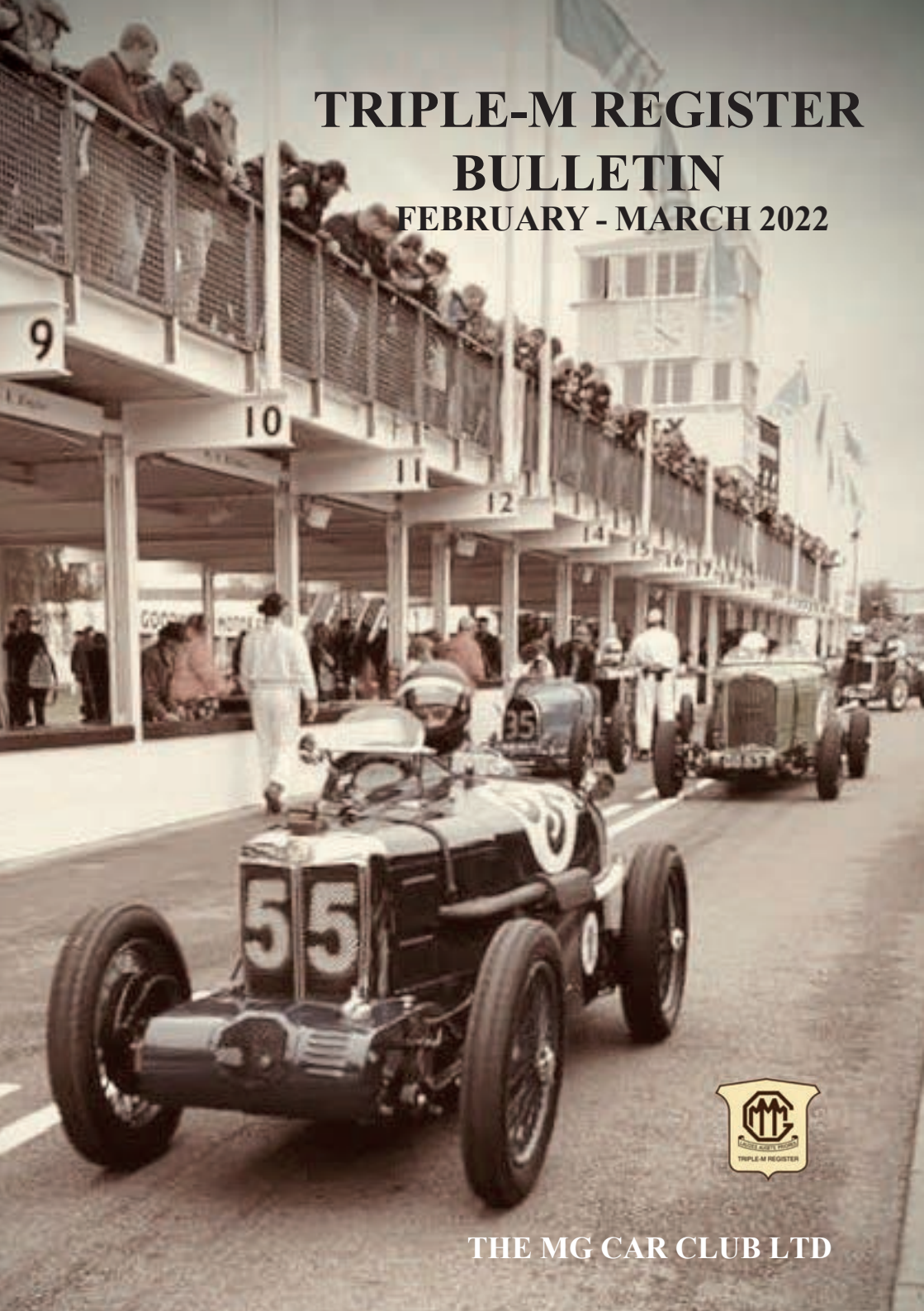


# TRIPLE-M REGISTER BULLETIN FEBRUARY - MARCH 2022

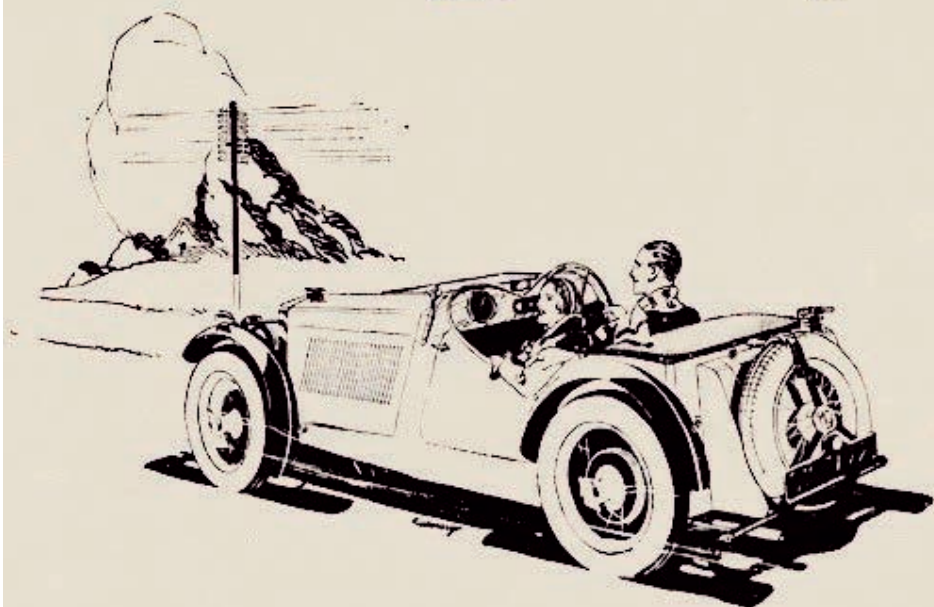


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## BULLETIN No 125 February/March 2022

