

# TRIPLE-M REGISTER BULLETIN

October-November 2021



THE MG CAR CLUB LTD



The long delayed Summer Gathering was a great success. Hosted by Andrew and Elizabeth Taylor, seen here with Andy King during the Gymkhana event, and featuring a celebration of the Register's 60th birthday with this spectacular cake provided by Frank Ashley and Thelma Grose. Photos by Rob Constant.



## BULLETIN No 123 October - November 2021

### **Front Cover Picture:**

*The Painter brothers had a very successful outing at Mallory taking three top three places between them. This photo by Colin Murrell shows Harry Painter close on the heels of James in the Kayne Special that he shared with father Mike.*

### **Editorial:**

I trust that the list of the first 60 cars on the Register proved to be of interest. Unfortunately, on the rear cover, I inadvertently turned Mike Allison's NA (Register number 1) into an Allingham special; my apologies.

Purely by chance, a few days after the Bulletin dropped through my letterbox, I had the owners of another of those early cars drinking tea in my kitchen; John and Anita Dorney are the current owners of J4275 (Register no. 27) which has an interesting history that will appear in a future Bulletin. My kitchen has also recently hosted Bob and Beth Walker who were staying down in Bath with their F1. They had brought the car down from Yorkshire to provide wedding transport for their grandson Joe and wife Hannah.



As I write this, world leaders are gathering in Glasgow for Cop26 and, whatever they decide, the future of the petrol driven car is already under a cloud and there will inevitably be consequences for the classic car world. Very recently, Richard Verrill has started a post on the website about the use of hydrogen to power Triple-M cars and this has generated some interesting responses. As you would expect, not all of the responses are serious but this may well be one answer to keeping our cars running into the future; it will be interesting to see if anyone follows this up with a practical example.

The late running of events like the Summer Gathering and Pre-war Prescott means that I have had to be selective as to what to include in this issue and some events and features have been held over so that they can be given the space that they warrant.

However, I trust that you enjoy this latest issue and, at least for our Northern Hemisphere readers and it provides some relief during the gloomy days of winter.

### **Digby Gibbs**

## Mike Hawke takes the Great North Road in 1956

*As Jeremy has been too busy to prepare his usual notes I offer this gem by the late Mike Hawke from Infoletter 114 (probably 1994) that is a reminder of the days (before the Register was formed) when Triple-M cars were in use as everyday transport.*

Back in 1956 I had cause to renew the big-ends in my J2. This was the prelude to fitting the Laystall crank when I discovered how grotty the standard crank really was.

I took the opportunity of a duty trip to Rosyth to do the running in, 400 miles from London up the Great North Road at 30mph! Arriving at Queensferry, there was no Forth Road Bridge then, I took my place in the queue behind a TA. We got chatting. The conversation turned to fuel consumption, a subject on which I had a new found confidence having just averaged all of 33mpg on the way up. "What do you get?" I asked the TA owner. "Thirty eight and three quarters miles per gallon" he said. I mumbled something about my measly efforts. "Och, you should get more with a wee motor like that, my friend gets over 40 in his J2".

I saw the J2, it had the front carburettor removed so that it was running on one carb only. This demon tweak was expected to improve fuel consumption but the "piece de resistance" of the modification was the method of blanking off the hole in the inlet manifold. It was a piece of cornflake packet....beautifully cut to shape.

*As a "tailpiece" to this, the Editor (Graham Arrondelle) added:*

*"I had to do a bit of guesswork to complete this article as my dog likes to breakfast on the Mail and she seems particularly partial to Mike's writing. She sits by the letterbox waiting – I can't wait till the half-shafts I've ordered arrive, that'll fix her – she may keep attacking the post but won't have any teeth left to tear it up with!*

*The Car of The Year table in the same issue also makes interesting reading with many familiar names and, sadly, a few who are now missing:*

Register	Model	Registration	Drivers
761	J2/s	APU 280	David Downes
1140	J2	JL 753	Mike Linward & Ralph Bateman
1048	J2	APH 367	James Wells & Len Bull
609	PB/s	ARY 614	Mike Dowley
1422	J2	MG 2161	Fran Ernst & Richard Baughan
3	J2	DG 5405	Mike Hawke
2741	KN/s	GSK 347	Philip Walker
1000	PB/s	JB 7521	Ian Williamson
605	L2/s	MG 2802	Bob Jones
1200	PA/s	JB 3854	Alan Grassam
2028	NB/s	MG 3694	Mike Allison
304	J2	MJ 311	Jeremy Prince & Imogen Prince
1049	PB/s	VH 8903	Gerald Burridge
1829	PA	304 GDA	Steve Dear
2189	J2/s	OY 5114	Barry Foster
627	J2	FS 5663	Ian Mackay & Neil Mackay

## Secretary's Update

It's already late October and high time to contribute some jottings for this edition of the Bulletin. As these are 'Secretary's notes', their main focus this time (predictably, you may say) is on the committee and its workings – but hopefully not too dry and maybe of some interest! In fact I do occasionally wonder whether these Bulletin slots get read because it's pretty rare to receive feedback. Happily, one notable but welcome exception is the response I received from Mike Long.



Mike lives on the Isle of White and is the proud owner of a very nice PA airline coupe. When he kindly offered to take over from me as Registrar for the PA model I was quick to accept, so he is now the man in that particular seat.

I am assuming that all readers of the Bulletin are current or past Triple-M owners, so you might like to be reminded that we have a team of seven Registrars who are responsible for maintaining the records of all of the individual model types and their owners. Their names and contact details are on our website and I would encourage you, and all owners, to contact them to ensure that your details are up to date and correctly recorded.

The Triple-M Register, just like the MG Car Club itself, is run by volunteers, so we are all in it together! Our Committee has set a priority of ensuring that we have clear plans for our future. This was a theme which emerged from our recent Zoom AGM which some of you attended – thank you for that. We will be looking to refresh the Committee so that we have an enthusiastic and energetic team in place to carry on the good work. This is necessary because some of us, including your Secretary, wish to make way for others to carry the torch for future generations.

We intend to simplify the way in which the Register works, but without compromising standards, and with a succession plan to carry things forward into the future. Whatever we do, it's very important that we meet the wishes and needs of owners. Our Treasurer John Summers has ideas on how the Register can evolve and become more up to date. With that in mind the Committee will be working up a survey which we hope to share with the entire Triple-M community very soon. Please watch this space for details and please, please, contribute to the survey as fully as possible when invited to do so. In fact, by the time you receive this edition we will be close to our next quarterly Committee meeting on 5th December, so if you are impatient to offer your thoughts and

suggestions, or to volunteer in any way, you can do so right now. Comments to yours truly, please!

I mentioned the AGM – it was a productive and friendly gathering. We now have a slightly reduced Committee of nine, Tim Luffingham and Barny Creaser having now stepped down. Tim was extremely involved in encouraging owners to use their cars in sociable, touring and other events – something which he will still be involved in but now working more behind-the-scenes.

Barny's role of registrar co-ordinator has now been subsumed into the Committee, so the work of managing the Register of Cars and supporting activities of the seven Registrars will now be watched over by a small steering group of Committee members. We are very grateful to Tim and Barny for the work they have both put in during their respective watches. Thanks are also due to the Committee as a whole for the huge amount of effort they make to look after your interests. The same applies to everyone else who helps to keep the wheels turning. You know who you are! Happily, the Register's finances are in a very good state and the committee will be examining ways in which the funds can be used responsibly for the benefit of Members – always mindful that the Register's funds ultimately belong to the MGCC!

