, but only 148 of these models were manufactured. The ultimate expression of the N Type, the NE competition car, was developed in 1934 to maintain MG's reputation in that year's Ulster TT race. Having banned superchargers, the organisers had hoped to give other marques a winning chance, but MG prevailed, against the odds. This was just a part of MG's successful brand-building competition programme driven by Cecil Kimber, most probably a significant contributor to Lord Nuffield's decision to focus MG on sportscar manufacture, whilst the other brands, including Wolseley were focussed on more mundane motoring. Having said that, the lightweight Hornet Special did have its sporting supporters, achieving some success on the track, most significantly winning the 1932 Light Car Club's Relay Race at Brooklands with a team featuring two Daytona Specials like the one on test today and an International bodied Hornet.

Talking of racing and racers, in 1932 Sir Malcolm Campbell tested and tasted the Daytona Hornet Special and reported in the Western Morning News: "The engine is very near perfection . . . lively, vibrationless and exceedingly quiet, does its work without fuss or bother, quickly reaches 5,000 rpm and a road speed in third gear over 60 mph. Steering is light, brakes are powerful and work smoothly and the suspension is good . . . when the gears are judiciously used the acceleration is really amazing." He summed up with: "This car is really a most attractive proposition. Its acceleration is so good that it would take a really powerful and well-tuned car to keep on its heels, and its upkeep is low."

Would Bill concur with Sir Malcolm 87 years later? And would Jack get the same pleasure from Bill's MG? There was only one way to find out...





After a spell behind the wheel of Jack's Hornet Special, and a ride in the passenger seat, Bill's immediate reaction was to comment on its smooth ride. "There are vast differences already. It's a limousine this Hornet. Having said that, there are familiar rattles over bumps and I recognise that whine in second gear. To my surprise the brakes feel the same as the MG's, despite the hydraulics." In conversation with Jack they agreed that the more comfortable ride was probably due to the Luvax hydraulic shockers on the Wolseley whereas the reason for the light steering was more difficult to identify. Bill was never comfortable in the Hornet, having to stretch to reach the pedals, set-up for the taller Jack. Also, he found the pedals too close together, demanding light-weight shoes when at the helm to avoid pressing more than one pedal at a time.

It was now Jack's turn to enjoy the MG, and his immediate reaction was to observe "That's a very different experience – it's far less compliant, but far more purposeful. Even the exhaust note sounds as if it is setting out to do something serious". Having said that, Jack commented on the higher windscreen headrail and the easier access through the larger doors, both contributing to better ergonomics. But it was the sporty demeanour of the MG that got most comment from Jack; the short throw gear lever epitomising the car's character. "It feels more like a competition car than mine" says Jack. "It would be fun to drive with brio, but I feel that a lot of miles in the MG is likely to be an endurance."



At that moment the effervescent Tiggy Atkinson, Bicester Heritage's Bespoke Events Manager, and the individual who agreed to us basing our test at their remarkable facilities, busied past enquiring "Which one won?" On reflection I don't think that there's an answer to that question, despite a morning spent making comparisons. Probably the conclusion was best put by Jack when he said "If I had to do Prescott, I'd take the MG. If I had to do a journey, I'd take the Hornet". Would that we all had opportunities like that. *Post Script: By the way, and in case you were wondering, the Wriggly Monkey Brewery borrowed its surprising name from a device designed to prevent the driver of a chain-drive Frazer-Nash getting two gears at once.*

*This comparative test was organised with the help of George Eagle, Tim Greenhill and the staff at Bicester Heritage; the article first appeared in the Wolseley Hornet Special Club magazine and we are indebted to Tim and the WHSC for permission to reproduce the article here.*

## MMM Rally Lago d'Iseo 2019



*Heinz Mueller initially posted these notes and photographs on the Triple-M Forum and they are reproduced here with his blessing. Further photographs and captions have been provided by Heinz's son Roland Mueller who is responsible for the Swiss MMM Register.*

The event, which was based in the area around Lake d'Iseo in Italy, was organised by Urs Langen from Switzerland and he did a perfect job with everything spot-on.

There were approximately 22 Triple-M cars present. This included a PB from the UK that was driven all the way, as did Gerhard Mayer in the K3.

We were lucky with the weather; we arrived on Thursday in good weather and, although Friday was cloudy, things improved again for Saturday. We covered around 200km on the organised tours and the event concluded with a boat trip across to one of the islands for the gala dinner.

The weekend was enjoyed by everyone and too soon we had to make our farewells on the Sunday.



The NA (NA0754) of Andre Fricks and Gerhard Maier's with his K3.



Top: L1 (L0347) of Heinz and Edith Mueller.  
Middle: Some of the cars lined up at Castello Bonomi in Coccaglio.  
Bottom: Frankie Gratte's PB - driven to the event from the UK.