### **Front Cover Picture:**

*Period style: Duncan Potter with C0287 in racing mode at the prestigious 2021 Goodwood Members Meeting. From a photo by Stephanie Wilton.*

### **Editorial:**

The next few years will see a succession of anniversaries for various Triple-M models and 2022 sees the celebration of 90 years of the J-type, F2, F3, K1 and early K3s; quite a momentous year. Looking back through old Bulletins I came across the announcement of the 75th anniversary in the February 2007 issue:

*“This year is the 75th anniversary of the J-type and so we shall be arranging a display at MG Silverstone, which will consist of a J1, J2, J3, J4, Saloonette and, hopefully, a REAL bodied car. This was one of the few specialist bodies built on the J-type chassis, and is a very attractive looking car, currently being restored.”*

Photo below shows J4005 (when owned by Howard Maguire) on display at Silverstone in 2007. Photo by George Eagle.

After all the tribulations of the last two years it would be nice if 2022 could see Triple-M activities and owner participation get back to normal. I have risked doing a table of Forthcoming Events for this issue, the first for quite a while. There are probably still a few prominent events waiting for dates to be finalised, but we have just received confirmation that the Summer Gathering at “Greenacres” is now confirmed for Sunday 26th June.

Within this issue I have included, what I hope you will agree, is a good mix of articles that will hopefully keep you entertained and informed when not in the garage or out on the road.

Happy motoring in 2022

**Digby Gibbs**





## Secretary's Update

In Spring a young man's fancy turns to ..... darn, are we still allowed still say such things these days? - and anyway that may well include exercising your MG, perhaps in company of like-minded owners. Are you ready? We hope that your hard work and preparations over the winter will serve you well!



We have heard of several new Triple-M owners recently and if you are new to the fraternity or are reading this Bulletin for the first time - a very warm welcome to you!

**Committee Update:** These notes are being compiled straight after the latest Committee meeting which again took place on Zoom.

We spent time discussing the future form and direction of this Bulletin, had a report from our Treasurer who was able to assure us that we ended the 2021 financial year with a worthwhile profit and with solid reserves.

We received reports from our MGCC director, Lorraine Noble-Thompson – herself a D-type owner – about the Club's plans for MG Live at Silverstone which takes place on 11 and 12 June. The Register has plans to share a large marquee with the Vintage Register and will be making an extra effort to welcome Triple-M cars and their owners to share in the fun of this important, large scale event. Tickets are now on sale via the MGCC's website and we encourage you to join in – after all, it's 4 years since the last such event!

**Another Diary date:** Our Register's AGM is taking place at 8 pm on Sunday September the 11th. It will be on Zoom and we aim to attract as many Members as possible from far flung locations as well as the UK. It is a particular opportunity for direct face to face contact with other Members, when you can quiz the committee, contribute your own thoughts and ideas and help us move things forward for everyone's benefit. It is also the occasion when we elect committee officers and members. You'll already know that we are on the lookout for a new Treasurer, as John Summers is not seeking re-election, and other changes may be afoot.

Therefore, at the AGM we will be hoping, with your help, to add fresh blood and ideas to the Committee. We will be circulating details shortly and hope that as many Members as possible will join us. This is YOUR Club and with the 100th anniversary of MG just a year away, this would be a great opportunity to do your bit!

**Touring events:** The MGCC has also recently updated its guidance to assist the organisers of touring events, social runs and similar events. This is important information which will be of great help to anyone who is planning or organising any of these activities. The guidance will be issued imminently and will be circulated through the usual MGCC channels. We will also put the info into the MGCC Members area of our website Forum and as a download on our website and will be happy to brief anybody who needs help or guidance.

**The Registrar Team:** As foreshadowed in my previous notes, our team of Registrars is playing an active and enthusiastic role in supporting owners by keeping our records ever fresh; with your help that will be achieved.

After doing sterling work as our D-type and J1 specialist, Ted Hack has now handed over this responsibility to Cat Spoelstra which she will add to her (already substantial) list of Triple-M cars – you can see the line-up of Registrars on our website contacts pages, so do please keep them posted with any news about your own car! And thanks go to Ted, who would nevertheless like you to know that his D Group is still as active as ever! Don't forget that if you wish, you can have direct access to the Register's online record of you and your car/s. This information sits in a secure database which is held separately from our main website. Details are available via the website home page under 'My Triple-Ms', or if in doubt, please contact any of the registrars for guidance.

**Ukraine.** The records suggest that we do not have any Triple-M owners in Ukraine, but one cannot be certain about such things. I do know that the President of FIVA (*Federation Internationale des Vehicules Anciens*) visited Kyiv and Lviv in January and, ironically as it must now seem, established a warm joint accord between motoring organisations of Ukraine, Russia and Moldova. It is chilling to witness the current state of affairs and I am sure that we all hope for better days to dawn.

