

TRIPLE-M REGISTER BULLETIN

February-March 2020



THE MG CAR CLUB LTD



Readers of the Bulletin have been privileged to follow Mike Pancheri's story of the construction of his PB special (PB0660) starting with Bulletin 86 in September 2015. This picture, provided by Mike, shows the long awaited installation of the body in December 2019 with a good number of willing assistants to help. More photographs of the car with the body fitted will feature in the next issue.

BULLETIN NO. 113 February - March 2020

Front Cover Picture:

Car of The Year 2019: PB 0685 seen here at Loton Park in September in the capable hands of owner and restorer Tim Sharp. Bulletin 99 (October/November 2017) features an article on the transformation of a "kit of parts" into this very smart and successful Triple-M car. Photo by Colin Murrell.

Editorial:

In spite of the succession of winter storms I am pleased to report that the Triple-M season is now underway. At the time of writing this editorial, the Winter Driving Tests, Stoneleigh, the Exmoor Trial and MGs on Track have already taken place and the Racing and Speed competitors will be busy getting ready for the season openers. All of this is very healthy for the future of the Register and good news for those who like to compete or spectate.



This issue also includes a summary of the final competition tables, diligently prepared by Mike Linward, and it is encouraging to see such a close contest for Car of the Year; Tim Sharp and Frank Ashley being separated by a single point. I have followed Tim's exploits with interest since we published his article about the re-building of the PB back in 2017. We wish all competitors and participants the best of luck in the forthcoming season and remind them to submit claims for points to Mike promptly. This will ensure that the COTY competition is a true reflection of the varied activities open to Triple-M owners through the year.

Elsewhere in the Bulletin there is a reminder about the Kimber Trial and it would be excellent if there could be a really strong entry for what, may well be, the final running of this iconic event. When I acquired my J2, part of the deal was that I should enter the Kimber in it; hardly surprising as the previous owner was ace trials exponent and joint organiser of the Kimber, Alan Grassam! In preparation for the big event, MSA Licences have been obtained for driver and bouncer. The process is very simple and the only problem I can see is that a club membership number is required so navigators and bouncers will have to be members of an appropriate club which will rule out the casual competitors.

As always, my thanks to the contributors, both new and regular, for the articles, letters and photographs that have helped to provide the mix of articles in this issue. More contributions are needed so please share your knowledge or your experiences with the Bulletin readers; there is nothing quite like seeing your words in print and knowing that, unlike electronic media, it should be readily accessible for many years to come.

Digby Gibbs

Chairman's Jottings

Welcome to the latest MMM Bulletin which I hope you will find as interesting as always. Whilst the Chairman takes “top billing” as you open your copy, as usual, it's the Secretary who has done the most comprehensive job of summarising recent events and those approaching. For this I am eternally grateful (I justify my own feeble contribution by telling myself that, I'm not yet retired, so am still running around like a madman trying to provide for that retirement when I can do what I want to do, rather than what I have to do). This justification may not actually be valid, as everyone I know who is retired tells me they never know how they found the time to go to work in the first place because they're so busy!



Joking aside, that said, thank you Dick, and all the other Committee Members, for doing, by far, the Lions' share of chasing around and making the life of Chairman far easier than it might be.

I had actually made plans to attend the recent Stoneleigh event (surprising everyone in the process) which has always eluded me in recent years. However, right on cue, the storms arrived and instead I ended up spending the weekend recovering parts of my 90+ year old neighbours' fence from my own garden and surrounding locality – the best laid plans of mice & men...

I did manage to attend the SW Centre Dinner & Award presentations but alas, the J2 did not feature this year (and a certain 18/80 driver is beginning to think he “owns” the pre-war class trophy), but as usual I have great plans for 2020 where hopefully as many as possible you will have a punt at the gentler activities the MGCC has to offer, if the results are published and drawn to his attention, then our Competition Secretry will be only too happy to add you the COTY listings. Indeed, often a bit of cunning can get you “extra” points more easily than the “racers” can as it's far easier to beat “moderns” (bonus point) in a Navigational scatter event than on a race track.

At the Dinner, I found myself sitting next to a retired software engineer and as the evening wore on, we found ourselves discussing “in-built errors” (the wine was flowing) which only existed because the writer had not fully appreciated the parameters of his task. For instance; according to the DVLA, I am the proud owner of a “one owner from new” J2. A future owner will know this because that's what it says on the V5: “one previous owner – acquired vehicle new in Oct 1932”.

This I know to be rubbish as I have the complete set of log-books going right back to when the car was new showing all the keepers and the previous V5 was correct. When I (reluctantly) altered the registered keeper in 2010, the DVLA software obviously couldn't cope with the fact that the previous change of keeper had been as long ago as 1953 and just defaulted to the date the car was first registered. This got me thinking; what other default errors within the UK system are giving us false statements on the history of our cars? Food for thought perhaps, but thinking about it too much doesn't get all those jobs done!

Jeremy Hawke



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Secretary's Update

2020 shows every sign of being a busy and interesting year!

One of the events which you can read about elsewhere in this edition was the Stoneleigh **Spares Day** in early February. This was a tremendous team effort, not least because of those who generously made three cars available for display, these included Tim Sharp's 2019 COTY-winning PB and Frank Ashley's M type which was COTY runner-up. Particular thanks are also due to the many volunteers who offered their services on the day. Many hands did indeed make light work!



The Committee and our AGM We have one of our quarterly committee meetings in a few days' time so things will have moved forward by the time you read this. Our 2019 accounts will (I hope!) have been signed off by the committee and is pleasing to report that they show a good situation, with a worthwhile profit generated in 2019 and a healthy balance sheet. Our Annual General Meeting at Kimber House, Abingdon on Sunday, 7 June will give MGCC Members an opportunity to review the work the committee is doing for our general benefit and to suggest areas for innovation and improvement. The committee, including our new Treasurer John Summers will be on parade. Will you be attending? We do hope so - you can be assured of a warm welcome!

It's pleasing to report that following my mention of our **database of cars and owners** in last time's Bulletin, several of you have been in touch to seek access to your records. We would like to encourage more of you to do so, which you can do by contacting our Registrar Coordinator Barny Creaser or any of the eight model-specific registrars, who will be delighted to let you know how to gain access to your records and those of your car(s). Their contact details are on the contacts page of our website.

MGCC matters. Jeremy Hawke and I will be attending the Spring 2020 MGCC Council meeting and we will be feeding back news and other details of which you should be able to find in the MGCC **Members only area of our website discussion forum**. If you are a Club Member and don't already have access to this restricted area of our Forum, please get in touch with me, and we will be happy to arrange this for you.

The MGCC is hoping to make a start on **digitising the MG Works service files** and other archive material for the Vintage Register's cars. We understand that the Triple-M Register may be next on the list - we will keep you posted.

2020 events

2020 speed events have begun in earnest with a 'shake down' track day at Goodwood in late February which was supported by a good contingent of Triple-M cars. Racing starts on 18th of April at the VSCC's Spring Start Silverstone meeting, at which (thanks to hard work by Editor Simon Johnston) the 2019 Yearbook should be available for you to purchase - otherwise available in the usual way from the Register Library. Next up is the Oulton Park race meeting on 13th May, Cadwell Park on 20th June, before the **MGCC Donington Park weekend meeting on 11th and 12th July** at which the Mary Harris trophy will be competed for. The UK racing season concludes on 23rd August at VSCC Mallory Park.

Further afield, we are delighted that Duncan Potter has negotiated successfully for a Triple-M race at the unique Angoulême *Circuit des Remparts* - on 18th - 20th September. Watch out for details!

Other events. Don't forget the **MG & British Marques Day at Brooklands** on 19th April. Triple-M cars will have a dedicated display area in the Wellington Car Park - details at www.brooklandsmuseum.com

Other events worth highlighting include the ever popular **Kimber Trial on 2nd May** in Somerset at which all Triple-M cars will be very welcome, especially because this may possibly be the final running of this event.

