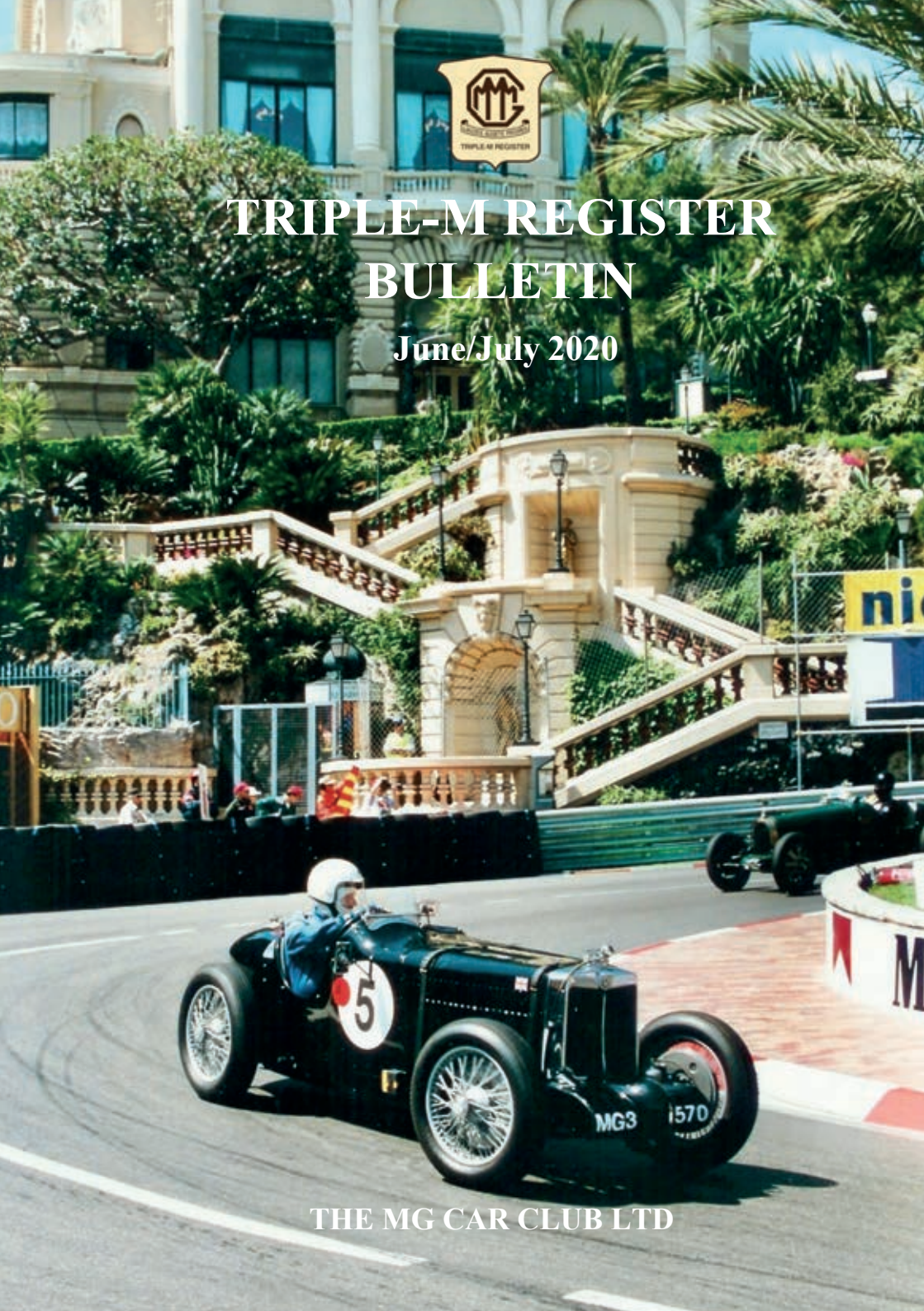




# TRIPLE-M REGISTER BULLETIN

June/July 2020



THE MG CAR CLUB LTD





What we are missing:.....

Above: Any colour you like as long as it is green! The J2s of Michael Barber (J3478) and Yearbook Editor Simon Johnston (J3437) lined up at Pre-war Prescott last year.

Below: Two well known Triple-M competition cars seen in the Paddock while competing in Class 10 at VSCC Prescott Long-course Hillclimb. In the foreground is the L-type Magna shared by Maurice Gleeson and Andrew Briggs which achieved 3rd in Class and 1st Handicap in the hands of Maurice. Behind is the F-type Magna of Steve McEvoy



## BULLETIN No 115 June-July 2020

### **Front Cover Picture:**

*The Monaco Casino provides a magnificent backdrop to Peter Green and K3011 during the Monaco Grand Prix Historique in 1997. This was to be a one-off event as part of the Grimaldi family's 700 year celebrations but subsequently became an annual event.*

### **Editorial:**

Preparing this issue of the Bulletin has been a somber experience; not just for the obvious immense sadness of recording the passing of significant members of the Triple-M community but also the realisation of all the events that we have missed as a consequence of the lockdown. I am grateful to Dick Morbey for his thoughtful tribute to Peter Green and to Mike Dalby and Bob Walker for the tributes to Ewan Harris. I never met Ewan but he was always friendly on the occasions we spoke and was a regular and much appreciated contributor to the Bulletin.



It is hard to distill Peter's influence on the Register and, although I didn't know him very well, he was always very welcoming and approachable. I last saw him at the Committee meeting in March and he was his usual efficient and friendly self and, although I knew he had had health problems, there was no indication that this would be the last time we would meet. Further sad news received, just as the Bulletin was being finalised, was that Graham Arrondelle had passed away; another name that will always be associated with the Register.

There does appear to be some light at the end of the Covid "tunnel"; latest information from Racing Co-ordinator Duncan Potter is that MGCC Donnington Park will go ahead on 12 July; 17 MMM cars are entered and the event will include the Mary Harris Trophy. Other events that are likely to take place, but with the format yet to be confirmed, are Prescott Short Course (1 August), Shelsley Walsh (8 August), Mallory Park (23 August), Prescott Long Course (26 September) and Castle Combe (4 October). The really good news is that the special "Prince Bira Race for MGs" at Angouleme is still going ahead and 17 Triple-M cars have been re-confirmed (18 and 19 September).

The other consequence of the cancellation of so many events is the inevitable loss of reports and photos for the Bulletin. Fortunately, a number of our regular contributors have stepped in with articles to fill the gaps and I hope that readers approve of the mix. Hopefully, photographers will be allowed at Donnington and some photographs can be included in the next issue.

The heading photo shows a virtual Triple-M tour with the Editor and Granddaughter Thea. Note the dual-purpose PPE sported by the passenger, not very effective for the Virus but perfect for swimming!

**Digby Gibbs**

## Chairman's Jottings

### By Jeremy Hawke

At the end of my last notes, I wrote of Peter Green being seriously ill; regrettably, his remaining time was all too short and he passed away shortly afterwards. You will all, no doubt, have read many words about him since and all who met him will have your own recollections. I will always remember the first MMM record attempts at MIRA in 1986 where Peter, who up until then had not been tempted to race K3011, dipped his toe in the water with 24 hours of circular motoring. Whilst the likes of Bull, Foster and Hawke turned up with their cars stripped and looking "the business", Peter drove K3011 to the attempt, circulated in full road trim, picked up a clutch of National Records and then drove her home again afterwards as if it were the most normal thing in the world. This, whilst the others all suffered various maladies during their runs, was rather classy!



Peter's standards of preparation were exceptional and his cars rarely seemed to give any trouble, but 2 two years after MIRA at Millbrook, K3011's blower packed up. Still circulating in the final hours, (with records in the bag), albeit running unblown with the internals stripped out, Peter was running fractionally slower than a 500cc J2. To enable both cars to cross the line together, the J2 given the signal to slow (respect and all that), but Peter, the gent that he was, slowed to allow the J2 to catch up quicker – thus we had the picture of the two remaining cars getting slower and slower as each waited for the other to catch up and Pit Crews flapped their arms around wildly. Happy days indeed, Peter - you will be missed.

Unfortunately, we had more bad news this month; Graham Arrondelle, our PB sub-registrar and owner of his own example since the age of 18, passed away earlier in June after being admitted to Hospital shortly before. I first met Graham properly at Silverstone, the year after my Father died, when I was getting to grips with J2396. We found ourselves chatting away whilst watching the pre-55 race and discovered that the two of us were to be 2/3 of the MMM "team" in the California Cup on the following day. Whilst the 3rd team member did a stirring job, Graham and I competed with each other to see who could get lost mid-test most often, thus donating the Register Trophy to the Vintage Register in the process (oh the shame of it). Graham remained remarkably philosophical, and was more than pleased to be just "having a bit of fun" in his car with like-minded enthusiasts. I am sure the thoughts of all the MMM community who knew Peter and Graham are with their families at this difficult and sad time.

There is at least a glimmer of some good news though: the restrictions of the last 3 months are beginning to be slowly lifted, enabling plans to be made. The MMM racing brigade are planning to be out and about with a grid at the July Donnington Meeting and Angouleme looks to be going ahead later in the Summer, so that's a start. However, the Pork Pie & Stilton social & touring event has had to be postponed, but is looking to schedule a date sometime in late Spring next year. Hopefully, you haven't all got too carried away in lock-down turning what started as a "light fettle" into a major rebuild and will be ready to get out in your cars soon.