Count your blessings and stay safe!

**Dick Morbey**

### **Forthcoming Events 2022:**

(see Events section of MMM and VSCC Websites for updates)

19-20 March	VSCC Herefordshire Trial.
20 March	MGCC Brands Hatch Race Meeting.
2 April	VSCC Scottish Trial
9-10 April	79 <sup>th</sup> Members' Meeting, Goodwood.
16 April	VSCC Cadwell Park Race Meeting.
24 April	Brooklands MG & British Marques
1 May	VSCC Curborough Speed Trials, Lichfield.
8 May	VSCC Wiscombe Park Hill Climb, Honiton.
8-12 May	MMM Stilton & Pork Pie Touring event. Rutland
30 April-1 May	Donington Historic Festival, Donington Park.
4 June	VSCC Harewood Hill Climb, Yorkshire.
5 June	VSCC Donington Park Races Meeting.
11-12 June	MGCC "MG Live!" event, Silverstone.
26 June	MMM Summer Gathering, Grenacres
2 July	MGCC Donington Park Races & Mary Harris Trophy.
3 July	VSCC Shelsey Walsh Hill Climb.
16 July	VMR Pre-war Prescott, Gloucestershire.
30-31 July	HSCC Oulton Park Gold Cup (+2 VSCC grids).
6-7 August	VSCC Prescott Hill Climb, Gloucestershire.
21 August	VSCC Mallory Park Race Meeting.
3 September	Hampton Court Concours and J-type Anniversary run.
10-11 September	VSCC Loton Park Hill Climb, Shropshire.
18 September	VSCC Madresfield Driving Tests, Malvern.
24 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
12 November	VSCC Lakeland Trial, Keswick.
19 November	VSCC Cotswold Trial, Gloucestershire.
3 December	VSCC Driving Tests, Bicester.

## **CONCOURS OF ELEGANCE, HAMPTON COURT PALACE: Saturday, 3rd September 2022.**

In September 2021, a group of Triple-M cars (and their owners!) enjoyed a splendid day at the Hampton Court Palace Concours of Elegance. A write up of the event by Tim Luffingham can be found in the October/November issue of the Bulletin.

Held in the gardens of the Palace, The Concours of Elegance will once again bring 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. Complementing the Concours of Elegance will be displays of hundreds of other fine motor cars, including entrants to The Club Trophy. Now in its eighth year, The Club Trophy sees some of the UK's most prestigious car clubs offering up their finest examples to an independent panel of judges. The winning Club Trophy car will secure a place in the following year's main Concours of Elegance event.

The Triple-M Register has, once again, been invited and for those of you who might wish to make a weekend of it I have provisionally held rooms at the Burnham Beeches Hotel in Burnham, near Slough, for the Friday and Saturday nights - <https://corushotels.com/burnham-beeches-hotel/>.

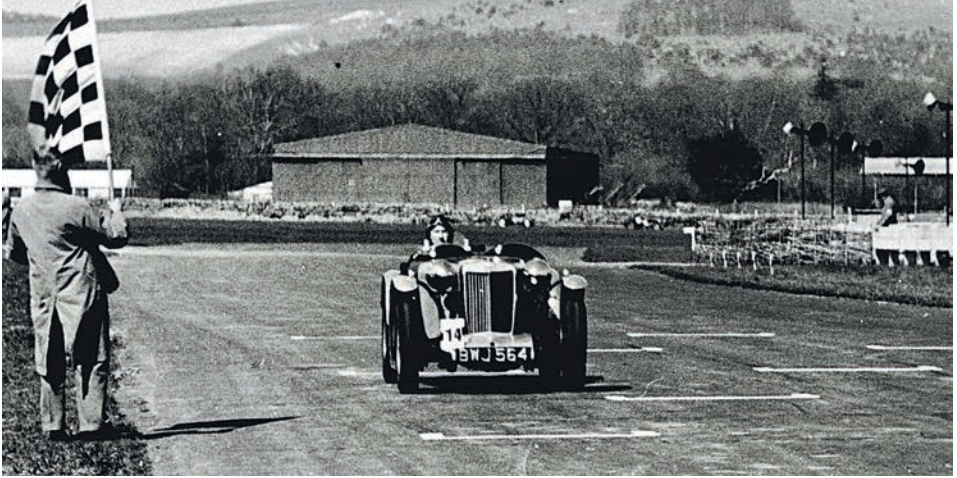
Evening get-togethers on Friday and Saturday are also being considered. The hotel is approximately 40 minutes drive to Hampton Court Palace and is close to several National Trust properties.

At this stage we have been offered 15 car places at Hampton Court but this could be increased to 20 places should demand be high. A reduced entry fee of £60 for car and driver has been arranged, plus £30 for passenger or navigator; this includes entrance to the Palace. The Concours of Elegance is a really lovely day out and is a great opportunity to see some wonderful cars and explore the Palace and its grounds. For more information on the event please visit their website [www.concoursofelegance.co.uk](http://www.concoursofelegance.co.uk).

I really hope that we can get a good turnout of Triple-M cars at this year's event and in order to help with planning I would ask that, if you are interested in either attending just for the day or making a weekend of it, that you register your interest with me. The Register and I can then provide further details and start to make firm arrangements with the hotel and Hampton Court.