Details from Alan Grassam ag.theoldpoc@hotmail.co.uk

And now **Silverstone AKA 'MG Live!'** This takes place over the weekend of 13th and 14th June, when our Register will have a distinct presence. And yes, we know that it clashes with the Vintage Minor Register's Prewar Prescott which this year is taking place earlier than usual. The main PWP day is Saturday, 13th June, so anybody who is drawn to Gloucestershire would still have the option of dropping in at Silverstone on Sunday 14th. It's a nice run of 55 miles from Prescott to Silverstone (avoiding motorways!) Please try to come along - it might be rather lonely without you!

There are many more events to enjoy this year - most of them are listed elsewhere, but I'll just highlight the **Annual Summer Gathering** on Sunday 5th July at Peter Green's home. Details will be available shortly.

And finally, **the Register's Stilton and Pork Pie Tour** runs from 20th to 24th September. Tony Richards and Ron Warr are doing a terrific job with the organisation of this event, which is based at the splendid Barnsdale Hall Hotel on Rutland Water. If you're quick, there may still be some places available.

Tony can be contacted at tony-ruth.richards@outlook.com

That's all for now. Best wishes to all.

Dick Morbey

FORTHCOMING EVENTS:

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.

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PB0373 – REPAIR AND RESTORATION – PART 4

Repair of Bishop Cam Steering box

Notes and Illustrations by Jon Pedoe

The box was in good condition apart from a badly worn bore for the rocker-shaft. The rocker shaft and peg were also worn. The main steering shaft and worm appeared perfectly good, and the bottom bearing race was also good. I obtained an oversize rocker shaft from Andy King. The new shaft diameter was 19.49mm (0.767") – larger than original by about 0.020". The box was reamed out using an adjustable reamer. Plenty of paraffin helped the reamer run smoothly and produced a nice clean bore, with a finished diameter of 0.770". This was a really excellent and easy repair solution.

The new follower peg was pressed in to the rocker shaft head after polishing the hole and peg and applying some grease. The interference fit was less than a "thou" (maybe 0.0008") on the diameter (hole \varnothing 11.15mm, peg \varnothing 11.17mm). This required nearly 3 tons load and produced a very satisfactory fit.

A pre-assembly of the steering box and worm-shaft was carried out to see how it all looked and to size the shim for the cover plate. The cover plate was already fitted with a hold-down adjuster screw for the rocker shaft, and it was checked that the cover plate hole aligned well with the center drilled in the rocker shaft head. In this case, the required initial shim is 0.005" but this will be finalized after driving the car and exercising the steering a few times.



Photo 1: Steering box stripped for inspection.



Photo 2: Bottom bearing race was OK



Photo 3: Old and new rocker shafts, new follower peg



Photo 4: Steering shaft and worm in good condition



Photo 5: New rocker shaft ready to install

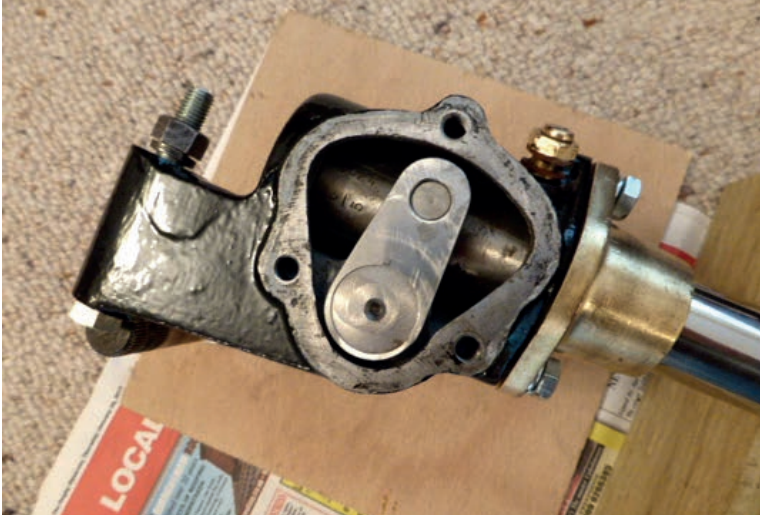


Photo 6: Pre-assembly of the steering box



Picture 7: Cover plate with threaded bush for adjuster screw

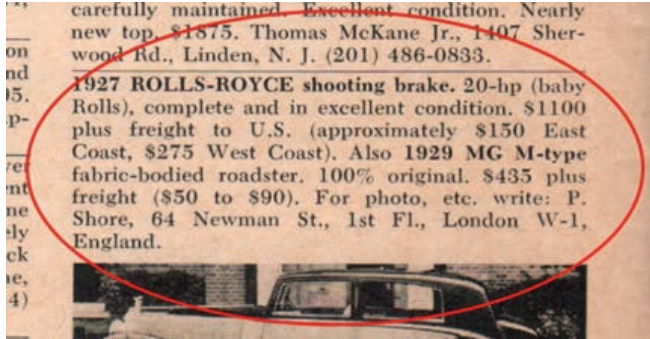
For further information I can recommend the article by Thijs de Groot published in the 2016 MMM yearbook.

A TANGLED TALE

The Story of 1930 M-type 2M1281

Lew Palmer

Sometime in the early 1960s, 2M1281 was in the possession of a fellow in London identifies as a Mr. P. Shore. In the October issue of "Road and Track" he advertised the little M-type for sale, as well as a Rolls Royce Shooting Brake. The asking price for the M-type was \$435.



Mr. J.M. (Jack) Cooper of Escondido responded to the ad, agreeing to purchase the vehicle for the advertised price of US \$435, a significant price for 1965. This after seeing the photograph of the car as forwarded by Mr. Shore.



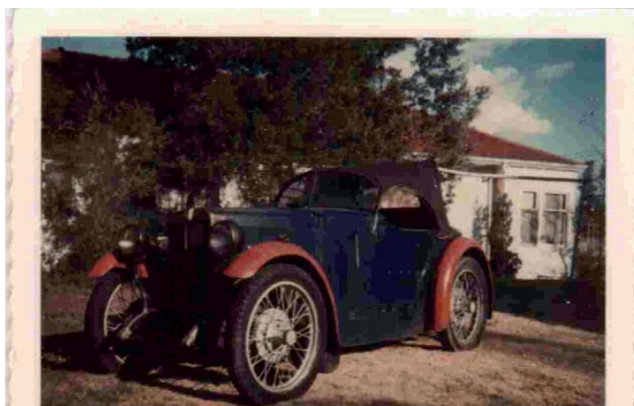
The deal was struck on September 25, 1965. Mr. Cooper forwarded a cheque for the full amount, suitably endorsed with the car chassis number 2M2068, Registration Number RB 2517, Engine Number A37905.

By October 27th, Mr. Cooper's cheque had been cashed and returned to his bank, but no word had been heard from Mr. Shore. Again on November 10th, Mr. Cooper wrote to Mr. Shore asking where the car was. His letter must have crossed in the mail, as on November 9th, Mr. Shore wrote claiming the selected freight forwarder had gone out of business, thus forcing him to find another company.

On this same date, Mr. Shore forwarded a bill of sale (and this is where things went horribly wrong) stating the M-type being sold was 2M1281, Registration Number GJ 5795, Engine Number 1068A.

Wait! This was clearly not the car Mr. Cooper thought he bought!

Finally, on December 17th, 2M1281, was loaded on the ship SS Taranger. It arrived in San Diego, California 10 days later.



By this time, Mr. Cooper knew he was being scammed. He wrote to the Advertising Department at "Road and Track" stating as much. He also wrote to the US. Post Office Inspector General.

The Postal Inspection Office apparently enlisted a Solicitor in London, and after another exchange of letters, the London Solicitor turned matters over to Scotland Yard.