Stay Safe and I optimistically hope to see as many of you as possible before long.

**Jeremy Hawke**

### **Lockdown Activities:**



Lockdown has not only provided the opportunity to spend more time in the garage but also to find those long-lost MG treasures from the back of the cupboard. Such a treasure is this rare American jigsaw showing D0298 that was acquired courtesy of Ted Hack. Other MG-themed jigsaws lurk in the same cupboard and may yet see the light of day.



## Secretary's Update

Well, here we go again! The deadline for this June/July edition of the Bulletin has come round remarkably rapidly and with it the usual pleasure of sharing Register news with you.

So, what has changed since my last ramblings? Frankly, not a great deal in terms of events, although there are a few chinks of light evident on the horizon, including the possibility of Triple-M cars being allowed out on 12th July for two races at the MGCC meeting at Donington Park. Already a dozen or racers have expressed interest.

Preliminary plans have also been laid for the postponed 4-day Stilton and Pork Pie Tour

Tour which, conditions permitting, has been moved from September 2020 to Sunday 25th April 2021. Organisers Tony Richards and Ron Warr will be in touch with everyone who has already applied to take part in the original event; anybody else who may be interested in participating should please contact Tony at [tony-ruth.richards@outlook.com](mailto:tony-ruth.richards@outlook.com)

There are rumours that the ever popular Kimber trial may be revived in April 2021 – please keep watching for news about this!

The Register committee has been particularly busy lately. Even though our Annual General Meeting for MGCC members has had to be deferred, hopefully until later in the year, the committee was able to meet recently by means of Zoom. We had an interesting and productive meeting which concluded within the relatively short period of under three hours - at least that's shorter than past meetings! Almost all committee members were able to attend, including those in far-flung locations, so we may decide to make increasing use of this method, especially as quite a number of us are still shielded or firmly locked down.

At the meeting, we surveyed our finances which are in good shape, aided by healthy sales of the recently published Yearbook. Don't forget to order yours from the library!

One of the areas of discussion was how we interact with all those interested in Triple-M cars. The "Triple-M community" is indeed broad and diverse, and our followers are UK and International. For some we are a club, providing events and publications centred on Triple-M cars. For others, we are a forum, to exchange information and views, be they technical or historical. There is also a third category – the cars! As a Register, we act as a repository of information about individual cars and the Abingdon production history.



We do know that there is some confusion in people's minds about where our Register fits into the MGCC scenario. I daresay you already know that even if your car is recorded on our Listing of Cars or if you receive this Bulletin, that does not of itself mean you are a MG Club member?

To best serve our audience and understand our priorities the committee thinks the time has come to carry out a survey – high time indeed because the last one was done in 1999! Watch this space.

Speaking of the Listing of Cars, Mike Linward is hard at work compiling a fresh 2020 edition, which will be published and available through the Library quite shortly.

Our Librarian Richard Stott is working tirelessly to ensure that you can all continue to access the online library and be tempted by the goodies available there! He also has some new and reprinted books in the pipeline ...

Although 2020 may be a rather thin year for events we will of course be preparing the customary Register Yearbook. Editor Simon Johnston is already hard at work on planning and if you have a stonking article in your mind that might grace its pages, perhaps you would like to discuss it with Simon – you would like to be a published author, wouldn't you?! [mmmyearbookeditor@gmail.com](mailto:mmmyearbookeditor@gmail.com) will find him.

Several of you have asked what form the Register's 60th anniversary celebrations will take in 2021. It's fair to say that our plans are 'fluid' at present, but possible options may involve a celebration including a short tour linked with a fixed event – maybe MG Live! or the Summer Gathering or perhaps another 'Triple-M friendly' gathering. Given the uncertainties that currently prevail it will be a while before we can announce a definite plan, but to help us, do please let us know what type of celebration you would like to see – after all these events are very much for you to enjoy, so we need to tailor them accordingly!

In a similar vein, we would like to tap into your enthusiasm by inviting you to volunteer some of your time to help the Register in the many and various things we do. Please contact yours truly if you would like to offer your services or to talk things through.

Sadly I must end on a sombre note. Our Triple-M world has been shaken by the death of Peter Green on the 20th of April. We all owe a great deal to Peter, far more than words could ever convey. An appreciation appears elsewhere in this edition.

**Dick Morbey**

## EWAN HARRIS 1940 - 2020



*Although I never met Ewan I was very sad to hear, via Bob Walker, that he had died. He was always very friendly when we spoke and was a regular contributor to the Bulletin over the years. Mike Dalby didn't need any persuasion to prepare this profile of Ewan and provide some photos. Fellow F-type enthusiast Bob Walker has also produced a very personal tribute and has provided extra photos.*

Ewan Harris was born on the 20th October 1940. At that time his parents were living in Cheriton Bishop on the outskirts of Crediton, Devon. He grew up and spent his early life in Hampshire and it was in the late 1960s that he bought the F-type and joined the MG Car Club. He registered the car as a survivor and it received the early register number of 625. He rebuilt the car and, as was as was common in those days, it was his daily transport. He trained as an engineer, so rebuilding the car was no problem.

In time, he obtained a job with Shell Tankers and went away to sea and once told me of going to South America. However, while he was away, a relative decided that the car was surplus to requirements and sold it!! In due course, Ewan returned to find no car! Fortunately, he found who had bought it and promptly bought it back!

I first saw the car in 1987 at Wiscombe Hill Climb when Ewan was 'whizzing' up the hill in his sports jacket and with his trousers tucked in his socks! I then met him at the local Crash Box Club and was always intrigued with the car badges on the front that came with the car, sadly Ewan knew nothing of their origin! The car also had a non standard rev. counter and a 'tele' fuel gauge, and Ewan always thought that it had Brooklands competition history. We could never confirm it but it always went very well!





Even as recent as the early 1990s, the car was still his only transport for travelling to work, which was in the laboratories at Exeter University. He once told me that the body of the car was held together by the 'weevils holding hands'!! However, help was at hand in the form of a local 'bus that ran into the back of him and this led to the car being totally rebuilt by Riley man Alan Clear!

He was a member of the Vintage Sports Car Club and competed in many of their sprints; I once went with him to a very rainy Colerne driving there and back in the open car.

Ewan left the University and went to work at the Queen Elizabeth's Grammar School in Crediton where he met Mary.

He surprised us all by marrying her on the 24<sup>th</sup> October 1997, a very happy occasion. They then went on many weekends away with both the local car club and the Triple-M Register. Latterly, Ewan went with male friends, and was still enjoying the F-type.

About two years ago his health deteriorated and he was having to walk with a frame. Last year he was diagnosed with motor neurone disease and moved into a Care Home. Ewan passed away in April.

He was a private person; not saying much, but had his own mannerisms, which were just Ewan, like standing on one leg and waving his arms about as only Ewan could! He was just Ewan, and he will be greatly missed!

**Mike Dalby**



Below:

Ewan's F-type at Powerham in 1988 (M.Dalby)

Inset: Ewan in camping mode (M. Dalby)



## **Ewan Haris: A Personal Reflection by Bob Walker**

At the time when Ewan acquired his F-type mine had gone 'into store' on my brother's farm and my Triple-M focus was on P-types. This continued until the late nineties but, during that time, I was aware that a certain 'Ewan Harris' was a champion of the F-type. When I got back into F's, I was fortunate to find that Ewan was willing to correspond and chat on the phone. It is said that 'a trouble shared is a trouble halved' so discussion on the final drive on the Triple-M was bound to come up. It transpired that very early in his F ownership, Ewan had intended to impress a young lady by rapidly leaving some traffic lights; unfortunately the green light was followed by expensive noises and zero acceleration thanks to broken differential gears.

Ewan was very handy with soldering iron and electronic components and understood what he was doing. I can vouch for his electronic ignition -a boon on cold mornings. Naturally for the F he designed and built a sophisticated cooling arrangement; with electric pump and automatic controls it matched water flow with heat output so that the engine operated at optimum temperature.

Devon and Yorkshire are not close together geographically so consequently our face to face meetings have been on Register touring events. Firstly, on the Exmoor Rut in 2009 and next on the Flatcap & Whippet in 2010. I had noticed Ewan's impressively low driving position and matching hat. I am indebted to a flock of renegade sheep who halted progress for the photo from Terry Hartley's archive which shows what I mean.



**Ewan with John Joynes above Swaledale  
during the Flat-cap & Whippet**

I knew Ewan was on The Welsh Marches and was concerned when he did not arrive when expected at the Metropole Hotel. My going out to check coincided with his arrival in the car park. The car looked like it had been crossing a ploughed field and that was because it had been crossing a ploughed field! The cause had been the Sat Nav directions. Ewan was not best pleased and I think we had a discussion involving programmers and why there had had to be the change from the words 'electronic brain' to 'computer'. The last time we met it was on the Kernow Wheels Tour and the journey home was memorable for the storm, wind and lashing rain. We drove behind him because Ewan was concerned that he would not be easily seen in the conditions with the hood down and an even lower driving position in evidence.