**The principle organisers of the event, Urs and Sonja Lange.**



**Philip and Brigitte Gruber in their PA lead Stefano Canavesi's NA out for another tour.**

**More images from Lago d'Iseo. All photos by the Mueller family**



**An interesting comparison of N-types: Andre Frick's NA in company with the striking NE (NA0521) of Urs and Sonja Lange .**

## **Triple-M Racing Calendar 2020**

### **Notes by Duncan Potter**

Firstly can I give a huge thank you to all supporters, drivers and the Triple-M community in general who have together helped to make the 2019 racing season such a success. It has been a proper team effort and produced a fantastic quantity and quality of cars, drivers, racing battles and barbecued food throughout the year. I am already looking forward to seeing the Yearbook review...

However time stands still for no man, so we can now look forward to 2020; the main events for the season can be confirmed as follows:

#### **Goodwood Track Day: 22 February 2020**

Class for Triple-M cars only, max 10 cars. No licence required, just a helmet but these can be hired on the day.

Organised by MGs on Track ([www.mgs-on-track.com](http://www.mgs-on-track.com)) and ideal for novice drivers and/or cars.

#### **VSCC Silverstone: 18 & 19 April 2020**

All vintage, including our Triple-M cars, will be on the Saturday. There will be a Triple-M social and BBQ on the Friday night.

#### **VSCC Oulton Park: 30 May 2020**

More details to follow.

#### **VSCC Cadwell Park: 20 June 2020**

Includes a Triple-M race and there will be a BBQ on the Friday night.

#### **MGCC Donnington: 11 & 12 July 2020 Triple-M Mary Harris Trophy Meeting.**

This is the "big one" for us. Hopefully like Brands in 2019 but with sunshine! Arrive Saturday for BBQ party on Saturday evening; Practice and two races plus prize-giving will all take place on Sunday.

#### **VSCC Mallory Park: 23 August 2020**

More details to follow.

#### **Angouleme, France: 18-20 September 2020**

More details to follow.

More details on all of the above will be published as extra information becomes available but this may help you plan your holidays for the year. I am certainly looking forward to an exciting year ahead.

Duncan Potter  
Triple-M Racing co-ordinator.

## TECHNICAL TIPS

### Barry Foster goes eccentric.

This is one of those silly things that easy once you know how; these notes were prepared in response to a recent enquiry. I was asked how to get the circlips onto the eccentric bushes as the questioner was having difficulty. The technique I use is shown in the accompanying photos.

**Photo 1:**

Put the follower with the bush fitted into a press with the circlip resting on top.

**Photo 2:**

Lower the ram press and push the circlip over the chamfer.

**Photo 3:**

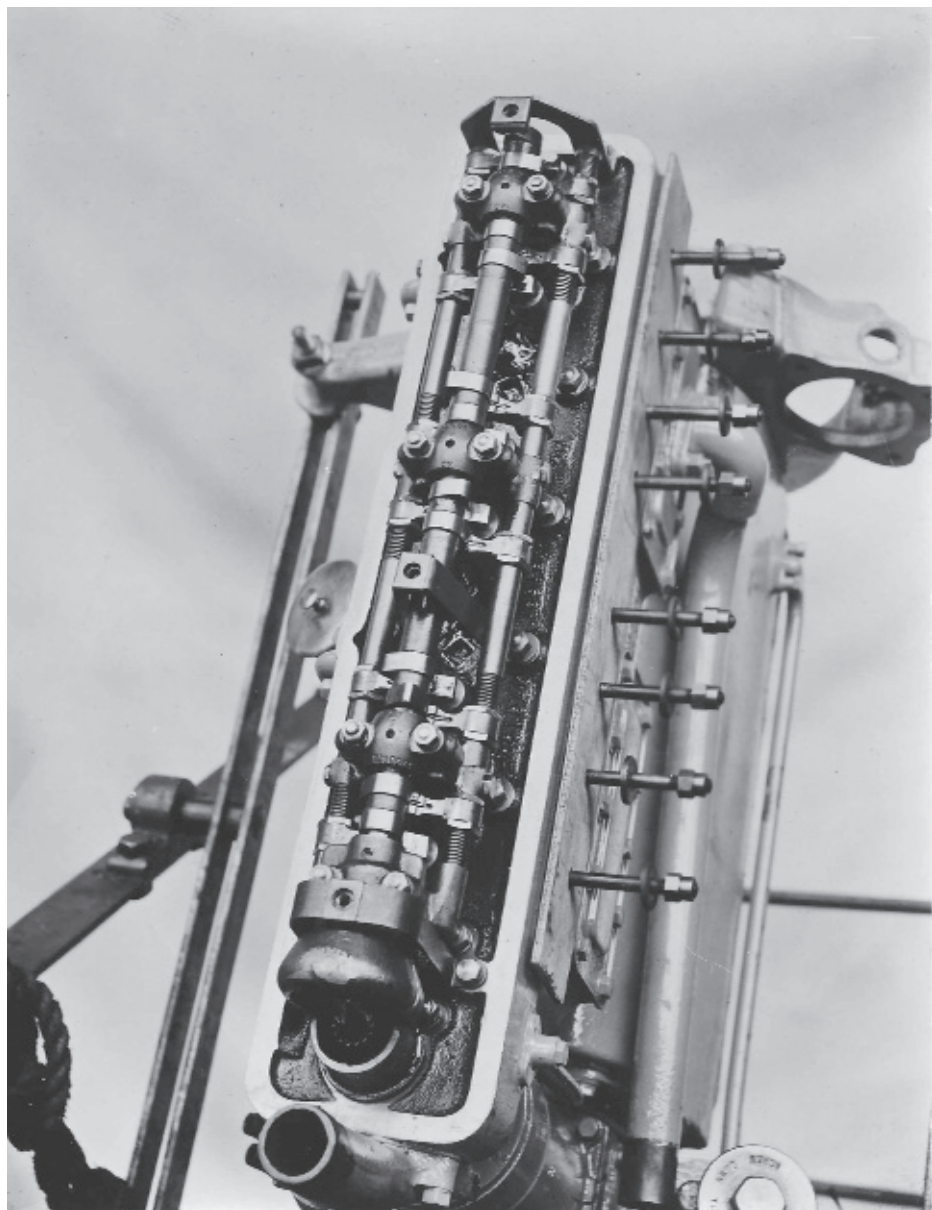
Raise the ram and place a tube (eg socket or similar) over the circlip and press down...

