

THE MG CAR CLUB LTD
TRIPLE-M REGISTER BULLETIN
August/September 2021



Celebrating 60 Years of the Triple-M Register 1961 - 2021
and 90 Years of the C-type Montlhery Midget 1931 - 2021



BULLETIN No 122 August/September 2021

Front Cover and Opposite:

As part of the 90th Anniversary celebrations of the C-types, the 1931 RAC TT winning car (C0253) was on display during August in the spectacular setting of the central rotunda at the RAC Club in Pall Mall. Entered by the Earl of March and driven by N.Black and G.Cox, C0253 was placed First in Class and First Overall in the race held at Newtonards on the 22nd August. The photo opposite shows the Tourist Trophy, that is normally housed in the Segrave Room at the Club, sitting on the C-type's bonnet; probably for the first time in 90 years.

Thanks to David Potter and the Potter family for organising this superb display and to Duncan Potter for supplying the photos and information.

Editorial:

The anniversary year is rattling along and, thankfully, has been graced by some excellent competitive events and even some social gatherings. In addition, the very important celebration of 90 years of the C-type has gathered momentum with the Brooklands 12/12 anniversary reported in the previous Bulletin and two more events featured in this issue.



Anyone who feels that the C-type gets too much attention should reflect that production of this model was the true foundation of the hugely successful sporting heritage of the MG marque in the 1930s. The fact that at least 5 genuine and historic C-types are still being actively and successfully campaigned by their enthusiastic owner is testament to their enduring appeal.

As part of the 60th celebration, this issue features a list of the first 60 cars that appeared on the Register. Although some of the cars appear not to have survived, or current ownership is unclear, there are some interesting comparisons to be made. In particular the cars that have remained in the same, or family, ownership over the last 60 years. Interestingly, there are no C-types in the original Register, the earliest No.81 (C0284) appears with ten others by the time the 1965 Register is produced.

As I complete the final edits to enable this issue goes off to be printed, the family D-type is sitting on the trailer ready to head off to Pre-war Prescott in the morning; it does seem that things are, gradually, heading back towards normal.

Digby Gibbs

Chairman's Jottings By Jeremy Hawke

Welcome to our latest Bulletin. As I write, we are now into September and while things are slowly beginning to open up; Covid still lurks behind all our shoulders. We're getting there, but please all still take care as the long term picture is still far from clear, but I for one am looking forward to much more indoor socialising this Autumn & Winter if at all possible. Covid responsibilities and the day job have meant that the Family MMMs have gathered far too much dust since it all began and whilst I have made plans, obtained parts etc, precious little actual work has been done. Hopefully, things will change soon!



By the time you read this; we will have held our second Register AGM on "Zoom" and this will probably be one thing we will continue to do this way as it gives a far better opportunity for the geographically remote to attend and have a say; it's just the best time of day to hold it that taxes the grey cells...

Over the last weekend of August the much anticipated, cancelled (last year) and then postponed (this year) Summer Gathering finally took place at Farnham Royal. A huge Thank You is due to Elizabeth and her team for this. Unfortunately, I was unable to make the revised date due to other commitments but, by all accounts, it was a thorough success. It was an important step forward; whilst the racing chaps have been able to be out and about for their season of racing, this was the first opportunity for a big MMM get-together for most of us. Tentative plans are afoot for an additional Summer MMM Social next year but further north. This would give an opportunity for those who would otherwise have to make the long journey south to enjoy a social gathering closer to home; no doubt Aussies readers will laugh, as they think nothing of driving 500 miles just to get a decent pint but, in defence, our roads are a lot more clogged than theirs. Plans are only in the very early stages so no details as yet but, as plans progress, they will be promulgated via the various media.

Lastly, your Chairman was caught looking at ARDS Test details the other day – it's been over 30 years since I last held a Race, rather than Speed, licence but stranger things have happened.....!

Jeremy Hawke

Secretary's Update

These notes may be more meandering than usual because I'm compiling them during a lull between events.

As I write, it is a day before the August VSCC Mallory Park race meeting and a week before the Register's Summer Gathering; a fortnight before our next committee meeting, the Hampton Court Palace Concours and Beaulieu, and three weeks before the Register's AGM on 12th September.



At around the same time we have the Vintage Minor Register's Prewar Prescott weekend – always well supported by the Triple-M fraternity. (At the time of writing this event continues to present organiser Ian Grace with many challenges, not least those occasioned by the Bugatti Owners Club's catering difficulties.) All of these happenings will, I suspect, have taken place by the time you read these scribbblings but at least the Editor will have plenty of material to include in the next issue of the Bulletin!

As you will know, 2021 marks the 60th anniversary of the founding of the Register. Even though Covid restrictions have meant that any celebrations have had to be rather muted, it has given us the opportunity to reflect on the early days. The founding fathers of the Register thought it would be an achievement if 100 complete cars could be identified and recorded; it's interesting to reflect that by now 3,671 surviving cars have been registered, which by my arithmetic represents almost one third of the total production of Triple-M cars – and that is not including the many cars that are known to have survived but whose owners have not yet recorded them with us!

Elsewhere in this edition you can find a brief summary of car numbers 1 to 60 on the register. The sharp-eyed of you will have spotted that the ownership of many of these is now unknown – if you know otherwise, please let us know. The same is undoubtedly true of the other two-thirds of the original production, only a fraction of which will have survived. If there are any "undiscovered" cars sitting in barns and garages somewhere, please do tell us!

But what, I hear you ask, is the Register and why do we have it? Our website gives a simple answer:

“The Triple-M Register is a part of the M.G. Car Club, one of the largest and longest established one-make car clubs in the world. By maintaining a register of all known cars, we can preserve knowledge of their history and current condition, whilst offering access to the best technical and spares expertise available anywhere.”

Well, that describes the Register, but again, why do we have it? Our ‘register of all known cars’ is just that – a list of cars, chronicling their manufacture, their survival (or not), their ownership over the years, pictures of the cars ‘back in the day’ and in present times, copies of paperwork relating to the cars, images of their identity features and much more.

But what’s in a name? The register of cars is just a listing! We generally publish it once a year, accompanied by all the caveats that you all know well, including the fact that inclusion on the list does not (never has and never will) confer ‘authenticity’ to any listed vehicle.

Most of the information comes from the owners themselves; our seven Registrars work assiduously to garner information from you – sometimes, it must be said, having to sort wheat from the chaff! - but they also research the histories of these cars from other sources and record and share that knowledge, when permitted, with current owners. This creates a valuable resource for the future.

Is it worth it? We think so, but it can only work with your help. Therefore if any or our said Registrars do happen to ask you for information about your car, please be kind to them and respond, because the information that you possess is invaluable not only now, but for the past and the future.

- The past, because we get enquiries from very many former owners who really appreciate being able to find out what has become of their cars.
- The present, because that’s the here and now.
- The future, because when you come to sell your car, a future owner will have something worthwhile to draw upon.

That raises a tricky point, which cannot really be resolved here – but maybe you can help – because we find that many folk approach buying a Triple-M car with just starry eyed enthusiasm but little knowledge to guide them. So if you know anyone who is considering Triple-M ownership, please encourage them to contact the Register before they make that big leap, and at the same time encourage them to join the MG Car Club and tap into the experience, fraternity, friendship that comes with being part of our Triple-M community.

After all, even though the Register's foundation may have been based on keeping records of the cars – and generally it is the cars that bring us together - our abiding interest is surely all about enjoying the friendships we make - as well those lovable, frustrating, but much admired machines! Long may it continue!

Dick Morbey

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“FIFTY YEARS ON”

The Motoring Scene in 2015 as Foretold in 1976.

In the 1976 Yearbook there is an intriguing article that relates how things were 20 years before and imagines what the world of motoring would be like 50 years on in the far distant future of 2015. The future predicted in the article is uncannily accurate and therefore worth repeating, either for amusement or to bring on depression! The name of the author is not recorded so, if he or she is still with us, please accept my apologies for the lack of a credit and get in touch so the record can be put right.

It was the year 2015 when I returned to England after nearly 40 years abroad. Ye Gods! London had changed. Motoring and the motor car in the form in which I had known them in the ‘sixties and ‘seventies had almost disappeared. Booking into the Thornley Towers Hotel (where else?) I had the good fortune to meet an old MGCC acquaintance from years ago.