Yesterday the covid regulations eased slightly and our F type took us out for a picnic after resting for 10 weeks. With everything set to go I pressed the starter and nothing happened; then I remembered why that would be. I have one of Ewan's electronic ignition systems with switches for security and traditional operation. Moving the switch to the position labelled Ewan the engine fired at the merest touch of the button. Quite an epitaph I thought.



Above: The F-type pressed into service as Wedding car in 1997. Ewan in full dress but still with trousers tucked in ready for driving the car! Photo supplied by Mary Harris.

A well-used car; the cockpit of F1225 showing many adaptations and the wear-and-tear of decades of being well used as MMM cars should be. (Bob Walker)

Below: A historic line up of F-types during the Exmoor Rut in 2009. Photo supplied by Bob Walker who describes the process of assembling the line-up as being akin to "herding cats"!





## Peter Green, 1939 – 2020 'Mr. Triple-M' - An appreciation

For those who knew him, Peter Green was a man of great generosity of spirit, a fountainhead of knowledge and possessed of almost infinite patience. For those who never met him, his benign influence on the Triple-M family is there for all to see. Peter passed away on the 20th of April 2020 at the age of 81. He readily acknowledged in an interview some years earlier that his life revolved around M.G.s, which in his case meant Triple-M M.G.s. Indeed he was involved with them for 63 of those years. He conceded that this had been a matter of pure chance, made possible because his first car was a four-seater NB Magnette, which he received as an 18th birthday present from his parents. The gift came with a condition - 'stay off motor bikes' - with which he complied. Had it been a Riley or some other make, his future path might have been very different - but M.G.s it was!



For someone who achieved so much, he was a remarkably modest man - that was one of his endearing characteristics. He was also very attentive to detail and correctness in everything he touched. Over the years he owned and restored a great number of Triple-Ms and they all displayed the same features: respect for originality, historical accuracy, never over-prepared or 'blinged up'- in fact 'just right'. Simply look at any of the cars that he worked on and the evidence is there.

Ask anyone whose path crossed with Peter's and you will hear the same thing: He was always available to help people regardless of the pressures of the day; he imparted knowledge; made his workshop, his spares and equipment available to anyone who needed them, and above all encouraged and enthused owners so that they felt able to maintain and enjoy their cars. Countless owners acknowledge that without his encouragement and advice their cars and projects would have remained unfinished. Peter was a patient and even-handed man, one whom the writer cannot recall hearing a raised voice or resort to coarse language. "I've got to be honest" (he was!) was an endearing turn of phrase often heard whenever he had to impart otherwise tricky information to an enthusiast.

Peter was Chairman of our Register Committee for 12 years from 2001 to 2012 - neatly circumventing the Club rule that should have limited his term to 5 years. However it was the Club itself that asked him to stay on, just long enough to complete the Register's successful golden anniversary celebrations in 2011. Writing in the 50th anniversary commemorative brochure, Club Chairman John Day's concluding remarks were:

*"I would like to pay tribute to Peter Green who has done a magnificent job in developing the Register in his time as Chairman. He has led by example and uses his cars at every opportunity to promote the Register and the M.G. Car Club."*

I had the good fortune to succeed Peter as Chairman from 2012 until 2018. As a relative newcomer this was a very daunting task. There was so much heritage to uphold, so many people to interact with (Peter knew them all, of course) as well as the task of helping to move the Triple-M story forward. From being a mentor Peter became a trusted guide and confidant, always available and ready to help.

I can still hear his inimitable voice when answering the phone: "643468" or "Peter here, Dick" whenever he rang me. He suggested at some stage that there was no need for him to stay on our committee, but for once he was rebuffed and was asked to remain on board as technical representative – a title he had held from 1984-2000 anyway and a job which he never really relinquished. It is characteristic of the man that one of his last committee tasks was to stand in as chairman at our meeting in March 2020 – just seven weeks before he passed away. A look back over recent decades reveals numerous events. Always a team effort, many of them benefitted from Peter's guiding hand and all left an indelible mark on the Register's progress:

1983:	An informal 50th anniversary re-run of the 1933 Mille Miglia in which year a team of M.G. K3s had achieved spectacular success
1986:	The Register's 25 <sup>th</sup> anniversary; 13 new UK National speed records set at MIRA, Nuneaton; 3 existing records beaten. Award of the MGCC Nuffield Gold Cup for this achievement.
1988:	Cecil Kimber Centenary Year celebrations including a full grid at Silverstone for the Kimber Trophy race.
1989:	Further speed records at Millbrook. 4 new National and International record times were set and 28 existing records were beaten
1992:	New records set at Pendine Sands.
1994:	Further record attempt at Millbrook – 10 existing records were beaten
2001:	April. The 'new look' bi-monthly Bulletin is published. The Register's 40 <sup>th</sup> anniversary celebrations, launched by George Eagle and team, including an exhibition of 40 of the most famous and historic Competition Cars under cover together at Silverstone.
2003:	Launch of the Register website
2005:	The first Annual Summer Gathering is held at Peter's home
2011:	The Register's 50th anniversary celebrations
2012:	Online Library established
2013:	M.G. 90 – at which examples of almost all Triple-M car types were displayed
2014:	February: First presence at the M.G. Spares Show, Stoneleigh; March: Triple-M racing gets a new 'slot' at MGCC Silverstone.
2015:	Triple-M racing continues in earnest at MGCC and VSCC meetings
2016:	New Register database of cars launched
2017:	Peter receives the MGCC Marque of Friendship award
Present:	From 200 recorded cars in 1962 the Register has now topped over 3,650 surviving cars out of the original production of just over 10,500



Above: Peter and Thelma pictured with K3011 during the 1983 re-run of the 1933 Mille Miglia. Note the matching MG tee-shirts!

Below: The other well known historic car in the Green stable; Cream Cracker team car PB0533 with Peter at the wheel.



Writing in the Register's 2011 Yearbook, Peter looked back on his time as Chairman with the following words: *"When I became Chairman in 2001, I announced that one of my aims would be to improve communication with and between the committee and our members and one of the ways was going to be via a bi-monthly Bulletin.*

*"The other thing I wanted to see happen when I became Chairman was for the Register to have its own website. This was not quite as easy as I had thought, but it did get launched in June 2003 and is widely used by both members and non-members. The Discussion Forum is by far the most visited section of the website as it is a place where people can air their views as well as ask technical questions."*

Both of these objectives were achieved and have become amongst the many Register staples that now support owners worldwide.

Peter's work for the Register was characterized by dedication and precision in everything he was involved in. Events were meticulously planned, records were carefully maintained and the finances were carefully overseen. He was fastidious in his preparations, whether of cars, events or anything else for that matter. Although he was an early adopter of electronic communications, he nevertheless preferred to have printed material to refer to, whether for technical drawings, committee paperwork and suchlike. This preference extended to maps, which he generally favoured compared with sat navs! Mind you, he was not averse to technology when it was able to bring him his much-loved racing - several committee members will recall his sidelong glances at his laptop screen during committee meetings at key stages of various Grands Prix!

M.G.s were a Green family 'thing'. Peter and Thelma had married in 1964 and one of their early exploits was to take an ND that Peter had restored to numerous events: initially gymkhanas and concours, winning the Triple-M class at Silverstone and Beaulieu on more than one occasion. It was driven to the International meeting at Hausach, Bavaria in 1979 where it was the overall winner of the event, beating over 200 other M.G.s. That tour saw the start of many enduring friendships with German enthusiasts. Peter and Thelma took part in the MGCC Tour of Britain in 1980, after which the ND was sold to fund the purchase of the K3.

To most people that K3 is the car with which Peter is best associated – K3011, the ex-Whitney Straight/Dick Seaman car which he acquired jointly with a friend in 1979, effectively rescuing it from the USA, outside which it had not been seen since 1936. The car was soon put to good use in the MIRA Record Breaking successes of 1986. Peter drove K3011 there, circulated with others around the track for 24 hours, set five British National speed records and then drove the car home afterwards. The car has regularly competed at home and abroad, always superbly turned out and reliable.

K3011 was one of several K3s Peter owned, which have included two of the 1934 Mille Miglia cars. Peter also bought the 1934 Tourist Trophy-winning NE Mulette previously owned by his uncle Pat Green, restoring it to its previous state as a Musketeer trials Team car. Peter was a second generation Green family Triple-M owner – Pat Green being the first.



Top left: Peter with grandchildren in 2011; Samantha, Katherine and Daniel take a ride in Peter Prosser's rare KN.

Top right: Peter and Thelma hosting the second Summer Gathering in 2006.

Left: Peter with the Mary Harris Trophy that he won in the NE Magnette at Silverstone in 2005.

Below: Very appropriate MG-themed floral tributes displayed with Peter's beloved K3 on the day of the funeral.



Peter and Thelma's daughter Elizabeth Taylor and her husband Andrew continued the tradition, racing and sprinting the family PB Cream Cracker. Andrew is also often seen at the wheel of K3011 at race meetings. Elizabeth and Andrew's daughter Katherine, a fourth generation now aged 12 has piloted the family PB Cream Cracker at Greenacres and an Austin J40 at Goodwood several times.