**Photo 4:**

... you will hear it snap into place and job done!

I use a brass off-cut under the work so that bush is not damaged but any smooth hard surface will do. The "dot" on the hex part of the bush is there so that the oil hole and bush off-sets end up in the right place.





More eccentrics than most of us can afford! The pencil note on the back of this factory photo says that it is an F-type engine but I am not an expert so happy to be corrected.



Veteran (or should that be Post-vintage Thoroughbred?) racer Fred Boothby in characteristic pose at Cadwell Park in July 2019. Photo Colin Murrell





47

WF 5495

## WELSH HILLS TOUR 19-22 SEPTEMBER 2019



### By Bob Walker

Those of us who have organised these events know full well what a pleasurable burden it is. Consequently when Ian asked if I would write some notes about it I agreed so long as there were reminders from him to get the details correct.

The fun started on Thursday in bright sunshine with trailer unloading as a spectator sport. Not knowing what to expect in September we now know that Wales has brilliant weather on Thursdays, Fridays and Saturdays and then provides light rain on Sundays. It was not just warm but hot. The autumn colours were just starting to show. I don't know where the traffic was but it was not on our routes - plural because, yes, the tour was split into two groups, each travelling one of the suggested routes each day. That arrangement worked well and relieved the pressure on the venues, which generally were not capable of taking our full complement of 60 cars and 115 people at once, as well as relieving the pressure on some of the narrow roads of mid and south Wales.

One of those routes took us from our base at the Metropole Hotel in Llandrindod Wells via the waters of the Elan Valley to Devil's Bridge. While the Elan Valley was in its touristic prime, let us consider the sheer ambition and skill of the Victorian engineers who between 1896 and 1906 designed and built, almost by hand, a series of reservoirs and a pipe line which, to this day, provide Birmingham with water over a fall of 52 metres in the 77 miles without a single pumping station. It is certainly true that Birmingham is all downhill from there. Many attractions beckoned at Devil's Bridge. The Vale of Rheidol narrow gauge steam railway down to Aberystwyth, a walk for those who like going up and down steps in the country and thanks to Chris Little a chance to drive Margaret. She is a delightful little steam engine built in Leeds some time ago. We took the latter options and also needed coffees at the Two Hoots Cafe before and after the walk.

**Above: The magnificent Brecon Beacons form an appropriate backdrop to three of the Tour participants.**

**Photo by Tim Luffingham.**

Incidentally there is no doubt that Margaret's sweet running is due to her diet of coal specially polished by us apprentices at the instigation of Hugh the engine driver. Margaret was not the only one to enjoy the goodly number of Triple M cars resting whilst their owners went to Aberystwyth. Their slumber did not last long, however, being followed by the return to the Metropole via Tregaron and the Abergwesyn mountain road descending the Devil's Staircase. The views were spectacular and, with the sun behind the cars, the colours were at their best.

Meanwhile the other group were enjoying the equally beautiful Brecon Beacons on their way to the Big Pit, the Welsh National Mining Museum.

While refurbishment of the winding gear meant that we were not able to go underground (to the relief of some and the disappointment of others), the displays and the King Coal exhibition which traced the social and industrial history of the Welsh coal industry brought to mind the devastation to the South Wales communities caused by the closure of the mines. The pride in their history of those at the Big Pit was clear to behold.

The approach to and return from Blaenavon involved the two mile long hill down from Pwll-du, which Brian Wise is unlikely to forget after his car failed at the temporary traffic lights: the full incident is reported elsewhere. Happily no one was hurt and no MG was damaged in the making of a fine story.

The return route followed the narrow road by Llanthony Priory where tea was taken by many and where the speed bump will live long in the dental records. As one emerged from the woods at the top of the trail a vista of the whole of mid Wales opens up, from England to the coast - spectacular in the sunshine.