Thank you,  
Colin Henderson  
Tel: 01895 631643. E-mail: [bigfoot.5@btinternet.com](mailto:bigfoot.5@btinternet.com)

## CHARLES SHEPSTONE AND HIS CARS



### Notes by Steve Shepstone and Peter Hemmings Photos credited where information available

*Not long after Bulletin 122 was published with its feature on the early days of the Register, a chance discussion with ex Librarian Peter Hemmings elicited that he is related to the Shepstone family by marriage and Charles's son Steve is Peter's brother-in-law! Charles Shepstone was very well known in the MG community and, in addition to these notes provided by Steve, I have reproduced an edited version of the obituary that appeared in John James' notes in the December 2001 issue of Safety Fast.*

*BRF 891 is a K1 4-seat Tourer that is Car 22 on the Register and the current owner is listed as B Blankenberg based in Holland. Safety Fast Scribe, Cat Spoelstra, has been able to confirm that it is still with the Blankenberg family. BWJ 564 is PB0725, also in the list of the first 60 cars on the Register (43) and now owned by Peter Shepstone.*

#### **K0395: BRF 891**

BRF 891 was owned/maintained and driven by Dad in the late 1960's. As well as a daily driver, it was trialled (often) and raced (once) at Silverstone. I remember the clutch started slipping on the drive to the circuit so a detour to a hardware shop to buy lots of 'Vim' scouring powder enabled the car to compete.! The car, famously, was used to transport a Pianola back to the house; I cannot remember how many it took to lift it onto the back of the K-type.

The car was driven year-round. The hood hardly ever went up and three of us travelled in the back with blankets and hot water bottles; 'baby' Pete had the warmest location on the passenger floor above the exhaust!



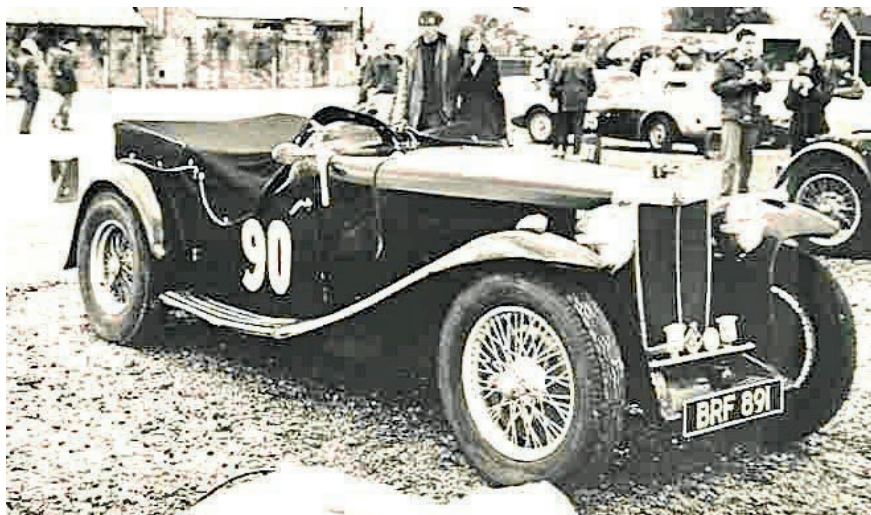


Charlie and Steve in BRF on a Salisbury Trial in 1966 with two of Steve's school mates performing bouncing duties in the back. From Oliver Richardson's collection via Steve Shepstone.

In around 1968 the car was famously inverted when the rear wheel clipped some unmarked/unseen road works on the way to a Beaulieu Registers meet. Dad and I were taken to a local hospital for a check and Dad slipped the ambulance driver a fiver to take us back to the car. Levels were checked and we drove on to the event..... only to be barred entry as the screen sticker was not visible, but then neither was the screen! .

I remember everyone being very concerned about the state of the car but no-one was asking how we were.

The car was sold to a guy in Holland (Bert Blankenberg) and put Dad into mourning for some time.



BRF at rest during an Abingdon Rally in 1964. Photo by Mike Hawke.



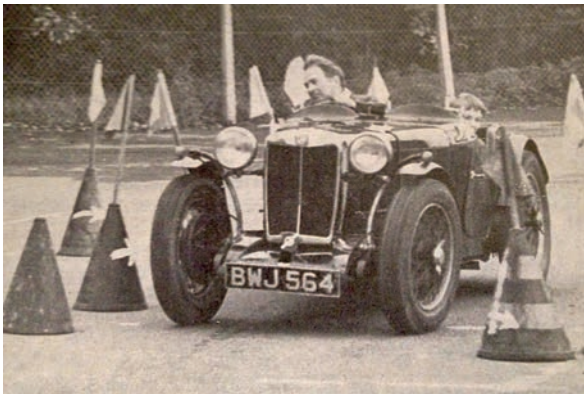
## **PB0725: BWJ 564**

BWJ 564 has been in the family since Dad acquired it (from Tony Coles) in the late 60's. It is fair to say that this car had a hard life! It was double-driven on many, many events in the late 60s and early 70s in trials, autograss, driving tests, etc.

It was never a concours-looking car but mechanically it was just about faultless. It finished every event it started and only once was it trailered to an event and on that occasion the tow-car broke down.....in a blizzard!

