

TRIPLE-M REGISTER BULLETIN

June/July 2021



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The Triple-M Register 2020 Yearbook



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- A bit of Cream Cracker history
- The life and times of Doreen Evans
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BULLETIN No 121 June/July 2021

Front Cover Picture:

Andrew Fock in PA1294 competing in the Winton Historics Race Meeting in Australia in May 2021. Photograph supplied by Robin Page Photography.

Editorial:

Celebration of the 60th Anniversary of the Register will, of necessity, be muted for obvious reasons but, as the country gradually emerges from Lockdown there will be opportunities to celebrate. I would like to record these in the Bulletin so if you are involved in any ad-hoc celebrations or gatherings please let me have details.

I have recently had the opportunity to see Philip Bayne-Powell's "Autolog" which records his early MG experiences and, incidentally, serves to demonstrate how far the Register has come in the



last 60 years. The following extract comes from 1963: *"The Triple-M Register list has arrived giving all the cars, chassis and engine numbers, bodywork and owner. Most interesting with about 200 cars – 12 pages full."* I hope to be able to delve deeper into Philip's reminiscences and feature some extracts in future issues.

Moving forward a quarter of a century, the 1988/89 Yearbook Editorial has a more familiar ring: *"In recent years falling attendance of Triple-M cars at gatherings, in particular race meetings, has been attributed to a variety of reasons, not least being the growing value of 'our' cars. With this thought in mind, how refreshing it has been at a time of record breaking prices of early MGs, for a reversal of this trend. The 1988 MG Car Club Silverstone saw a sight which many of us thought we would never ever see – two full grids of Triple-M cars. As it turned out the races were appropriately won by long standing and loyal supporters of the Register, Mike Dowley and Barry Foster. However, in a way a greater regard is due to all the other competitors who have resolved not to tuck their valuable assets away, never to be appreciated by others, but to get out and enjoy themselves"*. Later in the Yearbook, Mike Linward's 1987 Competition Report (yes, the same Mike Linward who is still preparing reports for the Bulletin and Yearbook 34 years later!) reports an entry of 27 cars for the Mary Harris Race with one Jeremy Hawke being a non-starter in father Mike's K3 due to a bad oil leak. By comparison, this year's Mary Harris Race witnessed a very creditable 25 cars lined up for qualifying; a report will appear in the next issue.

And finally, to prove that normality is returning, I would draw your attention to the notice elsewhere in Bulletin that announces the very welcome return of the Summer Gathering in July and to let you know that the 2020 Yearbook is now available from the Library. Copies will also be on sale at the Summer Gathering and at Pre-war Prescott.

Digby Gibbs

Chairman's Jottings By Jeremy Hawke

Welcome to the latest edition of the MMM Bulletin. As I write, it seems that we are all poised in the starting blocks, ready for the off. By the time you all read this, the Government will have made it's decision regarding lifting (or delaying) the final remaining restrictions on social gatherings here in the UK; only then will we know whether this summer's MMM Social at Farnham Royal (Bucks) can take place.



The Summer Gathering has been run for many years by the Green family in Peter's "back garden" and, following Peter's passing last year, Elizabeth & co have stated that they wish to continue the event. It has always been very well supported and, in normal years, has attracted a solid presence of European and overseas visitors who treat it as part of their "holidays". These things tend to start small and evolve over time or they fade away because some other event comes along that clashes. Elizabeth fits this one in around the likes of Pre-war Prescott (somewhat less movable) to help members plan.

There has been recent chat on our various sites about staging events further North; well why not I say? For as long as I can remember, this has been a regular topic of discussion and the Committee is very open to suggestions. From personal experience I know that J2396 lead a somewhat nomadic life from the 50s right up to the 80s before her owners' work settled in the Bath/Bristol area. During that period, MMM representation in Barrow-in-Furness and Scotland was less than it is now (although a minor outbreak of "J2 Fever" did seem to occur in Scotland during her stay there when others saw how much fun they were...). However, events don't just happen, they need someone to get them up and running and, of course, it helps a bit if that person, or group, is local to the area. I am pretty sure that a social event of some sort away from the South would be viable if a date was carefully selected so as not to clash with any "big" existing event, have plenty of space for the cars, the facilities nearby for those overnighing, food/refreshments (obviously) and maybe a little additional interest. What say you chaps?

On that note and, without waffling on any further, all the best and I hope to see you all soon....

Jeremy Hawke

Stop Press: 15th June 2021

The Bad News: The Government decision to extend the lockdown restrictions has hit two of the most popular social events for Triple-M owners; the Summer Gathering and Pre-war Prescott.

The Good News: Thanks to the fortitude of both sets of organisers, these events have been postponed rather than being cancelled. Pre-war Prescott is now scheduled for the weekend of 11/12 September and the Green family are hoping to hold the Summer Gathering during August at a date to be confirmed. Watch the Register Website for further details.

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Secretary's Update

I am penning these notes on the last day of May. The unseasonably wet spring is giving way to a sunlit summer and we can perhaps all look forward to the opportunity that it offers for many of us to emerge from a period of enforced restrictions, but now with a greater degree of optimism.

To your credit, many of you have already broken free of the potential institutionalisation that could have come with Covid restrictions; the competitors have been racing and hill climbing; ad hoc gatherings and tours have been taking place; and there is more to come.



Elizabeth Taylor and family are pressing ahead with the Summer Gathering on 4th July, thereby maintaining the Green family tradition. The Stilton and Pork Pie tour is ready to roll later that month and the Vintage Minor Register's Pre-war Prescott event is firmly in the calendar. That same weekend the racers will be competing at Donington, so since we have yet to master the art of being in two places at once, the Register's presence at PWP will be courtesy of Ted Hack's D group marquee, which will be a popular meeting place where we hope to have the newly published 2020 Yearbook on sale.

(If you are unable to get to Prescott don't despair, the yearbook can be purchased from the Register library. Richard Stott will be happy to take your orders any time!)

By the time you read this note the committee will have had its usual quarterly meeting; I daresay we will be expending time and effort on issues involving particular cars and their IDs, as well as the perhaps more pleasurable subject of planning events for the current and future years. Also on the agenda will be discussion about the services and support that members can expect to receive not only from the Register but all those involved in what might be termed the 'supply chain' of stalwart suppliers that we all depend on.

We will have resumed our occasional online zoom natters. We plan to make these a regular feature which may very likely continue even after the Covid nightmare has passed into history. It's a very effective way of linking people up across country and continents. There is no set agenda, a free and easy face-to-face exchange of opinions and views is the order of the day – many of you have said that it's better to talk in this way rather than declaiming on the Forum. I could not possibly comment on that!

For those of you who want a rather more formal framework for sharing your views, our Register AGM for MGCC Members will be taking place a little later in the year – date and details to be advised.

After a period of “organisational turbulence” the new MG Car Club board is now ever more focused on providing service and support to Members. The admin team at Kimber House is being re-energised, so that facilities such as access to the historic factory archive information will shortly resume. Triple-M cars' significance in MG history is of huge importance to the Club. One item on the boards 'to do' list is the safeguarding through digitisation of the aforesaid factory records. A prototype project to scan and maintain digital records for the Vintage Register cars – admittedly there are fewer of them than triple-Ms – was completed just over a year ago and we are hopeful that our records may be next in line. Watch this space!