Now a disappointment... I'm sorry to relate that the Register will not be present at the MG/Triumph spares day at Telford on the 23rd of January. The space allocated by the event organisers is much reduced compared with what we enjoyed at Stoneleigh and sadly only a handful of Club stands have been offered. I believe that the MGB Register is the only MGCC presence that has been allocated space. To compensate for this disappointment the event organisers have given us a discount code which can be used to obtain entry to the event at the reduced price. The code (for your eyes only!) is MGTRICLUB22 and the offer is valid until the 30th of December 2021.

But more positively, it has been great to see how many of you have been exercising your cars in wide ranging events and activities. The Goodwood Members Meeting provided just such a recent opportunity, with the Potter and Foster C types vying with The Teifion Salisbury K3 in spirited competition against some heavier, dare we say 'exotic' metal. All of which reminds me that it is high time that I exercised my bog-standard PA which I can hear whimpering in the garage ...

Best wishes until next time – and may your mechanical contrivances continue to delight you!

**Dick Morbey**



## Report and Photos by Colin Murrell

The weekend of 17/18th July saw the very welcome return to Donnington Park for the MG Car Club's Summer Race Weekend. The Triple-M Challenge featured two races on the Sunday with qualifying on Saturday. The races included a special class (Class 1) to celebrate the 90th anniversary of the C-type Montlhery Midgets. Steeped in Pre-war MG racing history, Donnington Park is a firm favourite with racers and spectators alike. With temperatures nudging 30 degrees, this was probably the warmest UK race weekend for some time.

The Triple-M spectacle was provided by the following cars and drivers:

No.	Driver	Car
<b>Class 1</b>		
63	Chris Cadman	Montlhery Midget C0263
78	Emma Potter	Montlhery Midget C0278
80	Barry Foster	Montlhery Midget C0280
87	Duncan Potter	Montlhery Midget C0287
<b>Class 2</b>		
4	Adrian Moore	F-type Magna
6	Fred Boothby	J2
8	Nigel Stroud	J2
20	Richard Frankel	J4
106	Chris Edmondson	D-type
<b>Class 3</b>		
7	Mark Dolton	PB
9	Andrew Morland	PA
12	Richard Stott	PA
86	Louis Frankel	PB Cream Cracker
129	Simon Jackson	PB
<b>Class 4</b>		
1	Tom Hardman	Bellevue Special
3	Teifion Salisbury	K3
5	Jack Bon	Q-type
17	Andy King	KN to K3 specification
42	Vernon Mackenzie	K3
95	Mike Painter	Kayne Special
109	Andrew Long	KN
114	Charles Goddard	PA Special
123	Harry Painter	PA

Rich Stott was competing in his first ever race event and was one of the first cars out onto the track for qualifying (photo below).



The first MMM race saw Tom Hardman on Pole with Harry Painter joining him on the first row. An incident at Redgate for Harry left room for father Mike to uphold family honour and take second place behind Tom Hardman with Charles Goddard taking third place. Barry Foster in "The Rat" was first C-type home in 7th place. Barry also registered the fastest lap in Class 1 and was joined by Fred Boothby (Class 2), Simon Jackson (Class 3) and Tom Hardman in Class 4.







Father and son, Louis (above in PB0535) and Richard Frankel (in J4005 below), join the growing list of families competing in the MMM races.



Much later in the day, the second Triple-M race was missing Tom Hardman, who had to leave before the race started, and Harry Painter. This left the field open for Mike Painter to take the chequered flag followed by Charles Goddard and Vernon Mackenzie, both from Class 4. Fourth place went to Andrew Long and fifth was secured by Jack Bon, following a storming drive from the back of the grid driving Richard Powell's Q-type. The rest of the top ten were Fred Boothby (6th), Teifion Salisbury (7th), Adrian Moore (8th), Duncan Potter (9th) and Andrew Morland in 10th.

Fastest laps, in class order, went to Duncan Potter, Fred Boothby, Simon Jackson and Mike Painter.



Newly weds Joe and Hannah Evans with grandfather Bob Walker's F1 in the Royal Crescent in Bath. September 2021.

## David Downes – A Tribute by Roger Cadogan

David was well known in in Triple-M circles for his humour and motoring activities but he had numerous other interests including cycling, sailing, rugby and travel. His professional career was in dentistry and, after qualifying in Newcastle, he escalated through a number of posts and, after a spell as registrar at Salisbury hospital in the Maxillo Facial unit, he bought into a practice in Bournemouth. He retired in 2006.



David's involvement with MGs began in 1966 with a TA followed by a collection of interesting cars including a TC and an MGA. His stable finished with a J2, NA and a C-type Monthery Midget and all were supercharged of course. His activities with his cars included many prestigious European and home events from racing and speed to classic rallies and more social events. David was something of a practical joker being known to do such things as installing a nitrous oxide cylinder or a printed circuit board on the engine claiming them to be performance enhancers. This was all completely false of course but done with a straight face. With some of his jokes and pranks he was known to ask "have I gone too far?"; fortunately the answer was invariably "no".

There is a story, (confirmed by the subject) about a sailing trip to Brittany with other well-known MMM friends where one of the number stayed a little too long in one of the hostelries. On his return to the boat, he was denied permission to board owing to his incapacity; now as night had fallen, he was bound up in his sleeping bag and tied to the jetty for safety's sake. Come the dawn David would still not let him aboard until the miscreant had returned to town to find the boat's folding cycle that had been mislaid. Fortunately, the offender was successful, and the voyage continued for further adventures.

David and Sandra were very well travelled which only served to enhance his taste for good hotels and restaurants. Consequently, if you were travelling with him to one of the many European events his choice of overnight locations was always commendable.

David was known as a very gentle man and I, along with many others, was honoured to call him a friend. He will be missed but fondly remembered by all who knew him.



Top: David in racing mode at the 2016 Dutch VSCC gathering at Zandvoort (see article in Bulletin 94).

Below: David in touring mode, seen here with Roger Cadogan (left) and David Pendlebury-Brown (centre). The picture, taken by Judy Cadogan outside the village church in Brissarthe en-route to Angouleme in 2010. Roger Cadogan suggests that David Pendlebury-Brown's enthusiastic gesticulation was occasioned by the local bar opening for business!





*The following tributes to David were posted on the Forum in response to Roger's announcement:*

Roger, so sorry to receive this news. David was a most engaging chap, always full of enthusiasm for our cars. *(Dick Morbey)*

What a shock. We only knew him through speed events where he was always friendly and up for a laugh even though we were relative "newbies" (20 years). Very helpful to Rachel on her early events. *(Graham and Rachel Holdsworth)*.

Sad news indeed. *(Colin Murrell)*.

How very sad, as others have observed David was always very friendly and a great enthusiast. *(George Eagle)*.

Nice Bloke! *(Andrew Bradshaw)*.

Such sad news indeed. We remember with fondness David competing at many events, especially the old MG Silverstone race meetings. *(Andrew and Elizabeth Taylor)*.

This is sad news indeed, a great loss. David was a true enthusiast and a great member of the MMM teams running in the VSCC Relay Races. We have lost a fine gentleman; indeed a fine, gentle man. *(Fred Boothby)*.

How very sad, he did a lot of racing! Met him at Montlhery in 2011 and he lent me his helmet so I could go round the track! *(Mike Dalby)*.

## **The Isle of Wight to “Greenacres” by Airline** **Words by Mike Long; Photos as credited**

*it was a pleasure to see Mike Long's lovely PA Airline Coupe at the Summer Gathering; it really stood out amongst the more usual Triple-M machinery on display. Mike tells the story of his journey to the Gathering which was his first trip of any length in the newly restored car.*

Although I had owned a 1952 MG YB since 2009, I am new to Triple-M MGs. In 2018, I sold the YB and in 2019 bought a VA saloon, which proved troublesome. While trying to sell the VA, I saw the PA Airline for sale. The previous owner, Richard Cass and his father Ronald, had restored it over about 35 years, returning it to the road with a new MOT in 2011. Although I knew little about PAs in general, and Airlines in particular, I knew I wanted it.