It won 'Car of the Year' award in the late 60s. Dad's driving achieved first place, my driving would amount to 2nd.

Dad started a rebuild (slowly) and the dismantled car was inherited by my brother Pete upon Dad's passing. It is now (just about) running again and completion is not far off. The car now resides near Llandoverly in Wales.



Charlie Shepstone enthusiastically tackles a test on a SW Centre Cheddar Driving Test, circa 1968. Passenger is believed to be a very young Steve Dear who now races a modern Midget.

## **Obituary from Safety Fast December 2001:**

“After a long battle with cancer, Charles (Charlie) Shepstone finally 'lost all oil pressure' on April 10th.

Charlie's association with the Marque and the Club goes back over 50 years and its probably easier to list the models he didn't own over that period. He will be most remembered for his exploits in three cars, K1, PB and latterly a T-type special he hand-built and was driving until just a few months before his death.

A true enthusiast, he enjoyed decades of building, re-building and competing until ill health got in the way. It would be true to say that he was not a particular fan of the 'concoirs' scene and many of his cars, particularly BWJ 564, looked 'tired'. His mechanical expertise was never in doubt though and I can't remember ever breaking down or failing to finish an event. He was, quite simply, a brilliant engineer.

I have so many memories of an MG up-bringing it's difficult to know where to start....early 1960s in the K1, blasting over the Brecon Beacons on Christmas Eve with Mum, Dad and us four kids, hood down, singing carols to ward off hypothermia; his refusal to put up a hood in anything other than monsoon-like rain; the look on his face when I returned to the 'pits' in the PB and at the SW Centre's Kingswell Autocross in 1967 (my first event) with the rev-counter needle stuck in 'unknown' territory; the look of pride when we managed to get a Family Team of three cars on last year's Kimber Trial. Perhaps most memorable was the day he flipped the K1 (*as described above*).

Well over 100 people attended the funeral, including a large number of Club members, and he would have been pleased by the number of times the vicar mentioned 'MG' in his address. He will be sorely missed by family and friends alike but his contribution to the Marque lives on...there are currently (2001) seven MGs in the family from Triple-M to BV8, and the plan is to keep the collection together now that his grand-children are old enough to compete.

My only regret is that I hadn't finished re-building the L-type Special before he passed away. I can just about remember, nearly 50 years ago, going with him when he bought the chassis. I think he paid 30 shillings for it; how times change!

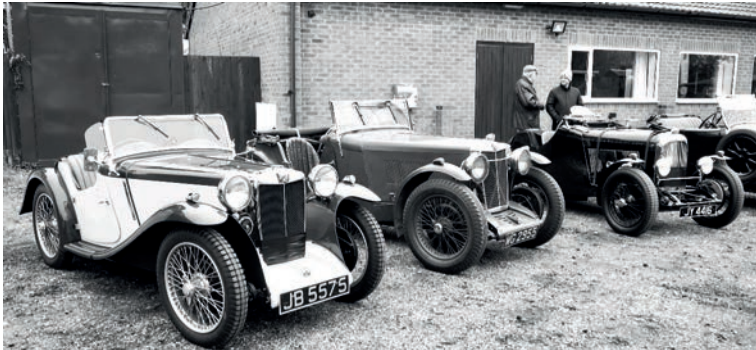
Kimber Trial 1969 - Steve Shepstone at the wheel, Charles bouncing.





The current custodian of PB0725 is Pete Shepstone, the rebuild continues! Steve Shepstone advises that the family enthusiasm for MGs continues and currently includes: KN, J2, PB, M-type, TD Special, two V8 MGBs, MGB Roadster, historic rally Midget, hillclimb Midget, and a Midget with a Volvo 1800 engine so you could say it is in the genes!

## PUB-MEET IN NORTHANTS



### Notes and Photos by Rich Stott

*MMM Librarian and sometime PA racer, Rich Stott, has provided details of a classic car social that takes place near Daventry which may be of interest to local Triple-M owners.*

There is a local car meet, held once a month on Sunday mornings, that is attended by quite a few pre-war cars. It is organised by the Long Buckby and District Classic Car FB Group and is a gathering of like-minded and sociable individuals. The dates are not fixed as they depend on the organisers finding dates that work. During the summer it is an evening gathering at Long Buckby Rugby Club from 6pm with a bar and restaurant. In the cooler months it tends to be a Saturday or Sunday morning get-together at Watford Village Hall for tea and bacon butties from about 10am. *(Rich is happy to provide details and dates to anyone who would like to come along: [mj\\_roadster@yahoo.com](mailto:mj_roadster@yahoo.com)).*

The first meeting of the year in January included an eclectic mix of cars from a Stanley Steamer to a Sinclair C5 and included Brian Halford (PA1588) and Colin Warrington in K2019.

## **SOME NEWS FROM THE NORTH**

### **Report and Photos from Bob Walker**

The Crossley people organised an excellent Inter-Register Treasure Hunt which took place on 19th September. It was a good day's drive in North Yorkshire with cryptic and entertaining questions to be answered in selected villages. Triple-M representatives were the Kays in their P-type and Terry Hartley in the NB with navigator Andrew Morton; they were on top form and came out the winners.