For many of you the information available from the archives, as well as records that we ourselves hold, is a valuable resource in tracing your car's history. I've been struck by how very many restoration projects have come to fruition recently (what, as well as all the gardening and decorating of the past year?!) - and there has been a steady queue of applications passing through us on to the DVLA to license these cars for UK roads. The digitising of the factory records and our ability to have direct access to them will be hugely helpful in this process and will save much time and effort compared with having to work within the current system!

Don't forget that our Register is run by a team of unpaid fellow-enthusiast volunteers. Please keep this in mind when accessing our services although we will always do the very best we can to help owners quickly and efficiently. By the same token if anybody would like to put something back to assist our team by offering us the benefit of your knowledge and experience, we would love to hear from you!

The future is bright – happy motoring!
Dick Morbey

Correspondence: Brands Hatch 1975 From Patrick Gardner

I have read with interest the Bulletin No 119 which is excellent, however I believe there are two errors that both involve myself and thought that you might like to know.

The first is on Page 12 which has a picture that purports to be myself leaning over MG 2537 (JO 575). My name is Patrick Gardner (not Gardener) but this is a trivial mistake. However, I have never owned that car or seen it and do not know who Allan is.

The second error is more important and takes up the Centre Page of the Bulletin depicting the MG celebration at Brands Hatch on the 27th of April 1975.

The MG on the left, registration number visible as AEV 652, started out life as a standard MG J2 (J2988) and was previously owned by Mel Jones. Mel was good friends with Mike Hawke when, I believe, they both worked for University Motors where there were a number of J4 spares left over which they were able to buy and thus transfer onto AEV 652 to make a Replica J4. However, the engine was "bored" out to 939cc whereas the genuine J4s were 750cc plus a supercharger. AEV was also fitted with a supercharger and was very fast and competitive, as were the genuine J4s.

Eventually, in the early 70's, Mel Jones sold me AEV 652 together with all its spares and I continued to race it successfully for around 30 years and won the MGCC Mary Harris Trophy at Silverstone.

Reverting back to the Brands Hatch Race Meeting in 1975, as depicted in the photo, it is me sitting in AEV 652. This was one of my first races in the car but sadly I over-revved the engine at the start and then burnt out the clutch on the first Lap and retired!

I have found my copy of the Official Programme of the Brands Hatch Meeting and on page 4 Event 2 I am listed as number 30 driving "MG J4" This should read J4 Replica or, more correctly, as a J2 supercharged Special!

Patrick has kindly supplied me with the original of the 1965 programme and the table for Race 2 is printed opposite: some interesting names and cars feature. Patrick has also located a number of other MGCC event programmes which I will feature in future issues. Incidentally, J2988 was one of the earliest cars on the Register (No.6) and Mel Jones is listed as the owner in the original printed Register of cars.

Handicap Race for Pre 1940 Cars

EVENT 2

10 Laps

Scratch Start Calculated Results

No	Entrant and Driver	Club	Car	cc
29	Alan White	MGCC	M. G. P. A.	1250
→ 30	Patrick Gardner	MGCC	M. G. J. 4	939
31	Andrew Smith	MGCC	M. G. P. B.	969
32	Anthony Dolton	MGCC	M. G. J. 2.	939
33	John Wilkinson	MGCC	M. G. J. 2.	850
34	Colin Tieche	MGCC	M. G. Midget	1286
35	Philip Bayne-Powell	MGCC	M. G. K. 3.	1087
36	John Kirby	Vintage Sports C. C.	Austin Sports	748
37	Michael Stanley	MGCC	M. G. P. B.	939
38	Nigel Musselwhite	MGCC	M. G. Ex 120 Replica	749
39	James Warne	MGCC	M. G. K. 3. Replica	1287
40	Tim Hunt	MGCC	M. G. J. 2	847
41	William Barbet	VSCC	Austin 7HP	747
42	Paul Street	MGCC	Triumph SS	3485
43	Nick Taylor	MGCC	M. G. T. B.	1466
44	Dudley Pinney	MGCC	M. G. Midget	847
46	Paul Halfpenny	VSCC	Alvis	3571
47	James Crocker	VSCC	Lagonda	1232
48	David Taylor	AMOC	Aston Martin	1495
49	Dermot Reynolds (1st Res)	MGCC	M. G. J.	847

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....
6th.....	7th.....	8th.....	9th.....	10th.....
Winner's Time				Speed.....
Fastest Lap: Car No.....		Time.....	Speed.....	

LAP RECORD

Andy McLennan (1286cc M. G. N.)

Race Record: Andy McLennan (1286cc M. G. N.)

secs	mph	date
63.8	69.97	28.4.74
	67.56	28.4.74



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3 - 2 - 1 – GO! TRIPLE-M RACING RESUMES VSCC Spring Start Silverstone: 17th April 2021

Notes by Duncan Potter; Photographs by Colin Murrell.

And so, in spite of world events, the racing season started at the “picturesque” concrete Northamptonshire circuit care of the Vintage Sports Car Club. Team MG consisted of fourteen Triple-M racers who arrived to take on a mixed field of VSCC machinery on what proved to be a dry and almost pleasant Spring weekend.

It was a warm welcome back to Andrew Long (N-type) and Mark Daniell (Q-type) who had both made their Triple-M racing debuts in 2020 and must have enjoyed themselves. Also returning, after a break necessitated by supercharging equipment repairs, was Nick Hayward-Cook in his very pretty J2 racing Special.

Practice sessions were duly completed with only one real incident to report. Unfortunately the Montlhery Midget, piloted by Emma Potter, had a ‘coming together’ with a very much larger veteran machine. Neither driver sustained any injury but the little blue Midget was, sadly, damaged beyond the point of being able to participate further in the day’s events. Disappointing and a little spooky for Mrs Potter, but, she will be back! Meanwhile Mark Daniell was struggling to coax the Q-type into top form; I suspect this is an occupational hazard with such a highly tuned, and historic, piece of machinery. He was joined in post practice repairs by Simon Jackson who had a broken oil drain pipe that needed attention. The result was a satisfactorily repair that, if memory serves correct, did not involve the driver needing to become too heavily involved at the oily end of things.



**Top: Oliver Sharp in his N-type Special
Centre: Andrew Long in the N Magnette had a successful day
Bottom: The Painter family convoy with Harry on his way to a well
deserved 1st in Class in Race 1**

And so, to the Racing:

Race 1: VSCC Specials Race for the Silverstone Trophy

This new initiative, the brainchild of our own Nick Hayward-Cook, has been set up to encourage all owners of cars designated as Specials to enjoy their own series as points are accumulated over the season. A splendid initiative that was very well supported with a capacity grid of more than thirty cars. Leading the MGs home was Harry Painter in his P-type racer, expertly driven as always, arriving home in fourth place.

An impressive result when one looks at the quick end of this particular grid. Charles Goddard was not far behind finishing in a very creditable, sixth place. Andrew Long was lapping very confidently in his N-type and was clearly enjoying getting to know the feel of the car and starting to explore its potential further, coming home mid-table. The next of Team MG's woes did not wait until later in the programme to appear with Race One seeing three non-finishers; Mike Painter, Oliver Sharp and Nick Hayward-Cook joined each other in the Not-Classified category with front axle, magneto and supercharger issues respectively.