Scotland Yard was able to determine the seller was not Mr. P. Shore, but in reality was named John Scott Smart. He was arrested, charged, and granted bail, but absconded before trial. As best as Scotland Yard could determine, Mr. Shore (Smart) was then in California.

To make matters even more confusing, 2M1281 came to Mr. Cooper bearing a factory guarantee plate showing chassis number 2M1211. Mr. Cooper was so disheartened, he put the car in storage for the next 42 years, never to look at it again. Upon his death, his son liquidated the estate, selling the car to Mr. Paul Brown, then residing in Ramona, California. Mr. Brown later moved to Woodstock, Georgia. Again, the car sat in storage until in November, 2019 it was purchased by Lew Palmer.

So whatever happened to the car that Mr. Cooper thought he was purchasing? 2M2068 is not currently known to the Triple-M Register, however, the registration number RB 2517 and Engine Number A37905 are ascribed to 2M1347. That vehicle when last heard from was in Napa, California, but I have been unable to reach its last recorded owner.

As of this writing, I am working to restore 2M1281, despite the car having been badly repaired in the distant past.

Lew Palmer



This fascinating article, written by Lew Palmer shortly after he acquired the car, only scratches the surface of this transatlantic tale of fraud and deception. It would be interesting to know if anyone has any further information on the early history of this car and the two other M-types that are mentioned. Even the recent history of this car is not without drama as Ian Grace (Vintage Minor Register) was all set to purchase the M-type and bring it back to the U.K. when he and wife Jayne return for their retirement. Ian has provided extra photos and the following explanation (edited):

"The reason I pulled out of the purchase, after spending a lifetime coveting an M-type and a decade chasing this particular example was that, just after agreeing a price, a very special cottage in Worcestershire popped up out of the blue. Jayne and I dropped everything to fly over from Seattle to view it and are now in the final stages of the purchase. So, once again the M-type planets did not align as we needed every penny (and cent!) to secure the cottage and the M-type search continues!"



A Tangled Tale - more photos of 2M1281 supplied by Ian Grace



A Tangled Tale - more photos of 2M1281 supplied by Ian Grace

SOME OBSERVATIONS ON SUPERCHARGING THE EARLY MG COMPETITION CARS

Bob Milton

Those Year Book readers who purchased the 2017 edition may recall the very excellent article by Alan Bentley and Karl Wiessmann explaining the intricacies of the eccentric vane superchargers manufactured by both Powerplus and Zoller and their application to our cars.

The early acceptance by MG of a vane type supercharger had probably nothing to do with any technical merit but as Alan points out Eyston having a financial interest in the company producing the Powerplus and the desire to achieve Class H records before Austin, their rival company, meant that this supercharger was the one of choice. It may also have helped that Eyston, being pretty much on site as his family home was in the Oxfordshire village of East Hendred about 6 miles from Abingdon was easily able to influence the choice. It is in this village church where Eyston was laid to rest that bears a plaque recording Eyston's world record of 357.5 mph in 1938 driving Thunderbolt. Vane type superchargers then became the norm for all the 4 cylinder cars and the early K3 cars up to the time when the roots rotor type was specified for the 1934 K3.

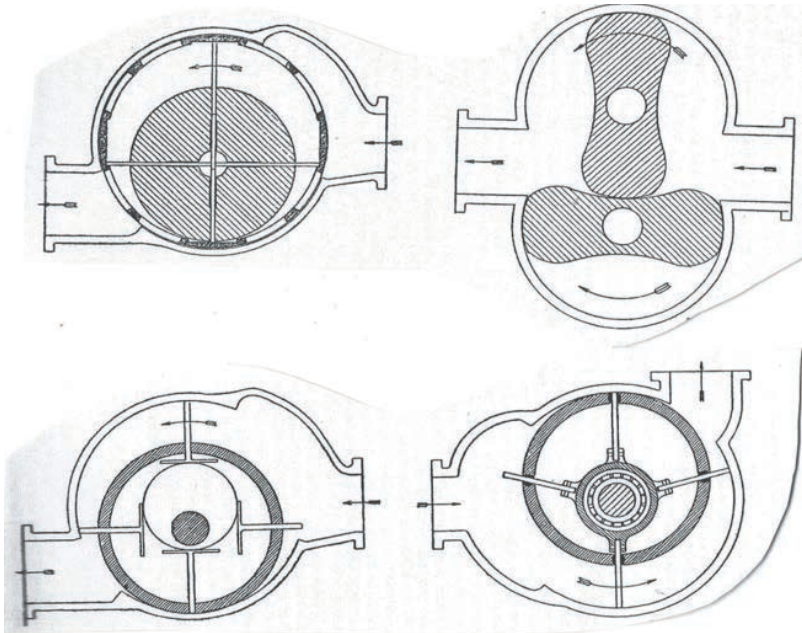
I appreciate that those of you involved in competition will already be aware of the differences between a vane and a rotor type supercharger but for those contemplating supercharging their road car these may be of interest and also bearing in mind the following remarks will apply to Centric Arnott and Shorrock eccentric vane supercharges and Roots type Wade, Marshall and Volumex blowers, the latter much in current use by Register competitors and tourists alike.

The Roots type has a positive displacement per revolution but no internal compression ratio so a cubic inch of air drawn in passes around the blower coming out at a cubic inch ignoring pumping efficiencies. There is no change in the volume or pressure until it hits the closed engine inlet valve and fills the manifold.

The two vane type superchargers described in the article together with the Centric, Arnott and Shorrock models are all vane type superchargers that have an internal compression ratio that causes the air as it passes through to increase in both density and pressure. So in this case our cubic inch of air as it passes through the compressor is forced into a smaller volume and discharged already compressed which results in improved thermal and pumping efficiency thus reducing the power necessary to drive the supercharger.

The observant reader will note that I have used the two terms blower and supercharger to describe each type of device and they may be surprised to read the above comment regarding improved thermal efficiency when we have just compressed the air which we all know from our college days increases the temperature. Before explaining this apparent contradiction let me outline the differing types of vane types. Firstly the radial mounted vane supercharger. Unlike the Zoller eccentric vane that is shown in the attached diagram, the vane feet, apart from rotating, are subject to a sliding motion across the eccentric bearing

This is avoided in the radial design by anchoring the vanes to ball races mounted on a central shaft their angular displacement being taken up by a trunnion able to rotate the necessary amount within the drum thus allowing the vane to slide through it and also ensuring a greater degree of control over the vane tip to case clearance. Another interesting variant of the sliding vane type that will be familiar to our Australian colleagues is the Norman vane type supercharger. Here the vanes are free to move in the drum being forced out to seal against a hardened steel drum within the outer alloy casing by centrifugal force.



Top Left: Power Plus
Bottom Left: Zoller

Top Right: Marshall; Godfrey; Nordec; Wade; Volumex
Bottom Right: Centric; Clyde; Arnott; Shorrock

To return to the apparent anomaly regarding the superior thermal performance of the vane type over the Roots. In the Roots situation our cubic inch of air is exiting the blower at a lower pressure remember no pre-compression, than the already heated air pressure in the manifold that will leak back into the blower being again pushed back into the manifold to be further heated. Again from our college days we know that this heated air will have become less dense i.e less oxygen to burn which of course negates one of the reasons for fitting the blower in the first place.

The vane type by comparison when our cubic inch of air leaves the supercharger casing is already compressed maybe in some cases at a pressure greater than the manifold pressure therefor not allowing it to be reversed into the supercharger casing with the subsequent reheating and loss of density. Even where manifold pressure is greater than the supercharger exit pressure there will be some of these losses through leak back but these will be to a smaller extent because the pressure difference is smaller than that experienced in the Roots example.

The differences between the blower and supercharger are not only about pre-compression and thermal efficiency there are also some very practical mechanical differences.