One of Peter's many initiatives was the launch of the Summer Gathering in 2005. Now an annual event, Peter was always on hand to welcome the countless visitors when they arrived and Thelma was ever-present too, until illness prevented her from taking an active part. Sadly Thelma passed away in 2017. The family hopes that the Summer Gathering will continue to take place.

Peter's final restoration project was acquired in Summer 2019 – a rare and perhaps unique fabric-bodied Jarvis M Type. He was able to give the family guidance about how he would like the car to be finished and one can be sure that this will ensue. Tributes to Peter have continued to pour in and they speak of a man who was loved and respected by so many. Here is just a small sample.

*'Hugely generous with his time and advice.'*

*'If ever I had any mechanical issues at a race meeting, Peter would usually be the first one to come over to offer help and solutions. It was a bit like having a second dad.'*

*'The loss of a true gentleman, my 'mentor' in MMM racing'.*

*'One of the nicest people you could wish to meet and such a fountain of knowledge of all things associated with our cars.'*

Peter will be hugely missed by the thousands of Triple-M enthusiasts who benefitted directly or indirectly from his leadership and support over so many years. The Register's motto perhaps speaks for itself: 'Laudes Augete Priores' which loosely translated might be taken to mean 'Praise those who have gone before'.

Our deepest sympathies go to Peter's daughters Elizabeth and Diane and their families.

## **Dick Morbey**





## **A Lockdown “What Might Have Been” Kimber Classic Trial 2020 Imagined by Alan Grassam**

The fortnight before the event was bright and sunny, giving promise of dry and easy to climb hills. Unfortunately, a heavy thunderstorm on the Friday morning soaked most competitors on their way down to the West Country. Among these was Patrick Gardner whose J2 rolled to a halt just outside Salisbury. Much effort was expended trying to trace the problem to no avail. Fortunately, Oliver Richardson came by in his M-type and immediately diagnosed the problem as a loose king ignition lead-red faces all round!

A bumper entry of 60 assembled on Saturday morning, no doubt anxious not to miss the last Kimber. Especially pleasing was the presence of several former notable trialists amongst whom were Steve Dear bouncing (?) for son Kim in his old PB, Ian Davison in wife Val's pretty and newly restored M-type and John Adams in his blown PA. But the most exciting entry was John Reid in Aramis making his return to the trials hills after nearly half a century. An amazingly generous gesture by Andy King saw Ian Williamson behind the wheel of JB 7521, the PB Cream Cracker that he had trialled so successfully in recent years. Regulars Peter Jones and David Mothergill in their 18/80s had competition in the form of a surprising, but very welcome, entry from Barry Foster in his 18/80. Grandson Joe was in the navigator's seat with the military might and muscle of Hamish McNinch and Fred Boothby in the rear. Not wishing to be upstaged by the P-type Crackers, Derek Pearce made a rare appearance in his TA Cracker BBL 80. Regular competitor Richard Jenkins arrived late with an apologetic smile and the NA firing on 5 cylinders.

Scrutineering successfully over, the first car set off promptly at 9 o'clock for Malc's Orchard, just  $\frac{1}{4}$  mile from the start. Normally, this is an easy section laid out with sub-divisions up a gentle grassy slope. This year it provided a serious challenge due to a combination of the previous day's rain and the unusually twisty nature of the section. From the start, competitors followed a long loop to the right before turning sharply left up and over a short steep rise before levelling out; finally, they faced a hairpin right up a bumpy slope to the finish. Skilful throttle work was called for, at times gently feathering with the occasional loud pedal. First man Mike Dalby, misfiring badly, failed to make the steep rise. This, too, was the fate of Colin Wallace, PA; William Opie, NB; Phil Coombs, M; Digby Gibbs, J2; and Barney Creaser, PA; all of whom failed to gain sufficient speed to clear the rise. Neil McKay, however, was too fast in the J2 and slid off the course as he tried to turn right. Best clean climb was undoubtedly that by Colin Butchers, energetically bounced by his two sons, who showed that he has lost none of his old skill in his much-campaigned NA 4 seater out again after hibernating for almost four decades. Isles Lane in East Coker is a special test against the clock involving to-ing and fro-ing round a right-angled bend.

All competitors, except previous winner Richard Jenkins, now with the NA firing on all cylinders, read and applied the instructions correctly. Although he made FTD this did not count as he managed to stop astride the line he was meant to drive past with all four wheels and drove beyond the line he was meant to stop astride!

The route then meandered past Sutton Bingham reservoir, through the picturesque villages of Halstock and Evershot to Short Cross near Frome St Quintin. Here a special test awaited where the object is to drive from Point A to Point B without stopping in a time chosen by the driver without the use of a stop watch. If completed within the given time, give or take 3 seconds, will mean a pass. Many a good-humoured argument ensued between driver passenger and timekeeper. That old master George Ward, aided by wife Jo, was spot on with an estimate of 37 seconds.

So out on to the A37, high on the Dorset Downs, for spectacular views before passing downhill through the ford at Sydling St Nicholas to Cerne Abbas, past the Cerne Giant and into the hamlet of Minterne Parva. The section here, first used on the MCC's Exeter Trial in the 1920's, is a long straightforward climb giving splendid views over the valley. The only failure here was Nigel Stroud in the M-type whose bouncer Jenny inadvertently knocked off the ignition! Spectacularly fast climbs were made by Andy King (PB Cream Cracker JB7525), Bryan Ditchman in D'Artagnan, Colin Bird and Thijs De Groot (both in J2s) and Frank Ashley in his M-type.

The route then took competitors north through Sherborne and on to the picturesque village of Osborne where a large crowd of spectators had gathered. Here a restart, cunningly placed on a smooth rock slab made slippery by the previous day's rain, was the downfall of many. Surprisingly amongst these was Ian Williamson whose use of too many revs proved Macdermid's dictum: "a spinning wheel gathers no cups." Another disappointing failure was Mike Dalby in his M-type which ran out of petrol just before the "Section Ends" board!

An excellent relaxed lunch was, as usual, taken at the Camelot Inn where many a tall tale was told of brilliant climbs. Whether true or not was to be revealed at the evening's dinner at Lanes Hotel!

In blazing sunshine with the temperature close to 30 (that's in the 80's for our older readers!) cars headed north for the hills around Bruton. First of these is Batcombe, an innocuous looking lengthy climb up a steep country lane with a surface of loose stones. The trick here is to let the clutch in smoothly and gently while keeping the revs around 3,000. Less than this and you will stall to a halt, too many and the loose stones induce wheelspin and a premature stop. Failures on the cautious side were suffered by George Ward (PA), Albert Koolma (J2), Ranier Karthaus (PA), and Jonathan Toulmin in his father's original PA Cream Cracker TJ 5000. More spectacular failures due to over use of the loud pedal were incurred by Oliver Richardson (M), Thijs de Groot (J2), Richard Jenkins, Bryan Ditchman and Neil MacKay, all of whom did their best to shower start line marshal Andrew Morland with a hail of stones.

Many cars were boiling when they reached "Section Ends" but plentiful water supplies were available at the infamous Alham Splash lurking but a mile away.

For those of you who have never experienced the fun of Alham Splash this section is reached down a steep descent. A sharp left at the bottom leads immediately to the water's edge. Competitors are asked to drive against the clock through some 20 yards of the River Alham which normally has a depth of about 16". Due to the abnormally dry Spring the river was a mere trickle, no deeper than a couple of inches, so fast times were expected. The large crowd of spectators was not to be disappointed. Normally a time around 25 seconds is par for the course but this year the following, sending clouds of spray flying everywhere, all got below 15 seconds: Ian Williamson, Bryan Ditchman, Kim Dear, Richard Jenkins, Jeremy Hawke, and our venerable Competitions Secretary, Mike Linward, out for the first time in his newly restored ex-Onslow-Bartlett trials NA. But FTD went to John Reid in Aramis with 9.3 seconds. What a joy and a privilege it was to see this famous car out on the trials hills again!

The next section, Honeycliffe, was actually one of the sections in the first Kimber in 1937. This lengthy hill, with a surface of hard cobbled stone, climbs up between steep banks. What a lovely surprise to see Anne Hawke yet again in charge here ably assisted by Madeline Dear.

In a couple of miles, you reach Pitcombe but not before you make a compulsory pit stop beneath the viaduct of the old Somerset and Dorset Railway. Here, the village children sell you delicious homemade cakes in aid of Cancer research, making a profit of £500 in the process. Well done chaps! The section wends its way up a country lane between ancient trees and was easily climbed by all.

And so on to the final hill, Hell Ladder Lane. Regular "Kimberists" expected an easy climb but several were caught out by an unexpected trap awaiting them just beyond the badger sett. Here the hill levels out briefly before climbing steeply to "Section Ends" around the corner. The previous day's rain had created a slimy, glutinous few yards in the level part. Because of the dry first part of the section with plenty of grip many drivers failed to gather sufficient speed and spun to a halt in the muddy part. Most disappointing among these was John Reid who was in line for the Kimber Trophy. Aramis roared up in second gear with John and Katie waving to the spectators. Too late John saw the mud trap, snapped into first gear but not even all his artistry at the wheel, and it is considerable, could get the Musketeer through the mud and a failure was recorded. Disaster! Everyone agreed that the star of the day was Cat Spoelstra making her first competitive outing in her recently acquired J1. She, too, was late to see the mud trap but vigorous bouncing by Annie Boursot, together with judicious blipping of the throttle, enabled her to escape from the trap. Congratulations!