Race 4: Handicap Race for Pre-war Cars

With Emma Potter unable to start it was left to Team Cream Cracker comprising Richard Frankel and Andy King, along with Charles Goddard, to take on and elude the handicappers. Richard Frankel did well to hold his position as the quickies tried to make inroads; entering the penultimate lap in second place he was unable to hold off the pair of Riley Brooklands that came through on the last lap to take Silver and Bronze medals.

The result, a 4th overall for the first of the Cream Crackers with Andy King slightly lower down the finishing order. Starting at the back of the grid, Charles Goddard recorded the fastest lap of the race as he tried valiantly to overhaul the grid in the five laps allowed; a tall order that resulted in a 7th place finish.



Race 6: Fox and Nicholl Race for Standard and Modified Sports Cars – The O.D.M. Series

There were fewer MGs than usual in this year's race. The Potter C-type was side-lined and Mark Dolton was having issues with the PB's electrics; this resulted in Simon Jackson recording the top MG finish in 19th place. Chris Edmondson was going well in his D-type until he had traction issues resulting in his retirement. So here ends the lesson for this year's ODM opener; an encouraging start with a grid of cars that appear to be getting quicker every year.

Race 8: Handicap Race for Pre-war Cars

With his oil circuit now repaired, Simon Jackson joined Andrew Long on the grid for the second of the day's handicap affairs. Both drove well with very consistent lap times. By the end of the third lap Simon Jackson had worked his way up the order and held second place but, ultimately, the handicapping proved to be too big a challenge and the quickies took over in the closing laps. The blue PB finished in seventh place with the Andrew Long's racing N-type coming home in twelfth place. There was some consolation for Nick Hayward-Cook who secured second spot in his reserve (non- MG) car, well done.

Race 10: Allcomers Scratch Race

Saving the best until last saw a terrific grid of thirty one cars line up for the final race of the day. With a grid including ERA, Bentley and single seater chain driven cars, our duo of David Cooksey and Mark Daniell took to the track with only 1500cc between them. The two ERAs led proceedings from start to finish but I am sure were just waiting for the Daniell's Q-type to hit top form and reel them in. It was not to be as the Q continued to run slightly under par and retired after nine laps. It is still early days for "Team Daniell" but they know what they are doing and will have the car flying for us all to enjoy on many more occasions to come. Meanwhile the ex.Goldie Gardner Montlhery Midget was powering around the circuit in the hands of David Cooksey. The little black Midget ran out of time to worry the ERAs, but with a couple more laps the result may well have been different. Cheered on by the MG fan club at Copse the car finished at the latter end of the results, but in front of the ten cars that did not finish the race.

So, finished an eventful and most enjoyable race meeting. More repairs than usual are required but hey, that's racing.....

No	Driver	Car	Results
37	Oliver Sharp	N Special	
72	Mark Daniell	Q-type	
78	Emma Potter	C-type	
95	Mike Painter	Kayne Special	
104	Dave Cooksey	C-type	
106	Chris Edmondson	D-type	
108	Nick Hayward-Cook	J2	
109	Andrew Long	N Magnette	2 nd in Class Race 1
114	Charles Goddard	PA-PB	2 nd in Class Race 1; Fastest Lap Race 4
123	Harry Painter	PA-PB	1 st in Class Race 1
124	Mark Dolton	PB	
129	Simon Jackson	PB	
135	Andy King	PB Cream Cracker	
142	Richard Frankel	PB Cream Cracker	4 th Overall Race 4
178	Duncan Potter	C-type	

Honourable mention to Register Librarian Richard Stott (PA), Andrew Isherwood (PA) and Mike Stringer (M-type) who took part in the Autosolo that was held on the same day. Unfortunately, Colin Murrell was unable to cover both events but Rich has provided some notes and photos which appear on page 16.



Mark Daniell in the very purposeful looking QA0251

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AUTOSOLO AT VSCC SPRING START: Silverstone 17th April 2021 Report and Photos from Rich Stott

They say that for an Autosolo there is no need for reverse gear; sounds fun, just hoof it and what could possibly go wrong?

The morning greeted the forty odd cars and competitors with not a cloud in the sky. Alongside the encampment used by Triple-M racing team to fettle their cars, cones had been set out with the promise of cars running along-side each other on two identical circuits. Later, a third circuit with both sides joined through a gate would finish the day. Sadly timings did not quite work out to provide car car action, but it did not detract from the spectacle.

After each car had completed two runs of a test, any surviving cones would get shuffled around to keep the grey cells working. Note: it makes a hell of a racket when you hit one at speed and it throws your concentration out so do try to avoid them if you can.

A buzzard was circling in the mid-day sun looking for expired competitors who had not survived the pre-test walking of the circuit; an almost surreal scene with 40 or so grey-haired men going around bollards in circles. There followed a mad scramble to get the event done and dusted which had slow cars being caught by the nimble ones on the longer test. Such a shame that the rules forbid overtaking; just imagine Monaco rather than Silverstone!

Three of our cars competed. Andrew Isherwood in his P-type made it all look so easy with his smooth style winning him a 11th in his Class; Mike Stringer in his M-type briefly (most of April) led the cars over 8ft 6ins until all the scoring gremlins had been sorted and he just missed out on a pot in the under 8ft 6in class.

All in all, a fun day but I have to say they lied. I used reverse quite a few times as speed does not improve the turning circle of our cars!

The VSCC provides the following guidance for entrants:

AutoSolo's are 'all forward' driving tests on a sealed surface using numbered markers. As there is no reversing they have been proven to be very popular with the older driver in an older car too. There is less strain on the back axle and creaking necks, and also no need for 'pushers' for those cars without reverse gear. The tests tend to be more straight-forward than traditional tests and are, therefore, less of a memory test. They have also proved to be rather competitive. AutoSolos are also ideal for the younger driver or someone starting out in competitive motorsport. This should be an opportunity for members, of all ages and all levels of experience, to enjoy throwing their car around without risk to rheumatism or transmission!



Top photo:

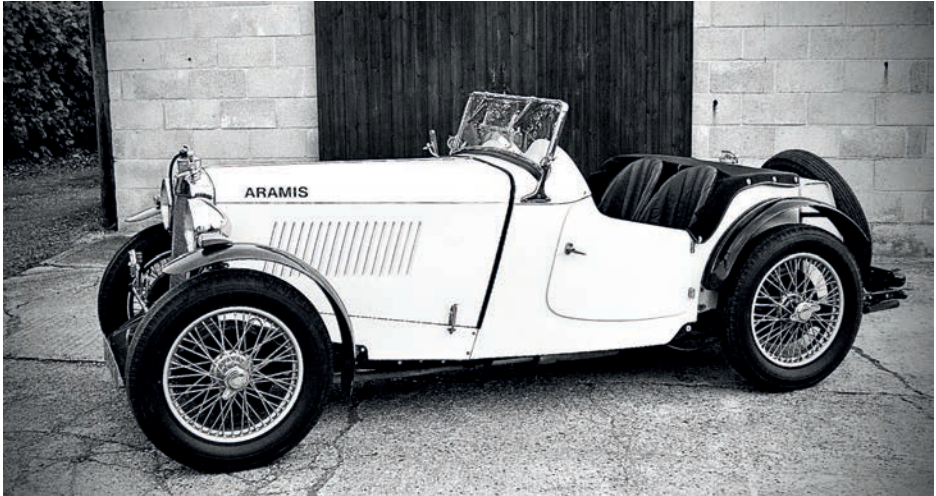
A good mix of cars lined up before the event, including Riley Lynx and Riley 9 Special with Rich Stott's PA behind the Austin Nippy.