Over a beer in the bar he outlined the unfortunate series of events which had led to the virtual extinction of pleasure motoring. The spectacular rise in oil prices in the mid-seventies had seemed to affect only the larger cars. However, British Rail’s introduction of the 150 mph Inter-City service in 1975 was successfully promoted and, pushed to 200 mph by 1980, rendered the car less attractive for long distance travel so that new models introduced in the ‘eighties tended to be mini-commuter cars. Pollution laws, and the development of a lightweight storage battery, paved the way for the introduction of the Nitsua Electro Bubble which became so popular that the motor car as I had known it ceased to be produced except for large luxury saloons for Heads of State and Diplomats and certain specialised vehicles for agriculture.

Well, what were my chances of getting an old MG as a nostalgic memento, I asked. Ah, that was difficult; a decent Mk.III Midget might be found for as little as fifty grand; earlier ones fetched a great deal more and T-types were virtually extinct. Nissan had introduced a “TF style” buggy that they had, as a publicity stunt, offered a free battery conversion to all T-type owners. Now, the only known T-type with an original engine was in the National Motor Museum and that was rumoured to have serious mechanical problems. Older OHC machines were virtually unobtainable; they were all owned by Oil Sheiks or stored in bank vaults as befitted their value which ran into millions.

Here, my informer’s voice dropped to a whisper. There were, he said, persistent rumours that an old man in the West Country actually still possessed not one, but two, of these machines and even indulged in the eccentric practice of actually running them on the roads occasionally.

Furthermore, they were said to be SUPERCHARGED and of a very quick type. Presumably he obtained his fuel from an agricultural source but where he obtained the technical back-up to keep the cars in running order remained a mystery which made the story highly improbable. He was said to be most abusive to any would-be buyers or any strange visitors.

Undaunted by my friend's warning, I decided to track these cars down and so took the Inter-City to Bristol. The journey was smooth and quiet and took thirty-two minutes. Outside Temple Meads I hired an Electro Bubble and set off into darkest Somerset. Following the directions that I had been given, I eventually came upon a house which fitted the description I had been given and, next to it was the barn where these exotic machines were said to be kept. Creeping up to the door and peering through the keyhole I saw a sight for sore eyes. Two very early MGs in brown and cream complete with authentic cycle mudguards and mud-spattered, presumably from a recent foray into the Somerset lanes.

"Crash!" The beer bottle smashed against the door above my head and I looked round to see the owner approaching brandishing a broken half-shaft. "Gerr-off" he shouted in his quaint West Country accent, "there's Toulminny of you Bastocks come pestering me. Jesus Jones XXX I'll have you Macderminated". Pausing only to disentangle my foot from a brake cable, I ran for my life.

By the time I reached the station for the return journey, I had recovered my composure sufficiently to buy a Penguin Classic to read in the train. It was one they had just added to their list called "Wheelspin". Slowly I realised that my assailant had not been talking in a West Country accent at all – he was simply "Crackers".



The weather at Shelsley Walsh was not kind but at least the anniversary re-enactment could take place; see page 26. This photo by John Staveley shows the J2/Riley Special of Roy and Richard Newton

CELEBRATING 60 YEARS OF THE TRIPLE-M REGISTER: The First 60 cars and their owners

Chassis Number	Reg. No	No	Owner 1962/1963/1965	Current Owner	Comments
NA0307	JB 3852	1	M.Allison	J.Metcalf	2-seater, Competed 1934 Alpine, 1935 RAC and Monte Carlo. Supercharged + ENV75
PB0556	MG 4396	2	S.Dear	K.Dear	c/w, Centric s/c, competition history
J2396	DG 5405	3	M.Hawke	J.Hawke	National UK & International Class 1 Records 1986/1989
PA2021	JB 6588	4	I.Bramson	P.Walker	
PB0504	CUW 523	5	M.Harris	J.McMullen	ex-4 seat, 2 seat body ex "Porthos"
J2988	AEV 652	6	M.Jones	C.Edgar	J4 spec, raced from 1955.
RA0256	-Unknown-	7	M.Jones	M.Beer	Ex Bill Esplen
D0295	PJ 2495	8	R.Readdie	P.Chapman	Modified body, J head, Moss gearbox
K3002	JB 1474	9	P.Bucknell	A.Berryman	Birkin/Rubin '33 Mille Miglia, to Australia 1934.
2M2076	GH 5629	10	R.Munro	P.Sowry	
PB0560	CCD 981	11	R.Balsom	K.Shinohara	Airline Coupe
F0316	RY 9812	12	B.Graves	M.Cowap	Salonette advertised for sale Jan 2017.
PA0941	CKE 70	13	A.Hay	A.Cooper	
NA0812	CWL 5	14	R.Eardley	M.Hatebur	ex 4-seater, rebodied K3 style. For sale July 18
2M0329	RX 5128	15	F.Bruce-White	R.Bruce-White	
J3006	-Unknown-	16	F.Loesser (1965)	F.Loesser	Exported new to Holland Number omitted from 1962 Register
2M3464	EX-94-00	17	W.Scholten	J.Debeil	Used in the film Reach for the Sky
QA0255	BJX 539	18*	(B.Dermott)	M.Bystrom	ex E.R.Hall & Dorothy Stanley-Turner: see note below.
PA0816	MG 3223	19	N.Wardle	not known	
2M3310	NV 959	20	R.Hudson	G.Fox	Doors lowered
2M1933	JO 96	21	R.Mace	N.Watts	
K0395	BRF 891	22	C.Shepstone	B.Blankenberg	4 seat tourer
PB0345	AOT 978	23	D.Maunders	T.Wilson	
2M2739	LJ 3782	24	R.Ray	not known	
L2054	MG 47	25	D.Leech	M.Newman	Ashton-Rigby car
PA2218	YS 6491	26	R.Yate	R.Higgins	
J4275	DRV 740	27	P.Martin	J.Dorney	Exported new to Malta, 12" brakes, s/c PB engine
2M1198	CM 9741	28	W.Nicholls	D.Micossi	ex Coupe now rebuilt as 2 seater
J2896	AGT 436	29	W.Nicholls	B.Hebb	J2895/WV 2915 on 1961 Register. J2896/WV 2915 in 1986
J3596	OC 3816	30	W.Nicholls	R.Hertzog	
J3237	RM 9658	31	R.Purdie	D.Dawson	
F0328	KJ 4190	32	D.Sparkes	P.Holmes	Unconfirmed information
F0849	PJ 4024	33	C.Thornton	C.Thornton	Unconfirmed information on current owner.
F1129	JF 3333	34	B.Page	M.Cleary	
PA0468	MG 3190	35	M.Baird	M.Baird	Unconfirmed information GFH 956 in original Register

CELEBRATING 60 YEARS OF THE TRIPLE-M REGISTER: The First 60 cars and their owners

The table has been compiled with the help of a number of people including Mike Linward, Dick Morbey, Cat Spoelstra and Mike Allison and provides an insight into the early years of the Register. The information has been taken from the current listings and a paper copy of what I believe is the first printed listing and assume must be 1962 as it is not dated. That runs out at car 48 so we have used subsequent listings to fill in the gaps for the rest of the cars. Cat Spoelstra's research has provided the following:

- *First listing: undated but probably 1962. 48 is highest number/car 16 missing.*
- *Second listing: undated. Records 82 cars.*
- *Third listing: undated. Records 133 cars.*
- *Fourth listing: April 1963. Records 212 cars.*
- *Fifth listing: amendment dated July 1963. Records 235 cars.*
- *Sixth listing: amendment dated Feb 1964. Records 283 cars.*
- *Seventh listing: December 1964. Records 406 cars.*
- *Eighth listing: August 1965. Records 490 cars.*

Mike Allison advises that, although the Register started in 1961, it was in 1962 that the Register listing began. By Easter 1962 there were about 30 members and by the time of Beaulieu in September there were over 50 members. However, over 100 cars attended the event and by the end of the year they had 120 cars recorded. Much more detail about the early years of the Register can be found in Mike Allison's authoritative article in the current (2020) Yearbook.

Car 52: A still from the TV programme "Gideon's Way" from 1965. The current owner is unknown.