When I bought the car in August 2019, the odometer was not working, but it was obvious that the car had covered few miles since 2011. Some restoration to the original specification was incomplete and items of 'additional equipment' were missing. It needed recommissioning.

I planned to recommission it during the winter of 2019-20, in time for MG Era Day at Brooklands in April 2020, and use it during the summer of 2020. The outstanding restoration would follow during the 2020/21 winter. However, the lockdown intervened, so I completed the outstanding work while 'grounded'.

I did manage some use of the car during the lockdown, road testing and occasionally to collect a newspaper from the local shop, not necessarily by the most direct route! By mid-2021, I had covered about 500 miles, mostly circular trips of 10-25 miles on local roads around my home.

I believe that classic cars should be used regularly, and I intended to do just that. As lockdown eased, it was time for a more adventurous trip. The car had been largely hidden from public view for over 40 years and the Triple-M Register Summer Gathering at 'Greenacres' beckoned. I estimated that the round trip would be about 160 miles plus two ferry crossings of about an hour each. Although it would probably be the longest trip that the car had made since at least 1970, I thought that I could complete it in a day, albeit a long one.

Farnham Royal was particularly attractive to me because it has family connections. It is just a stone's throw from Stoke Poges, where my great-grandfather had been the blacksmith at Stoke Poges until his death in 1913.



Almost back to normal

Triple-M cars re-united at  
"Greenacres".

Photo Bill Abbott.



Everything from "Skin and Bones" to "Oily Rag" was on display.  
Top is 2M2347 purchased by Peter Green in 2019. Peter commenced the restoration and had the Jarvis-pattern body made before his untimely death.

Below is the very patinated K2 (K2019) now owned by Colin Warrington.  
Both photos by Rob Constant.

Any trip from the Isle of Wight to the 'big island' must be planned around ferry timetables. Arriving at 'Greenacres' at the right time meant the 07.30 ferry from East Cowes, leaving home at about 06.30. I was a little concerned about waking my neighbours with the PA exhaust so early on a Sunday morning, but nobody has complained (so far).

The PA was not designed for motorways and I dislike them. Therefore, I chose a route using quiet A and good B roads, with some dual carriageway, much like the roads in the 1930s. I estimated that the mainland leg of the trip would take 2-2½ hours from Southampton, which proved correct. As I was driving solo on unfamiliar roads, I printed the route and turn directions on a card, which I fixed to the dashboard. I only made two mistakes, both of which were due to missing or misleading road signs.

I drove off the ferry at about 08.45 and made my way through Southampton, soon reaching the open roads. The PA performed faultlessly, cruising at about 55 mph on the dual carriageways. The radiator temperature rose to about 95°, but dropped back to its usual 90° when I reduced speed. The only hold-ups were on the steeper hills where I had to use second gear, but, strangely, I was always at the front of the queue! I stopped just short of 'Greenacres' almost exactly 2½ hours after disembarking from the ferry to fill the petrol tank for the return journey.

The day at the Gathering was enjoyable, with about 60 other Triple-M cars. I managed to chat to several other owners and had an interesting day. It was obvious that the cars are cherished by their owners, not all of whom are as long in the tooth as me! This is contrary to frequent comments on '*Bangers & Cash*' that pre-war cars are hard to sell because younger buyers do not want them because they are too slow and difficult to drive and they are destined for museums. I heard one comment from a young driver in the gymkhana saying that he had actually managed to change gear!

I had planned to leave at about 16.30 to catch the 19.30 ferry with half an hour to spare in case of hold-ups. Elizabeth asked me to delay my departure for the presentation because I had won the Pride of Ownership competition. I readily agreed as that really made the trip worthwhile, even though there was a 2½-hour wait in Southampton if I missed the 19.30 ferry!

The return trip was a repeat of the outward one and, despite the short delay in leaving, I arrived at the ferry with about 15 minutes to spare - ideal because it avoids a long wait to embark and spares my blood pressure as I approach traffic lights near the end of the journey.



The journey from the ferry port to my home was a bit more challenging. I had not used the car after dark before and the lights proved to be rather disappointing. I have LED bulbs to allow me to use the headlights during the day to make the little car more visible without draining the battery. I think I need to look at the focus of the bulbs.

Although the trip had taken 15 hours, 7 of which were actually driving the PA, I did not feel tired when I got home. When driving my Ford Focus, I feel the need for a rest stop after 2 hours, but I did not in the PA. I think that it is because the Focus, despite all the latest driving aids, is boring to drive while the PA requires a much higher level of driver input and concentration. The lack of modern safety equipment makes the driver more defensive and ensures greater concentration to avoid other road users, who are not necessarily as attentive.

Although impulsive, my purchase of the PA proved inspirational. It gave me a pleasurable pastime during the lockdowns and restrictions during the pandemic and continues to give me great pleasure. Every time I drive the car, it brings a smile to my face. I am proud to be the custodian of the car and enjoy maintaining, improving and driving it.



Mike Long's lovely PA Airline Coupe (PA0837) at Greenacres. Photo Bill Abbott.

# SUMMER GATHERING 2021

## Gymkhana Overall Result

Overall Position	Name	Car Details	Test 1	Test 2	Test 3	Overall Total
			Position	Position	Position	
1	Ron Warr	PA - OW 5865	1	2	11	14
2	Rachel Bolton-King	M - APB 298	4	1	11	16
3=	Bill Abbott	NB - JB 6864	2	9	7	18
3=	Christopher Hobbs	K1 - ALA 871	12	5	1	18
5	Len Page	M - UW 3227	10	5	4	19
6=	Martin Jacobs	K1 - ALU 463	3	13	4	20
6=	Kim Dear	PB - MG 4396	14	4	2	20
8=	Anthony Richards	PA - BXH 499	6	8	8	22
8=	George Daniell	J1 - JH 4675	9	10	3	22
10	Andy King	PB - JB 7521	6	3	14	23
11	Chris Salmon	J2 - CG 5230	6	10	10	26
12	Digby Gibbs	J2 - CG 5230	5	15	9	29
13=	Susan Glenny	NB - BOK 407	10	12	11	33
13=	Keith Wallace	PB - YS 5081	13	14	6	33
15	Ruth Richards	PA - BXH 499	15	7	14	36

## Pride of Ownership Results

### 4 Cylinder Class

1	CPB 425	PA	Mike Long
2	OB 5374	J2	Grace Henderson
3	JK 1932	C	Greg Smith
4	JB 7521	PB	Andy King
5	MG 2686	J2	Chris Edmondson
6	ARO 872	PA	Paul Farrena
7=	JB 5575	PA	Brian Halford
7=	ADG 398	PB	Nick Dean
7=	JB 7524	PB	Elizabeth Taylor
7=	UR 8496	M	Elizabeth Taylor
11	RX 8591	C	David Cooksey
12=	HG 1770	J2	Mike Gush
12=	YS 5081	PB	Keith Wallace
12=	WV 5012	PA	Dick Morbey
12=		R	Geoff Enoch
12=	VU 7908	M	David Rolfe
12=	OW 5865	PA	Ron Warr
18=	BXH 499	PA	Anthony Richards
18=	TG 8337	PA	George Ward
18=	OJ 4504	J2	Geoffrey Parkin
21	APB 298	M	Rachel Bolton-King
22	BZ 3433	PB	Martin Gratte