Bottom

Andrew Isherwood (PA) looking determined as he lines up ready to start.



A HOMAGE TO ARAMIS:



Colin Henderson Realises a Dream

Colin had promised me this article some time ago but it has been worth the wait; it tells the story of how he was able to create a replica of the car that he had admired for many years. By coincidence, photos of the real Aramis appear in Bulletin 120 when it was in Sweden; the car is now owned by Teifion Salisbury.

This story might strike a cord with some of you:

I am going to tell you a little story and it all starts in 2005! I was just finishing off a total restoration of my J2 (OB 54374) and, knowing that MG Regency Run was coming up soon, I entered it in along with our other J2 (UP 8871). This would mean two more of the family would get in the cars and do the Run.

Well, like all restorations, things do not go the way you plan and there we were, Peter Green and I, at 9.00 pm the night before the Run still trying to tune up and get it running properly; ring any bells to anyone?

So, after working all week long on the car, Peter suggested a cup of tea and while sitting in Peter's kitchen discussing the various problems with the car, we came to a conclusion to put both J2s back together so at least one was available. I should explain that we had removed some of the parts off one to try to get the other running for the Regency Run.

With UP 8871 successfully up and running ready for the Sunday Run, Peter generously suggested I should use his NE (Aramis) and so we loaded it on the trailer and went home with Lesley towing the trailer and me following behind her in the J2.

We set off early Sunday morning and on arrival at Brooklands parked up both cars (J2 and NE) and sorted ourselves out, booking in and having a quick look at some of the other Triple-M cars. On return to our cars I notice some people looking at the program and scratching their heads, expecting to see a J2 and probably not understanding the true identity of the car they were now looking at! As always with these events, you think you have plenty of time before setting off but before you know it you are off! It was a great run down to Brighton and, in those days, Bill Wallis would stop you at the finishing line and have a little chat about the drive and the car. As you can imagine, Bill Wallis knew more about the NE (Aramis) than I will ever know.

Driving through Brighton at the end of the event was not a good idea and the NE started to over-heat, oil-up and lose power which I am told is a common problem. If they ever do the Regency Runs again I would go though Rottingdean which is just up the road and a much better way to get on the A23/M23!

Once we got to the start of the A23/M23 the plugs started to dry out and the car picked up power just as two young chaps pulled in alongside and were suggesting we should get a new car which runs properly! While they were discussing the NE. I put my foot down a bit to see if it would pick up which it did it so I eased back a bit and then tried again. Well, it went off like a rocket and left the two chaps in the middle lane of the road .

I caught up with Lesley who was trailering the J2 and followed behind her, a little convoy up to the M25. A little time later, the two young chaps pulled up alongside again and, looking a little sheepish but I just smiled. That was a great drive back to Peter's house in Aramis and I think I was very lucky; I have seen so many Triple-M cars at Greenacres over the years but my mind would always go back to that trip in the NE, going down the M40 late at night and that wonderful throttle sound. I know, sad or what?

For those who do not know, there were two works cars that carried the "Aramis" name; one is the 1935 Musketeer owned by John Reid and the other is this NE that was the 1934 TT winning works car. Peter and I often discussed the NE which has a straight 6 cylinder non-supercharged engine but still sounded so good. By this time Peter had sold the NE but I knew that NA chassis are rare beasts to get at any time, so that was as far as it went.

A little while later I picked up a L1 (AAE 652) from Mike Dowley; the body was rubbish (wood worm) so my thoughts were that, with a new two seater body, I would be on the road to create a copy of Peter's NE. My wife would probably say that this was a hobby that was getting out of control (three Triple M cars with two J2s in running order and one L1 up for restoration).

However, during this time I met up with Colin Butcher and Mike Hawke who were sitting on the grass banking at MG Live and we had a discussion of the possibility of doing a copy of Aramis on an L-type chassis similar to John Reid's version. This was very interesting, good in some ways and bad in other ways but something got stuck in my mind. Mike said that if you remove the body from the car you take the sole of the car away. Well, I had plenty to get on with in sorting out the engine and rolling chassis before getting round to the body, if you know what I mean.

Time moved on and Mike Hawke's comments haunted me so, to cut to the chase, the L1 ended up as a 4-seater and I now thank Colin and Mike for their comments. During this time, Peter and I often discussed the NE and, at times, comparing a K3 to the NE with Peter supporting the K3 side while I sat on the NE side; no offence intended to you K3 owners!

Then, one weekend while I was still working on the L1 project, Peter asked if I was still up for copying his old NE (Aramis); you can imagine my response. However, I carried on with the L1 in the shed until, about two weeks later, when Peter said did I fancy going for a little drive as he had to pick up some bits and would I like help and I assumed that brawn rather than brains was required and off we went to Sussex. At this point you may wish to look at The Triple-M Register database under chassis number NA0270 as this was purchased there and then, loaded up in Peter's van for the journey back to Greenacres. The chassis remained untouched for about 3 years until the L1 was completed and and this started the first part of my journey to create a replica of the NE that I had driven to Brighton back in 2005.





Some of the components of NA0270 as purchased in Sussex



Those Oil Pressure Gauges... Notes and illustrations by Ted Hack

Standard fitting on the D, F1 and J1 is a 'different' sort of gauge to the normal needle ones whereby a disc turns behind 4 'slots' which go from red to white when the normal pressure is reached. I have always called them a 'butterfly' gauge but I have heard other names used. The Jaeger catalogue for the early 1930s is available on the Internet and page 17 is reproduced here.

OIL PRESSURE GAUGE

52 mm. diameter, with or without side window illumination. Can be supplied up to pressures of from 10 lb. to 160 lb. per square inch, and is finished to exactly match all other Jaeger instruments.

Price —
 0-25 lb. /
 0-40 lb. /
 0-60 lb. 15 /
 0-100 lb. /
 0-150 lb. /

SHUTTER TYPE OIL GAUGE

This instrument has found favour with those who wish to know at a glance whether the oil is in circulation. The size is 52 mm. diameter, and it can be supplied with or without side window illumination.

Price 25.-

DASHBOARD OIL THERMOMETER

A most useful dashboard instrument giving the temperature of the oil. This instrument is soundly constructed, and is supplied complete with tubing, suitable for any make of car.

Price : With 6 ft. Capillary Tubing . . . 25.-

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JAEGER

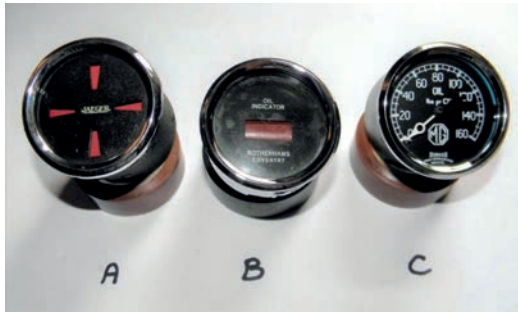
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LONDON, N.W.2.