CELEBRATING 60 YEARS OF THE TRIPLE-M REGISTER: The First 60 cars and their owners

Chassis Number	Reg. No	No	Owner 1962/1963/1965	Current Owner	Comments
J3069	PO 7234	36	M.Cass	not known	Not recorded on DVLA
J2323	YY 1770	37	N.White	R.Amos	12" hyd.brakes, trials history
PA2182	DPJ 881	38	I.Wolstenholmes	I.Wolstenholmes	unconfirmed information, Centric s/c
PA1308	AOG 464	39	J.Brown	J.Brown	Not recorded on DVLA. Possible ID confusion with PA1241
NA0702	TJ 9928	40	B.Duncan	R.Cobb	Standard 4 seat tourer
NA0525	NV 4364	41	R.Tatham	R.Tatham	Unconfirmed information, may not have survived.
2M1594	RX 6795	42	M.Boulton	M.Boulton	100 climbs of Beggars Roost
PB0725	BWJ 564	43	A.Coles (1963)	P.Shepstone	Erroneously numbered as 49 in first list.
J2741	-unknown-	44	J.de Boer	J.de Boer	Original export to Portugal, no contact with owner since 2003
2M1536	-unknown-	45	N.Greaves	J.Norris	4 speed gearbox
2M2790	113 HYP	46	M.Ellman-Brown	Dr.K.Wiessmann	
PB0469	DBB 761	47	W.Fisher	M.Jordan	Hydraulic brakes
K3015-2	JB 3180	48	A.Smith	T.Salisbury	Single-seater
NA0809	-unknown-	49	K.Yehle (2 nd list)	not known	Not on 1961 Register
J3036	FS 5176	50	I.Roberts (2 nd list)	not known	Owner not a member in 1965 Register
2M0600	KX 3495	51	I.Roberts (2 nd list)	V.Dansart	Owner not a member in 1965 Register
PA1776	ALJ 866	52	A.Rumbold (2 nd list)	not known	Owner not a member in 1965 Register
NA0566	JK 4389	53	R.Saunders (3 rd)	D.Smith	Allingham body. Owner not known in 1965 Register.
L0429	MG 2565	54	R.Grant (2 nd list)	Unknown	Unconfirmed information that car damaged in fire in 1986 and sold for parts.
PA1877	AJH 248	55	R.Grant (2 nd list)	Unknown	Believed destroyed in same fire as L0429 in 1986.
J0577	BX-50-29	56	F.Oostingh (from 1960)	C.Spoelstra	Owner not a member in 1965 Register
PA1493	VN 7135	57	I.Faulder (2 nd)	C.Martin	4-seater.
J3081	AGO 345	58	H.Redington (2 nd list)	H.Redington	Hydraulic brakes, Morris Minor block
PA1011	AAF 690	59	R.Proctor (2 nd list)	C.Adamson	
L0337	AHK 827	60	C.Dew (2 nd list)	J.Stacey	Unconfirmed information, not registered with DVLA. original registration MG 2432.

For more details on the cars, refer to the current Register listings

Cars from 49 onwards do not appear on the 1962 Register; owner's names, where shown, are taken from subsequent listings which are not always dated (see Cat Spoelstra's explanation)

Car 18 shows as PA0424 (MG 3122) on 1962 and 1965 Registers and described as destroyed in fire in the 1986 Register with B.Dermott as owner. it is understood that the Register number was re-issued to QA0255 and shows as that in the 1996 Register.

Car 53 recorded as L0433 (WV 3789) in 3rd listing but in 5th listing it is recorded as broken up; NA0566, also owned by Mr Saunders, takes the number 53.

CELEBRATING 60 YEARS OF THE TRIPLE-M REGISTER: The First 60 cars and their owners



Car 43: PB0725 - BWJ 564. Another photo from the Database and the caption tells us that the “Silverstone Team” comprising Doug Harris, Phil Peckham and Charles Shepstone, were at Cheddar (assumed to be late 1960s). I am pleased to report that the car on the left, the late Doug Harris’ M-type (2M2763/Register No. 999) with J2 body and supercharged PB engine, is still in the Harris family and will, no doubt, return to the road in the future.

I AM the proud owner of a ‘J1’, engine no. 2277AJ, chassis no. J0577, since one year and a half nearly. In March 1960 I bought it as a collection of iron things—rusty, too—that was looking like a car, and then I began working. For three months I worked at least twelve hours every day. My wife—at that time my fiancée—helped me in the evenings and at the weekends. The car was totally dismantled, and after derusting and painting, we put the car together. A real mechanic helped us with looking after the engine, brakes and rear axle. As a medical student, I didn’t have any experience of cars, but now I know where to look for the engine.

When the car was ready, in showroom condition, and in original state, we went on our honeymoon to Italy and France. We drove for about 4,000 miles with only one little disturbance. At one time the engine wouldn’t start because one of the starter brushes was worn out! And we took much baggage with us! So I am really in love with our old ‘J1’.

Two months ago, we bought a ‘TD’ because we don’t want our ‘J1’ for normal daily use. We’ll never sell the ‘TD’ too!

Grongingen, Holland

F. F. OOSTINGH, M.DRS.

Car No.56: J0577 - BX-50-29. The previous proud owner of the J1 wrote this letter to Safety Fast in 1962. The car is now owned by Cat Spoelstra, the Register Safety Fast Scribe, and J0577 is now an active participant in the Triple-M “goings-on” in Holland (see Bulletin 119).

The ‘J1’ M.G. rebuilt
by Mr. Oostingh



AS IT WAS THEN.....

Safety Fast November 1961

The pages of Safety Fast offer a fascinating reminder of how the MG world was when the Register came into existence. This extract from the Editorial, by Wilson McComb, is an amusing example and it would be interesting if the M-type in question could be identified!

“There was this chap who owned an ‘M’ type Midget, and it disappeared one night, and he didn’t mind a great deal because it really was a bit rough around the edges, though it did seem a cheek to take it without so much as a by-your-leave. And then someone reported having encountered a submerged obstruction in the Thames nearby, so they had a look, and there was the missing ‘M’ type looking even rougher around the edges. So they hauled it out (this is a complicated story, admittedly, but it *is* true) and now some keen types are restoring it, because it wasn’t too bad apart from water in odd places and a jagged dent across the scuttle, caused by the propeller blade of a motor-cruiser. Only I hope they won’t restore it too completely, because I like the thought of an MG owner being asked how his scuttle came to be dented like that and replying “well, you see, it was run over by a motor-cruiser....”

In the same issue there is a detailed article describing how to make a J2 crank from scratch by Richard Purdie, an article on the J-type in the “Portrait Gallery” series and adverts for the “new” models: MGA 1600 Mk 2, MG Midget and Austin Healey 3000 and it would be fascinating to know if the M-type in question can be identified



AS IT WAS THEN: RETURN OF A MISSING K3 Safety Fast August 1961

This item from the August 1961 issue of Safety Fast demonstrates how the knowledge of our cars has changed since the Register was formed in that year. It is part of a section called "Idling" written by the very knowledgeable Editor (F Wilson McComb) and refers back to an earlier article by Cyril Posthumus..

"You may remember that in a previous issue he (Cyril Posthumus) mentioned the lengthy racing career of a K3 Magnette owned by Jacques Meunier, the French chocolate magnate. Between 1934 and 1947 this fine old car took part in innumerable races, scoring many successes in the Bol d'Or, at Le Mans, Orleans, Albi, Lyons and elsewhere. Neither Posthumus, nor I, knew where the car was today, and indeed, it seemed unlikely that the old warrior should still be in one piece.

Then came a letter from a Monsieur Bonnafous of Toulouse, asking for details of the correct valve timing, etc for a K3 which he owned. He quoted the chassis number, I checked through our records – and there it was! The old Meunier K3 was still going strong! It is now fitted with modern bodywork, and M. Bonnafous tells us that it is "Très amusante à conduire" but he finds the old lady a bit lacking in "souplesse" and "comfort". So K3029 – last but two of the K3 Magnettes to be built – is now for sale. If you are interested, let me know."