### 6 Cylinder Class

1	BOK 407	NB	Chris Little
2	MG 2606	L1	Chris Wood
3	MG 3570	K3	Andrew Taylor
4	BYK 340	KN	Peter Prosser
5	ALU 463	K1	Martin Jacobs
6	JB 3852	NA	Mike Allison
7=	ALA 656	L2	George Eagle
7=	MG 4282	KN	Peter Hemmings
7=	BYU 271	NA	Rosemary Bayne-Powell
10=	JB 6864	NB	Bill Abbott
10=	ALA 871	K1	Christopher Hobbs
12	OC 2640	L1	Peter Parry

## General Quiz Results

### Number of washers in the jar

1	Laurie Salmon	- 15
2	Ruth Richards	- 30
3	Colin Henderson	- 86
4	Thea Salmon	- 126
5	Paul Miller	- 163
6	Rachel Bolton-King	+ 224
7	Chris Salmon	- 252
8	Jo Salmon	- 290
9	Nick Dean	- 330
10	Graham Hasler	- 376
11	Jackie Girvan	- 398
12	Geoff Enoch	- 446

Everyone else over +/- 446

The result is the difference between the answer given and the actual amount of 1,126 washers

### Guess the length of the rope

1	Geoff Enoch	+ 11"
2	Chris Wood	- 4' 3"
3	Richard Winchester	+ 5' 8"
4	Susan Glenny	+ 8' 7"
5	Dick Morbey	- 9' 0"
6	Colin Henderson	- 10' 5"
7	Keith Wallace	- 16' 9"
8	Jackie Girvan	- 20' 7"
9	Jo Ward	- 23' 8"
10	Anthony Richards	- 24' 6"
11	Nick Dean	- 24' 11"
12	Chris Salmon	- 25' 4"

Everyone else over +/- 25' 4"

The result is the difference between the answer given and the actual length of 56' 11"

### Picture Quiz

1	Jacquie Abbott	8
2	Caroline Jacobs	6
3	Evie Winchester	5

## SEEKING INFORMATION: J2075

Information provided by Jeremy Prince.

*Many of you will have seen Jeremy Prince's posting and this period photo of J2075 on the Forum. The original request is printed here together with some additional information.*



"I attended the recent VSCC Prescott event in my J2 where I was approached by a chap who introduced himself by saying he used to have a J2 as well. Conversation revealed that his ownership was around the early 1960s and that he had a large number of photos of his J2, which was fitted with a Ford engine. His name is James Ellerby.

Unfortunately, there is no record of XG1733 in the Register, nor on the DVLA site, so things do not look good for it's survival. The chassis number is not known (*see below*).

In the unlikely situation that somebody can provide information which might lead to the photos being re-united with the car, I attach the photo that he sent me."

## Seeking Information: J2075 continued

*The ever-diligent Cat Spoelstra added:*

“The car is J2075, unknown to be a survivor. Last heard of in 1946, according to the late Mike Hawke’s data. Incidentally, the car’s manual does survive!”

*Jeremy was able to add a little more information by email:*

“Since making the posting I have not managed to obtain much further information on the J2. The previous owner, Mr James Ellerby is, I believe, in poor health. I know very little about him or the car but he has given me permission to publicise his previous ownership in order to see if further information can be obtained. What I have found out is very limited but may be useful:

He bought the car after seeing advertised in The Evening Gazette in Northallerton for £40. he thinks it was in the early 1960s.

At some time in his ownership he removed the MG engine, replacing it with a Ford van engine which he bought from a scrapyard for £10. He utilized the MG gearbox, mating it to the Ford Engine with a special bell-housing.

After approximately 18 months of ownership he sold the car to “a mate at work”! He may be able to supply some more photos in the future, subject to his health.”

*If anyone out there can provide any additional information that adds to the history of the car it would be much appreciated both by Mr Ellerby and by the Register so that the records can be updated. If Jeremy receives any more photos or information from Mr Ellerby they will feature in the Bulletin.*

*I understand that the fitting of a Ford engine to J2s was a very common “cure” for the inevitable broken crankshaft syndrome. My own J2 (J3472) suffered a similar fate and, even now, there is a J2 advertised on the Website that still has a Ford side-valve engine fitted.*



## HAMPTON COURT PALACE CONCOURS OF ELEGANCE September 2021

**Report by Tim Luffingham**

**Photos by Andrew Taylor, Tim Luffingham and Katherine Taylor**

It is within these spectacular grounds that The Hampton Court Palace, Concours of Elegance took place on 3-5th September 2021 and, once again, brought together a selection of 60 of the rarest cars from around the world – many of which will never have been seen before in the UK. Uniquely, the Concours of Elegance winner isn't selected by a panel of judges but by the owners of the cars themselves. Each participant is asked to vote on the other models on display to decide which car is considered to be the 'Best of Show'.

Car Clubs are also encouraged to attend and this year on Saturday 5th the Triple-M Register was on display for the first time. Perhaps being the year it was, only 8 places were filled from the 20 that were offered to us though we managed a wide range of models on the day:

Andrew Taylor:	K3.
Elizabeth Taylor:	PB Cream Cracker.
Colin Henderson:	N-type Aramis tribute.
Andrew Henderson:	J2
Ron Warr:	PA
David Naylor:	L2
Tim Luffingham:	L2
Peter Prosser:	KN Saloon



Top: an impressive line up of Triple-M cars at Hampton Court.  
Below: "Little and Large" - Peter Prosser's KN in exalted company.

An 8.45am rendezvous at the Stud Gate assembly area had us, along with many other marques, waiting our turn to be led through the private lanes and grounds of the Palace amongst the infamous herds of deer to eventually arrive at our display point.

Ron and Barbara Warr drove the 150 miles from Warwickshire the previous day and stayed overnight locally. Another group had driven in convoy from Greenacres in Farnham Royal.

Very much part of the main event is The Club Trophy which sees each Car Club offer a car to be judged by an independent panel of judges. The prizes are significant and awarded by HRH Prince Michael of Kent. Peter Prosser entered his KN pillar-less Saloon but was against tough competition and the Triple-M came home without any of the silverware.

Our entry pass also included access to the Palace which brought another dimension to the day and one not usually experienced at a car show! Although several food outlets were onsite, the Triple-M team brought blankets and chairs and enjoyed a picnic on the lawns beside our cars. A fabulous day out.



Many thanks to all who attended. I hope we can do the same again next year and if you would like to express an interest this early stage then do contact me [timpluffingham@gmail.com](mailto:timpluffingham@gmail.com)







The triple-M display at Hampton Court. Photo: Andrew Taylor.

# VSCC PRESCOTT SHORT COURSE HILL CLIMB 7th & 8th August 2021.



Notes by Colin Murrell. Photos as credited

Set in the stunning Gloucestershire countryside, the two-day Prescott Speed Hill Climb is considered by many, (competitors and spectators alike), to be one of the yearly highlights of the Vintage Sports Car Club's (VSCC) competition season. The weekend's event exceeded the expectations of many, and the forecast rain (and thunderstorms) generally stayed away during the competitive parts of the weekend.

A further bonus was that spectators were welcomed back, with a good selection of members' cars on display in The Orchard and a number making use of the camping facilities, including some from overseas. It was good to see that Triple-M MGs were joined competitively by "Vintage" and T-types to bolster the number of MGs in action.

Cars competing:

32	Duncan Potter	C-type Monthery
732	Emma Potter	C-type Monthery
44	Ted Elwes	TA midget
49	Rachel Holdsworth	PB
58	Simon Jackson	PB
92	Geoff Radford	18/100 Mk 3 Tigress
792	Andrew Radford	18/100 Mk 3 Tigress
205	Charles McEvoy	F-type Magna
705	Steve McEvoy	F-type Magna
211	Roy Newton	J2/Riley Special
254	James Burmester	PA Monoposto Special
275	Andrew Craven	MG/Riley Special
775	Ben Craven	MG/Riley Special
281	Tom Hardman	Bellevue Special

Heading photo by Colin Murrell shows James Burmester in his monocoque PA.