SOLE AGENTS
GLACSTONE 1128 (LONDON)
TELEGRAMS
JAEGERMETERS, G.O.C. LONDON.

17

Low and behold the correct name is a 'Shutter' gauge. I am sure the four slots are progressive as the pressure goes up but normally this is so quick that you cannot notice it. However, when the engine is very hot and idling one or two slots can start to show ominous signs of red whilst the others remain white, thus showing the progression as the pressure falls!

Unfortunately, because these gauges didn't show the actual pressure many were discarded in favour of the needle gauge shown in the top of the Jaeger page, or something similar. This means that surviving examples are pretty rare although rumour has it that a batch of new ones were made albeit some years ago now.



Before I found an original 'Shutter' gauge, I used the gauge shown as 'B' in the picture above in my car. This was interesting as it was a 'barrel' type which turned from red to white as pressure was reached and seemed the correct pressure for the car and worked well; and was a little 'different'! Popular with many Triple-M owners is the gauge shown as 'C' in the picture – for obvious reasons. However, I am sure it was only standard fitting on the M-type. Why it was not continued on subsequent models is anyone's guess.

I have seen this other gauge (see photo right) on two D-types and perhaps it was Smith's answer to the Jaeger 'Shutter' type as it works on the same principle. The MG factory was well known for using anything available at the time so maybe they had some of both types on the production line.



Maybe the best of both worlds, the photo below shows the set up on D0464; an original 'Shutter' gauge and a modern oil pressure gauge, together with a water temperature gauge, on a supplementary panel.





RX
8623

61



C0253 on the Brooklands banking, 90 years on from its first competitive outing in the 12/12 endurance race.

**See David Potter's report on the following pages.
Photo supplied by Duncan Potter.**

BROOKLANDS 12/12 90th Anniversary: 8/9th May 2021
Report by David Potter
Photos supplied by Duncan Potter

You can wait for ages for notable anniversaries to come around - and then along comes The Plague! As a result of which, so many events have been cancelled that there have been suggestions that anniversaries should be celebrated next year as "Plus Ones ", but that doesn't seem quite right to me.

I was alerted, therefore, by this picture that appeared in the paper at the end of April, showing a re-enactment of a motorcycle record taken at Brooklands 100 years ago. Now, I had thought that the Brooklands site was closed for the duration, so I phoned my old chum Patrick Gardner who is a Member to find out what the score was. Between us, we discovered that Brooklands had actually re-opened about two weeks earlier, but only for outside visiting on Fridays and Saturdays. Numbers were restricted together with all the expected rules and regulations - and some that weren't, but more of that later.



I explained that we had recently completed the restoration of one of The Earl of March's Team of MG cars that took part in the 1931 Double Twelve Race, exactly 90 years ago on the following weekend. So, could we bring the MG down and take a few photos to celebrate the day please?

I suppose one cannot expect every non-MG person to be familiar with their racing history, even at Brooklands. So as there seemed to be a slight hesitation on the other end, I felt obliged to mention that the Earl of March actually won the race, that our car came 4th and that his other MG came 5th, thus gaining him the Team Prize as well.

After several more phone calls and consulting with various different departments within the Museum, we finally arrived at Brooklands on Friday 7th May. This seemed very appropriate as the first fourteen C-types built were finished so that they could be delivered to their new owners in the Paddock at Brooklands in time for Practice before the 12/12 Race which was held over the 8th & 9th May 1931.

We were made very welcome and introduced to the Duty Managers, who explained that we should be able to access the Finishing Straight and the Members Banking around lunchtime. It was mentioned that there is a 10mph limit on the Site and that someone on foot should proceed and follow the MG! Now it has to be said that the Father of the Racing Manager (ie me!) is not all that good at understanding this type of regulation and, at my age, I can at least claim to be hard of hearing! I did weakly plead that this might be a bit of a problem as the MG didn't have a speedometer. This remark was met with a pitying look of complete and utter incomprehension!

However, we did have a fantastic day at Brooklands. It was an extraordinary feeling to know that exactly 90 years ago, to the day, C0253 was on this very spot practicing for the first big race in what was to be the start of a long career.

An extra special dimension was the presence of Jeannie Little, with whom I had been in touch over the "Ether" for the past year, although never met of course due to The Plague. Jeannie is the daughter of Norman Black and won't mind me saying that she knows little of her Father's racing exploits as she appeared in the world after he had retired from the Sport, but is very interested to learn more. Indeed, she was very excited to meet C0253 and Duncan took her for a short spin along the Banking.



Norman Black's daughter Jeannie Little with David Potter and C0253 at Brooklands

One of the advantages of the present situation is that there were very few people about and we pretty much had the place to ourselves. I think that this added to the atmospheric effect of C0253 re-visiting Brooklands after so many years, especially with Jeannie providing yet another link to the past. I think that she was as excited to meet us and her Father's car as we were to have her there to share the moment.

It was truly, a hugely memorable occasion.

To return to 1931. The Earl of March bought the first three C-types and ran them as a Team throughout the season. He himself made a good start as the following 12/12 Race Results for his team show:

CAR	RACE NO	DRIVERS	RESULT	DISTANCE (MILES)
C0251	60	March/Staniand	1 st	1547.9
C0253	61	Parker/Cox	4 th	1507.4
C0252	62	Black/Fiennes	5 th	1498.9

2nd and 3rd places were Gibson and Hamilton respectively, also in C-types.

For MGs to have taken the first five places in one of the most important long-distance races in the Brooklands calendar, with a brand new and untried car, was an extraordinary achievement; especially as the 24-hour event was considered tougher than Le Mans itself.

It caused a sensation and it was no wonder that seven of the C-type owners asked Abingdon to prepare their cars for the Irish Grand Prix which was due to take place in less than a month's time. This was in addition to orders being placed for an additional four cars. Abingdon must have been a hive of activity during this period and vindicated Kimber's confidence and commitment. Not least to William Morris, on whom Kimber ultimately relied.

The main excitement during the rest of that season took place over the water in Ireland, perhaps we'll leave that period for a future episode!



Top: David Potter in C0253 on the banking.

Below: This well known photograph shows Norman Black in C0253, victorious at the end of the 1931 RAC Tourist Trophy in Ulster.



Note that the pencil caption on the rear of the picture has this as C0261 and a query as to whether it is 1931 or 1932. My identification is based on the information in the Hawke History but I am happy to be corrected

VSCC Curborough Speed Trials: 2nd May 2001



Report and Photographs from Colin Murrell

The eagerly awaited start to the VSCC's 2021 Speed Championship started on the 2nd of May with the Curborough Speed Trials.

The set-up at Curborough looked ideal for both seasoned "professionals" and total newcomers; even I came away from the event saying "I could do that in the PA!" We were lucky with a cold but dry start to the day, and all but the last run for the last MG was in the dry.

Entered as per the VSCC Entry List were –

- 15 - Jack Stops 1933 MG J2
- 26 - Tim Sharp 1936 MG PB
- 122 - Roy Newton 1933 MG J2/Riley Special
- 722 - Richard Newton 1933 MG J2/Riley Special
- 152 - Andrew Craven 1935 MG Riley

Sadly the Newton's J2/Riley did not take to the tarmac, but we were greeted with a super little M Type parked up in the paddock, registration number MG1930. (the Register shows this as 2M2620, owned by Derek Chatto)





PB0373: REPAIR AND RESTORATION.