Robin Lawton

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A LUXEMBOURG ADVENTURE - 2007



Reports and photographs by Christopher Hurrion

So there we were, a group of the faithful, tearing round the city and countryside of Luxembourg on the Triple-M Rallye, having a great time and there were plenty of the usual suspects present. Judy & I were in my NB, JB 7261.

She (the NB, that is) usually goes like a train and this time was no exception until the Sunday when we stopped at some traffic lights in the middle of the City, outside the Bofferding Brewery.

I let out the clutch, "clonk". No drive. Judy turned to me: "What's wrong?" Me: "I think it's a half shaft" "Oh dear", she said, "what do we do now". For reply, I reached behind the driver's seat and pulled out the spare, already fitted with a hub. "Change it" I replied.

Two minutes later, the cavalry arrived, Philip Bayne-Powell, Keith Portsmore, Dave Naylor et al. A tow rope was affixed and we were thus escorted back to the hotel. Sadly, it was the day of the Italian Grand Prix which we all wanted to watch in our rooms on TV. However, my half-shaft put an end to that.

We parked and everyone climbed out of their respective cars; Judy and I stood back as we were nearly trampled in the rush.



The Experts get down to it. From left to right: Ed Taylor, the late Terry Andrews, Philip Bayne-Powell, Dave Naylor (standing), Chris Hurrion, Keith Portsmore and Stefan Vermyns

Overalls were donned, tools came out, and Philip Bayne-Powell pronounced it must be the nearside one that had broken, it always was. We didn't argue with the great man, of course, although I expressed quiet doubt to Judy. As you can see, it wasn't wrong.

Here is B-P giving his reasons. So, down with the nearside, up with the offside. Which, of course it was. As it had to be, I suppose, being the only one left.

Luck was with us; it had sheared at the hub end, not in the diff. Which can be tricky to extract. Except that, had that been the case, Keith Portsmore aforesaid had along with him a neat device like a shotgun cleaning rod, which screwed together. With this gadget, one removes the other – unbroken – halfshaft and uses the rod to push the broken end out of the diff. from the other side. I must admit, I'd never have thought of that but Keith obviously had.

Behold the component parts. Judy then asked, "What if the other one breaks?" To which the assembled throng all reached behind the driver's seats, pulled out their spares and said "Use one of these". Since the N-type half shaft is the same diameter as a P-type but has to cope with two more cylinders they do tend to break, so all N-type owners should be so equipped.



Above: Christopher and Judy Hurrion
Right: The offending half-shaft
Below: The experts assembled to contemplate the solution



The hub was, of course, already pressed onto the half shaft, but the spare I had was indeed for the near side, so the spinner was the wrong thread.

Consequently I had drilled the ear of the spare spinner and, when re-assembled, I wired the spinner to one of the wheel-spokes so it would not come undone and I am pleased to report that it did not.

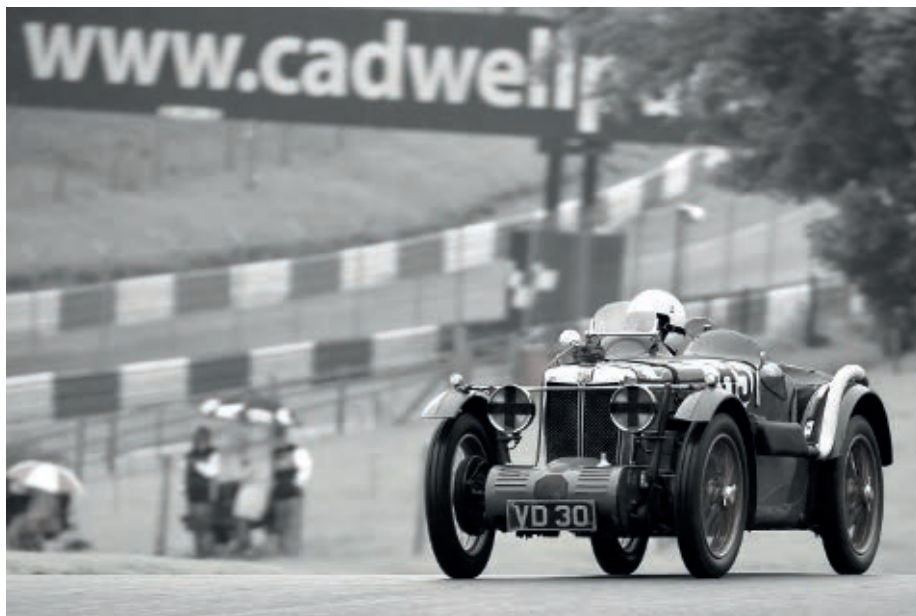
Sadly, though, the next day the head gasket blew and we gave up. We were kindly escorted home by Alan & Marjorie Hogg in their NB all the way by piggy-back to our garage in Kent and in pouring rain.

Something of an epic!



Christopher's article reminded me of my own "Half-shaft Moment" that occurred when I bought J3472 from Alan Grassam; neatly strapped above where the driver's legs would be, was a half-shaft complete with hub. Alan, as an ace Trials competitor, naturally carried a spare but I didn't have the courage to tell him that I would not have a clue as to what to do with it should a half-shaft break!

VSCC CADWELL PARK: 19th June 2021



Report and photographs by Colin Murrell

The 20th June saw the very welcome return to Cadwell Park, for the Vintage Sports Car Club's second Race Meeting of the season. Set in stunning Lincolnshire countryside, it is often likened to the UK's mini Nurburgring. Race 3 was the Triple-M Register Race for Pre-War MG Cars. Many competed in others races throughout the day as well, but Race 3 was our highlight!

What a line up! Not one, but two Q-types competing, two K3's and two Cream Crackers joined a total of 22 Triple-M MGs for the event. This was the first competitive outing for Richard Powell and his Q-type (101) and we hope this will be a regular with us in the future.

Qualifying saw some very mixed conditions, ranging from dry but slippery due to overnight rain through to near monsoon conditions! The resultant grid therefore looked somewhat different from what might be expected, with some cars in quite different grid positions from normal. Harry Painter set the fastest time, with Charles Goddard alongside him on the front row of the grid, and it was Harry Painter who went on to win the race, with Charles Goddard second. Harry also set the fastest lap time. A storming drive saw Roger Tushingham take 3rd place, having started on the 9th row of the grid with Fred Boothby following in 4th place and also the winner on Handicap.



First and second placed drivers adopt very different cornering techniques but both obviously work.

Results - Race 3: Triple-M Register Race for Pre-war Cars			
No.	Driver	Car	Place
3	Teifion Salisbury	K3	11
42	Richard Frankel	K3	6
72	Mark Daniel	Q-type	N/C
73	Emma Potter	C-type	N/C
74	Chris Edmondson	D-type	12
75	Chris Cadman	C-type	13
76	Dave Cooksey	C-type	15
78	Andrew Morland	PA	7
79	Andy King	PB Cream Cracker	14
80	Mark Dolton	PB	9
81	Roger Tushingham	N-type	3
82	Nigel Stroud	J2	16
83	Nick Hayward-Cook	J2	N/C
85	Barry Foster	C-type	8
86	Vernon Mackenzie	PB Cream Cracker	5
87	Simon Jackson	PB	10
88	Fred Boothby	J2	4 + HC
89	Charles Goddard	PA-PB	2
91	Duncan Potter	C-type	N/C
95	Mike Painter	Kayne Special	N/C
123	Harry Painter	PA	1 + FL

Triple-M cars also added to the mix (and featured in the results) in other races on the day: Race 1 for Standard and Modified Pre-war Sports Cars (Andrew Morland, Chris Cadman and Chris Edmondson); Race 7 The Williams Trophy for Pre-1935 Grand Prix Cars (Barry Foster [winner on Handicap] and Teifion Salisbury); Race 8 The Melville Trophy Race for VSCC Specials (Harry Painter [4th overall and winner on Handicap] and Charles Goddard); Race 9 the Allcomers Handicap Race (Roger Tushingham [4th overall] and Simon Jackson); Race 10 the Allcomers Scratch Race for Pre-war Cars (Teifion Salisbury [winner on Handicap]).



**90 years and still going strong (the car, of course):
Dave Cooksey in C0256**

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Brands Hatch April 2021: Oliver Sharp leads the pack in his N-type on the way to a First place in both of the MMM races as well as being awarded "Driver of the Meeting" by the organisers, the MG Car Club.