Above: The impressive front-end of the Bellevue Special.

Photo Digby Gibbs.

Below: Rachel Holdsworth tackles Pardon Hairpin in her familiar PB.

Photo Colin Murrell.



## **EX 120 Replica at Silverstone.**

**Photos supplied by Philip Bayne-Powell; additional notes from Ted Hack.**

*Further photographs of the early days of the Register from Philip Bayne-Powell's collection. The photographs show the well-known EX120 replica of Nigel Musselwhite at Silverstone, probably in the mid-1970s. The first photo was previously posted on the Triple-M website by Roger Cadogan and it shows Philip in "working mode" of overalls and beret and in deep conversation with Nigel.*

It is thought that this car is the first of Nigel's replicas which was based on an un-numbered D-type chassis and reportedly contained the only surviving pieces of the original EX120, including the block and a few other engine parts. This was sold (purchaser not known) and the new owner fitted it with a more accurate replica of the EX 120 body. More details of the car appear in D-Group Dispatches 61 and 64.

The original body was returned and Nigel put it on another D-type chassis (D0460); the last known owner of that car was Clifford Hellzen in Sweden. The original replica is in a museum in Japan masquerading as EX 120; all attempts so far to identify a chassis number have failed.





#### Event 11

##### 3 Lap Handicap Race for Triple-M Cars

The Three Month Trophy in the Winner

An Award for 2nd, 3rd and 4th placings

Points to the Winner

No.	Name	Car	K.M.
1	Anthony Selton	M.G. 23	839
2*	Rubert Bedford	M.G. 23	822
8	Reggie Barkley	M.G. 1980	7408
12	Andrew Smith	M.G. P.8	868
14	Walter Allison	M.G. M.A.	1271
16	Peter Carnegie	M.G. Magneta	1284
17	Nigel Musselwhite	M.G. (ex 128)	749
21	Colin Sachs	M.G. J.4	746
22	Rae Manton	M.G. Q-Type Special	746
33	Michael Bentley	M.G. P.8	939
38	Norwich Gardner	M.G.	839
140*	Andy Polansan	M.G. J.4	847
148	John Wilkinson	M.G. 23	897
147*	James Wynn	M.G. K.3	1286
148	Michael Hawke	M.G. 23	939
149*	Michael Hawson	M.G. 7F	848
150	Syl Ben	M.G. K.3	1086
181	Philip Bayne-Powell	M.G. K.3	1087
153	Nigel Kelly	M.G. P.8	939
152	David Stone	M.G. M.A.	1371
154	David Gashby	M.G. 7F	847
155	Richard Pilkington	M.G. K.3	1120
154*	Gerald King	M.G. L.2	847
158	Willy Gates	M.G. P.8	938

\*These competitors are eligible for the Hallowman Award.

#### A WORD FROM THE GENERAL SECRETARY

We are privileged to have with us today very many members from Overseas Centres, and we extend to them a very warm welcome and express the hope that they will enjoy the weekend in our company.

GORDON COBBAN

17



## 25th SILVERSTONE FESTIVAL

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This may not be the year when these photos were taken but the cover tells a tale of the days before "MG Live" and there is a fascinating list of "runners and riders", including Nigel Musselwhite, Philip Bayne-Powell, Tony Dolton, Mike Hawke and Dave Cooksey. Programme courtesy of Patrick Gardner.



## **VSCC Mallory Park Race Meeting 22nd August 2021** **Report by Duncan Potter, Photos by Colin Murrell**

As the promised August heatwave struggled to reappear, the Racing Department arrived at Mallory for the last VSCC race meeting of the season.

For those unfamiliar with the Leicestershire circuit some history may be of interest. After the Second World War, Mallory became a pony trotting circuit which defined the outline of the oval track still in use today. After the financial collapse of the equestrian club responsible for the circuit, the track was hired by various motorcycle clubs for grass-track motorcycle and motorcycle and sidecar racing. In 1955, the estate was purchased by Clive Wormleighton, under whose influence the present tarmac circuit was constructed. Once the building works were complete, a circuit test was held when local Grand Prix driver Bob Gerard and Maurice Cann respectively conducted a Cooper-Bristol Formula Two car and a Moto Guzzi motorcycle around the track, Gerard managing a lap of 81 mph. The very first race was held on 29 April 1956 when the Leicester Query Motorcycle Club organised a motorcycle meeting. A large crowd in excess of 20,000 spectators attended the Grand Opening event on 13 May 1956. 248 riders arrived in Leicestershire for this meeting, which saw George Salter set the first lap record at a speed of 84.08 mph, riding a Norton bike. Cars first appeared at the Whit Monday meeting, with the first car race victory being achieved by a D. Rees in an Austin.

## VSCC Mallory Park August 2021: Triple-M entries.

*The number and variety of entries for the Mallory Park event was so impressive that I felt it worth printing for the record; to have 18 cars and 20 drivers competing at this level is a testament to the enthusiasm of the drivers and the hard work put in by Duncan and his helpers in getting events going again after the tribulations of 2020.*

No	Driver	Car	Results
3	Teifion Salisbury	K3	
49	Charles Goddard	PA/PB	5 <sup>th</sup> and Fastest Lap Race 10
79	Andy King	PB Cream Cracker	
80	Fred Boothby	J2	
88	Mike Davies-Colley	PA	
89	Andrew Long	N-type Magnette	
94	Duncan Potter	C-type	5 <sup>th</sup> Race 4
95	Mike Painter	Kayne Special	
100	Dave Cooksey	C-type	
101	Barry Foster	C-type	1 <sup>st</sup> and Fastest Lap Race 4
104	Simon Jackson	PB	1 <sup>st</sup> Race 10
106	Chris Edmondson	D-type Special	
108	Andrew Morland	PA	
110	Chris Cadman	C-type	
114	Tim Sharp	PB	2 <sup>nd</sup> Race 4
123	Harry Painter	PA	1 <sup>st</sup> Race 7; 3 <sup>rd</sup> Race 5
126	Onno Konneman	D-type Special	
128	Rich Stott	PA	
194	Emma Potter	C-type	
195	James Painter	Kayne Special	3 <sup>rd</sup> Race 7



Onno Konneman with his spectacularly rapid D-type Special, managed to overcome the Covid restrictions to make a welcome return to the Triple-M racing scene.

Many famous racing stars have raced at Mallory over the years, indeed a young John Surtees raced against his father, Jack Surtees. While Jack was a successfully grass track racer at Mallory, John went on to be the only World Champion on both two and four wheels. Throughout the Sixties and Seventies, the circuit hosted almost every major British car and bike championship and, on occasions, there were European Championship events. For example, 1972 saw an FIA European Formula Two Championship event, with Dave Morgan winning in his Reeves Racing Brabham-Ford BT35, from the future Ferrari pairing of Niki Lauda and Carlos Reutemann.

But, returning to the present day there were twenty Triple-M racers ready to challenge the lap record and take on the assembled VSCC racers. Warm welcomes were extended to Onno Konneman who had brought his rapid D-type special over from Holland and Tim Sharp making his Triple M circuit debut with his much hill-climbed PB. Although a regular racer, much interest surrounded the newly restored P-type racer of Mike Davies Colley, a fine-looking car indeed.



Practise concluded without any incident and qualifying times produced for grid position. The main battle for pole position was between Andrew Morland and Duncan Potter for Race 4. On the last lap of the session the little dark blue Montlhery pipped the Morland P-type to pole position, a fact hardly mentioned in the paddock, of course !