The Roots enjoys low friction and there are no out of balance problems allowing higher RPM than a vane supercharger. The limits on these speeds are often through rotor flexing or they get out of mesh leading to their subsequent clashing. The Roots has a flow characteristic described as pulsing more noticeable in the two lobed rotor designs but can be reduced by using three lobed rotors or as in the Wade using helical shaped ports. As an aside it is now quite common place to have Roots type blowers on our road cars now using a twisted three lobed rotors by companies such as Eaton that reduces the charge pulsations and provide some pre-compression to the charge so perhaps these are Roots types that I should now call supercharges and not blowers!

The vane type models suffer from out of balance problems associated with their eccentric vane movements together with the problems associated with sealing to prevent pressure loss. My earlier comments have indicated the various ways of trying to meet this problem. All this requiring careful selection of model and drive ratio so as not to exceed maximum rpm limitations. The Shorrock supercharger was available in three sizes the most popular for our cars being the C75 with the makers recommended maximum sustained rpm of 6000 although some of the drag racing motor bike competitors like Derek Chinn after careful modifications that included teflon trunnions and an additional bearing were able to hold 7500 rpm for their ¼ mile bursts. All this sliding and rotating movement needed lubrication which required careful metering as described in Alan's article by either using a separate oil pump or taking a regulated supply from the existing engine lubrication system. A fine balance had to be struck between over oiling with the resulting detriment to engine performance or the disintegration of the supercharger internals.

The favoured position for the Zoller and Powerplus units in our competition cars was between the front dumb irons driven from the nose of the crankshaft via a reduction gearbox. Bearing in mind that clearances inside the casing were of the order of two to four thousandths of an inch this positioning did little to prevent the abrasive nature of track debris entering via the SU and destroying these fine tolerances. There is the often repeated story of the MG competition department stating that a car might start a 500 mile race showing 28 lbs. boost but at the end show less than half this figure due not only to the abrasion of foreign bodies but the wear on rotating parts leading to their inevitable flexing and some case shrinkage due to the use of alcohol fuels. All this can lead to the worrying sight of aluminium dust on your plugs from the casing etc. but of course may also be from your pistons – ouch!

I trust that the foregoing has added a little more flesh to the bones of Alan's article and where cars from F1 to the humble family saloon all now enjoy forced induction makes me realise how far sighted the Abingdon team and their associates were. A personal point concerns the machining of a new Zoller casing as outlined by Alan as the casing is far from round to maintain the very close tolerances required by the trajectory of the vane tip.

One of my twin cam R-types had suffered a Zoller mishap when one of the cam rings broke up. These rings suffer quite a high mixture of rotating, centrifugal and scuffing loads and the resulting debris scored the internal face of the casing. Although we replaced the ring I now in hindsight wonder if it might have been preferable to investigate the fitting of a needle roller cage, however to return to the problem of machining the case. I decided to make a boring bar that was supported between lathe centres with a drum that was driven by the lathe chuck that drove a sliding tool holder around a cam that duplicated the exact trajectory of the vane tip in other words it was rather like the vane have a cutting tool inserted into the tip. This worked very well aided by the fact that this particular Zoller a Type P4 had a casing of the horseshoe design i.e. both the inlet and exhaust ports were on the same face of the casting thus making it easy to provide a suitable frame to support it at the correct height on the saddle of the lathe and traverse the whole assembly up and down the bed over the rotating cutter. I well remember Mike Edmonson enquiring about this boring bar but by then it had been sold together with the car.

Other modifications I made when rebuilding this supercharger were to manufacture new blades from high precision ground gauge plate stock and with the help of the Glacier Metal company converted the vane guides using their PTFE material all in the search to reduce friction and simplify lubrication requirements.

It might appear that only mentioning the 1934 K3 as being the only works competition car to be fitted with a Roots type blower that they were not very popular. This was far from the case their adoption in the K3 case was to improve reliability over the Zoller and indeed this style of blower manufactured by Marshall Drew & Co. which was based on a design by Roots an American company for use I believe in blast furnaces was the forerunner of many other blowers that have come into common use on our cars.

It was probably in about 1939 that Sir Geoff Godfrey & Partners took on or took over the Marshall blower manufacture adapting them for aviation use as cabin blowers and for use in submarine snorkel blowing, many of these either sold or marked as Marshall-Godfrey. At the end of WW2 many of these blowers were sold off and Leslie Ballamy who ran a Consulting and Engineering company acquired a significant quantity such that he was able to manufacture and supply supercharger kits for many popular cars of the day such as the smaller Fords, Vauxhall and MG TC. Older readers may well recall Ballamy selling all manner of upgrades for the popular Ford Prefect.



C Type with a Volumex



C Type fitted with a Centric



K3 with a Shorrock



L with a Marshall

The Consulting and Engineering business was reorganised in 1946 as Bellamy resigned having fallen out with his financial backer and it becoming North Downs Engineering Co. hence the name Nordec now seen on many blowers but still based on the Marshall. Now here comes the interesting bit, in 1947 some of the Nordec personnel left the company to form a new blower manufacturer called Wade the name being based on two of the founders Bryan Winslett and Costin Densham. Nordec continued with Marcus Chambers as General Manager, who in later life became BMC Competition Manager and carried on selling the supercharger kits up to the late 1950s with a Godfrey-Nordec System as well as the Marshall-Nordec installation. It was also during this period that they also produced the Nordec 10cc motor for power modellers.

Trusting that this deviation into blower history has been of interest and I'll close with a few thoughts that may discourage you, or otherwise, as to the advantages of fitting an appropriate supercharger/blower to your Triple-M car. Pumping our air/fuel mixture to above atmospheric pressure takes power which can be calculated as follows

Boost in PSI x airflow in CFM divided by 229 = HP to drive the supercharger ignoring any additional HP to drive any interconnecting gears, chains, belts etc.

Alan Allard has shown in his book that by compressing your mixture for every 65 C increase in temperature is equivalent to a reduction of 2psi boost due to the decrease in the mixture density.

I'll leave you the reader to do the calculations and, as a parting point, urge you to be careful regarding the quoted displacement of your supercharger as not all manufacturers use the same method of calculation.

Acknowledgements.

Supercharger illustrations from "Maintaining the Breed" by John Thornley

Nordec history from "On the Wire" Tethered Cars and Hydroplanes.

Photographs. Author's collection and if I have infringed any copyrights please advise so that an apology and correct acknowledgement can be given in a future Bulletin.

Centre-spread overleaf.

This stunning photograph shows PA1934 (aka Green Pea) with Macedonia's Lake Orhid in the background.

Anyone who visited Stoneleigh this year will have been able to inspect the car on the Triple-M stand and talk to Green Pea's custodians, Tim Luffingham and Clare Beisten. The car has since been sold and should, by the time you read this, have made another significant journey across to Northern Ireland to its' new home. Tim has provided the following brief notes about his time with the car; more details will be in the forthcoming Yearbook:

"I am very flattered that the "old lady" is to be a "centre-spread" at the ripe old age of 86! We bought the car five years ago as our introduction to classic car ownership expecting to use her for the odd run to the pub on a Sunday afternoon. 7,000 miles and thirteen countries later, including a trip to Buckingham Palace, we will be saying au revoir to Green Pea as our two cars are too similar to keep in the same stable, plus I don't own a big enough stable!

The photograph was taken during an early morning drive around the Lake during the Peaks of the Adriatic Rally in 2019; in total this involved 2,500km of trouble-free motoring ending in Northern Greece; the car positively sang and danced all the way."





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NAMMMR 2020 National Event



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The North American MMM Register is joining up with NAMGAR for GT-45 in beautiful Colorado Springs, Colorado, June 1 to 5, 2020.

If there is one message we can send, it's this one: you need to be here! Colorado is blessed with some of the best natural features in the country, from soaring mountain peaks to dramatic canyons, all linked by some of the best drivers' roads you'll find anywhere. Add the beautiful weather into the mix, and you've got a recipe for one of the best summer vacations you've ever had.