Final Assembly of Body on Chassis and Fabrication of Bonnet Boards.

Notes and Illustrations by Jon Pedoe

This is one of the last “pre-assembly” jobs (wishful thinking) during my current restoration, before removing all the bodywork for painting and installing the engine and gearbox. I have made new bonnet boards, to suit the new wings and body profile, which I expect would be necessary in all cases, even if the old ones were in a half-decent condition, which mine were not, bearing the scars of previous neanderthal attacks as for the rest of the car. So this is my account of making and fitting new ones, which are now complete, and being followed by new floorboards, which were non-existent.

First, a note about the assembly status of the car before starting the job. The chassis is supported on trestles under the four springs at the axle positions, to simulate the load from the road wheels, being supported about 800mm above the floor (a convenient height for working) and the chassis is levelled sideways and fore and aft, checked with a level and the height of the trestles adjusted to set the chassis free of twist, this being checked by lifting each corner left and right in turn, and getting the weight left and right the same, same action taken front and rear.

The front and rear axles are assembled to the springs and the body tub is fitted and its position finalized and bolted to the chassis – this was also set for best “stress-free” position on the levelled chassis, which required some small spacers under several of the supports between body and chassis. This levelled and stress-free position of the chassis and body has been maintained throughout the rebuild. The front and rear wings and running boards are fitted and finalised, with all through-bolts in place. The firewall is fitted in its final position. The radiator with shell is fitted in its final position and the top tie-bars to the firewall and front wing stays all in place, cross brace tubes to the scuttle fitted. The front apron is also fitted. All the brake parts, cross-shaft, and undertray are all in place. Reference measurements are now made to be able to re-assemble everything in exactly the same positions – this is very important. At this stage, the bonnet tops and sides were fitted, which required a lot of dimensional adjustments, both to the tops and sides, and there is no going back after this stage – each bonnet was always unique to each car, and it has to fit properly or it looks just awful – it was quite a job on its own, which required the attention of a skilled sheet metal-worker friend. It is the only part of the original bodywork which I managed to save, so the car has some of its original DNA on-board. This fixes the radiator position, body tub position, firewall, wings, running boards – in fact everything.

So the bonnet boards have to wait until this situation is achieved, and then be made to fit that set-up. Then the bonnet is made to fit, with final adjustments to be carried out later when the weight of the engine and gearbox is in place. This is the point of “no-return”.

For the bonnet boards I started with the old ones as patterns and cut out some templates using decent quality 1.3mm thick mountboard, obtained from “Hobby-craft” supermarket – ideal stuff for templates.

The templates were cut out to the shape required, leaving about 3mm all round and 5mm on the outer curved edges to allow for the angle to be put on later for the joint with the wings.

Then the templates were transferred to some 18mm birch plywood – this is 13ply very strong and stiff excellent quality board, obtained from my local joinery workshop – it has nothing in common with the cheaper stuff available from DIY stores, which is not suitable at all for this job. Two pieces each 900 x 160mm were used.

So the plywood pieces were cut out and shaped to suit, of course requiring many attempts to pre-assemble and make adjustments. The profile was produced using a fine-tooth handsaw and a rasp used to put on the wing angle. This was quite a tedious process, and I found that the following were important to take into account and get right:-

(1) clearance at the radiator shell (2) a measurement of the finished position of the front edge over the apron (which determines the depth of the curved cut-out on the underside to fit the chassis) (3) the height at the rear to provide a continuous smooth line between wing and running board (this will determine the dimensions of the supports which have to be made and which bolt to the firewall vertical supports) (4) Leave enough material on the inner edges to carry the bonnet hold-down brackets front and rear – this can be trimmed down later (5) the bonnet boards will be skinned with 0.7mm aluminum sheet, turned over all round, so will finish slightly larger than the current piece (6) leave a cut-out for the firewall seal carrier - if that’s what you want – in hindsight it may have been better to finish the seal carrier “short” at the bonnet board top face, but that’s a personal decision (7) at the rear inner position, the bonnet board must finish flush with the inside wood faces on the body, so that a footwell side-plate may be attached – this is important as it gives much strength to the rear end connection of the bonnet board as well as providing a footwell enclosure – see following pictures. It’s definitely a case of think twice and cut once!



At this stage, I made some supports and attached them to the firewall upright supports as per original fitting – these were made from 2.5mm thick mild steel strip, folded 90 degrees on a press-brake as per picture below, so the bonnet boards can now be placed in somewhere like their desired position. Mark the position and shape of the cut-out at the front to sit on the chassis – I used a flexicurve and made the cut out using a router with a long cutter (a “kitchen fitters” $\text{Ø } \frac{1}{2} \times 2$ ” cutter), running against a curved guide, as shown in the picture above. Now fit the board in place and mark the front hole position, drill the hole, fit the board again and see how it all looks.

Do not drill the rear holes yet. The board must fit the wing curve well of course, with a small clearance to allow for the wing piping (maybe 1mm or so) and the aluminium skin (another 1mm), and also sit down fully on the chassis at the fixing hole position.

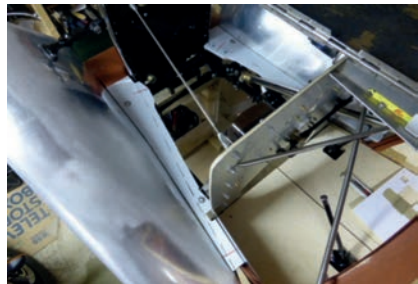
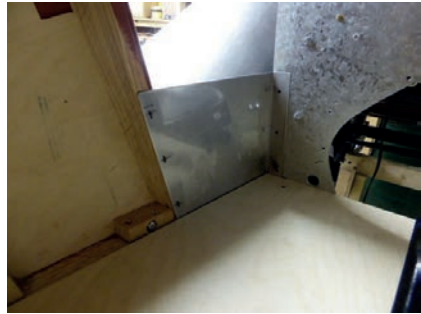
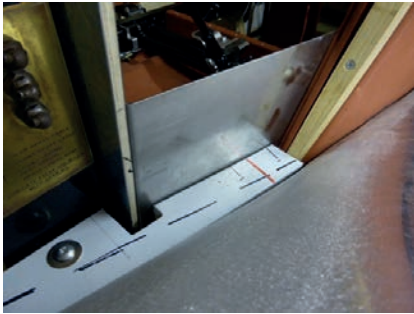


At this stage, two things came to mind (1) wood is cheap, and now I know what I am into, I can start again if necessary (2) when I ordered the wings from Steve Gilbert he said... “are you sure you want the swept wings; cycle wings are a lot less work for you”. Yes but the car had swept wings when new, and I wanted to restore it as it was, and not look for an excuse to avoid the effort, which was tempting, but of course he was right.

With the board in place, all the necessary further small dimensional adjustments were made, and the bonnet was fitted, with the bonnet side lower edge position and the position for the bonnet hold-downs marked, and the finished profile produced. Note that the bonnet side positions at the rear were arrived at after setting the bonnet sides to be flush with the body – this needed some adjustment to the wooden pieces on the body front wall. Remember that the rear inner part must be finished flush with the body woodwork for attachment of the footwell side-plates.