Next event was the Cumbria Run organised by the Pre-War Austin Seven people who had invited us. The pandemic had caused postponements three times but, at last, it could go ahead. Starting from Masham on Tuesday 28th September the route took us to the 'Netherwood' at Grange over Sands via some delightful scenery.

Wednesday gave us the option of 'doing our thing' and then on Thursday morning we were homeward bound.



The entrants assemble at the start in Masham; Terry Hartley, Bob Walker and Tony Wild looking forward to getting the cars back on the road.



The weather started fine on the Tuesday morning and held through Leyburn, Middleham and Aysgarth but 'precipitation' started and didn't stop for long so the coffee-stop at the Hawes Creamery saw the hoods go up. Rainbows kept our spirits buoyant despite not finding anywhere for lunch until Pooley Bridge where each side of the road had its own stream.

Stopping to re-group at the top of Kirkstone Pass the 'Footpath' sign was seen to indicate the course of a new raging stream, so a road flooded sign would have been in order. Correctly divining the depth of water in dips across the road proved to be beyond my ability; particularly in one stretch that proved to be over a foot deep. Hitting it at speed brought water in, through and over our cycle winged car; non-ladylike language occurred from my navigator at the same time as less than six cylinders were firing. The windscreen went white with condensed steam and so, peering round the screen for visibility I was in the direct line of the water coming off the hood! Those behind were able to slow down and appreciate the sight of us imitating Moses crossing the Red Sea. Continuing beside Windermere, similar effects ensured that the route instructions became papier-mâché but lucky guesswork got us to our destination and a hot bath.



Some of the Austin contingent line up on the Wednesday morning.

Next day dawned fine and sunny and the first stop was at the Bobbin Mill Museum which interested us all. The P-type four seaters then went off in search of Beatrix Potter whilst F and N-types headed for lunch in Hawkshead followed by a route down the eastern side of Coniston and back to the Hotel. However, things had not gone to plan for the P-types; "Pandora" had been going very well but decided to grumble on a steep single-track road.



Above: Searching for lunch. This stop at Orton proved to be unsuccessful and the MMM circus had to move on to Pooley Bridge before the search was complete.

Below: Cars and crews line up amongst the trees at the final stop at "Netherwood". Malcolm Parker (second from right) organised the event and holds one of the rally plaques with (L to R) Keith Jackson, Julia, Tony Wild, Beth Walker and Bob Walker. Cars are (L to R) Bob Walker's F1 (F1335), Tony Wild's 4-seat PA (PA0924, originally owned by John Thornley), Terry Hartley's NB (NA0758) and Keith Jackson's 4-seat PA (PA1806 known as "Pandora").



A piggy-back ride home was deemed wise and two friendly locals gave her lodging ready for pick up the following day. Meanwhile, Keith joined Tony and Julia; of course, the hood was down the better to enjoy the views. When the rain started, gently at first, the obvious solution was for back seat passenger Keith to deploy Tony's large umbrella. Experiment proved that up to 25 mph it was OK but later, on faster busy roads, the rain increased and the now furled umbrella enabled clear direction signals to be made.

So, there we have it, brilliant fun for us lucky people. Companionship with enthusiastic friendly folks, good food and, not forgetting those long past engineers at Abingdon and Longbridge. Who could ask for anything more?

## Robin Lawton

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## SOUTHPORT MOTOR RACING CLUB BADGE FOR J3755



J3755 during the 1933 Monte Carlo Rally prominently displaying the winged Southport Motor Racing Club badge.



The badge in position on the badge bar of J3755

*The cover of Bulletin 120 featured Nev Churcher's J3, recently restored and nearly complete. Inside was an appeal for a Southport Motor Racing Club winged badge to help replicate the appearance of J3755 in this famous Monte Carlo Rally photograph.*

*I am pleased to say that Nev has succeeded in obtaining one of these very rare badges; this came from fellow Triple-M owner James Peacoup and, sorry to report, not as a direct result of the Bulletin appeal! Interestingly, James not only owns two J2s but also used to pen the cartoons in the VSCC Bulletin. It is interesting that the Path News film of the 1932 event refers to Southport as "Brooklands on the Sands"*





The Southport badge, when seen in close-up, shows intricate detail of push-rods and tappets on the symbolised winged engine.



Nev recently acquired this in-period Monte Carlo Rally plate and pennant to provide the finishing touches to the J3.

## L-type Tales: L0532, The Magna That Found Me Graeme Jackson

*When Graeme submitted the notes that appeared in Bulletin 124 detailing his most recent tribulations and triumphs since the restoration of L0532, I asked for more information and, thanks to the Christmas break, Graeme has come up with the goods.*

### **Tasmania – State of Excitement:**

In 1998, following on from the MGCC National Meeting at Hobart in Tasmania, four pre-war MGs (two P-types, an L and TB) joyfully toured the Apple Isle for a week. Seven glorious days of blasting along practically deserted roads, through stunning countryside, and savouring the fresh air, fine wines and the great company of long standing MG friends; perfect. Ahead, at every sweep of the tarmac, John and Helen-Mary Gillett's newly restored red L1 four seater tourer (L0389) was framed in the aero screen of our pursuing TB by the unspoiled bush and the spectacular mountain ranges. John has a heavy right foot and, at full throttle, the Magna's throaty 6-cylinder exhaust reverberated off the road cuttings and the octagonal lobe of my brain quickly became over-stimulated. I needed to own an L-type Magna tourer; arguably one of Kimber's most wonderful creations.