Isobel Goddard takes to the rails with Roger Tushingham's N-type and Keith Riches' PA in the foreground. Photo Ian Goddard.



Above: Bill Niven in PA1914 caught admiring "Margaret", don't tell Karen!  
Photo Ian Goddard.

Below: Paul and Riny Leers with their very rare and stunning L-type Continental Coupe.  
This car featured in Bulletin 99 but I hope to have further details in a future issue.  
Photo Ian Goddard.



At the gala dinner on Saturday evening the entertainment was the singing of the Built Wells Male Voice Choir, ending with a rendering of the Welsh National Anthem which rivalled the old Cardiff Arms Park for atmosphere - greatly appreciated by everyone there and the passion was obvious to all. The Welsh really do sing with their hearts. Frank Ashley was asked to present awards to Paul Leers for his L type Continental Coupe, which most people wanted to take home, to Henk de Vries who had driven his K type K3 lookalike from Holland, thereby further than anyone else, and to Brian Wise for the breakdown trophy. It also happened that Brian Galbraith, his J2, the Speed Trophy and the Car of the Year Trophy were all in the same place for the first time in 2019, and so Frank was able to present Brian with the trophies he and his J2 had won in the 2018 season to the deserved acclaim of his fellow Triple M enthusiasts.

Sunday was wet but not as wet as the forecast and so all of us who were not making an early start for home took a gentle two hour route to Stokesay Castle (the finest surviving fortified manor house in England, built late 13th century) where tea, coffee and sandwiches fortified the participants for the onward journey, some a short way and others embarking on their return to Belgium, Holland, Canada and Australia.

So there you have it, indeed a great privilege for 'we few we happy few' - whilst gentlemen in England were in congestion we were driving in gorgeous landscape with our friends.

Big thanks to Chris Little and Ian Goddard for putting it all together and who even now are lying down in darkened rooms with towels around their heads and I trust a more than adequate supply of brandy and blankets.



Tim Luffingham supplied this picture of Chris Little's N-type and Richard Le Flufy's J2 during a pause for refreshments during the Tour.

## Welsh Hills Tour 2019 Entry List

No	Driver	Passenger		Reg.	Notes
1	Ashley, Frank	Thelma Grose	M	PG 1045	Restored from semi-derelict. Former COTY
2	Tushingham, Roger	Jon Hodges	N		
3	Dalby, Mike		M	OU 4824	Much trialled
4	Weber, Fred	Diane Weber	M	02-00-89	Styled as Le Mans car
5	Haine, John	Angela Haine	M	OY 1458	Bought as a wreck and restored
6	Margel, Tony	Judith Margel	M	ST 6963	
7	Coombs, Philip	Wendy Coombs	M	RH 5831	
8	Goddard, Ian	Isobel Goddard	*		*Modern car. F type in intensive care, will pull through.
9	Walker, Bob	Beth Walker	F1	GY 5141	First owner Oliver Dalton of Brighton Pier Co
10	Wilson, Terry	Jim Konstandelos	F2	WM 8548	
11	Batten, Max	Jane Batten	F2	SFO 992	Raced in period with factory support
12	Johnston, Simon	Sandra Johnston	J2	IL 2151	First owner SJ's father, Recovered 1972
13	Back, Hugh	Denise Back	J2	RM 9420	Standard car
14	Scargill, Simon	Jane Scargill	J2	OD 3914	1275 A series engine and 5 speed gearbox
15	Mercer, David	Mandy Mercer	J2	RD 5327	
16	Smith, Chris	Martin Clarke	J2	PJ 8586	Supercharged and 12" brakes, raced late '70s
17	Collins, Gil		J2	JF 5278	Centric S/C, recent competition history
18	Galbraith, Brian	Ruth Galbraith	J2	SW 4156	Owned 53 years, current COTY
19	Le Fluffy, Richard	Ann Le Fluffy	J2	AUF 69	First car, owned since '69. Restored to original
20	Nijhof, Bert	Wil Nijhof	J2	UT-12-67	
21	Scott, John	Deborah Scott	J2	OD 4089	
22	Taylor, Ed		J3	CH 0875	Extensive period race history in Australia
23	De Vries, Henk	Ruud de Vries	K	AR-53-87	
24	Prosser, Peter	Dorothy Prosser	KN	BYK 340	Pillarless saloon
25	Hemmings, Peter	Celia Hemmings	KN	MG 4282	University Motors speed model
26	Leers, Paul	Riny Leers Jaspers	L1	DZ-39-68	Continental, now 1408cc & Marshal s/c
27	Luffingham, Tim	Clare Belsten	L1	AAE 652	Supercharger
28	Ptak, Rod		L1	575 AKB	Salonette
29	De Werf, Jan	Thea Van Norden	L1	AM-86-34	Now as L2 2 seater.
30	Stansbie, David	Angela Stansbie	L2	APJ 750	Supercharger, pre-select g/box
31	Shattock, Dave	Claire Shattock	PA	OS 3678	
32	Entwisle, Mike	Jean Entwisle	PA	JU 4288	
33	Cadogan, Roger	Judy Cadogan	PA	EDU 347	Supercharger
34	Ward, George	Jo Ward	PA	TG 8337	Has won Slade Trophy and Kimber trial
35	Davies, Terry	Freda Davies	PA	VL 5643	
36	Davies, Roger	Susan Davies	PA	BU 8079	
37	Richards, Derek	Rosemary Richards	PA	RC 3349	Supercharger
38	Niven, Bill	Karen Niven	PA	MG 4440	Supercharger
39	Wallace, Colin		PA	EO 5823	
40	Riches, Keith	Carrie Riches	PA	UG 8739	Supercharger
41	McLachlan, Colin	Barbara Mathieson	PA	MG 3242	Two family ownership since 1937
42	Bentley, Allan	Margaret Bentley	PA	JD 5335	Owned from 1962. Comp't '63 - '67. Zoller s/c