I also wanted the bonnet sides to finish 3 or 4mm above the bonnet boards, not sitting down on them, in order to keep the spring tension on the bonnet tops front and rear at the scuttle and radiator shell – this will require further work to both bonnet sides later (cutting off and replacing both lower edges by butt welding new pieces on).

On the driver's side, additional work is necessary to the underside of the board, for access to the bishop cam steering box, to remove the cover screws for inspection etc. This relief was machined into the board using a router, as shown. This weakens the board somewhat, so the size of the relief was kept to a minimum. It is sufficient for anticipated adjustment to the cover shims and removal of the peg-shaft if necessary, but should any further work to the steering box be needed, it can be dropped from the chassis cross-tube without too much trouble – it is not desirable to remove the bonnet board once it is fitted.



Next, the aluminum skin was cut out. The aluminum sheet comes with a white plastic covering to protect the face. Available in either polished or brushed, I recommend brushed to assist with adhesion of the paint later, but that's a trick I missed at the time.

The shape of the skin was as shown with about 12mm excess all round for knocking over all round later. I used "ADISEAL" to bond the two together, with plenty of clamps. Other suitable adhesives are available, and both Loctite and West (epoxy) supply suitable ones; my choice was for no special reason, other than it was available at the local plumbers merchant and got a good technical write-up for bonding sheet metal to wood. It seems fine.

Lastly, the edges were knocked over square to produce a nice sharp corner using a plastic (for sheet lead) bossing mallet and then pinned with 1.6mm x 20mm copper panel pins (from Travis Perkins). The holes were pre-drilled 1.5mm which gave a nice "bite" to the pin. A test piece is needed for this before commencing and is easy. Apologies to those still awake, but what's the point of this without this excruciating detail?

Now the moment of truth, final pre-assembly, and marking position and drilling the holes for the rear position at the firewall supports, then assembly again. The holes for the bonnet hold-downs will be left until final assembly with the finish painted bodywork.

Now, the footwell side-plates are fitted, as shown. These were made using a cardboard template again, and cut from 1.5mm stainless steel sheet. The front fold for connection to the firewall is an angle of 80degrees. The side-plates were fitted with three M6 through bolts at the firewall and three 40mm x #10 pan-head self-tapping (parallel) screws at the rear into the body woodwork. This gives a tremendously strong connection at the rear end of the bonnet board, which is otherwise too weak to carry the spring tension from the bonnet handle (the bonnet handle at the front is very close to the chassis securing bolt, and is adequate to carry the spring tension, especially when fixed directly underneath with a clip to the chassis cross member) . I made a 12mm deep window on the driver's side-plate to give some additional foot room, due to the otherwise very limited space for the right foot. This still allowed sufficient room without interference with the bonnet hold-down bracket, fitted just outside the side-plate.



So this completed the bonnet boards – as always, far more involved than was apparent at the beginning - so far as can be done before final assembly of the car, when the remaining items will be done (1) fitting the bonnet handle hold-down brackets (2) drilling through and screwing from the wings into the outer edge of the boards.

Note that this was all done without the engine and gearbox fitted. This will add considerable weight to the chassis of course, and causes a small vertical deflection, a maximum around the mid-length of the chassis. This will cause the dimension for the bonnet top length to be effectively reduced by maybe 1 or 2mm, but I think will have negligible effect on the fit of the bonnet boards – however, any small positional adjustment can be made at the rear (firewall) support position.

The bonnet boards will be finished body colour, which I believe was the original standard.



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BATTERY CONDITIONERS

Digby Gibbs

There have been some discussions recently in "Safety Fast" about the benefits of battery conditioners compared to battery chargers. I have been using two CTEK (MXS 3.8) conditioners for a year or more and can report good results; I have no connection to the company apart from as a satisfied customer.

I was attracted to the CTEK model as they have a range of different connectors available which gives flexibility for installation. They come as standard with the options of "crocodile" clips or eyelet connectors at the battery end and an in-line connector for the Conditioner.

I have used the in-line connector (as supplied) on the D-type as that suits the rear seat configuration. For the J2 I have used a panel socket set into the fixed part of the rear ledge. I had previously lined the rear ledge with some very practical ribbed "rubber" material and set the connector flush with the surface. The connector comes with a rubber cap to keep dust and water out of the socket when not charging. I have also used the same set-up on a MGB GT with the socket set into the vertical panel below the back seat.

I leave the Conditioner attached to the D-type and the MGB and they have both recently re-started after a very long idle period; neither battery was very new but both appeared to be very strong and stood up to quite a lot of turning before the engines fired. The battery on the D must be at least ten years old. I swap the Conditioner onto the J2 when I remember and that is usually enough for starting; a third Conditioner would be beneficial but probably a bit of a luxury!





VSCC WISCOMBE HILL CLIMB: 9th MAY 2021 Report and Photographs by Colin Murrell

We were very lucky, as the previous day's event at Wiscombe was very wet, with several entrants choosing not to run that day. Sunday brought a new day, and the hill began to dry out for the morning's practice runs and most got a dry afternoon timed run before the damp conditions returned. There were five Triple-M MG competing entrants, and those entered as per the VSCC Entry List were:

Number	Class	Driver	Car
26	3	Tim Sharp	1936 PB
84	9	Keith Riches	1934 PA
105	10	Steve McEvoy	1932 F1 Magna
705	10	Charles McEvoy	1932 F1 Magna
134	13	James Burmester	1934 PA Monoposto Special

Although there were no MGs in the final results, the cars performed very well and posted credible times against quite serious opposition. In Class 3, the cars ahead of Tim in the results were three Frazer Nash, a Lea Francis and a GN and in Class 10 (Special Sports Cars) Steve McEvoy's time of 64.91 was only 1.22 minutes behind the Class winner in a Wolseley Hornet Special.



CORRESPONDENCE:

Logic and Mechanical Knowledge. From Graeme Jackson.

Well done. The MMM Bulletin February-March is again a splendid effort.

One of the beneficial attributes of a keen MMM driver is the ability to apply solid logical reasoning and mechanical knowledge to the diagnosis of the occasional faults in our cars as they occur. So recently on the way home from the Pre-War MG Register Christmas garden party, when the valve timing seemed a bit problematic on PA 0595, Tim Jackson and Andrew Fock were able to figure out a possible cause as identified in the photo below which shows the top end of the generator with the sheared shaft.



60 Years of the Register. From Anne Allison

I do so enjoy the Bulletin and find it difficult to believe that the Register is 60 years old soon.

The recent photo of the NA at Brands Hatch brought back memories of our horrid journey back to Amersham through central London on an ever-shortening towrope in freezing cold weather. The knots in my stomach lasted for weeks.

The Register has always been important to Mike and I and has played a huge part in our lives. Looking back we have had so much fun. We have made so many friendships, met such nice people and enjoyed ourselves enormously.

I would like to thank anyone who has ever contributed in any way into making The Triple M Register what it has become. I think you all share in making it part of the MG Car Club that we can be proud of.