So it was that 60 cars returned safely to the Lanes Hotel. No breakdowns or mechanical disasters for, as many of you know, this is the trial always advertised as "non-damaging. After a splendid dinner we were royally entertained by Steve Dear's amusing tales. A perfect end to a glorious day.

**Results:**

Vintage: Barry Foster 18/80

Kimber Trophy: Michael Linward NA (best overall)

J.E.S. Jones Trophy: Andy King PB Cracker JB 7525

Ladies Trophy: Cathelijne Spoelstra J1

1st Class Awards: Colin Butchers, NA; John Haine, M; Thijs de Groot, J2; Oliver Richardson, M.

2nd Class Awards: Brian Galbraith, J2; Ian MacKay, J2; Nigel Gibbons, PA.

3rd Class Awards: Kim Dear, PA; Adrian Moore, PA; Patrick Gardner, J2.

Bits and Pieces Trophy: Mike Dalby, M.

**Alan Grassam**

(with apologies to those mentioned and particularly those who thought they had done well enough to make the results table!)





## M2551 History as known

*The picture of M2251 in Bulletin 114 was accompanied by a brief list of its competition history, including the "1932 SW Centre Reliability Trial". This intrigued Alan Grassam as this predated the formation of the South-west Centre. The explanation from Tony Basham was that it was the SW Centre of the Junior Car Club and Tony also provided more details of the car's history and photographs of some of the medals won by Michael Collier.*

*M-type Historian, Mike Dalby, suggests reference to the 1980 and 2015 Yearbooks for two related articles. The 1980 article is actually written by Michael Collier; the 2015 article is about Michael Collier and was written by Mike himself.*

MMM Register No 2387. UK Registration number PL5390.

Build date 29th January 1931. First registered 4th March 1931

Chassis No. M2251; original engine No 2341A, now fitted with 17503A

First owner Mr Webster of Woldingham, Surrey, UK.

March 1931: Purchased by Michael Collier for £160 with a black fabric covered body.

### Competition history:

1932 MCC High speed trial, Brooklands, recorded 55.52 miles in one hour. Gold Medal.

1932 JCC High speed trial, Brooklands, Gold Medal.

1932 JCC Brooklands Rally, Silver Medal. \*

1 October 1932 Junior Car Club, SWC Reliability Trial, Third Award. \*

1932 London-Exeter Trial, Silver Medal. \*

1932 MCC London-Scarborough Trial, Bronze Medal. \*

1932 Brighton & Hove Motor Club, Brighton-Beer Trial, no result recorded.

(\*In possession of these medals)

The navigator was John Dugdale, who was a writer for Autocar magazine and later of British Leyland Motors USA.

Sold at end of 1932 for £80 to Mabel Bourne, Hairdresser of Crowthorne, Berkshire. Possibly married to a Mr Sworder.

Last known registered owner was Mr A Dunbar of Hollybank, Updown Hill, Windlesham, Surrey. There is then a BIG gap in the car's history.

May 1977: purchased by Colin Dennett from Mr David Gazzard who imported the car into Sydney, Australia. On arrival it was fitted with a modified body with slab style rear and one piece windscreen. In 1982 it was fitted with an original style boat-tail body made by "Specialist Ash Bodies" in Littleport UK.

Last use about 1990.

November 2014: Purchased by Tony Basham, to undergo a significant refurbishment and return to road going condition.









Tony Basham's PA (PA0437) seen at the picturesque Noojee Bridge at Gippsland in Victoria (Aus). This bridge is the tallest surviving timber trestle bridge in the state of Victoria; the disused railway line used to run from Noojee to Warragul and is now a walking trail.

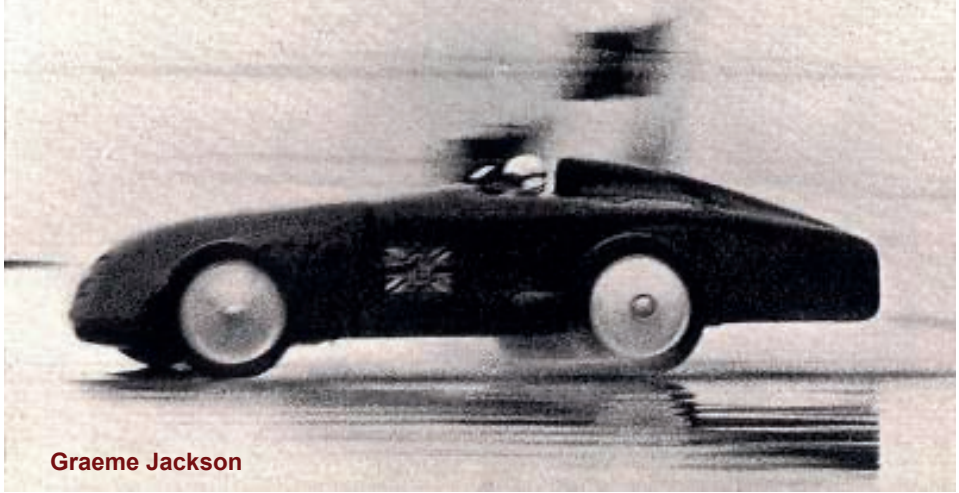




Another gem from Barry Foster, a Factory Timing Chart for MG models from 1931 to 1936

TIMING CHART FOR M.G. ENGINES																		
1931							1934											
MODEL	INLET		EXHAUST		IGNITION		TAPPET CLEARANCE		MODEL	INLET		EXHAUST		IGNITION		TAPPET CLEARANCE		
	OPEN BEFORE T.D.C.	CLOSED AFTER T.D.C.	OPEN BEFORE T.D.C.	CLOSED AFTER T.D.C.	BEFORE T.D.C.	AFTER T.D.C.	BEFORE T.D.C.	AFTER T.D.C.		BEFORE T.D.C.	AFTER T.D.C.	BEFORE T.D.C.	AFTER T.D.C.	BEFORE T.D.C.	AFTER T.D.C.	BEFORE T.D.C.	AFTER T.D.C.	
MARK L.	7 1/2°	50 1/2°	41 1/2°	16 1/2°	400°	404°	15°	55°	20°	20°	15°	55°	20°	400°	408°	15°	55°	20°
MARK H.	7 1/2°	50 1/2°	41 1/2°	16 1/2°	404°	404°	T.D.C.	47°	7°	T.D.C.	47°	7°	404°	408°	15°	55°	20°	
M. WIGGET	T.D.C.	50°	43°	7°	404°	404°	T.D.C.	47°	7°	T.D.C.	47°	7°	404°	408°	15°	55°	20°	
C. WIGGET	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
					408°	414°												
1932																		
MARK H.	7 1/2°	50 1/2°	41 1/2°	16 1/2°	404°	404°	15°	55°	20°	15°	55°	20°	404°	408°	15°	55°	20°	
M. WIGGET	T.D.C.	50°	43°	7°	404°	404°	T.D.C.	47°	7°	T.D.C.	47°	7°	404°	408°	15°	55°	20°	
B. WIGGET	T.D.C.	50°	43°	7°	404°	404°	T.D.C.	47°	7°	T.D.C.	47°	7°	404°	408°	15°	55°	20°	
J. & J. WIGGET	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
F. WAGNA	9°	35°	43°	7°	404°	404°	9°	35°	43°	7°	404°	404°	9°	35°	43°	7°	404°	
1933																		
J. & J. WIGGET	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
J. WIGGET	15°	55°	50°	20°	408°	412°	15°	55°	20°	15°	55°	20°	408°	408°	15°	55°	20°	
K. WAGNETTE (4 BEATER)	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
K. WAGNETTE (6 BEATER)	T.D.C.	47°	40°	7°	406°	408°	T.D.C.	47°	7°	T.D.C.	47°	7°	406°	408°	15°	55°	20°	
K. WAGNETTE (2 BEATER)	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
L. & L. WAGNA	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
1935																		
P. WIGGET	15°	55°	50°	20°	404°	404°	15°	55°	20°	15°	55°	20°	404°	408°	15°	55°	20°	
N. WAGNETTE	15°	55°	50°	20°	404°	404°	15°	55°	20°	15°	55°	20°	404°	408°	15°	55°	20°	
R.N. WAGNETTE	15°	55°	50°	20°	404°	404°	15°	55°	20°	15°	55°	20°	404°	408°	15°	55°	20°	
L. WAGNA	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
1936																		
P. WIGGET	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
P.R. WIGGET	15°	55°	50°	20°	408°	412°	15°	55°	20°	15°	55°	20°	408°	408°	15°	55°	20°	
N. WAGNETTE	15°	55°	50°	20°	406°	408°	15°	55°	20°	15°	55°	20°	406°	408°	15°	55°	20°	
TWO-LITRE	11°	59°	56°	24°	406°	408°	11°	59°	24°	406°	408°	11°	59°	24°	406°	408°		
T. WIGGET	11°	59°	56°	24°	406°	408°	11°	59°	24°	406°	408°	11°	59°	24°	406°	408°		

## Of Dogs and Flying Sand - Some anecdotes from the Archives



George Eyston's ambition to become the first person to drive a 750cc motorcar at an officially timed speed of over two miles a minute, 120mph had eluded him. In December 1931 at Montlhery he had urged MG EX127, the Magic Midget, to Class H 5 kilometre, 5 mile, 10 kilometre and 10 mile records of up to 114.77mph. Plans were put in place for a further attempt to achieve his elusive goal on the Pendine Sands, Carmarthenshire, which subsequently took place on February 8th 1932.