That's some bold talk. But if you look at the host city, Colorado Springs, you'll see how easy it is to walk that talk. A combination of scenic beauty, friendly people and easy accessibility, the Springs is the perfect jumping off point for pure adventure, Colorado-style. Nestled in the shadow of Pikes Peak, the symbol of the Gold Rush, Colorado Springs is steeped in history. The Gold Rush of 1858-1861 started the boom for Colorado that has never stopped.

New U.S. Olympic & Paralympic Museum <https://usopm.org/>

U.S. Air Force Academy <https://www.usafa.af.mil/>

The National Museum of WWII Aviation <https://www.worldwariaviation.org/>

Garden of the Gods <https://gardenofgods.com/>

Old Colorado City <https://shopoldcoloradocity.com/>

and then there's Pikes Peak! peak.com/attractions/pikes-peak-americas-mountain/

Event registration is now open at gt45.co



FINAL CALL FOR THE FINAL KIMBER TRIAL 2nd May 2020

It is with great regret that I write these words as the Kimber Trial is the oldest event in the MGCC calendar, having first run in 1937. It was re-started in 1987 and has run without stop since then apart for a year off for the foot and mouth outbreak. Sadly this really is the last one due to declining numbers and increasingly difficult demands by the bureaucrats. So if you haven't tried it before this really is the last chance saloon.

The event is based at Lanes Hotel in West Coker near Yeovil. The route is about 90 miles, wending its way through the delightfully scenic lanes of Dorset and Somerset. There are about 10 sections, all chosen to be non-damaging yet providing a challenge. You really will get the full flavour of what this event was like in the '30's. Your car needs to be well prepared in standard trim. No modifications are needed.

Regs may be obtained from Andre Owst at andrewowst@hotmail.com. I should point out that two new requirements have been placed upon would be entrants. Every driver and passenger must belong to either the MG Car Club or one of the invited clubs listed in the ASR's. If our passenger does not belong to one of these clubs the MGCC is prepared to give one day membership for a very reasonable rate to family only.

Other than that you can join the Windwhistle club for £12, this being the cheapest invited club. As well as this both driver and passenger need to have at least the lowest grade of competition license available online or by post for free from the MSUK. If you have any queries about this or the trial in general please give me a call on 07866748871.

If you are not entering please consider becoming a marshal. Volunteers please offer to Bill Bennett on bill@bennett-group.co.uk

We have an informal dinner at Lanes Hotel on the Saturday evening. Rooms at Lanes are probably fully booked by now but details of other local hotels are given in the regs. On the Sunday morning Barry Foster is pleased to welcome you all to the Monthley Garage where he will entertain you with a fun and frolics gymkhana.

I look forward to welcoming friends old and new.
Alan Grassam

It's The Little Things That Count. Digby Gibbs

One of the many things that I like about our cars is the small details that are often hidden away and only seen when the cars are stripped down for repair or restoration. One particular favourite of mine is the engraving on the original hubs which, sadly, is missing on modern replacements. For those who have original hubs the engraving is worthy of close inspection. The hubs from my PA are inscribed as follows:

- Casting DG66: RIGHT; RECHTS; DROIT; DESTRA; OFF.
- Casting DE866: LEFT; LINKS; GAUCHE; SINISTRA; NEAR.



DG 66 (right)



DE866 (left)

The engraving is in a decorative Roman type and, I assume, must have been done by hand but with some form of template or guide. However it was done, it must have been quite labour intensive particularly for something that would only be seen by an eagle-eyed owner when changing a wheel or by a mechanic and then on a relatively cheap car. Obviously the days before value-engineering!

Another small point that is only appreciated when stripping down the front axle is that there are very discreet "O" and "N" letters cast into the axle to ensure that the axle is fitted the right way round!





INTER REGISTER CLUB UPDATE MG SUCCESSES IN 2019

By Philip Bayne-Powell (IRC MG co-ordinator)

As many of you know, the Triple-M Register is one of the pre-war MG registers that belong to the Inter Register Club (IRC), along with our Vintage and SVW Registers. Other registers that are part of the IRC are the Riley, Alvis, Humber, Jowett, Austin and Crossley Registers, all of whom take turns in running events for the IRC.

We are also trying to get the T-type Register signed up, as now under the revised IRC eligibility rules, which came last year, all pre-1963 are able to compete against the pre-war cars, as long as they belong to the club registered with the IRC.

2019 saw eight events taking place in the year, scattered from Sussex/Kent in the south, to Yorkshire and Shropshire up north. MGs took part in four of these events, the two MG Car Club Naviscats, the Alvis scatter rally in April and the Crossley Treasure Hunt in September. We had nine MG members entered in these events, with five in the MGCC Spring Navisat and four in Crossley's Yorkshire Treasure Hunt, where both events netted us the team prize. At the end of the year these results have placed us second (with 25 points), just beating the Alvis guys by two points, as well as the six other registers. This has been the best years for our MGs, with the Yorkshire lads giving us a great boost.

Next year we have nine events planned with a new event in the Cotswolds run by our MG Car Club member Bob Blackstock; we hope many of you in that area will support his new events. We also would like to see more of our cars taking part in these events in 2020, so we can give the Riley boys a run for their money. Most of the events are pretty easy with Scatter rallies and treasure hunts being the usual formats. The calendar of events for 2020 opposite should allow you to choose your event.

Inter-Register Events - 2020

Date	Club	Event	Location	Contact
1 st /2 nd Feb	VSCC	Measham Rally	Leominster	VSCC Andrew Tarring, comps@vscc.co.uk
Sun 8 th March	MGCC	"Naviscat" Scatter Rally	TBA	John Reay sandjreay@freeuk.com Tel. 07979 098404
Sat 11 th April	Alvis	Scatter Rally + tour	West Sussex	James Campbell jamesiscampbell@btconnect.com
Sun 3 rd May	MGCC	Cotswolds Rally	TBA	Bob Blackstock blackstock2000@aol.com
Sat 15 th Aug	Riley	Super Scatter	Thames Valley	Richard Scott rscottok@btinternet.com
Sat 29 th Aug	Humber	Scatter/tour	Oswestry, Salop	Nigel Coulter coulters.email@btinternet.com
Sun 27 th Sept	Crossley	Treasure Hunt	North Yorks	Stephen Weld Tel. 01765 658569
Sun 3 rd Oct	MGCC	Autumn "Naviscat"	Kent	Alex Lemon alexlemon@hotmail.co.uk Tel. 07718 339836
Sat 21 st Nov	ATDC/ NHAEG	"Nightjar" Scatter/ Orienteering	Surrey/Hants/ Berks	TBA

* Note: These dates to be confirmed, check with organiser before entering





A SWEDISH SAGA
My battles with the Swedish
“Transportstyrelsen”
by Berndt Aulin.

Following the article on L0580 (ex-Continental Coupe) in the August/September 2019 Bulletin, I thought readers would like to hear about my experiences in trying to get a Swedish registration for my L1 Magna Continental Coupe (L0713). The UK registration had been KG 5570.

I bought the car in 1998 and started a rebuild; after one or two years I had a driveable chassis. The body was passed to a specialist for the complicated job of panelling in aluminium. This took ten years!

About a year ago, I started the procedure to obtain a registration number from the Swedish equivalent of the DVLA, the “Transportstyrelsen”. The only paperwork I had was a receipt from the dealer who sold me the car so I contacted my friend Gabriel Ohman who had succeeded in registering his J2. Gabriel generously helped by sending me the paperwork that he had used from which it appeared that he had had almost the same difficulties. I therefore thought that my registration would not be a problem. I was wrong! The Transportstyrelsen wanted me to complete my application with a copy of the British registration document.

I started with an application to DVLA but they answered very quickly that “they could not find any trace of this vehicle on the DVLA records”. A further letter with more information elicited the same response; there were no traces of the car.