No	Driver	Passenger		Reg.	Notes
43	Chance, Peter	Susan Chance	PA	BLB 209	Volumex supercharger, as original; Wilson Pre-select gearbox
44	Creaser, Barny	Gillian Creaser	PA	CYE 387	
45	Lenaerts, Gaston	Patrick Segers	PA	OAF 994	Styled as Q type
46	Adams, John	Hilary Adams	PA	CZ 4895	Owned 50+ yrs. Regular competitor
47	Gooding Roddy				Withdrawn
48	Warr, Ron	Barbara Warr	PA	OW 5865	
49	Dean, Nick	Pam Campbell	PB	ADG 398	Marshall J75 supercharger
50	Wise, Brian		NA	JB 4552	4 seat tourer
51	Porter, Bruce	Jenny Porter	NA	AOF 28	4 seat tourer, on show at Goodwood 2016
52	Bayne-Powell Philip	Rosemary Bayne-Powell	NA	BYU 271	Allingham 2 seater. Extensively travelled in Europe and New England
53	Little, Chris	Lynda Little	NB	BOK 407	Former trials car, now returned to 4 seat tourer
54	Paverd, Aubrey	Rene Paverd	NB	MG 4844	
55	Abbott, Bill	Jacque Abbott	NB	JB 6864	4 seat tourer
56	Hartley, Terry		NB	DUB 679	
57	Pilgrim, Keith	Pat Pilgrim	ND	AAT 941	Raced in period, in pieces for 54 yrs.
58	Bailey, Malcolm	Phil Standish	ND	MG 3469	
59	Benton, Michael	Sarah Benton	VA	NVZ 737	Tourer
60	Wild, Tony	Heidi Moran	TF	N55MGF	Ex John Thornley PA is in dock



Deserted roads, magnificent scenery and ultra-rare cars; the very essence of the Triple-M Tour. Photo by Chris Little.

## JOHN PASSMORE AND UG 2283

These interesting images were squeezed out of the main article in Bulletin 111 so are included now to continue the story. The painting (opposite) is by Australian Triple-M enthusiast and artist, Walter Magilton, and shows J3756. This was owned by John in the 1960's and is now with George and Marguerite Morgan. The poster (below) was spotted on John's garage wall and shows quite an array of MGs, including the J3 and John's recently completed J2.

John Passmore: (proud) founder member of MGCC -VIC  
These are my MG's owned between 1956-1964, then I went to live in the UK.  
I'm currently restoring a J2 and a member of Abingdon Works Centre.

1956-1958 TC: GKY 147 BOUGHT FROM LES MURPHY CAR SALES. SOLD TO KEVIN DART. NOW OWNED BY JOHN COCKREM	1958-1959 MGA: GXN 092 NOW OWNED BY ?
	
1959-1960 TF: GDT 025 NOW OWNED BY ?	1960-1964 TC: EV 117 NOW OWNED BY ? PHOTO AT LOS ROY
	
1960-1964 J3: JB 1047 BOUGHT FROM ROSS WILLIAMS. NOW OWNED BY MY GOOD OLD MATE WAIVER HASTON WHO VERY KINDLY LET ME DRIVE IT AT LOS ROY IN 2004	2001-2018 J2: UG 2283 UNDER RESTORATION !! FINISHED IN THE UK
 JUST A PILE OF BITS!	





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## VSCC PRESCOTT LONG COURSE HILL CLIMB

Report by Colin Murrell.

September 28th saw our return to the stunning location of Prescott for the Vintage Sports Car Club's final round of their Speed Championship for the Long Course Hill Climb featuring Ettore's Loop. The Long Course is 1127 yards compared to 880 yards of the course used for the main event in August.

The unfortunate cancellation of the penultimate Speed event at Snetterton, which should have taken place the previous weekend, saw some of the regular race competitors appearing at Prescott for a season finale. The pre-event gathering and BBQ were thoroughly enjoyed by all, resulting in a very social weekend!