## **And so, to the racing:**

### **Race 2 – Allcomers Handicap Race**

In what was certainly the 'fast' handicap race of the day, Teifion Salisbury took on the field in the K3 but was unable to overturn the handicapper's allowance to finish in the honours. The finishing order being led by Patrick Blakeney-Edwards (Frazer Nash), Mike James (Riley 12/4 TT Sprite) and Dougal Crawley (GN/Ford Piglet).

### **Race 4 – Standard & Modified Sports Cars 'Fast Race'**

As the pace, and entrants, of this excellent series has increased over the last few years it was decided to split the field into two separate races, all eligible for ODM points. Most of the MGs featured in this first 'fast' race.

Pole position euphoria was short lived for the Potter Montlhery; as the lights went out the little 746cc machine was quickly overhauled in the straight line charge to Gerards where it entered in fifth place. The P-type of Tim Sharp and Montlhery Midget of Barry Foster both had good starts and took on a commanding position at the front of the pack alongside an Alfa Romeo RL Targa and Aston Martin Le Mans.

Having taken the lead, Barry was not going to be denied and led to the chequered flag, claiming Fastest Lap in the process, with Tim Sharp having an impressive racing debut by coming in second; very well done indeed to both. The Potter Montlhery finished in fifth just ahead of the Jackson PB which came home in 7th place. The next MG home was the ex Evans family Montlhery Midget piloted by Chris Cadman in 9th place leading Chris Edmonson's D-type which finished 11th. Following these cars home after a successful race were David Cooksey (Montlhery Midget), Andy King (PB Cream Cracker) and Richard Stott (PA).

#### ***Honours:***

*1st - Barry Foster - Montlhery Midget*

*2nd- Tim Sharp - PB*



Barry Foster in characteristic pose in “The Rat” on the way to fastest lap and overall victory in Race 4.

Tim Sharp’s PB is always immaculately turned out and his attention to detail was rewarded with Second place in his first ever race (Race 4).



## **Race 5 – Mallory Park Trophy – VSCC Specials Race**

Twenty cars left the line in the next round of this popular Specials series. Charles Goddard in the family P-type had an excellent start and led the race for the first two laps in front of a Riley Sprite and a GN Ford. Andrew Long had an impressive start to the race and was in third place in the early stages of the race. Meanwhile the Painter P-types were steadily closing in on the leaders and lapped rapidly in formation until the chequered flag. At the end, Harry secured the third podium spot behind the winning Riley 12/4 of Mike James and Dougal Cawley's GN. Mike Painter finished 4th only 2 seconds behind Harry and this after 15 laps of racing, so very close indeed. Charles Goddard in the P-type finished in 8th place with Andrew Long's N-type finishing 10th.

### ***Honours:***

*3rd - Harry Painter – P-type*

## **Race 7 – VSCC Young Members Race**

With just two of the gang eligible, it was left to James and Harry Painter to take on the young members of the VSCC. The race featured mainly Frazer Nash and GN cars with Austins, Rileys and even a Morris Minor (with huge Ford engine!). This was a handicap race and saw the MGs on the 6th and 4th row of the grid, with plenty to do to catch the early cars leaving the line. The result was some talented driving by the Painter brothers which saw Harry work his way into the lead and James into third place when the chequered flag fell. Another great result for team MG.

### ***Honours:***

*1st - Harry Painter – P-type*

*3rd - James Painter – Kayne Special*

## **Race 9 – Standard and Modified 'Even Faster' Race**

Fred Boothby was the only racer deemed eligible to join the quickies in the second ODM race. He drove the J2 well indeed. Although finishing down the order against Talbot Lago, Ford V8 and numerous rapid Frazer Nash, his time would have gained a podium spot in the first ODM race.

## **Race 10 – Allcomers Handicap Race**

This race saw seven MGs taking to the track. Emma Potter had her turn in the Montlhery, Richard Stott took to the track for his second meeting in his P-type, Mike Davies Colley fired up his newly restored P-type and Onno had the orange D-type ready.

Mike Davis Colley held the lead until 'petrol issues' forced retirement, a shame as the new car was proving to be rapid. Meanwhile Charles Goddard was doing his best to beat the handicapper and posted the fastest lap of the race.

At this stage the rain was falling quite heavily and the combatants slid around Gerard's and tried to find grip at the hairpin. Simon Jackson had been working his way through the field and took the lead whilst Onno and Barry chased hard, gaining places as the race developed. Ultimately the chequered flag fell to race winner Simon Jackson (PB) with Charles Goddard next home in 5th place.

### ***Honours:***

*1st Place - Simon Jackson – PB*

*Fastest Lap – Charles Goddard – PA/PB*

## **Race 11 – Vintage Racing Car Trophy and Scratch Race**

The final race of the day saw four MGs join the Vintage racing car grid in the pouring rain. What a spectacle! As Bugatti 35B struggled for traction and the GNs went sideways around the circuit it was left to the MGs of Andrew Long, Onno Konneman, Teifion Salisbury and Duncan Potter to find a way through the spray and make it to the chequered flag. In the end Andrew led the team home with an impressive display of wet weather driving with Montlhery Midget, D-type and K3 bringing up the rear. Quite an achievement to finish the race in such conditions.

And, so ended a very enjoyable and successful day for Triple-M racing. Mixed weather conditions, close racing, lots of MGs and MG supporters combined with great fun in the paddock – what could be better on a Sunday afternoon in Leicestershire; Bob Gerard would have loved it.

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## FOR SALE: J2 and PA parts.

John Dorney, owner of J4275 and J3613 is trying to make space in his garage and has the following parts for sale:

- Set of J2 swept wings. Basically in sound condition but some cut holes will need patching.
- Several J2 bonnet panels, steel and aluminium, inspection recommended.
- PA cylinder block. 57mm bore, no sign of cracks.
- PA cylinder head. Needs valve seats machining together with some camshaft parts.
- PA exhaust manifold, very good and no rust.
- Overhead cam bevel gears and dynamo drive parts.

Contact John by email ([janda47@hotmail.com](mailto:janda47@hotmail.com)) or phone (01568 610236) for further details, photographs and to discuss price.



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## TECHNICAL: REAR AXLE OIL LEAKS ON AN M-TYPE

### Frank Ashley

*Inspired by the recent series of articles on rear hubs, and a pool of oil on the garage floor, Frank Ashley has provided these notes to explain how he solved the problem when dealing with the early pattern hubs of the M-type.*

Rear axle oil leaks are something that most of us have suffered from over the years and probably tried a variety of potential cures, ranging from oil throws in the axle case to reduced oil levels, with varied success. Years ago, on my Morris 8 tourer, I generally had reasonable success by glueing cork oil throws into the axle case with black Bostic adhesive and using the same to seal any gaps between the flanges of the bearing carrier and the hub. Sadly, black Bostic is no longer available and modern adhesives are more difficult to stick to the inside of the axle case, although this can work if everything is scrupulously clean.

Last year I realised that I had an oil leak from the rear axle when I saw oil on the garage floor by the offside rear wheel. On removing the rear wheel, it was quickly evident that the oil was escaping down the splines and through the worn hub into the wheel centre and then out past the brake drum and onto the wheel where centrifugal force was spreading it over the wheel and tyre. Various attempts were made to seal the leaks but nothing worked for very long so it was clear that a better solution was needed. I had heard about Roger Furneaux's kit for T-types which, with simple modifications, could be used on Triple-M hubs, and so a kit was ordered.