Back in Melbourne and bursting with ambition, I checked the Pre-War MG Register, but the seventeen known L-types listed in Australia were mainly in secure, long term ownership and only three, including John's, retained their tourer bodies. Later, I quizzed a friend, Nick Langford, who operated a restoration business and had imported a stash of L and N chassis and bits and bobs from America at one time. He knew his stuff; Nick's interest in old MGs dated back to the early 1960s when, as a hairy unwashed lad, he reworked the remains of NA 0278 as a racing car, and clad it with a light-weight aluminium shell in the style of an MG NE. The finished car had been in the active long term ownership of Doug Keith until recently. The car is now owned by Chris Capes-Baldwin, seen below at Winton. Photo by Robin Page.



Nick's commercial enterprise had restored an Army truck from the Great War for the Australian National Museum and he was awake to the possibility of attracting more lucrative work from our well-funded museums. In 2004 Nick attended a curator's conference, coincidentally in Hobart, where a local Hobartian craftsman casually mentioned to Nick that he had recently carried out some woodwork on an old MG. He seemed to think that the car had a 6 cylinder OHC motor! Nick broke the World Speed Record for locating the owner, ascertaining that the car was a mainly complete L-type Magna with a four seater body, and the elderly owners John and Joy Pratt may be persuaded to sell it.

Unknown to the MG fraternity, L0532 had been interred in the Pratt's sheep-shearing shed in S.E. Tasmania for the last 44 years, mummified by Merino wool, lanolin and the odd sheep dog, so it was indeed in turd. The Pratts had immigrated to Australia from the west coast of the USA in about 1960 and brought John's MG with them. His passion for the MG marque had never wavered, and over the years he had bought every old car magazine he could find, and always harboured the desire to restore the Magna one day, but time had caught up.



18 year old John Pratt enjoying L0532 circa 1954 in San Diego

The memorable part of the trip to retrieve L0532, across Bass Strait aboard the car ferry, involved sharing a tiny cabin with Nick. His snores would never pass scrutineering and sounded like a poorly tuned JAP single at 150 decibels. The din was punctuated by short periods of silence followed by an eruption that would have embarrassed Mount Vesuvius. I would have cheerfully attacked his un-silenced throat by inserting a Brooklands muffler complete with fishtail, if I had one at hand. In the morning he commented that he always slept well on boats!

We spent an engaging afternoon at the sheep farm, chatting to John Pratt to tap his knowledge of the L-type's history, scoffing Joy's scones with jam and cream, and loading the trailer, before heading back to the boat. I figured that if I had committed justifiable homicide that night, the fees for my defence lawyer would need to come from the L-type restoration fund, so I endured the torture. If I could just chance a little sleep, I could dream about the Magna, now safely in my delighted ownership. L0532 had found me.



December 2004, return journey is paused for an essential refreshment break to partake of Tasmanian Scallop Pie at Ross village; reputed as the finest 19c village in Australia.

### **Some facts and figures, E B Watson-Smythe's ownership:**

For the reader who has ploughed through the waffle so far, and whose interest is aroused by MG numbers, rainfall statistics and Covid figures, the following is for you:-

M.G. L1 Chassis No. L0532, Engine 858AL. Abingdon numbers issued 8th September 1933.

- Tourer body 106/276, (Type 8235), colour green.
- Upholstery: green; Wheels: green; Gearbox: 412; Dynamo: B 42278; Starter: 61633.

Date delivered 25th September 1933 to Imperial Motor Mart, Automobile Engineers, Royal Crescent, Cheltenham, sold to Mr E.B. Watson-Smythe of Aylesby Manor Park, Knutsford on 25th September 1933. Registered DG 7854. The car was promptly returned to the M.G. Car Company for the following deluxe equipment to be fitted (job number 2428, cost twelve pounds and twelve shillings)

- Campbell steering wheel
- Stone guards on headlights
- Bonnet strap
- Quick snap filler to radiator cap
- Radiator thermometer gauge
- DWS jacking system



Now, before we go on, I need to report that when I excitedly informed my dear wife/navigator that the car had a Campbell steering wheel, her reaction lacked my enthusiasm. A member of the McDonald clan, she had always been wary of things Campbell since the treacherous massacre as they slept, of thirty McDonalds at Glencoe on 13th February 1692 by soldiers under the command of Archibald Campbell, 10th Earle of Argyle. We don't even buy Campbell's soup!

"Campbell Model."

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We continue. By 25th January 1934, four months later, the car returned to Abingdon for the following works: decarbonising; grinding in valves; adjusting tappets; tuning and testing; adjusting clutch; remove, repair, respray and refit N/S door; adjust shock absorbers for fast touring; renew hood straps and adjust brakes. There is a letter in the files from the MG Car Company to Watson-Smyth on 30th January 1934 informing him that "your chauffeur will be collecting the above car on Thursday next". Later there is an undated letter listing faults such as clutch drags badly, oil leak at front and rear drain pipe, facia rattles, play in steering ball joints, O/S front shock loose in frame. Then by 4th October 1934 further works were listed as repair crown wheel and replace steering drop arm. The speedo reading by February 1936 was only 1237 miles. Those MGs certainly needed maintenance!