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

There were three Triple-M cars entered for the VSCC Silverstone AutoSolo event, held at the same time as the Race Meeting on 17th April. Mike Stringer, driving Andy Lucena's M-type, was finally placed eighth in the Class for "All Pre-War Cars up to 8ft 6in".. Richard Stott in the PA was less fortunate with a wrong route penalty in Test 3 (although he said he only hit a bollard!), pushing him to seventeenth in the same class. Andrew Isherwood's PA achieved First in Class in the "Odds and Sods" Class 3 with three best times for the six tests.

In the VSCC Herefordshire Trial on 24th April, David Rolfe in the Riley engined M-type was the only MG entered and achieved a perfect score for all seven hills but so did five other drivers in the Class, which was quite an unusual result.

The VSCC Curborough Speed Trials, held on the 2nd May, had two Triple-Ms entered. Jack Stops in his J2 was fifth out of five in Class 2 for S&M (Standard & Modified!) Sports-Cars 751-1100cc but was adjudged 4th on handicap with a best time of the single circuit competition of 57.22 seconds. The Class Winner in a Riley Brooklands achieved 44.64 seconds. Tim Sharp's PB fared better in Class 3 (up to 1100cc Supercharged) with a best time of 45.29 seconds and only 2.79 seconds behind the class winner, which was good enough for fourth place out of eleven in the class and third on handicap. Apart from the MG, the other cars in the class were Frazer Nashes and a single Bugatti Brescia.

The VSCC Wiscombe Park Hill Climb on 9th May has been covered, so far as the Bulletin is concerned, by Colin Murrell who was the photographer at the venue. Tim Sharp's best time of 63.64 seconds in the supercharged PB was only good enough for sixth in a class of ten, 5.11 seconds off the Class winner's time. Keith Riches achieved an even worse time in his supercharged PA, 71.35 seconds finishing next to last place in the Class; clearly suffering from the damp conditions. Steve and Charlie McEvoy, sharing the supercharged F1 Magna, were third and fifth respectively (2nd and 4th on handicap). Steve's time was only 1.22 seconds off the Class winner. James Burmester in the "Monoposto Special" PA (pre 1941 Racing Car Class) still wasn't able to break the 60 second barrier for an MG in this event. His best time of 63.36 seconds put him in eighth place and third on handicap. Although the first part of the day had been dry, the previous day was very wet and the track usually takes a fare time to dry out as a lot of it is in shade. Then the rain returned in the afternoon which put the mockers on any time improvements.

There have been no eligible Triple-M cars competing in Trials so far this year, so the table for the Slade Trophy is blank.

C.O.T.Y. 2021					
Scores to 3rd June					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	3614	PB/s	VXS 544	Tim Sharp	33
	3458	PB/s	EZ 2444	Simon Jackson	29
	2631	K3/s	JB 1472	Richard Frankel	28
	538	NA	NV 4207	Oliver Sharp	23
	2063	PA/s	RJS 380	Harry Painter	22
	1931	C/s	VD 30	Barry Foster	22
	1000	PB/s CC	JB 7521	Andy King Vernon MacKenzie	22
	3610	PA-PB/s	RC 2206	Charles Goddard	21
	3534	J2/s	WF 5494	Fred Boothby	20
	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter	20
	1521	C/s	RX 8591	David Cooksey	19
	3048	J2/s	NJ 591	Nigel Stroud	18
	2049	J2/s	JK 3233	Mark Reece	18
	2170	PB/s	CLX 112	Mark Dolton	18
	807	KN/s	MG 4119	Andrew Long	18
	2758	F1/s	DX 9957	Steve McEvoy Charlie McEvoy	18
	2931	D/s	UG 281	Chris Edmundson	17
	2913	PA/s	MG 3855	Andrew Morland	16
	48	K3/s	JB 3180	Teifion Salisbury	16
	1476	KN/s	JS 5050	Andy King	14
	1925	PA	BPG 994	Andrew Isherwood	12
	164	C/s	PL 9386	Emma Potter	12
	2912	C/s	GX 9693	Duncan Potter	10

SPEED CHAMPIONSHIP 2021			
Scores to 3rd June			
Position	Car/s	Driver/s	Points
	PB/s	Tim Sharp	13
	F1/s	Steve McEvoy	6
	F1/s	Charlie McEvoy	4
	J2	Jack Stops	3
	PA/s ss	James Burmester	2
	PA	Keith Riches	2

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 2021 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 2022:

11th April	MGCC Curborough Sprint	Full Results
12th April	VSCC Exmoor Trial	Full
17th April	VSCC Silverstone Race Meeting	Full
17th April	VSCC Silverstone Auto Solo	Full
24th April	VSCC Herefordshire Trial	Full
25th April	MGCC Baynton Jones HM Triple-M Racing Challenge	Full
2nd May	VSCC Curborough Sprint	Full
9th May	VSCC Wiscombe Park Hill Climb	Full

Racing Challenge Trophy 2021				
The Betty Haig Cup				
Scores to 4th May				
	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
	NA/s	Andrew Long	4	0.670
	PB/s	Simon Jackson	4	0.393
	K3/s	Richard Frankel	3	0.345
	PA-PB/s	Charles Goddard	3	0.384
	PB/s CC	Andy King	3	0.941
	C/s	David Cooksey	3	1.000
	C/s	Barry Foster	2	0.134
	NA	Oliver Sharp	2	0.200
	J2/s	Fred Boothby	2	0.268
	PA/s	Harry Painter	2	0.292
	J2/s	Mark Reece	2	0.402
	PB/s CC	Vernon MacKenzie	2	0.450
	D/s	Chris Edmondson	2	0.536
	J2/s	Nigel Stroud	2	0.670
	PB/s	Mark Dolton	2	0.675
	J2-PB/s	Mike Painter	2	0.708
	K3/s	Teifion Salisbury	2	0.800
	C/s	Emma Potter	2	0.840
	PA/s	Andrew Morland	2	0.900
	C/s	Duncan Potter	2	0.938
	PB/s	Ellena Reece	1	1.000
	J2/s	Gil Collins	1	1.000

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Tailpiece:



Keith Pilgrim has shared this picture for readers to test their post-lockdown brain cells.

The photo shows two relatively rare MMM models that are both based in Cheshire with number plates obscured to avoid any cheating. Keith provides the clue that only 22 were built and 16 now survive and suggests the tail pipes will provide a clue. No prizes, just for your own satisfaction, but any correspondence would be welcome.



As part of Oliver Richardson's quest for answers (see back cover) he unearthed a copy of the original programme for the MGCC 50th Anniversary event at Silverstone. The entry list for the Mary Harris Trophy Race reads like a "who's who" of MMM racing at the time and, as well as the drivers identified in the picture, includes Stephen Dear (winner of the Mary Harris Trophy in a F1), Mike Hawke (J2), George Ward (K1), Sid Beer (K3), Peter Gregory (J2), Philip Bayne-Powell (K3) and Bob Jones (K3).



This photograph comes from Patrick Gardner's collection and shows Patrick in his J2 Special (see page 7). With the invaluable help of Oliver Richardson, we think the event may be Woodcote during MGCC Silverstone in 1980 with Len Bull (J2) behind Patrick followed by Peter Warne (K3 replica) and Mike Allison (NA). Photographer is believed to be Fred Scatley. Any corrections to these notes would be welcome as would any extra information that readers can provide. Information please to digbygibbs@icloud.com.