MONTLHÉRY MGs AT SHELSLEY WALSH, 1931 AND 2021

Report by Chris Cadman, Photos as credited

The Introduction of the Montlhéry model in the first few days of May 1931 was soon followed by significant success in the competitive field. A team of Montlhéry Midgets famously took the JCC Double-Twelve team prize (and the first five places) at Brooklands in the second weekend of that same month. (See *Bulletin 121*). Just a few weeks later, Norman Black piloted the Earl of March's Montlhéry (C0253) to first place at the RIAC Irish GP at Phoenix Park in Dublin on 6th June.

Keen to capitalise on the interest created by the success of their new model, Abingdon were able to gain some valuable publicity by demonstrating the model at the Shelsley Walsh Hillclimb meeting held on 11th July 1931. Two Montlhéry models were in attendance; the factory demonstrator (C0263) and, in addition, the very same car that had been victorious in Ireland just a few weeks previously (C0253). Furthermore, two 'celebrity' drivers of the day were retained to pilot the cars; namely Captain George Eyston (C0263) and Eddie Hall (in C0253, the Irish GP winning car).

Finally, approval was gained from Shelsley Walsh for the two cars to ascend the course at the same time; quite a spectacle in contrast to the usual single-car runs. The two cars set off at the start of the meeting in what was termed a demonstration run. As can be seen from the in-period photographs, this was certainly an 'enthusiastic' demonstration and was clearly enjoyed by the spectators at this well-attended event.

Roll forward 90-years and it is good to know that both of the cars from the 1931 event are in circulation. C0253 is in the safe hands of the Potter family, and C0263 is in the custody of Chris Cadman. Given the 90-years milestone, Shelsley Walsh were contacted earlier this year to enquire as to their appetite to host a re-enactment of the 1931 event. The response was extremely positive; they forewarned that running two cars up the hill would require special permission from Motorsport UK; thankfully, the appropriate sanction was duly provided.

And so, at the Vintage Shelsley meeting, fortuitously held on 11th July, Duncan Potter and Chris Cadman undertook a faithful tribute to the 1931 event. The weather was less kind than 90-years ago, and the pace was more "savour the moment", but the beaming smiles on the faces of both drivers and the generosity of the spectators' appreciation all the way up the hill was truly memorable. And finally, is everyone up for a repeat performance at Shelsley Walsh in ten years' time for the Centenary?



Top: Duncan Potter (left) and Chris Cadman in authentic head gear but slightly more modern overalls. Photos by John Staveley.
Bottom: The start line in 1931 (LAT Archive) makes a fascinating contrast to the 2021 line up for the re-enactment; spectator safety has improved at the expense of atmosphere. Photo courtesy of Shelsley Walsh Instagram.





Two further LAT Archive photos of the 1931 ascent and the equivalent view in 2021. Colour photos by Dennis Wood.





MGCC Brands Hatch Meeting 25th April 2021
Report: Duncan Potter, Photos: Colin Murrell

With barely a week to recover, the racing department were back at Brands Hatch for the first of the MGCC meetings of the year. With the Triple-M curriculum being delivered on the Sunday, Saturday afternoon saw the gradual arrival of competitors and building of the paddock presence of Triple-M racing cars and teams, a splendid sight.

Following a very enjoyable soiree (observing all necessary rules and regulations of course) cars and drivers retired for the evening to the peace and quiet of the Kent countryside and the M20.

Dawn broke and the cars were readied for practice. In total there were twenty-five cars lined up in the assembly area, the only casualty from Silverstone being Nick Hayward-Cook's J2 which unfortunately could not be readied in time. As the cars left assembly there was then the usual procession out of the pits to the track entrance; what a superb sight, a line of Triple-M racing cars stretching the entire length of the Pit Lane.

Taking to the circuit were:

Chris Edmondson	D type	Vernon Mackenzie	PB Cream Cracker
Henry Hichens	J2	Simon Jackson	PB
Gilbert Collins	J2	Mike Painter	Kayne Special
Fred Boothby	J2	Harry Painter	PA special
Nigel Stroud	J2	Charles Goddard	PA Special
Mark Reece	J2	Teifion Salisbury	K3
Barry Foster	Montlhery Midget	Richard Frankel	K3
Duncan Potter	Montlhery Midget	Adrian Moore	F type
Emma Potter	Montlhery Midget	Andy King	KN
David Cooksey	Montlhery Midget	Oliver Sharp	N Type
Mark Dolton	PB	Andrew Long	N Type
Andrew Morland	PA	Tony and David Seber	Wolseley Hornet Special
Ellie Reece	PB		

The opening laps showed that Charles Goddard was going to be in the mix with the Team Painter cars and that all three would be chasing Oliver Sharp for pole position. Watching these with interest would be Tony Seber in the Hornet, ready to pounce. Behind these racing trimmed cars, Richard Frankel and Andrew Long showed that they were not hanging around, both going rapidly with Barry 'Montlhery' Foster following having given another demonstration of the incredible performance he achieves at the top of the two-bearing lead table. Ultimately a great session finished and grid places were established. Pole position was taken by Oliver Sharp in his unblown Amal-powered N-type, with Charles Goddard splitting the Painters with Harry in second place and Mike in fourth. A close battle looked likely in the P-type class with Mackenzie, Dolton, Morland and Jackson all within 1.5 seconds of each other. Good work for Morland who, I believe, may have mentioned (to anyone not quick enough on their feet) that his P-type was running with only 750cc. At the polite end of the grid all were satisfied with no one seeming too anxious about where they were going to start the race from. The only 'fly in the ointment' was the retirement at the end of practice of the Henry Hichens J2 which appeared to have both cooling fluid and piston striving to be in the same place in number four cylinder.

There then followed an interlude involving sunshine, Suffolk rare breed burgers, Chris Edmondson's impressive chocolate birthday cake, someone mentioning the engine size of their P-type, hospitality from the Andrew Long Racing Department and much anticipation for the main event, The Mary Harris Trophy race.



Father and daughter. Mark Reece (top) in his J2 rebuilt to J4 specification (J3528) and Ellie Reece (below) in PB0528. Ellie received the coveted “Novice Award” for her efforts in the Triple-M Challenge Race.



Race 1 – The Mary Harris Trophy – Sponsored by Baynton Jones Historic Motorsport

With everyone now in position holding the clutch and with revs increasing the red lights went out and all roared into action. After a clean start all cars skilfully negotiated Paddock Hill bend en-mass and then the rising Hailwoods Hill, drop through Druids and then Graham Hill bends before drawing breath as cars eased apart and settled into initial positions. At the start it was clear that Tony Seber in the Hornet had spent his lunchtime not eating cake but making his car go 3 seconds a lap faster. He followed behind Oliver Sharp for the first three laps and then took the lead on the fourth. By mid-race the lead remained unaltered with Harry ahead of Charles Goddard and Mike Painter in fifth position. The Frankel K3 was chasing this pack with Andrew Long, Barry Foster, Fred Boothby, Simon Jackson and Mark Dolton in pursuit. At the other end of the grid steady progress was being made by all as these cars dealt with a constant stream of overtaking faster cars. Good driving was very evident as the quick and the less quick drivers all accommodated each other without incident. Very well done indeed.

The individual duals continued until the penultimate lap when the Hornet of Tony Seber could no longer deal with the pace and pressure of the chasing Oliver Sharp and spun at Surtees allowing the N-type to take the chequered flag. Third place went to Harry Painter in another splendid drive in his P-type with Charles Goddard splitting the team taking fourth with Mike Painter in fifth.

Overall, a tremendous race with much overtaking and too many individual duals to list. The only non-finisher was Adrian Moore whose beautiful F-type Magna suffered with crown wheel and pinion failure on the fifth lap, a shame. So, with the abacus at the ready the results were calculated and the following was revealed.