I then contacted the MGCC to see if anyone there could help. They offered an extract from the chassis file (which I already had) and offered to write a letter to confirm the registration of the car. Unfortunately this was not enough for the Transportstyrelsen and discussions with a lady there to explain the situation again achieved nothing, just the request for the UK document.



Photos show rear of car as found (left) and under restoration (right)

Then my son stepped in and, armed with the original registration (KG 5570), he started to search the Internet. After two days he had located the "Glamorgan Archives" in Cardiff which contained a register of cars from KG 1 to KG 9999! An email to the archives indicated that information might be available with a charge of £30 for a copy and £5 for confirmation. A week later I had the paperwork in my hands and after a few weeks I was delighted to receive confirmation that my application had been approved.

I understand that the "local car register" in Great Britain has gone the same way as the equivalent register in Sweden; here the equivalent of DVLA is the "Centrala Bilregistret". In Sweden the change took place in the late 70's, probably about the same time as in the UK.

It is very strange that the DVLA could not help me or give any hint as to where I might trace information about the car and the location of the original registration documents. Perhaps the systems were designed by young people who did not understand the importance of the history of these registers.



L0713 under restoration

279	MOTOR CAR AND CYCLE REGISTER.		
S.N.	Full Name of Owner	Partial Address of usual Residence	Remarks
5561	W. Williams S. L.	VOID	...
5562	I certify that this is a true copy of		
5563	Vehicle Registration KG 5570		
5564	held at Glamorgan Archives		
5565	Signed: A.C. Dyggin.		
5566	Date 11/1/19.		
5567			
5568	# Glamorgan Archivist		
5569	Charles A. J.	VOID	...
5570	J. J. Jones	VOID	...
5571	J. J. Jones	VOID	...
5572	Henry Oliver	VOID	...
5573	Henry Oliver	VOID	...
5574	A. B. Jones	VOID	...
5575	J. J. Jones	VOID	...
5576	Birmingham	VOID	...
5577	London	VOID	...
5578	London	VOID	...
5579	London	VOID	...
5580	London	VOID	...



MG AND TRIUMPH SPARES DAY AT STONELEIGH

In spite of the best efforts of Storm Ciara a group of Triple-M stalwarts gathered at Stoneleigh early on Sunday morning to set up the MMM stand within Hall 3 of the exhibition centre. The three display cars, kindly supplied by Frank Ashley, Tim Luffingham and Tim Sharp, had been delivered on the Saturday afternoon and were seen into the vast area and positioned by Colin Murrell and Steffi Broch.

After feedback from last year's event, the stand had been re-planned by Dick Morbey and the team to make it easier to welcome visitors to the stand and make space for people to gather and chat. This is most important as meeting old friends is one of the main reasons that visitors come to the exhibition apart, of course, from hunting out that elusive piece of rusty metal to complete the restoration! Despite having three display cars, rather than the usual two, there seemed to be plenty of space for everyone.

The Library stand was well stocked, all transported in Rich Stott's venerable MGB. It was quite enlightening to watch him pack all the stock, display stands and the hefty till into the car at the end of the day! Richard had a busy time and he says it was a day of selling the last stocks of certain things; the last of the J2 History books, the last (of 125) 80th Anniversary badge, the last printed Register and all the hats and umbrellas found new owners. Sales totalled nearly £800 so a good day for Register funds as well as providing a service to MMM owners.

A band of knowledgeable volunteers manned the stand through the day and did their best to provide information, follow-up on enquiries on long lost or new cars and generally spread the Triple-M gospel. The stand also featured a well stocked refreshment table complete with water boiler and plentiful supply of tea and coffee which was much appreciated by all. There was a very good mix of visitors to the stand, including many who had ventured over from Europe for what is one of the premier events for MG spares.

Heading photo by John Emmett

An unexpected bonus was to find that the stand had been judged as the best “Club Stand” by the event organisers and was presented with a cheque for £50 to add to the Register funds.

At the end of the day, everything had to be broken down and loaded into the cars, display vehicles manoeuvred back onto their trailers and the whole area cleared. And it doesn't end there as, after a full day “on stand”, those volunteers had to drive back home and face the unenviable task of remembering where everything came from 24 hours earlier and putting it back.



The calm before the storm ... the stand set up early on Sunday morning



The visitors arrive with the library stall doing good business



End of the day...Frank Ashley loads the M-type ready for the journey home.
Photo Dick Morbey.

	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	
				 	

Snippets - Motor Sport March 1952

This advert from March 1952 Motor Sport shows an interesting mix of Triple-M cars offered for sale by Performance Cars of Brentford.

Particularly interesting is the R-type that is, according to Karl Wiessmann's "Hawke History", RA0256 which had extensive competition outings from 1935 through to 1949. Interestingly, the body was loaned to MG at Abingdon and used as a pattern for a new body for RA0255 that was being restored by Ralph Clark in South Africa. There is a Tribute to Ralph in Bulletin 91 (June/July 2016) that includes some of the story of how Ralph located the remains of that car in Rhodesia (Zimbabwe) in 1962.

RA0256 is reported as being in the Beer Collection in a dismantled condition.

	M.G. R-type 750, reputed ex-Campbell, rebuilt and unused ...	£500
1948	M.G. TC 2-seater roadster, many extras, specimen car ...	£665
1937	M.G. TA, 10 h.p., 2-seater roadster, green; new hood ...	£375
1936	M.G. NA Magnette 2-seater, fitted reconditioned Ford Ten unit	£275
1936	M.G. PB, 9 h.p., 2-seater, beautiful chassis ...	£325
1935	M.G. KN Magnette saloon ...	£175
1935	M.G. NA Magnette 4-seater, red, spotless ...	£295
1932	M.G. F-type 12-h.p. 2/4-seater, sound order, spotless ...	£165
1930	M.G. Mitype, 8 h.p., 2-seater, sound order ...	£135
1933	M.G. Magna 4-seater, green ...	£185

Wanted J2

Stephen Rees is looking for an affordable J2 so he can join the Triple-M experience. Some of you may have seen his posting on the website but Stephen hopes that the Bulletin could reach a different audience.

I am looking for a good useable J2 with cycle-wings rather than swept. My taste tends towards the "competition" style cars that are to be used in a spirited manner, however I am open to ideas and would be interested to hear from anyone who might be able to help.

If anyone is considering selling their cycle-winged J2, or has any leads to other potential sellers, would you please contact me by email or telephone.

stvrees@icloud.com

01608 659966

Readers Letters:

From Gerard Van der Veen

Please find underneath my response to Geoff Broadhead's article in Bulletin 110. I hope you publish it as it is 'fact finding' but also interesting; I did take my tongue out of my cheek... and used only literal citations; I have put [authors brackets] where any reader could ask for 'literal' citations or references. I didn't follow the/my academic rules as this would/might frustrate readers... and saving myself time!

Let me start by saying I really enjoyed finding a MG historical 'company' story in the Bulletin on Leonard Lord. However reading it, especially towards the end, I was left with more questions than answers. Finished, I couldn't conclude otherwise than that it needed more 'balance' in trying to get the story, especially the contextual setting of the truth (@1935), more nuanced and counteract on a personal crusade to say that MG's founder was a villain. It would be worth the Bulletin starting a chapter called Letters from Readers. (*Editor's note: readers letters are encouraged and always welcome*)

Fact is that 'Lord Lambury' was at times a brilliant restructurer/production man, but as a person, poorly developed socially, ranging between cheeky till inordinately ambitious from youth, till his very end in life. Starting as a mum's devotee[1], whilst teaching for an extra income, he was cautioned after throwing hard objects at pupils loosing his temper[2], later in life, with a lighted fag in the corner of his mouth[3], forcing and demanding W. Morris his extreme salaries usually responding '... I am worth more or I'll leave'[4].