The kit consists of 2 x 50mm bearing hexagon lock nuts containing a lip seal, 2 tab-washers and 2 sleeves to be glued over the exposed half-shaft splines. The instructions specify that the hub has to be bored deeper to accommodate the 50mm nut which replaces the original castellated nut in the assembly. Not having a lathe, and being many years retired and no longer having access to the factory toolroom, it meant that I had to find a friendly machine shop near to me to carry out the work.

The next stage of the project was to find the best 2 hubs out of my small collection, in terms of good fit to the new half shafts. Having done this, I took note of all the relevant dimensions of the hub in order to prepare a drawing for the machining operation. This is where the first problem arose; M-type hubs are different in structure from other Triple-M hubs and it soon became clear that, if the hubs were bored out to give clearance for the nut, the wall thickness would be reduced to about 1mm around part of the hub! This did not seem a wise thing to do and so head scratching time arrived in order to come up with a satisfactory solution.

The answer was to machine the perimeter of the hexagon nuts, taking off approximately half of the hexagon at the seal end, to leave a diameter of 50mm (fig 1), with plenty of hexagon remaining on which to apply the recommended torque. This then allowed the hub to have less material removed from the bore giving a minimum wall thickness of nominally 3mm (fig 2).

Drawings of both the modified nuts and the hub were sent to Roger Furneaux for comment and he agreed that the proposed modifications should be satisfactory. With this agreement, the hubs and nuts were sent to the machine shop and in a very short time they were returned ready for assembly. The new half-shafts were pressed into the modified hubs and thoroughly de-greased around the spline area ready to have the sleeves fitted. For this I used 2-pack Araldite to fix them to the half-shafts by pushing the sleeves over the shafts and firmly up against the hubs. Any valleys remaining exposed after the sleeves were in place were filled with Araldite before cleaning any surplus off with an acetone solvent. The assemblies were then left in an upright position for the Araldite to cure, (Fig 3).

One other task remained in the fight to contain oil within the axle case. The original early M-type rear axle bearing carriers, i.e. Morris Minor, were assembled onto the axle with a felt oil seal between the carrier and the back-plate. I was able to obtain a pair of later carriers where the seal was fitted behind the bearing in good condition, so these were fitted with new sealed bearings with a lip-seal replacing the felt. Before fitting to the axle case, the inner diametrical face was smeared with silicone grease. The bearing cases were then pushed onto the axle case and the modified nuts (fig 4) screwed on and tightened up to the recommended 130 ft/lb torque using a 50mm socket. This is a much easier operation to ensure that the bearing inner race is tight against the axle case than is generally possible with the castellated nut unless the proper tool is available. Before fitting the half-shafts 2 or 3 locking tabs had to be turned over, and the inner face of the lip-seal smeared with silicone grease.

All that now remains is a season of road use and hill-climbs to see if it all works.

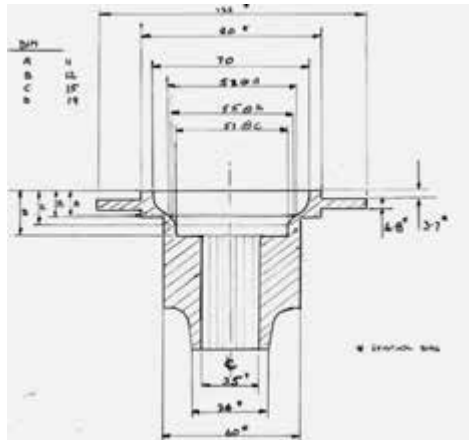


Fig 1. Nut Modification

Note: Dimensions marked with an asterisk are original and untouched by the machining. Dimension D is the new machined internal depth, 70 is the start of the machining and may vary as this was "as cast" on my hubs. 70 dia. ensures clearance for the nut.



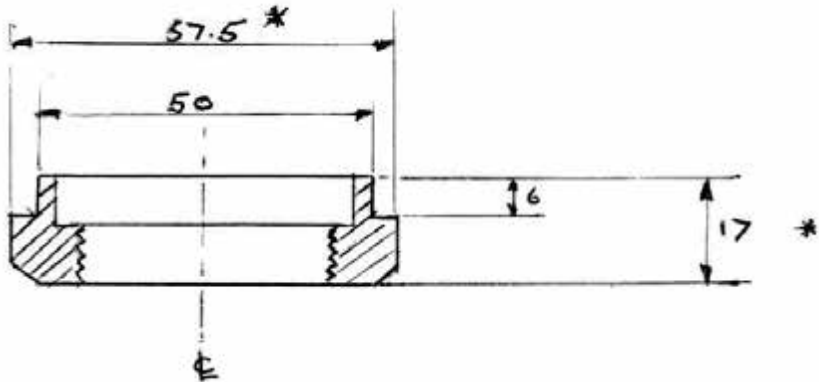


Fig 2. Hub Modification



Fig 3. Modified hub with sleeve fitted

Fig 4. Modified Nut



## **TRIPLE-M REGISTER CHAMPIONSHIPS**

### **Mike Linward, Competition Secretary**

Since my last report, we have had the VSCC Mallory Park and Castle Combe Autumn Classic race meetings which will be covered by reports in this or future Bulletins. Similarly, the Summer Gathering has a separate report. The attached tables are as up to date as possible (24.10.21) but I am still waiting to receive some results.

Stuart Evans (supercharged J1) and Brian Galbraith (J2) both entered the Truro & District Motor Club's Perranporth Sprint in late August. Their Class was 'Historic Cars' Pre-1974 and Stuart did well to come third with Brian's best result making seventh out of eight, beating a Hyper Lea Francis in the process.

Tim Sharp competed in the Bo'ness Revival Forrestburn Hill Climb over the weekend of 4th/5th September and, in a small class, finished second on both days, beating two Alvis 12/70s.

The MGCC Wiscombe Park Hill Climb had only one Triple-M entry; Keith Riches' PA finishing second in a class of two with a time of 66.71 seconds, some way off the winning Riley's time of 49.83 seconds. Over the same weekend the VSCC were holding their hill climb at Loton Park, a two-day event. The Triple-M contingent on Saturday comprised Tim Sharp (supercharged PB) together with Harry and Mike Painter (supercharged PA and Kayne Special respectively). The Painters achieving the best results in the Racing Car class with Mike taking third place and first on handicap and Harry finishing second overall and "Fastest Young Driver" with a time of 68.42 seconds. Andrew Craven in the MG/Riley also took part, finishing fourth in Class 14 but second on Handicap and Roy Newton in another MG/Riley was entered in Class 10. On the Sunday, it was left to David Rushton in his faithful M-type to fly the flag; he finished a creditable seventh in his Class but awarded second place on Handicap with a best time of 88.49 seconds. Louise Craven in the MG/Riley competed in Class 13.

The second Vintage Prescott meeting was held at the end of September, this time over the Long Course, and had an entry of thirteen Triple-M and two MG/Riley specials. Best performance, once again, was from the Painters, Harry and Mike, finishing second (57.76) and third (58.07) respectively in the Racing Car class which also featured Mike Davies-Colley in his new supercharged PA, Ian Goddard (supercharged PA-PB) and Jack Bond (QA). The McEvoy's, Charlie and Steve in their supercharged F-type contested one of the Special Sports Car Classes, finishing in fifth (63.43) and sixth (63.85) respectively.

Keith Riches PA was the only supercharged car in Class 9 but was up against Frazer Nash and Riley specials of larger capacity and, although finishing in eleventh position, was judged third on Handicap. In the Standard Car Class, Ian Patton's J2 achieved best time of 80.27 seconds, good enough for second on Handicap. The next class featured Christopher Edmondson's D-type, Andy King's Cream Cracker, Rachael Holdsworth's PB and Tim Sharps' PB; Tim's best time of 63.33 seconds was good enough for third place and Rachel was awarded first on Handicap. Christopher Smith's supercharged NB set a time of 66.62 seconds and won the combined Classes 4&5 for cars under 3000cc or 2000cc supercharged. Honourable mention for the MG/Riley of Richard Newton that finished first in Class 10 and the similar car shared by Andrew and Benjamin Craven in Class 14.