Race 1: The Mary Harris Trophy

Class A1: C-types, D-types and J-types - Sports		
1 st	Barry Foster. C-type	
2 nd	Fred Boothby. J2	
3 rd	Mark Reece. J2	
5 th	Nigel Stroud. J2	1 st Handicap & Mary Harris Trophy
Class A2: P-type - Sports		
1 st	Simon Jackson. PB	
2 nd	Vernon Mackenzie. PB/cc	
3 rd	Mark Dolton. PB	
Class B: 4-cylinder - Racing		
1 st	Harry Painter. PA/sp	3 rd Overall
2 nd	Charles Goddard. PA/sp	
3 rd	Mike Painter. Kayne	
Class C: 6-cylinder - All		
1 st	Oliver Sharp. N-type	1 st Overall, Kimber Trophy and Driver of The Race.
2 nd	Richard Frankel. K3	
3 rd	Andrew Long. N-type	
Class D: Invited cars.		
1 st	Tony Seber. Wolseley	2 nd Overall

Race 2 – Triple-M Challenge race.

There was bad luck for Team Goddard as a vertical drive noise forced a prudent withdrawal from the assembly area to join Gil Collins who had decided that he had enjoyed enough excitement for one day. So, twenty one cars lined up for the second race which unfortunately saw Ellie Reece unable to coax her P-type into life as the lights went out. A real shame as she had driven so well in only her second ever race earlier in the day. There followed a few laps behind the safety car whilst the red P-type was escorted from proceedings.

What followed was another excellent race with Oliver Sharp holding the lead from the off and taking his second victory of the day. Team Painter maintained their record of a second and fourth finish with, this time, David Seber in the Hornet splitting their ranks. After such a close battle in the first race Barry Foster again held off Fred Boothby in his J2 by 4 seconds. Teifion Salisbury had driven well all day and led the gaggle of P-types over the line in his splendid K3. The P-type campaign delivered an identical result with Simon Jackson leading home the Mackenzie, Dolton and Morland battle. Mark Reece had worked his way through the field in his J2 to lead fellow Class A1 members Edmondson, Cooksey and Stroud home with Andy King in his KN taking the flag ahead of the two blue Potter Montlhery Midgets. It should be recorded that Emma finished ahead of Duncan Potter (again!).

The awards were then calculated and glassware presented as follows;

Race 2: The Triple-M Challenge Race

Class A1: C-types, D-types and J-types - Sports		
1 st	Barry Foster. C-type	
2 nd	Fred Boothby. J2	
3 rd	Mark Reece. J2	
Class A2: P-type - Sports		
1 st	Simon Jackson. PB	
2 nd	Vernon Mackenzie. PB/cc	
3 rd	Mark Dolton. PB	
DNF	Ellie Reece. PB	Novice Award
Class B: 4-cylinder - Racing		
1 st	Harry Painter. PA/sp	2 nd Overall
2 nd	Mike Painter. Kayne	
3 rd	Dave Cooksey. C-type	
Class C: 6-cylinder - All		
1 st	Oliver Sharp. N-type	1 st Overall
2 nd	Richard Frankel. K3	
3 rd	Andrew Long. N-type	Driver of The Race
Class D: Invited cars.		
1 st	David Seber. Wolseley	3 rd Overall



Andy King (KN) and Harry Painter (PA). Harry not only came 1st in Class B in both races but also achieved 2nd and 3rd overall in the two races



Andrew Long's well known KN running in Class C. Andrew was awarded 'Driver of The Race' in the Triple-M Challenge Race

In addition to his highly successful day, news came through that the MGCC had made the following awards; very well done indeed.

Driver of the Meeting – Sunday: Oliver Sharp - N-type

And so ended a great day of racing and friendship, what tremendous fun was had by all. With trailers loaded, the remaining cake consumed and the bar emptied it was time to head off and prepare for Cadwell Park.....



Winner of the Mary Harris Trophy, Nigel Stroud in J2414

Technical: Tightening the Blower Coupling Notes and Photographs by Barry Foster

Tightening the circular locking nut in the Blower drive couplings on the engine and supercharger needs a 4-point driver.

When tightening the blower drive, you need to lock the vanes/rotors to get it tight. It may be possible to hold the outside of the coupling in a vice but as it has a hardened surface it will tend to rotate.

With a "Roots" type blower, use a brass or alloy shim to lock the rotors (see 2019 MMM Register Yearbook); vane blowers can be more difficult to lock the vane/drum assembly and it is essential that you do not try to hold/lock the vanes only. What follows is my method:

At the engine end, lock the crank. If the sump is off then utilise a block of hardwood, alternatively engage the starter motor "dog" into the flywheel ring gear.

The three tools shown in the photos below are for tightening the circular locking nut inside the coupling. Photo 1 shows the "business" end of the tools from left to right are: a circular locking nut; an original MG Car Company tool; a proprietary tool that fits a 1/2" socket and a home-made example made from a 20mm socket. Photo 2 shows the back of the sockets for comparison (tools are in reverse order so the original tool is on the right).



TAIL-END CONUNDRUM...

Keith Pilgrim's light-hearted quiz in Bulletin 121 generated responses from Christian Hoptner and Colin Warrington which are reproduced here. Keith has provided some brief notes as has Malcolm Bailey, the owner of the other car.

From Colin Warrington:

Just reached the last page of the latest MMM Bulletin and came across Keith Pilgrim's little teaser.

I expect you will already have had many responses from the knowledgeable regulars but from the information that Keith supplied, stating that production numbers were 22, then I conclude that they cannot be K2s (as I understood only 20 chassis were laid down and only 19 actually built by the works at any rate - as I believe the 20th chassis survived at the works and was sold later in the 1950s?) and only some 13 known survivors - in which case they must therefore be NDs - I have not worked out the exhaust correlation as one has a single-tail pipe and the other twin-pipes, similar to my K2 - but these might not have been factory-fitted equipment anyway. The instrument boards are not identical either, though this may be to the subsequent owner's preference during a lifetime and do not seem to tally with the K-type layout - or my eyesight is failing too! So, all conjecture, but a bit of fun certainly!

From Christian Hoptner:

Thank you very much for the latest Bulletin - EXCELLENT! In my view Bulletin of the year!!!

The picture of Patrick Gardner with his ex. Mel Jones J4 rep. at Silverstone made my weekend - same as for the entry list of the 1975 Brands Hatch race. More of this please, if available - perhaps a full reprint or scan? Would be great... or some more lines from somebody who was there....

Reason for my lines is your little quiz under the headline of Tailpiece on page 47. I would love to enter this quiz and I am suggesting the following:

The blue car on the left is an ND - and the red car on the right is a K2. The ND was fitted with the surplus bodies of the K2's - hence the body is slightly wider when viewed from the front. In the picture the cars are looking the same from behind.

The red K2 is - I guess - the ex Mike Waggot K2 K2019 - this car was fitted with unusual twin exhaust pipes so yes, I think it is K2019.

Would love to see the answer in one of the next Bulletins!

TAIL-END CONUNDRUM...

Keith Pilgrim:

ND - AAT 741 (NA0514)

The answer to the tailpiece suggests a 6-cylinder car. The width of the N-type should, immediately, spring to mind, but which one? There were fewer of these models built than the 33 revered K3s so ND is the answer.

The K2 model was not selling well. The theory is that Carbodies, who were making the K2 bodies, would only tool-up for a run of 50-plus bodies and the K2 was struggling to sell 20. A potential solution was to take the wider K2 body and bolt it straight to the N Chassis without the NA rubber mounted torsion lever mounts. Because there were only, approximately, 25 excess bodies available, the Company offered the KD or ND to employees and friends.

The second story of the ND, which could possibly have come after, was that it was ripe for development. The Ards TT of 1933 had been dominated by the Supercharged K3 but the governing body decreed that blowers would be banned for the 1934 TT and only naturally aspirated engines could be used. The ND was the potential replacement and ticked all the boxes. Once released as the 1934 MG offering, Riley and Aston Martin objected to the car's dimensions on the grounds that the body dimensions did not meet the specifications and the objection was upheld. Undeterred, Cecil Kimber took the ND and produced 8 slim-line 2-seater racing cars that were designated NE. After all the objections, Aston Martin were unable to run a car in the 1934 TT! A more detailed and less speculative account can be unearthed from a number of knowledgeable owners and historians. However, it is known that many of the NDs were used in Trials, particularly the first three off the line....and that is another story.



NA0514 in company with Gerhard Maier's similar car (NA0468) at the 2017 Summer Gathering.

TAIL-END CONUNDRUM...