The latter, acrimoniously he did eventually (after not getting the shares of Morris he demanded!) [5]. Upon arrival at Austin, at a dinner, speaking to H. Austin, were; "you'll need a couple of coaches to take them away when I am finished" [6]. Apprehensive members of staff, graffitiing their washrooms "Oh Lord, give us Engelbach", his much more admired predecessor. Later Austin taking over Morris into BMC (1952)[7], Lord became a 'theoretical' vice-president of Nuffield, never touching nor occupying his office until his death in 1967[8]. He couldn't cope despite his earlier remark before on the Morris factory; '...Tommy (Miles Thomas) I am going to take that business at Cowley apart brick by brick...' [9]

All organisations Lord worked for, he managed to drive out his direct fellow colleagues, like Bowden & Thomas at Morris, by first saying to them; "...it isn't big enough for both of us" [10]. Even at a boardroom meeting, not receiving the support he (again) demanded from William Morris (Aero Engine Scheme) whilst steaming in fury "... there isn't enough room for two lords here..." [11]. Finally, he set sail with his family to the Isle of Wight [12].

Citing his practised adagio "...if the door isn't open then you kick it open..." [13], makes clear that his approach towards Cecil was obvious, clear, and highly unsympathetic nor professional [authors opinion]. Cecil knew it and the whole automotive world/press knew it. Much later Miles Thomas sacked Cecil, too on behalf of William, but both men remained respecting each other (can't be said of Mr Lord)!

Yes the development of the R-type was expensive but for revolutionary R&D, 10% (for innovation 4%) of a company's turnover is essential [14, authors former employment expertise]; if one considers that a total turnover based on the successful M model only (way in excess of £165K @1932), a spending figure of £5K for ground-breaking innovation is not bad at all! Yes, MG sales were (rapidly) slowing down, but Cecil rightfully was putting the UK again on the professional international racing map (being also highly regarded & cited for this by many high ranking UK automotive leaders/media world [15]) aim was ultimate performance, not mass production and huge profits. This knowledge could have been 'moved' to Morris, but the unfortunate decision by William Morris to close down MG Racing and curtail Cecil Kimber (via Lord's efficiency focus) led to this (future and innovative) knowledge seeping away.

Why, one can ask. For a start, William Morris' own car sales were dramatically unsuccessful, even slashed in half [16], retracted him to prefer a mass & frugal business mode [17]. But the main difficulty was that William Morris wasn't equipped nor had a background in technological (nor future technical innovation) advanced insight. His business is, has always been, in a parts & assembly industry, and was admired for being the first successful UK automotive manufacturer, by 'only' assembling others components into cars and not having its own engineering R&D department (or of any significance, i.e. like Austin!) [18].

Cecil was also an outspoken, but very considerate, man with no personal engineering expertise. However, he did acquire a very successful insight in the matter and saw 'car sport' as the driving USP and was widely praised for his technological insight (through his futuristic lectures/views) [19]. Sadly, he missed out on the war effort knighthood that many industrial peers around him received, but did become successful and admired in higher circles which created a lot of rivalry and anguish [20]. Nor have I read anywhere that Cecil could be considered as a villain....

Ironically, Cecil did have a mass market vision; later when he was no longer connected to MG, Cecil did approach Ferguson (Agricultural machine manufacturer) during the war to co-manufacture a small mass produced car, after acknowledging Austin's success [21].

I could go on, but the many books around these two (or three) men, are much more in favour of Cecil himself and his achievements for his MG (MMM) when one looks through his 'sport & racing car' glasses. Morris has always been praised for his philanthropy/frugality as he knew (only interested in) how to make profit/money, and Lord was praised for being a good industrial restructurer/production man [22] but certainly not as a great individual or human being [23]. Neither was he loved within the MMM fraternity nor certainly within his 'period' automotive industry contemporaries [24]!

Rounding off my fact-finding; according to the Oxford dictionary a villain can be threefold; a bad character (in a story or play), a morally bad person causing trouble/harm or a criminal (in society, industry) [25]. I leave our MMM readers to judge, but the author is convinced that Cecil is neither of the three and Mr Lord juggles perfectly within the last two of the Oxford definitions; especially if one considers the time when this took place, the mid-thirties; just after the great depression, an industry desperate seeking for USP (through advanced technology!!) where there are no unions and 'THE boss' is always right, justifying all ugly means [authors opinion]...

To close off, let's discuss openly and with multiple references... My sources are: The Kimber Centenary Book, The Motor Men-pioneers of the British Car Industry, Profile Publications, Maintaining the Breed, MG Competition Cars & Drivers, Flat Out, Oxford dictionary.

Readers Letters:

From David Kempton (owner of J3 No J3768)

What a delight to read about the Rs and Qs in the Safety Fast. The Q-type is my favourite Triple-M racing car and seeing Tom Dark throwing QA0254 around Goodwood was the highlight of that meeting for me. It is always impressive to see how much more substantial the real Qs are when seen alongside the P-type based look-alikes. Imagine my surprise last August when, upon arriving at the Grimesthorpe Speed Trials in my J3, I spotted QA0254 in the organiser's gazebo, and on enquiring about it to Richard's assistant I learnt that he had recently acquired it.

In Richard's article, however, I believe he has been confused about a Triple-M powered Lotus VI, unless there was more than one which seems unlikely. In around 1952 Fred Hill who owned the Empire Garage just up the road from Colin Chapman's embryonic Lotus facility, bought Lotus VI rolling chassis number 4, believed to be the first customer Lotus. Into this he fitted the engine from J4003, that car having been broken up and dispersed in the early post-war years. This engine is believed to have resided in my J3, J3768, aka Blithe Spirit, from around 1949 when Hill owned it until transferred to the Lotus in 1952, being replaced in the J3 with the rebuilt original J3 engine just prior to its sale. The Lotus may have used QA0254's Zoller however, as we have no record of the type fitted. Period photos show an enlarged front cowl on the Lotus but the blower cannot be clearly seen.

Fred Hill had been reasonably successful with the J3 in trials and some speed events, including a standing start quarter mile record at 17.8 seconds; rather quick for a standard J3. The Lotus, that he called the Empire Special was even more successful in club races, both in his hands and with a subsequent owner David Piper, later a Lotus, Ferrari and Porsche works driver. I have a letter from Geoff Coley who wrote about the early Lotus VI cars stating that a conversation he had with David Piper confirmed that Hill told him that he used J4003's engine in another MG (presumably J3768) prior to constructing the Empire Special.

The rolling restoration work I have done on J3768 over the many years I have been its keeper has attempted to retain much of its history, including a clone of the J4 engine, though without a big Zoller!

We perhaps do not pay enough attention to the specials that used major components from our cars, especially J2 gear boxes that Lotus among others used extensively. Another of these is the Bolster special, using a K3 engine in a GN chassis, though sadly not seen out much lately.

Readers Feedback:

From Terry Wilson

Digby

Some feedback on one of the cars featured in the "25 Years Ago" article in Bulletin 112. The car was PA 1475 and was a P-type rolling chassis with a Riley 9 engine, pre-select gearbox and K-type remote control. I sold it to Terry Bone from where, I believe, it was exported to France and not heard of since.

Also, a correction to Philip Bayne-Powell's condenser article: if it measures 1 ohm then that is a short circuit and thus un-useable. The proper way to test a condenser is to use a capacitance meter; some multi-meters have this facility or, as in the old days, a Wheatstone Bridge can be used.

For Sale and Wanted:

Martin White has the following historic Brooklands/MG collection of artefacts for sale:

- Pewter tankard won by John Hodge in his L2 in 1935 together with the flip-top radiator cap from that car.
- A 50+ page A4 folder containing Hodge's racing history from 1933 to 1935, including some of his original photographs and copies of many more.
- My research notes are included but further research is necessary to tie-up some loose ends.

This represents 20 years of my research to re-assemble these documents; how these documents escaped the family and became dispersed is a story in itself.