The entry list included a fantastic selection of Triple-M cars; entries and best times are as follows:

21	Mike Davies-Colley	PA	Class 2	74.18	
22	Frank Ashley	M-type	Class 2	73.49	
28	Duncan Potter	C-type	Class 2	64.99	3 <sup>rd</sup> in Class/2 <sup>nd</sup> H'cap
728	Emma Potter	C-type	Class 2	72.50	
38	Tim Sharp	PB	Class 3	63.25	2 <sup>nd</sup> H'cap
110	Keith Riches	PA	Class 9	74.1	
112	Maurice Gleeson	L Magna	Class 10	63.58	2 <sup>nd</sup> H'cap
113	Steve McEvoy	F Magna	Class 10	62.72	3 <sup>rd</sup> Class/1 <sup>st</sup> H'cap
119	Roger Tushingham	N-type	Class 10	57.78	2 <sup>nd</sup> Class
163	Andrew Craven	MG Riley	Class 14	64.19	
763	Julian Hindle	MG Riley	Class 14	63.93	
712	Andrew Briggs	L Magna	Class 10	64.83	
142	Mark Dolton	PB	Class 13	64.36	
166	Tom Hardman	Bellevue	Class 14	54.05	4 <sup>th</sup> Class

We now look forward to next year's events on 1st & 2nd August (Short Course) and 26th September for the Long Course.



3 wheels better than 4? Mark Dolton trying to emulate the flying Morgans in Class 13 for Pre-War Racing cars. Photo: C Murrell



Above: Triple-M racers waiting in the Paddock while the Hill is cleared following an earlier incident. Photo: D Gibbs

Inset: : Ace photographer Colin Murrell in typical pose ready to capture another stunning photograph for our enjoyment.

Below: Keith Riches and PA in action. Photo: C Murrell

## Hints and Tips from Philip Bayne-Powell

### Cursed Condensators:

Condensators cause a lot of aggravation when trying to sort out those engine gremlins. As many of you have already found out, a lot of the current condensators are pretty useless, especially the cheaper ones from the far east. It isn't any use hoping that original condensators are any better, as they break down over the years, to become just as bad as the modern ones.

Good condensators should have a resistance of around 1 ohm; many have a resistance of much more – even up to 50 ohms! The actual condenser is housed in a tube with dished contact plates, which are the cause of the high resistance if not properly in contact.

As a result of these problems the Distributor Doctor (Tel. 01984 629540 e-mail [martin@distributordoctor.com](mailto:martin@distributordoctor.com)) has produced his own condensators, and these are a much better bet.

He also produces red rotor arms without rivets or short circuiting! I have fitted these for peace of mind, and had no troubles since. I confirm that I am just a satisfied customer, and hope other members will also received satisfactory service from him.

### Advice from an Advanced Driving Instructor:

When you see a car waiting to join the main road that you are on, it is very difficult to assess whether he is going to jump out in front of you, as the background to his car is constantly changing due to your own forward motion. The trick is to look at his wheels, to see if they are moving in relation to the wheel arch.



## READERS LETTER:

### From Philip Bayne-Powell

Digby

Have just finished reading Bulletin 110, and would like to point out a few inaccuracies.

i) I started the Infoletter many years ago which included printing and distributing it. The early Infoletters were produced on my firm's Gestetner after everyone had gone home! John Joynes was a later editor and, when subsequent editors failed to bring it out on a regular basis, I then started, printed and distributed the Bulletin. It then got professionally printed and now it has been developed into an excellent magazine.

ii) Jeremy Hawke reported that the M-type that Andy King brought along to the Summer Gathering at Peter Green's was a McEvoy M-type, whereas it is actually a fabric-bodied Jarvis M-type, very similar to our own metal-bodied Jarvis M-type. I was initially interested in buying it for a restoration project, but the price was much too high for a car with an awful lot missing!

The Welsh Tour was great with two days of sunshine. We stayed on for another week to take in the Little Trains of Wales,. We did this in our modern RV8, leaving the Allingham at the Metropole, and picking it up on the way home – we had poor weather for this part of our holiday with Snowdon being swathed in cloud at the top with horizontal rain!



### From Allan McNab (past owner of 2M3392-see Bulletin 108)

Digby

I was very pleased to read Ian Thomson's letter in Bulletin 110 about my old M-type CP 9864 (chassis 2M3392) and would like to add a little more history of this car:

I can confirm that it was shown as Register number 130 in the 1965 MMM Register.

Ian says that it was last seen heading for the A12 in 1969 and I hope it is still stored somewhere, as I have always hoped that my first MG would be found again!

Sadly, I have to record that Colin Smith recently passed away. At least seven MMM cars passed through his hands and at one time he owned what appeared to be a "royal flush" of J-types; J1, J2, J3 and J4, although it turned out that the J4 was a Geoff Coles "creation".

## For Sale and Wanted

### Wanted: Yearbook 1970

Paul Acfield from Australia is seeking a copy of the 1970 Yearbook to complete his collection.