Malcolm Bailey:

ND - MG 3469 (NA0471)

My MG was supplied by University Motors in July 1934 to R M Archibald of "Paris and London"

It passed through four hands before being acquired by Mr John Thompson of Ettingshall, Wolverhampton. It is possible that the John Thompson, who owned my vehicle, was part of the John Thompson Motor Pressing Company based in Ettingshall. This company was part of a substantial engineering dynasty that originally supplied chassis to Rolls Royce and substantial engineering products during the Second World War. It was subsequently taken over but the factory in Ettingshall finally closed in 2004.

I did trace a member of the Thompson family who replied to my courteous enquiry after John Thompson who told me that they were no longer in touch with that side of the family. When I purchased the car from my next door neighbour, Jim Kerr (who had bought it from John Thompson), it came with two 16"x6" wheels that suggested that the car could have been used for trialling, but I have been unable to find any trace.

If any of the members know or remember any Trials that may have been entered by my car I would be very grateful for any information they can provide.



The second "mystery" car, Malcolm Bailey's very smart ND

Book Review: The MG Story – 1923-1980 by Malcolm Green. Review by Philip Bayne-Powell.

Over the decades there have been so many books on MGs, starting with John Thornley's "Maintaining the Breed", that you would have thought that there was nothing new that would warrant another MG book.

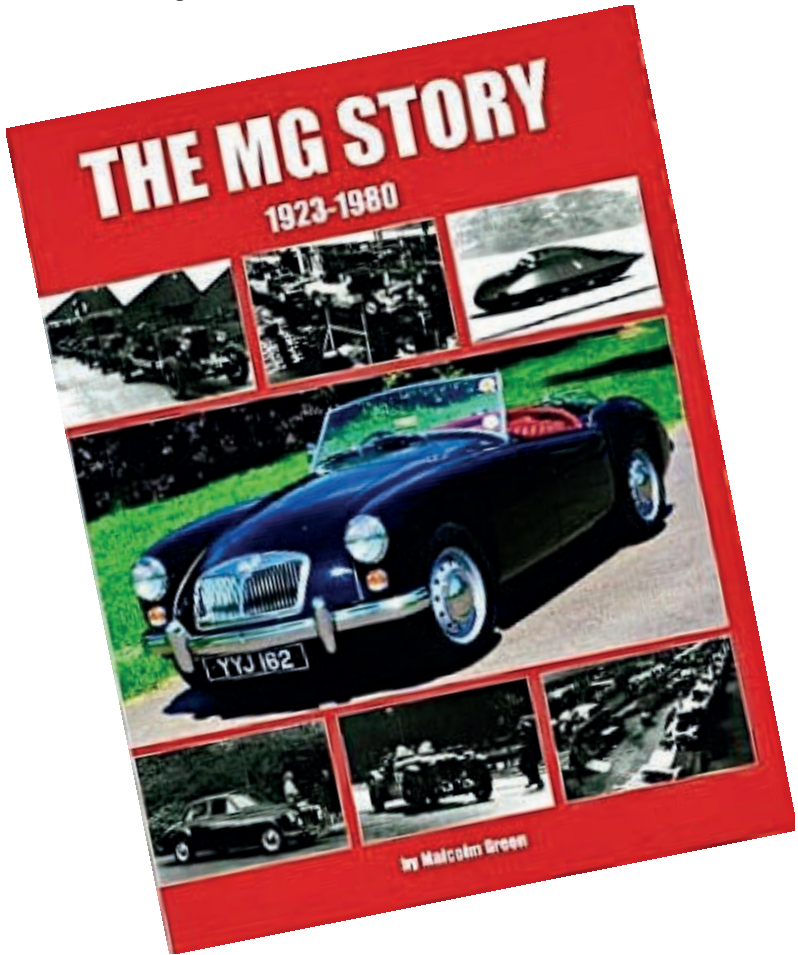
How wrong can you be! This new book by Malcolm Green takes a fresh look at the story of the MG Car Company and the people involved. It starts off by trying to sort out which was the first MG – a very thorny subject, with various people convinced of conflicting years, with different information to back up their opinion. The story continues through the various models up to the last MGB, Midgets and MGCs, and to the final closure of the factory. The development of the various models is covered with background information on how each model came into being and the hurdles that John Thornley had to overcome to get the later models into production; in the early days Cecil Kimber was his own boss and so cars got into production very quickly with new models coming out virtually every year.

Once in production, the various modifications and updates are comprehensively covered, which hasn't been done before in such depth. For example, the Midget, which was developed from the "Frog-eye" Sprite, was produced at Abingdon, who were given the specification to get into production. When Syd Enever seriously tested an early version, the back end was found to be weak and in need of upgrading so the production line was put into reverse so that the modifications that were needed could be fitted before the assembly line could roll once more.

As well as covering the cars themselves, Malcolm devotes many chapters to the people linked to the company; William Morris, Cecil Kimber, George Eyston, Bellevue Garages (the Evans family), John Thornley, George Philips and Dick Jacobs amongst others. The chapters show how these various people influenced the MG Car Co in developing, racing and record breaking our cars. Other Chapters cover the Dancing Daughters, the pre-war Police cars, Abingdon at War and MG specials.

Malcolm has given a story quite unlike those that have gone before, with fascinating titbits of information; for example, when an aviatrix was coming to the factory, they fired up the boiler specially so that the smoke from the chimney would indicate the wind direction for her to land in a field nearby. *(See the following pages for the answers)*

With 407 pages of information, there is much that will be new to a lot of people, as well as reminding others of facts that they may have forgotten about. There is also a very good index running to seven pages, which is invaluable when trying to find something buried in the narrative.



SCAMS TODAY AND SCAMS TOMORROW

This letter from Cecil Kimber appeared in the September 1935 edition of Motor Sport and was reproduced in the Bulletin for December 2010. It is worth repeating now in view of the current proliferation of scams, including some that have been reported through the Forum. It rather proves that there is nothing new; it is probably just a lot easier and more profitable than it was in 1935!

“Sir. We should like through the courtesy of your columns, to warn MG owners against an individual, who is apparently going about the country claiming to be one of our Testers, and offering to obtain spare parts for MG cars at a cheaper rate than getting them through the normal channels. If the victim becomes at all interested in any particular parts, he then a day or two later receives a wire stating that the parts are ready, and asking for the money to be wired to a Post Restante address in London. The address he gives in Abingdon, in an attempt to establish his bona-fide, is a bogus one.

According to the information we have received, this particular man speaks with a pronounced Scottish accent, has red hair, and has one or two front teeth missing*.

Hoping this information will be the means of preventing any other owners being victimised. I am yours, etc.”

**At this point, I did check the date of the Bulletin to make sure it was not the April issue! The Bulletin Editor at the time was Philip Bayne-Powell.*

Wanted:

Nev Churcher is in need of an Arnott Oil Tank to help get his J3 (as featured on the cover of Bulletin 120) up and running in authentic fashion.

Please contact Nev by phone if you can help

(023 9252 7202).

CORRESPONDENCE: REAR HUB BEARINGS.

From Martin White

Regarding Simon Johnston's articles about rear hub bearings, the 100 thou spacer he found may well have been fitted to compensate for poor half shaft/hub fit but alternatively they may have been fitted to prevent the brake drums rubbing on the back-plates.

This is a problem that can occur when J2s are fitted with Morris 8 hydraulic brakes using the original J2 drums. They usually clear the back-plate when the car is jacked up and the wheel spun by hand but, once on the road and cornering, things start to flex somewhat and they do not! I have also seen this problem cured by putting shims behind the drums. Neither method is very good owing to the reduction in length of the threads which, effectively, hold the wheels on.

I have found a better solution which I suspect may be old news to many, but worth repeating. There are bearing carriers available that are similar to ours that are wider to allow for wider bearings – I think these are for T-types. There are others, which I think are Morris 8 or Series E, but these need the studs shortening and sleeving to locate Triple-M drums.

On removing the wider bearing and fitting the originals, and once the whole lot is bolted up, it will be found that the drum is further from the backplate and does not rub. However, a spacer ring has to be inserted between the outer race of the bearing and the back of the splined hub, the thickness of which is the difference between the thickness of the two bearings.