Martin is asking for offers in the region of £5,000.00 and be contacted on 01344 424258 or by post to:
71 Deepfield Road, Bracknell, Berks. RG12 2NH

Martin also has a "Wanted" that is not MG related but probably of interest to many of our readers:

"The Fleet Air Arm Museum is very short of BSF and BA nuts and bolts and other aircraft fixings for its Barracuda restoration project. The one chance of seeing a Barracuda again in one piece is to help them.

So far I have gathered half a biscuit tin of nuts and bolts and would ask that you check to see what you have. Aviation bolts are easy to spot, the hexagon is shallower, they are usually plated grey or "gold" and would look horrible on a car so you don't need them! If you have anything, why not visit the Museum and take them along or bring them to the Triple-M Mattingley lunch-meet and help me fill my biscuit tin."

For Sale and Wanted:

Keith Pilgrim has the following books for sale on behalf of Sue Grant, the widow of Ron Grant. Guide prices are taken from E Bay and reduced a little.

List of MG Books for Sale

MG's Abingdon Factory	Brian Moylan	£15
AC Introduction by Prince Marshall	Haynes publishing	£10
Morgan Three Wheelers 1910-1952	RM Clarke	£15
The Ards T.T	John S Moore VCC	£18
MG A Pictorial History	John Tipler	£25
MG Sports Cars 1928-1980	Peter Garnier	£12
Great Marques MG (soft back)	Chris Harvey	£5
MG Magnette K3 014	Max Zingg	£95
K3 Dossier History of	M F Hawke	£300
The Story of the MG	F Wilson McComb	£15
The Chequered Flag (100 years of Motor Racing)	Ian Rendall	£10
Cars The New Classics	Chris Harvey	£8
Aston Martin & Lagonda	Chris Harvey	£8
Work-Shop Manual Aston Martin DB4 and DB4 GT (photocopy)	Newport Pagnell	£25
Classic Super Bikes from around the World	Mac McDiarmid	£5
Great British Motor Cycles of the 30's	Bob Currie	£5
Racing Cars	Doug Nye	£10
Photocopies of Patents of Induction developments (some in German)	Recorded by P Riley	£offers

The books are all in good to excellent condition except the photocopy of the Aston Martin Manual (an original of this sold for £1250 at auction).

I am open to offers on the two 2 K3 books as I was astonished to see their price on E Bay.

Contact Keith if you are interested in any of the above or if you want further details. Please note that postage will be extra (at cost)

keithpilgrim1@mac.com

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

Pausing only to take breath after completing his “magnus opus” report for the Yearbook, our hard-working Competitions Secretary has provided the following report that neatly brings 2019 to conclusion and picks up the first few events for the new year. The “Car of the Year” competition was hard-fought through the year with Tim Sharp just pipping Frank Ashley to the title by one point; anyone visiting the MMM stand at Stoneleigh will have been able to see these two cars in the flesh and speak to Tim and Frank.

At this early stage in the season, there is not much to report on the competition front for 2020. We should be well into the trials season by now but, bad weather has either cancelled or postponed some of the events that should have taken place and doubtless if the Corona Virus takes hold in the UK several more events could be affected.

I have only two events to report; the VSCC New Year Driving Tests in January and the Stroud & District MC Cotswold Cloud trial (Bill Bennett’s home club) and neither were exactly brim full of Triple-M cars. The Driving Tests had three (Patrick Gardiner, David Roffe and Christopher Hobbs’ K1 double entered) and the Cotswold Clouds Trial just one. The full results for 2019 will appear in the forthcoming Yearbook so I am just showing the charts for the top places for the competition year. The only other thing to report is the Robin Gordon Trophy results for 2019. Here is a list of all the C type owners and drivers with the points they scored in COTY for the year:

THE ROBIN GORDON TROPHY 2019						
MMM No	TYPE	REG. NO	OWNER/ENTRANT/DRIVER	DRIVER	DRIVER	PTS.
2912	C/s	GX 9693	(David Potter)	Duncan Potter	Emma Potter	86
1521	C/s	RX 8591	Dave Cooksey	-	-	52
1931	C/s	VD 30	Barry Foster	Adrian Moore	-	52
2200	C/s	RX 8306	Chris Cadman	-	-	26
81	C/s	JK 1932	George & Marguerite Morgan	-	-	24
164	C/s	PL 9386	(David Potter)	Emma Potter	Duncan Potter	16
404	C/s	PJ 6183	Alan Bentley	-	-	9
181	C/s	GT 6828	David Downes	-	-	2

Racing Challenge Trophy 2019 – Final Results				
The Betty Haig Cup				
	Car/s	Driver/s	*	Index of Performance
1 st	PA-PB/s	Charles Goddard		0.103
2 nd	PB/s	Simon Jackson		0.207
3 rd	PA/s	Harry Painter		0.234
* Number of races where less than 5				

C.O.T.Y. 2019 Final Results

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	949	L1	OD 6008	Andrew Morland	106
4 th	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	97
5 th	3472	L1/s	UAS 720	Maurice Gleeson Andrew Briggs	96
6 th	3458	PB/s	6 KPK	Simon Jackson	94
7 th	2912	C/s	GX 9693	Duncan Potter Emma Potter	86
8 th	2063	PA/s	RJS 380	Harry Painter	82
9 th	2758	F1/s	DX 9957	Steve McEvoy	78
10 th	2694	J2-PB/s	Kayne Spl. NV 3709	Mike Painter James Painter Harry Painter	75

SLADE TROPHY 2019 – Final Results

Position	Car/s	Driver/s	Points
1 st	NA	Richard Jenkins	11
2 nd	J2	Mark Smith	10
3 rd	J2	Thijs de Groot	8

SPEED CHAMPIONSHIP 2019 – Final Results

Position	Car/s	Driver/s	Points
1 st	NA/s	Roger Tushingham	59
2 nd	PB/s	Tim Sharp	47
3 rd	L1/s	Maurice Gleeson	47

2020 COMPETITION YEAR

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2020 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January:

19 th January	VSCC New Year Driving Tests	Full
2 nd February	Stroud & District Motor Club, Cotswold Cloud Trial	Full

C.O.T.Y. 2020					
Scores to 18 th February					
Position	Register Number	Car	Registration Mark	Driver/s	Points
1	909	J2-PA/s	FW 3909	Bill Bennett	12
2	797	K1	ALA 871	Christopher Hobbs Mark Kent	11
3	1883	J2	PO 8865	Patrick Gardner	6

SLADE TROPHY 2020			
Scores to 18 th February			
Position	Car/s	Driver/s	Points
1	J2-PA/s	Bill Bennett	6



Winner of the Speed Championship, Roger Tushingam in NA0356, captured by Colin Murrell at Castle Combe in 2018.

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VSCC Driving Tests at Brooklands
Photos: D. Gibbs

Top: David Rolfe's well-campaigned Riley engined M-type that was competing in Class 4.

Below: Roger Chamberlain's very smart J2 in J4 style spotted in the Car Park (J2677).



Back cover photo:

L2071: L-type Registrar George Eagle has provided the following information:

The car was originally delivered on 4th December 1933 to T Wyatt of Cheadle, Cheshire; original colour was ivory with brown upholstery and wheels. David Naylor purchased the car in 1991 from Terry Bone when it was in running, but poor condition. David rebuilt the car, including the engine which has a new block and crankshaft with capacity increased from 1100 to 1408cc. The car has been used extensively, including a Tour to Luxembourg.

An interesting fact about the car is that it was used in the special celebrity race at Brooklands when new L2s were lent by the factory to guest drivers. The car also featured in the December 2019 issue of MG Enthusiast. There were 90 L2s constructed and there are 53 listed in the Register; this represents an amazing survival rate of 59%. Many of these cars have been in long-term ownership and are regarded as one of the best models produced.



David Naylor's L2 seen at Brooklands during the New Year Driving Tests.
See notes on previous page