Please contact Paul with offers: [pcacfield@optusnet.co.au](mailto:pcacfield@optusnet.co.au)

### Wanted: M-type parts

Herman Becking is urgently seeking the following:

- Windscreen surround
- Dynamo bevel gear

Please contact Herman at [hermanbecking@gmail.com](mailto:hermanbecking@gmail.com)

### For Sale: Publications

I have a number of old publications for sale which have come from the collection of the late John Joynes, proceeds will go to Register funds. There are a variety of publications including:

VSCC Newsletters 1993-2016

VSCC Bulletins: 2009-2017 (not all issues)

MMM Infoletters: 81-123 (not inclusive and mostly without covers)

Octagon Car Club Bulletins: 1998-2016 (mostly complete years)

Contact me with your requirements and I will send you a list with prices, all very reasonable as it is more important for them to go to a good home and provide enjoyment to Triple-M owners. ([Digbygibbs@icloud.com](mailto:Digbygibbs@icloud.com)).

### ITEMS FOR SALE:

Martin White has the following for sale:

Pair L140 headlamps; suit P and TA	Curved glass	£240.00
Pair L140 headlamps; suit D,J,F,L	Flat glass	£240.00
Pair L130 headlamps. 7"	Flat glass	£120.00
Pair Lucas 7 1/2" headlamps.	Flat glass	£120.00
Klaxon horn; suit J,F,L, etc.		£250.00
Altette horn and bracket; late J,P and T-types.		£40.00

The headlamps are in nice "oily rag" condition and the 7" and 7 1/2" headlamps would suit an M-type if you are stuck, or an Austin 7 special.

For further details and to discuss delivery, etc contact Martin:

71 Deepfield Road, Bracknell, Berks. RG12 2NU. 01344 424258

## 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 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 together with the Triple-M Infoletters and VSCC publications, are now catalogued and details can be found on the Forum under General Information. (See advert opposite).

## Digby Gibbs

## A WELSH TALE

Told by Keith Pilgrim with photos by Terry Hartley



It was a hot Friday afternoon. A number of pre 1936 MG cars had travelled across the Brecon Beacons to The Big Pit at Blaenavon. The route required the cars to climb a long arduous hill on the B 4246 capping the hill at Pwll-du, revealing an impressive vista. The hill was impressive too: it elicited comments such as: "I wasn't entirely happy running in second gear at 5000rpm for 6 minutes".

This story really begins on the return journey from the Big Pit. The personnel in this tale are Brian Wise, his passenger Terry Hartley and Brian's immaculate NA. As it happens, on this day the NA was playing up and not charging - we have all been there.

Whilst the journey up the hill was demanding, returning was a straightforward return to the junction at the A465, provided that your brakes worked. However, after about a mile the driver was required to negotiate a set of temporary traffic lights protecting some roadworks.

Brian's car had to stop at the lights, which he did, but so did his engine. The battery was flat and the car refused to start. The decision was that the means to fix the issue were not at hand and the RAC breakdown service was called. The RAC man arrived in decent time and parked behind the NA. The RAC mechanic started to investigate, the car was unpacked and access gained to the batteries. The problem was then evident: the oil from the back axle had spread itself around the area, including the batteries. The game was up and a breakdown truck was called.

Terry Hartley called Ian and Isobel Goddard, knowing that they were travelling in their modern, for Brian was going with his car and Terry needed a lift back to the hotel. The Goddards set off towards the scene.



When about 10 minutes away, Isobel phoned Terry, only to be advised that there had been 'a complication'. They arrived, having expected to see the stricken MG with Brian and Terry nearby and maybe the RAC van. They were confronted with a police car, a wreck beside the MG and a mass of flashing yellow lights on the RAC van, another breakdown van and two recovery vehicles. There were more flashing lights than in an American shopping mall at Christmas.

It turned out that a Renault car had been descending the hill. It suffered total brake failure. The driver had the choice of the Mercedes in front of him, the back of the RAC van or, the one taken, to arrest progress by taking out a road sign. While the road sign helped, progress continued along the grass verge.

The RAC man was good, but had not in fact anticipated a car careering down the grass verge, for the passenger door of his van had been left open. Terry Hartley had been standing with the RAC man, unsighted from the unfolding drama. He first realised that something was amiss when the van's wing mirror flew past his ear. In ripping the door off the van, the Renault was slowed significantly, and came to rest in a hollow, about a foot away from Brian's NA.

The driver of the Renault opened the remains of his door. It was apparent from his attire that he was a member of the VSCC, and from his looks, a long-serving one. He extracted himself from the wreckage. The first thing he said was "I'm glad I didn't run into the MG!", so his priorities were admirably unaffected by the circumstances.

Sometime after the Goddards had arrived Brian was ruefully looking at the many flashing lights, his own car, the wrecked car, the wrecked van, the police car and the two breakdown trucks when Ian asked which one of the breakdown trucks was for his car.

He quietly said "Oh, mine hasn't arrived yet!"