The book COMBAT by Barre Lyndon (Heinemann 1933, First Cheap Edition 5/-) gives an insight into Abingdon's preparations for the Pendine attempt. Clearly, at MG in 1932, Research and Development had not yet been hindered by Occupational Health and Safety:

*"Other record-breakers at Pendine, notably Campbell, had been troubled by water lying in thin sheets over the surface. On one occasion Campbell had driven his machine one-handed, while he used the other to try and clear his screen, doing this at 170mph. Eyston knew that visibility was of great importance; his car was so light that he would have constantly to hold the machine on its course, and the least deflection from the straight might mean trouble. At Montlhery he had been assisted, to some small extent, by the banking; at Pendine he would have to remain upon a course restricted by the length of the timing tapes, and only clear visibility would enable him to keep on the measured track.*

*Study of the question made it reasonably certain that, before any run was completed, spray and sand would fog his windscreen, and discussion of this evolved a new type of windshield. It consisted of a short, sharply-raked piece of shatterless glass ending a quarter of an inch below two other strips, which ran upwards at the same angle and had a space of less than half an inch between them. The theory was that the twin glass sheets above would act as a funnel, drawing between them anything flung on to the lower part of the screen, while the driver could look out through the open space between the bottom strip and the upper pair. He would actually not be gazing through glass at all, and the suction of the funnel, aided by the rake of the unusual screen, would prevent anything reaching his eyes.*



The "Magic Midget" found it's way into popular culture at the time as shown by these two illustrations.

Top is a card recently added to Ted Hack's collection. The cards were given away with Force Wheat Flakes that were popular at the time.

Below is a Lines Bros clockwork tinplate toy from the same era.



*An experimental windshield was built and fixed to a fast car. Jacko straddled the engine cover, with his back to the radiator, and tossed bits of paper at the new screen, while Eyston drove at fifty miles an hour over the roads around the factory. They found that everything hitting the screen was drawn upwards and whirled above the driver's head, proving that the tunnel device worked well. Not satisfied with this, a further test was devised. Frank Tayler donned waders and a mackintosh and stood against a concrete wall, holding the screen before his eyes. Jacko turned on the full force of the most powerful hose available, when Tayler found that he was able to gaze through the narrow slot without a spot of fast flung water reaching his eyes. If water, driven straight at the screen, could not touch his face, it was certain that Eyston would not be troubled either by spray or sand if he used the windshield at Pendine."*

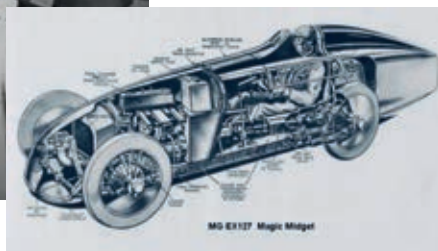
To cater for surface bumps on the Pendine tidal flats, the ground clearance of the under tray of EX127 was raised from the  $3\frac{3}{4}$  inches used at Montlhery to  $5\frac{5}{8}$  inches. The reader should commit these interesting and important dimensions to memory!

Now let us return to COMBAT:

*".... Volunteers visited every cottage around Pendine, requesting that all dogs should be kept within doors until midday on the Monday. This preparation was a necessary one; a dog on the course would be a very real danger to Eyston."*

Presumably this request only applied to dogs, which stood taller than  $5\frac{5}{8}$  inches!

In the event, sheets of water lying on the Pendine tidal flats retarded the MG during the timed runs, and Eyston achieved a mean speed of just 118.39mph.



## K3003 RECREATED IN MINIATURE



Notes and photos by Philip Bayne-Powell

This 1:24 scale model kit by Wills Finecast was given to me many years ago and the assembly began. It is mainly made up of white metal castings, which needed quite a lot of cleaning up before being fitted. However, progress was quite good until it came to a halt when I got to the rather difficult assembly of the wire wheels and it then took a back-seat to other activities.

Generally, the body went together quite well in the early stages, but became difficult later on. The wire wheels have to be made by threading wire through the rims of the wheel castings, which isn't easy, as they suggest that it is done in a continuous run. However the wire is difficult to keep in the slots while it is returned to the other side, so I broke it down into short runs while super gluing the wire in place after about four turns. The end result looks very good and is worth all the effort. The wheels were then painted before the separate tyres were fitted – these being a lovely item with nice side detail but just grooves for the tread.

The wheels needed to have the backs of the casting filed down so that they fitted under the wings, as they were sticking out otherwise. The tiny hubcaps had to be drilled out to fit the stub axle, and superglued in place. Once the main body was together it was spray painted with an aerosol car paint; the separate wings also being painted at this time. Any areas that were missed by the spray were filled in with a touch-up brush using paint sprayed into a tray.

The leather items of the bonnet strap and spare wheel strap were carefully painted brown, ensuring that none got onto the already painted bodywork. Where items are to be a chromed finish, such as headlights, windscreen etc, these were cleaned up and buffed up with fine emery board.

The windscreen has to have its Perspex glass fitted very accurately, cutting out the shape and testing it for fit a number of times; also the same applied to the headlamp glasses, which were even more fiddly. They were secured with a very small application of Evostick, which doesn't tarnish the glass which superglue does – any excess can be carefully removed with a sliver of soft wood (Balsa or similar).

The instruments come photocopied and are fitted to the back of the cast dashboard, but can hardly be seen. Most of the fittings can be fitted with superglue, which is good for small contact areas. The headlights fit into slots in the wing stay brackets and need to be fitted with a gap filling superglue.

One error is that the spare wheel mounting isn't right, as they show it fixed with a spinner like most Triple-M cars, so I made up the correct strap fitting which finishes the back off much better. There are cast number plates supplied, but I finished them off with the registration number of my old K3003, JB 1475, using waterslide transfers.

The car was finished off with a scale driver, and I am very pleased with the finished article, even though it has taken quite a time to finish. Wills Finecast don't seem to exist anymore, but R.M.Toys seem to offer the kit or else it might well be found on E-bay.



Left: The real thing shortly after completion with Philip and Len Goff (on right). Len made the timber frame for K3003 using patterns obtained by Philip via Gary Schonwald who had access to the Otto Stone car in the USA.

Right: Front view of the completed model showing the characteristic number plate.



A truly historic photo supplied by Philip Bayne-Powell showing George Eyston re-united with K3003 at Brands Hatch in 1975.



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## **Correspondence: A “first” for an Aussie J3. From George and Marguerite Morgan**

Hello All,

Last Sunday (17th May) was the first day we were allowed out to travel locally and recreationally after 3 months of “stay at home” Covid 19 Lockdown.

J3 – 3756, the world record breaking car (when driven by George Eyston, Bert Denly, and Tommy Wisdom) powered and wound its way up to our son Dave and his wife Sarah’s mudbrick mountain retreat up past Licola in Victoria’s remote high country. You may ask why this is another world first? Because it’s the first time in world history that the J3 has powered its way up to this remote mountain Retreat!!

The 60 kilometres of winding road up to Licola requires spirited driving with continual use of throttle, brakes and steering wheel and is a spectacular run that was accompanied, from the occupant of the left seat, with what I think was something like “slow down” but it was a bit difficult to hear exactly over the music of the J3’s exhaust “symphony” ?? Later, following safe arrival of car and driver (Marguerite having got out and walked the very last part of the climb which was a gravel track hill climb to the retreat) I think there could have been something said about the need for hearing aids but I was not sure about that either as I couldn’t quite hear. Anyhow, hope you are all OK and safe from this nasty virus.

Best Regards to all, from George and Marguerite Morgan



Above:  
Dave and Sarah Morgan with J3756 at the top  
of the climb.

Right:  
George Morgan and the J3 pictured at Kimber  
House in 2019 during its European tour.



## SEEKING INFORMATION:



*Thanks to William Opie, this period photo of a PB appeared on the Forum with the following information:*

This photo was given to William 30 years ago by an engineer friend called Peter Marks who worked on the car in the 50's. William was told that the owner was also called Peter and that the finish was metallic green. Notes on the reverse provide further details: "*fitted with Centric supercharger and used by previous owner in speed trials*".

Peter Marks, who passed away 10 years ago, was obviously an interesting character. He worked on Spitfires based in Africa during the war and had tales to tell about building a scooter using an aircraft tail wheel and how they would enlarge bolt holes on Seafires to stop the wings moving! More prosaically, he helped William with most of his Triple-M engineering at the time.