Results from the most recent 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:

22 <sup>nd</sup> August	VSCC Mallory Park Race Meeting	Full results
29 <sup>th</sup> August	Triple-M Summer Gathering Gymkhana and P.O.O.	Full
29 <sup>th</sup> August	Truro & District Motor Club, Perranporth Sprint	Full
4 <sup>th</sup> September	Bo'ness Revival, Forrestburn Speed Hill Climb	Full
5 <sup>th</sup> September	Bo'ness Revival, Forrestburn Speed Hill Climb	Full
11 <sup>th</sup> September	MGCC Wiscombe Park Hill Climb	Full
11 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
12 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
25 <sup>th</sup> September	VSCC Prescott Long Course Hill Climb	Full
2 <sup>nd</sup> October	Castle Combe Autumn Classic Race Meeting	Full

<b>SPEED CHAMPIONSHIP 2021</b>			
<b>Scores to 20<sup>th</sup> October</b>			
Position	Car/s	Driver/s	Points
1	PB/s	Tim Sharp	37
2=	J2-PB/s	Mike Painter	19
2=	PA/s	Harry Painter	19
4	F1/s	Charlie McEvoy	18
5	F1/s	Steve McEvoy	17
6	NB/s	Christopher Smith	14
7	PA	Keith Riches	12
8	PA/s ss	James Burmester	11
9=	C/s	Duncan Potter	9
9=	PB/s	Rachael Holdsworth	9
9=	QA/s ss	Jack Bond	9
12=	M	Frank Ashley	7
12=	NA/s	Roger Tushingham	7
12=	NA/s ss	Thomas Hardman	7
12=	PA/s	Andrew Morland	7
16=	J2	Andrew Harrington	6
16=	M	David Rushton	6
16=	D/s	Christopher Edmondson	6
16=	J2	Ian Patton	6
20	J2	Brian Galbraith	5

<b>Racing Challenge Trophy 2021</b>			
<b>The Betty Haig Cup</b>			
<b>Scores to 20th October</b>			
Car/s	Driver/s	No. where less than 5 Races	Index of Performance
PA/s	Harry Painter		0.129
C/s	Barry Foster		0.216
PB/s	Simon Jackson		0.222
J2/s	Fred Boothby		0.243
PA-PB/s	Charles Goddard		0.261
J2-PB/s	Mike Painter		0.345
PB/s CC	Vernon MacKenzie		0.427
PA/s	Andrew Morland		0.468
K3/s, J4/s	Richard Frankel		0.500
C/s	Duncan Potter		0.602
D/s	Chris Edmondson		0.613
NA/s, KN/s	Andrew Long		0.615
K3/s	Teifion Salisbury		0.737
KN/s, PB/s CC	Andy King		0.889
C/s	David Cooksey		0.911
PB/s	Mark Dolton	4	0.572
C/s	Emma Potter	4	0.703
J2/s	Nigel Stroud	4	0.835
PA	Richard Stott	4	0.912
J2-PB/s	James Painter	3	0.244
F1/s	Adrian Moore	3	0.522

## C.O.T.Y. 2021 - Scores to 20<sup>th</sup> October

Position	Register Number	Car	Registration Mark	Driver/s	Points
1	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter James Painter	108
2	3614	PB/s	VXS 544	Tim Sharp	107
3	2063	PA/s	RJS 380	Harry Painter	104
4	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	83
5	48	K3/s	JB 3180	Teifion Salisbury	76
6	3458	PB/s	EZ 2444	Simon Jackson	75
7	2913	PA/s	MG 3855	Andrew Morland	74
8	1931	C/s	VD 30	Barry Foster	72
9	1000	PB/s CC	JB 7521	Andy King Vernon MacKenzie	63
10=	3534	J2/s	WF 5494	Fred Boothby	61
10=	2912	C/s	GX 9693	Duncan Potter Emma Potter	61
12	2931	D/s	UG 281	Chris Edmundson	56
13	2631	K3/s	JB 1472	Richard Frankel Vernon Mackenzie	55
14	2758	F1/s	DX 9957	Steve McEvoy Charlie McEvoy	50
15	1521	C/s	RX 8591	David Cooksey	41
16	2226	NA/s	MG 3701	Roger Tushingham	35
17=	2170	PB/s	CLX 112	Mark Dolton	33
17=	807	KN/s	MG 4119	Andrew Long	33
17=	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	33
20	2200	C/s	RX 8306	Chris Cadman	30

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**CONTACTS:**

**PRESIDENT - Mike Allison**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX.

(Tel: +44 (0)1635 40724 Email: mgmikeallison6@gmail.com)

**CHAIRMAN - Jeremy Hawke**, 27 Spencers Orchard, Bradford on Avon, Wilts

BA15 1TJ (Tel: +44 (0)1225 863934; 07590 272544 E-mail: mgk3007@btinternet.com)

**SECRETARY - Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR.

(Tel: +44 (0)1494 883112. E-mail: secretary@triple-mregister.org)

**TREASURER - John Summers**, Woking, Surrey. (Tel: mob: +44(0)7774 796073

e.mail: treasurer@triple-mregister.org).

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London, E4 6BZ.

(Tel: +44 (0)208 529 3241 E-mail: mikelinward@btinternet.com)

**RACING CO-ORDINATOR - Duncan Potter**, Larters Farm, Spong Lane, Cratfield,

Suffolk IP19 0DP (Tel: +44 (0)1986 785096 E-mail: potterduncan@gmail.com)

**YEARBOOK EDITOR - Simon Johnston**, 15 Finchley Vale, Belfast, BT4 2EU

(Tel: +44 02890761884 E-mail: mmmyearbookeditor@gmail.com)

**YEARBOOK ADVERTS - Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham,

Bucks, SL1 8EE. (Tel: +44 (0)1628 665055 E-mail: e.taylor@oakend.net)

**LIBRARIAN - Richard Stott**, 35 High Street, Long Buckby, Northamptonshire

NN6 7RE (Tel: +44 (0)1327 842549 e-mail: mg\_roadster@yahoo.com)

**BULLETIN EDITOR - Digby Gibbs**, Old Rectory House, Langridge, Bath. BA1 9BX

(Tel: +44 (0)1225 315875 Email: Digbygibbs@icloud.com )

**BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White**, Rhiwlas, Y Pant,

Llandegla, Denbighshire, LL11 3AE (Tel: +44 (0)1978 790652

E-mail: mmmbulletin.sub@btinternet.com)

**SAFETY FAST SCRIBE - Cat Spoelstra**, Havenstraat 44A, 2681 LC Monster,

Netherlands. (Tel:00-31-6412-16600 email: cathelignespoelstra@outlook.com)



The Summer Gathering provided entertainment for all ages. The MG jigsaws are being tackled by Thea and Laurie Salmon. Meanwhile Rachel Bolton-King and Evie Winchester show how the Gymkhana should be tackled and "Team Salmon" demonstrate what to do if the passenger's arms are too short!



2021 has been a year for anniversaries and here are two examples of individual initiatives to record the events appropriately.

Top is Charles Goddard's stylish logo for the C-type anniversary that many of you will have seen already. Below is a Rally plaque prepared by Ted Hack for Pre-war Prescott and the 90th anniversary of the first production of the D-type in late 1931. Early D-types had a lengthened version of the C-type chassis; for later cars a longer and stronger chassis was introduced and this went on to form the basis for the later models.