*I am indebted to Ian Goddard for supplying me with this amusing tale of an incident on the Welsh Hills Tour which, fortunately, did not involve any injury to persons or Triple-M cars. Ian regaled the MMM faithful with this story at one of the event dinners and, although at least 60 people have heard it already, I feel it is well worth repeating for the benefit of those of us who were not there.*

## SEEKING INFORMATION:

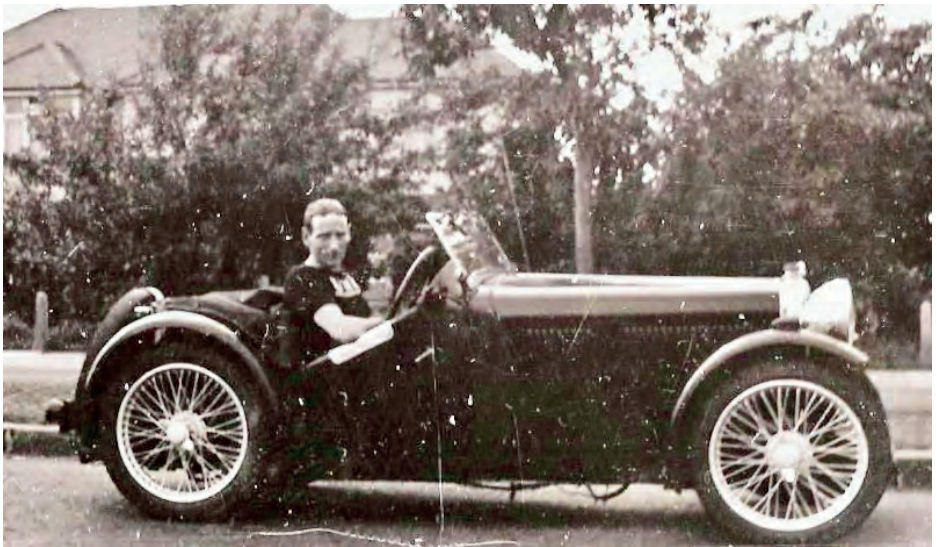
David Connor originally approached T-type specialist John James with this photo of a J2 owned by his father. John has passed this on for Triple-M experts to see if we can come up with any information on the car.

The information is very limited but anything that can be gleaned would be appreciated by David.

The J2 was purchased by Thomas Henry Connor who lived at Belgrave Road, Hornchurch, Essex just after the War and the photo is believed to have been taken in 1948/1949.

It is understood that the car's previous owner had been a WW2 pilot which makes sense as there was an important wartime airfield at Hornchurch. The car was stored in a shed during the War and was, apparently, in a very bad state when purchased by David's Dad who did all the work himself.

There is no information on the registration number or chassis number so this is all the information we have; it would be remarkable if the car were still in existence and someone can identify it as their car. David is, incidentally, the owner of a "modern" midget and would welcome any information on this original version.



## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

A combination of cancelled events and the time of year means that very little has changed since my last report. I had hoped that the VSCC Cotswold Trial would introduce some much needed competition into the Slade Trophy table but unfortunately that was cancelled due to flooding. The racing and speed seasons have effectively come to an end and the Winter Driving Test results have not had a dramatic impact on the COTY table so, in the unlikely event of any updates becoming available before the end of the year, the results will not change. I am currently occupied with researching and writing my report for the forthcoming Yearbook which will, of course, also include full and final versions of the tables and awards.

I would like to draw the attention of readers to an important piece of breaking news which is relevant to anyone competing in events where a Competition Licence has previously not been required. This will be of particular relevance to next year's 'final' Kimber Trial:

Motorsport UK (formerly the MSA) have announced that, from the start of 2020, all crew i.e. driver and passengers - unless they already have a Motorsport UK Competition licence - will need one of the new RS Clubman Licences to take part in any competition event, including trials, rallies and driving tests. As far as is known at present, the licence is free. An application form can be downloaded from the Motorsport UK website - look for RS Clubman application.

### C.O.T.Y. 2019 – Scores to 8th December

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	3614	PB/s	VXS 544	Tim Sharp	110
2nd	1595	M	PG 1045	Frank Ashley	109
3rd	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	97
4th	3472	L1/s	UAS 720	Maurice Gleeson Andrew Briggs	96
th <sup>h</sup>	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
	1521	C/s	RX 8591	Dave Cooksey	52
	1931	C/s	VD 30	Barry Foster Adrian Moore	52

The list below shows all the events to date for which results have either been submitted or analysed for the 2019 Car Of The Year scores. 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 <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 Hillclimb	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
24 <sup>th</sup> /25 <sup>th</sup> August	VHC Etretat-Benouville Hill Climb	Full
7 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
8 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
14 <sup>th</sup> September	MGCC SW Centre Wiscombe Park Hill Climb	Full
22 <sup>nd</sup> September	VSCC Madresfield Driving Tests	Full
28 <sup>th</sup> September	VSCC Prescott Long Course Hill Climb	Full
12 <sup>th</sup> October	VSCC Welsh Rally	Full
12 <sup>th</sup> October	VSCC Welsh Trial	Full
30 <sup>th</sup> November	VSCC Winter Driving Tests	Full

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**A fitting image to round-off the M-type Anniversary year: The photo shows one of the most campaigned M-types of recent years: Frank Ashley setting off from the start line to tackle the Long Course at Prescott in 2M0333.**

**Photo D Gibbs.**