*Although many of you will have already seen the posting, I felt it warranted a place in the Bulletin and that the extra exposure might elicit some extra information about this car and possibly find out it's fate. A note from Dick Morbey, the PA/PB Sub-Registrar, states that car is not recorded on the Register Database. However, Kevin Atkinson from New Zealand was able to report that the car is still registered with DVLA so there is hope that it may still be out there somewhere and we would welcome any information on the past history of the PB and it's current whereabouts. My feeling is that the photo shows the car in France (or elsewhere in Europe) and therefore may be a holiday snap. I am hopeful that one of our observant and many-talented readers may be an expert on horse-drawn farm carts and able to identify the country from that!*

## Parts for Sale For Sale and Wanted:

Martin White has the following parts for sale:

3" Smiths Chronometric Rev Counter (would convert to Speedometer)	£300
2 no. 3" Octagonal Bezels. Each	£10
11/2" Oil and Ammeter Gauges – not original.	£10-£30
PLC Ignition/Light Switch for use with 2-brush Dynamo	£40
Octagonal Instrument Panel, genuine/re-chromed. Would suit J-type, etc.	£60
Horn/Dip Switch	£40
Lucas Wiper Motor. New 6 volt	£75
Lucas Wiper Motor. Used 12 volt	£45
Pair Chrome "D" Lights with bar and new stainless back-plates and double-filament bulbs.	£80
Pair Lucas 8" flat glass Headlamps with Biflex bars; good alternative to Rotax.	£240
Pair Lucas 8" curved glass Headlamps. From TC but will work on P-type if you are stuck!	£240
Pair Lucas 7" flat glass Headlamps. Good alternative for M-type.	£140
Lucas Altette Horn.	£50
Set Door Hinges for J2	£50
Set Side-screen Sockets for J-type	£30
2 Side-screen Sockets. Possibly M-type.	£5
1 no. Spring Shackle Bolt – new. Possibly M-type.	£10
4 relatively new Exhaust Valves, circlip type for J2, etc.	£40
Blanking Plug for Rocker Box. J2, etc.	£5
Blanking Plug for Starter Inspection hole. J2, etc.	£5
1 only Bulkhead to Firewall Support Tube.	£10
2 no. P-type Running Boards.	£75
Front Chassis Cross-tube.	£25
P-type Bracket to support Lamp Brackets – behind radiator (3-piece).	£30
P-type rear metal Body panel – from door to door for use as pattern or repair. Free if collected.	Free

Martin White is seeking the following:

Car Dealership Plates:

- Knott Bros. Black and Chrome.
- Jack Rose. Oval white (plastic)
- Smith Autos Croydon. Style not known.

Contact details for Martin:

71 Deepfield Road, Bracknell, Berks. RG12 2NN  
tel: 01344 424258.

## Technical:

Martin White (01344 424258) has raised the following question:

Does anyone know the depth of a J2 Combustion Chamber and how much can be removed? The dimension for the depth of the head does not help as this particular head is “fatter” than standard for some reason.

## Snippets: Triple-M Newsletter May 1964

D-type for Sale.

“D-type. Much work done, including complete chassis restoration, reset springs, rebuilt back-axle, king pins, track-rod ends and very much more restoration and chroming. Any reasonable offer”. John Scott-Haggert (MMM 263) 86 Kings Road, London Colney, Nr. St Albans, Herts.”

*The pencil notes, presumably added by the Registrar at the time, state that the car is D0253 JW 1214. Assuming that this is correct, then it is the very well known D-type now owned by Bill Grayling which is often seen at Pre-war Prescott.*

*Bill, along with Ted Hack, has done so much to raise the profile of D-types over the years and his car is a great example of it's type. Interesting that the car was a comparative youngster of 32 years at the time of this advert and, 56 years later, it is still in its prime!*



D0253 in the line-up of D-types at Pre-war Prescott in 2016



## Technical: Carburettor Trouble Part 1: Martin White

### Symptoms:

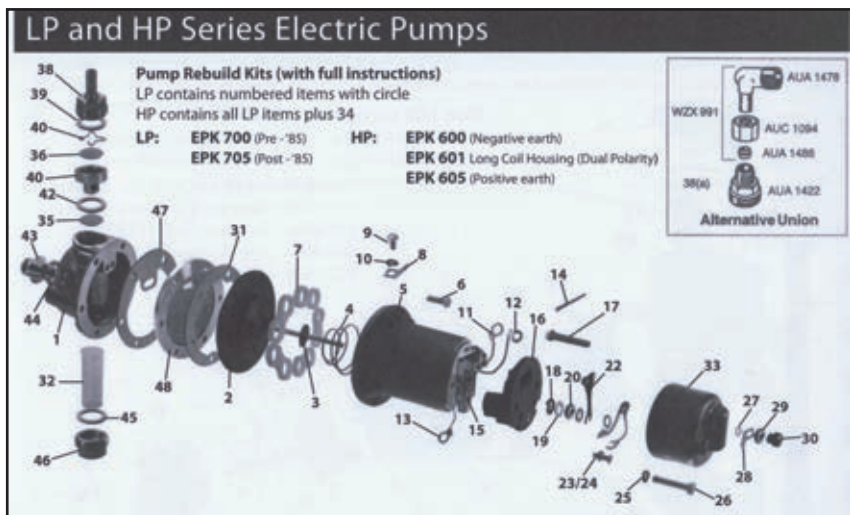
Excessively high level of fuel in the float chamber leading to rich mixture and/or float chamber flooding.

### Solution:

If the needle valve and cut-off lever are ok and the float is not half full of petrol, the problem could be the petrol pump.

There are two distinct types of SU petrol pump, the high pressure models and the low pressure ones. The HP pump should go at the rear of the car and “push” petrol through to the engine whereas the low pressure pump should be at the front and “suck” the petrol towards the engine.

The pumps look the same and all the parts are interchangeable. The problem is that a J2 pump can be overhauled using the electrical bits and diaphragm from an MGB and, unless you know the difference, then the problem arises of having a HP pump at the front of the car and that can override the cut-off valve mechanism causing an excess of petrol in the float chambers.



The only way to check if this “cock-up” has occurred is to dismantle the pump. Undo the six 2BA screws and “split” the pump into the two parts. Unscrew the diaphragm taking care to count the exact number of turns so that it can be reassembled exactly as it came apart, otherwise the adjustments will be lost and it won’t work. Catch all the “washers” and the return spring. Examine the spring to determine if the pump is high or low pressure.

The LP spring (for front-mounted pumps) has 4 coils and is noticeably softer than the HP spring that has only 2 coils.

This check does not take long and the only tricky bit is getting the thread of the diaphragm spindle to re-engage when reassembling the pump.

And a brief note for those with a rear mounted pump and inadequate fuel flow. That Morris 1000 pump you have used is low pressure and needs the stiffer coil return spring to convert to high pressure.

*Martin advises that, if you do have the wrong spring, he has a few spare LP springs; make contact with Martin at the Mattingley MMM lunchtime meeting when they re-commence. The SU (Burlen) catalogue lists the AUA25 pump and EPK700 repair kit for all Triple-M models from M-type onwards.*



Another reminder of what we are missing, from the only outing for Triple-M cars so far this year: Andy King's smartly turned-out KN (KN0342) circulating at Goodwood during MGs-on-Track in February. Photo: Colin Murrell

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## **A V8 TRIPLE-M ENGINE**

### **A further exploration by Bob Milton**

Readers of the April-May 2020 edition of the Bulletin may recall that I finished my short article by comically saying that I was off to find that V12 twin OHC Triple-M engine that I had read about somewhere. Well actually, there is a V8 engine, utilising major parts from a Triple-M engine, that is now competing in VSCC events. The engine was conceived and built in 1933 and used in the Harker Special.

Edmund and Ronnie Harker were brothers who, as apprentices at Rolls Royce in the 1920s, built an Austin 7 that was fitted with an Amhurst Villiers Roots supercharger developing 60 B.H.P. Using this arrangement, Edmund was successful in setting some Class H records for the standing start mile and kilometre, beating the Works Austin team in the process who had established the records a fortnight previously.

This special then developed into the Harker Special utilising two Austin 7 blocks fitted with aluminium heads all on a common crankcase forming a 20-degree V8, an arrangement that became the subject of a successful patent and even led to interest from Sir Herbert Austin but was not taken up due to the manufacturing cost. Edmund then left Rolls Royce while his brother transferred to the Aero Division where he became a test pilot and was involved in the fitting of the Merlin engine into the Mustang fighter plane.

Edmund, now seeking to further increase the potential of his 1.5 litre twin crankshaft eight-cylinder special, went to see his friend Cecil Kimber who supplied him with two J4 cylinder heads fitted with the standard MG camshafts and valve gear. The camshafts were driven by an exposed duplex chain that only required occasional greasing. Fitted with the Villiers Roots supercharger giving 16lbs/sq.in. manifold pressure, Edmund achieved a win at the 1934 Whitsun Brooklands meeting in a Mountain Handicap and setting fastest lap.

With the advent of the ERAs in the 1500cc class the Special was becoming less competitive so the decision was made to reduce the capacity to be suitable for the 1100cc class. This was achieved by becoming, for its day, one of the first over-square engines having a stroke of 55.25mm and a bore of 56mm.