An unexpected bonus to my doing this on my hydraulically-braked J2 was that I was able to fit a half-shaft seal without machining the hub. I brazed a piece of tube to the big nut and bored it out to fit a very thin oil seal which locates on a sleeve "glued" to the half-shaft. This, of course, is very similar to the Roger Furneaux set-up as described by Jon Pedoe in Bulletin 117 but I think it looks rather more compact but is possibly less robust than Roger's! I don't know if his "kit" will fit the hydraulic set-up that I have described without machining the splined hub, but it may well do.

Anyway, I hope this proves useful to any J2 owners with hydraulic brakes who find their hubs, and wheels, are only hanging on by half a thread!

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

The Harewood 'Classic & Vintage' Hillclimb on the 5th June, organised by the BARC, had five Triple-M entrants spread over three classes. Frank Ashley in the M-type finished second (98.57 secs) in Class V2 for Sports cars up to 1100cc with Andrew Harrington's J2 third (105.15 secs) but both were some way off the winning Riley Brooklands time of 78.64 seconds. In Class V3, Tim Sharp's supercharged PB achieved third place with a time of 85.25 secs which was much closer to the winning Frazer Nash time of 80.30. Class V10 was for Special Sports Cars over 1101cc supercharged; Roger Tushingham finished in second place with 77.96 secs in his 1500cc N-type special just behind the winning AC/GN on 76.27. Maurice Gleeson's 1408 L-Magna managed only one competition run in the afternoon, finishing last in Class and considerably slower than his two practice time. Clearly something was not quite right.

There were four Triple-M entries to the rather damp MAC/VSCC Shelsley Walsh Hill Climb meeting in early July. Duncan Potter non-started his C-type in Class 2 but Chris Cadman upheld C-type honours finishing fourth in a reduced class. Also fourth in class was Tim Sharp's PB in Class 3, as usual up against the larger capacity Frazer Nashes. In the Racing Car Class 13, James Burmester's single seat PA finished sixth out of seven runners but his time was good enough for third on handicap. There were also two MG/Riley specials in the event: Roy and Richard Newton's car in Class 10 for Sports Cars and Andrew and Benjamin Craven's car in Class 14 for Racing Cars over 1101cc.

The Oulton Park Auto Solo saw four Triple-Ms, all in Class 1 for 'Pre-War cars up to 8ft 6in'; John Scott J2, Mike Stringer M-type and Peter Scully PA finished fourth, fifth and sixth respectively with Ian Goddard's F-type in last but one, eleventh place.

The VSCC Summer Rally on 24th July featured Roger and Russell Thomas' PA and Derek and Gillian Chatto's M-type competing in the Trophy Class "Fast" class finishing a very creditably sixth and seventh respectively in a class of fourteen and with no serious time penalties. Tim and Anne Whellock in the first competitive run in their PA, fared less successfully in the Clubmans Class. All went well for the first half of the rally but timing problems during the second part saw an accumulation of penalty points. They still managed a very creditable seventh place finish out of eleven entrants.

The VSCC Prescott hill climb, over the short course, on the 7th and 8th August was almost back to normal and had a good entry of eight Triple-M drivers. The weather however could have been kinder with wet/damp conditions throughout. Duncan and Emma Potter shared the C-type on this occasion with Duncan finishing in fourth place in Class 2 with a best time of 54.38 secs against the winning Riley's time of 51.36. Emma's time was a disappointing 65.74 which relegated her to last place. In Class 3, Rachael Holdsworth's PB time of 57.28 secs placed her mid-class, nineteenth out of twenty-nine but Simon Jackson's PB only managed practice before retiring. In the Special Sports Car Class 10, Charlie and Steve McEvoy's supercharged F-type finished ninth and eleventh respectively but Charlie's time of 53.28 secs was good enough to be placed first on handicap. James Burmester's time of 51.95 secs in the 'Monoposto' PA in the Racing

Car Class placed him in sixth place and third on handicap while Tom Hardman's NA Bellevue Special in the larger racing car class was also placed sixth with a best time of 44.21 secs. Once again, both Roy Newton and Andrew and Benjamin Craven competed in their MG/Riley specials.

SPEED CHAMPIONSHIP 2021			
Scores to 22nd August			
Position	Car/s	Driver/s	Points
	PB/s	Tim Sharp	23
	PA/s ss	James Burmester	11
	C/s	Duncan Potter	9
	F1/s	Steve McEvoy	8
	F1/s	Charlie McEvoy	8
	M	Frank Ashley	7
	NA/s	Roger Tushingham	7
	NA/s ss	Thomas Hardman	7
	J2	Andrew Harrington	6
	C/s	Chris Cadman	4
	J2	Jack Stops	3
	PA	Keith Riches	2
	L1/s	Maurice Gleeson	2
	C/s	Emma Potter	2
	PB/s	Rachael Holdsworth	2
	PB	Simon Jackson	1

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:

11 April	MGCC Curborough Sprint	Full Results
12 April	VSCC Exmoor Trial	Full
17 th April	VSCC Silverstone Race Meeting	Full
17 April	VSCC Silverstone Auto Solo	Full
24 April	VSCC Herefordshire Trial	Full
25 April	MGCC Baynton Jones HM Triple-M Racing Challenge	Full
2 May	VSCC Curborough Sprint	Full
9 May	VSCC Wiscombe Park Hill Climb	Full
5 June	BARC Yorkshire, Harewood Speed Hill Climb	Full
19 June	VSCC Cadwell Park Race Meeting	Full
4 July	MAC/VSCC Shelsley Walsh Hill Climb	Full
10 July	VSCC Oulton Park Race Meeting	Full
10 July	VSCC Oulton Park Auto Solo	Full
18 July	MGCC Donington Park Race Meeting	Full
24 July	VSCC Summer Rally	Full
7/8 August	VSCC Prescott Speed Hill Climb	Full

Racing Challenge Trophy 2021				
The Betty Haig Cup				
Scores to 22nd July				
			<u>No.</u> <u>where</u> <u>less</u>	
	<u>Car/s</u>	<u>Driver/s</u>	<u>than 5</u> <u>Races</u>	<u>Index of</u> <u>Performance</u>
	PA/s	Harry Painter		0.199
	J2/s	Fred Boothby		0.243
	PA-PB/s	Charles Goddard		0.278
	C/s	Barry Foster		0.296
	PB/s	Simon Jackson		0.309
	PB/s CC	Vernon MacKenzie		0.427
	J2-PB/s	Mike Painter		0.429
	K3/s, J4/s	Richard Frankel		0.500
	PA/s	Andrew Morland		0.561
	NA/s, KN/s	Andrew Long		0.615
	D/s	Chris Edmondson		0.623
	K3/s	Teifion Salisbury		0.737
	KN/s, PB/s CC	Andy King		0.909
	PB/s	Mark Dolton	4	0.572
	J2/s	Nigel Stroud	4	0.835
	C/s	David Cooksey	4	0.981
	C/s	Emma Potter	3	0.702

C.O.T.Y. 2021					
Scores to 16th August					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	48	K3/s	JB 3180	Teifion Salisbury	68
	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter James Painter	63
	3610	PA-PB/s	RC 2206	Charles Goddard	60
	3458	PB/s	EZ 2444	Simon Jackson	57
	2063	PA/s	RJS 380	Harry Painter	56
	2631	K3/s	JB 1472	Richard Frankel Vernon Mackenzie	55
	3534	J2/s	WF 5494	Fred Boothby	53
	3614	PB/s	VXS 544	Tim Sharp	51
	1931	C/s	VD 30	Barry Foster	51
	2913	PA/s	MG 3855	Andrew Morland	50
	2931	D/s	UG 281	Chris Edmundson	43
	2912	C/s	GX 9693	Duncan Potter Emma Potter	40
	2758	F1/s	DX 9957	Steve McEvoy Charlie McEvoy	36
	2226	NA/s	MG 3701	Roger Tushingham	35

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The first car on the Register and still in the same family: the beautifully restored NA Allingham that now belongs to Mike Allison's daughter Jane Metcalf. The car not only has significant in-period history from the 1930s but has been actively campaigned by the Allison family since it was purchased in 1961. Inset photo shows the all-important Register badge with the number "1". The photograph by Rob Constant shows NA0307 at the recent Summer gathering.