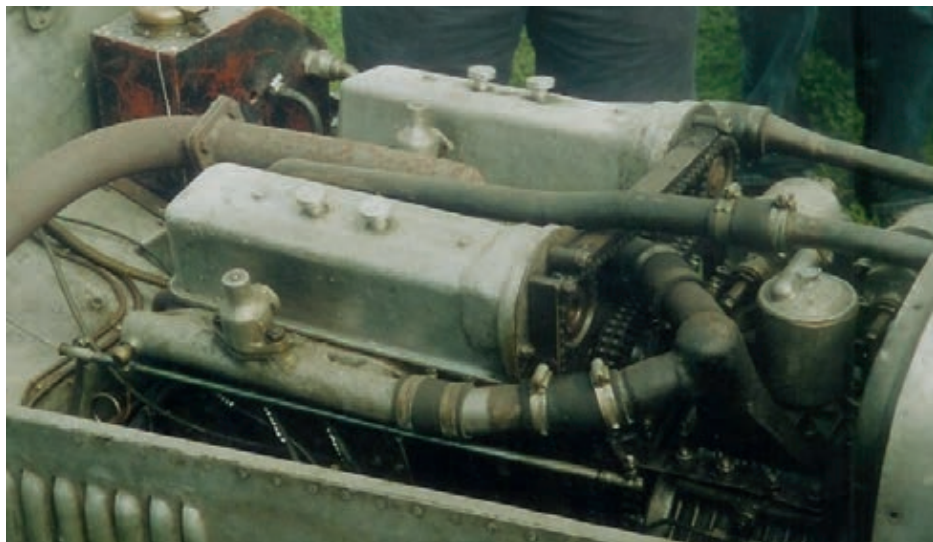
The Villiers supercharger was replaced by a Zoller M160 compressor which is where I got involved because I had one of these Zollers which, according to Promeroy, was to be used on the R-type twin-cam heads. Consequently, I contacted Edmund in the early 1970s to learn about these units. He advised that he rebuilt the Zoller in the Leaper Street premise in Derby used by Michael McEvoy and, apart from increasing the running clearances and providing a simplified oiling system, the unit had never been stripped down or gave any problems. As an aside, how Pomeroy thought this size of supercharger would benefit the R-type I don't know, as this was the sort of size supercharger used on the ERA. However, in the Harker driven at half engine speed, giving about 30 lbs./sq. in. and running on methanol, the engine was bench-tested to develop 160b.h.p. at 7,000 r.p.m.



I think this outcome is a remarkable achievement and encompasses the very best of the talents of the 1930s builders of specials. It also highlights the remarkable contribution that Rolls Royce made to the engineers of this calibre which not only included the Harkers but also McEvoy and many others in the fledgling car and motor cycle world. This involved not only the training but also officially, or indeed unofficially, as the supplier of many special parts. The latter alluded to in the often-quoted comment at a Rolls Royce production meeting by a senior manager, which may be apocryphal, that all departments had reached their targets with the output of cigarette lighters exceeding forecast!

**Bob Milton**

*Acknowledgements – The Autocar “Talking of Sports Cars”*



The offside of the Harker engine showing the convoluted plumbing and exhaust arrangements together with the chain drive necessary to accommodate the two J4 cylinder heads and the Zoller oil supply tank.

*By a happy coincidence, I spotted this McEvoy Special in Gavin McGuire's advert as I was editing Bob's article that appears here. I was intrigued to read that the car (a 1932 Jensen bodied McEvoy Special Star Comet) was used by Michael McEvoy as a test car for Zoller Superchargers. The photographs, provided by Gavin, show the car with the rather large Zoller supercharger in place and a close up of the mounting position between the chassis. Gavin also sent a copy of a comprehensive article about the car from the July 1986 issue of Classic and Sports Car; this is worth hunting out as it has some fascinating details. Restoration began in 1965 when the car was spotted in an Estate Agent's window by Jeremy Collins with a price tag of £600. In due course the car changed hands for £40 but without supercharger. Eventually, a "new old stock" genuine Type M 160 Zoller was obtained in exchange for an Austin Taxi meter from a gentleman in Holland who had bought the unit from Michael McEvoy in 1936 to go on a Ford V-8 racer but never used it!*



## **Correspondence: Life after Covid. From Bob Walker**

*As a happy contrast to the reflections on what might have been in this issue, I was delighted to receive this email from Bob Walker which arrived just in time to brighten up this edition of the Bulletin. How nice to see Triple-M cars out and about in spite of all the restrictions we have, reluctantly, become accustomed to...and the hardy Yorkshire folk braving shorts in June!*

Greetings Digby,

I wondered if some photos from current Triple-M life might come in handy. Last Wednesday, I had a photo opportunity here when several MG mates turned up and we had an informal little run.

Present were Adam Forster (J2) along with Mark Boldry in another J2 and Richard Hardy in his. Nigel Wilson's gorgeous VA is in front of my car in the photos. Adam's J2 is featured in Cat's piece in the July issue of Safety Fast where there is a photo of a very young Adam in the car with his Grandad in 2008.

By coincidence, Mark Boldry's Mum and Dad feature in the SVW Register piece in the aforementioned Safety Fast.

On Tuesday the visitors were Judith and Tony Margel in their their M-type; not my best photo but good to record another sign of Triple-M life after "lockdown".

**Bob Walker**







The informal gathering of Triple-M cars, plus an SVW interloper, at the Walker residence, all as described in Bob's letter opposite.



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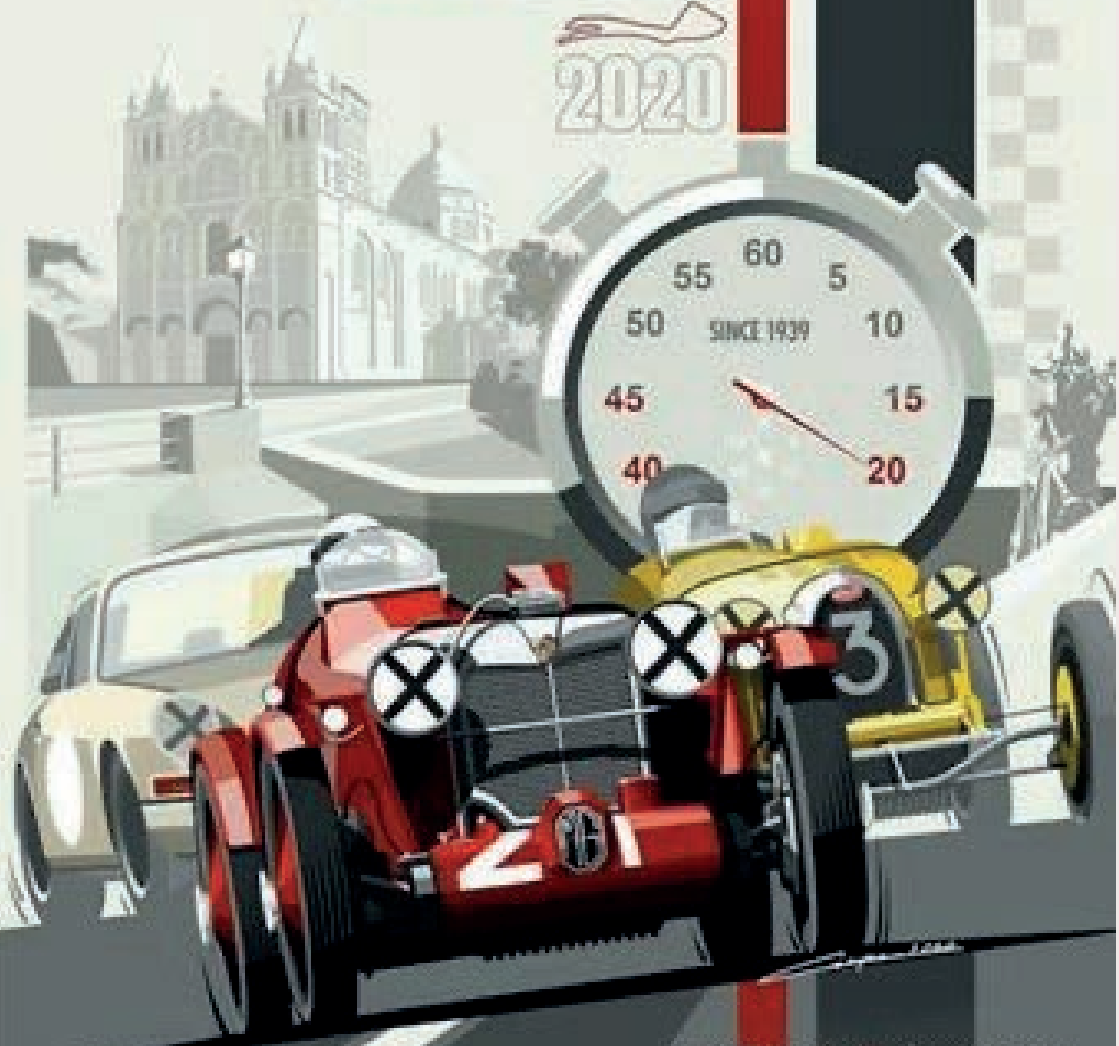


In Bulletin 113 I promised more photos of PB0660 once the body was finished; I have selected these two which show the special bodywork to great effect.  
Photos by Mike Pancheri

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