Mr E.B. Watson-Smyth had mislaid the "e" at the end of his name when he wrote to MGCC in 1991, his correspondence and photos were published in the 1991 MMM Yearbook.

"E.B. Watson-Smyth has sent us quite a large number of photographs, both of cars he has owned over the years, and pictures his father took at the MGCC Cocksfoot Trial in September 1936 (which include a photo of Barry Foster's C type). In the letter he sent with these he explains that his interest in MGs goes

back to the 14/40 Saloon owned by his father in 1925 (the eagle-eyed reader will spot that the flat radiator 14/28s and renamed 14/40s were produced between late 1926 until late 1929) although his first MG was an L1 (DG 7854) which he raced at Southport Sands on one occasion-ending up in the sea after being blinded by wet sand from the car in front. Cleaning all the sand off the car after the race was a chore he still recalls.



Following on from the L-type he purchased a KN saloon but found this rather over-bodied and underpowered and changed this for a TA.” A photo of the amphibious DG 7854 was reproduced in the 1991 Yearbook, taken of the car on the road, not floating in the Irish Sea.

### **The recollections of John Pratt:**

The MG was laid-up during the Second World War in a stone barn in England, where an attempt was made by an unidentified bounder to steal some instruments, thereby disabling the car. The then lady owner, married an American serviceman and took the car to California circa 1947. An 18 year old John Pratt purchased the Magna around 1953 still as a non-runner; he fitted front motorcycle mudguards, fiddled the wiring and fired it up. There is no trace of American number plates and the car still carried its English registration, DG7854, during this period. Those original plates are still with the car today, though not fitted. John joined the San Diego Sports Car Club, and when I bought the MG he gave me the following dash plaques which he had won:-

- February 1954 SDSCC Desert Rally third place
- March 1954 SDSCC County Rally third place
- June 1954 SDSCC Coastal Rally second place
- January 1955 SDSCC Mid-Winter Rally second place

- August 1955 SDSCC Los Ranchos Rally third place
- October 1955 SDSCC Before Midnight Rally second place
- Undated SDSCC Don Diego Rally fourth place
- Undated SDSCC Don Diego Rally fifth place
- Undated Astro SCC Atlas Rally 3

John and Joy immigrated to Tasmania circa 1960 and bought a sheep farm at Carlton River bringing the much loved L-type with them. John regretfully sold it to Graeme Jackson on 13th December 2004 who commenced restoring it back to its former glory in 2006. In the process, John and Helen-Mary Gillett generously provided access to their L-type (L0389), the car that started it all. This allowed Phil, the incredibly talented builder of bodies, to cut templates to inform his replication of the original swept mudguards to perfection, and to copy the two tones of red paints which John had matched to the originals. The completed Magna won outright the MGCC Victoria Concours in April 2012.

Piston ring problems causing high crankcase pressure, oil leaks and frequently fouled spark plugs have taken the gloss off enjoying the car. After a period of frustration and denial the engine was again torn apart and pistons, rings and a failed rear main bearing replaced and, because hope springs eternal in the human breast, we are now much looking forward to a new reliable phase in the life of this gorgeous 89 year old MG, now that it is again mobile. This is the reason, after all, that L0532 found me.

### **Sand Races:**

F.Wilson McComb tells us that MGs achieved:-

- 1st Southport 100 miles Race 1933
- 2nd Southport 100 miles Race 1935
- 1st Southport 100 miles Race 1936
- 1st Southport President's Cup Race 1938

I would like to determine, if possible, which Southport race our MG took part in. I cannot find out which MGs and drivers were successful in the above contests, let alone unearth copies of the Southport entry lists. My sole discovery is that most English people go to nearby Blackpool by train for their Summer Hols.

I need help, please.

**Graeme Jackson**

**[g.jackson@optusnet.com.au](mailto:g.jackson@optusnet.com.au)**







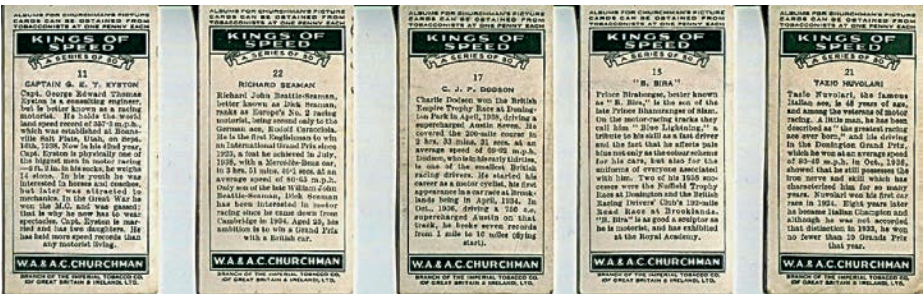
Car of the Year 2021 is the PA/PB Kayne Special of Mike Painter, seen here at Mallory Park in August. James Painter also drove the car in what was a close-fought season; finishing only one point clear of Tim Sharp's PB. Photo by Colin Murrell.

## Collectors Cards....Part 2 Ted Hack

*In Bulletin 120, Ted Hack provided an insight into the world of cigarette cards and particularly those with a MG connection. That article covered the cards and concluded with the words "And so, what does the card collector do when all the car cards have been found? Well you start on the drivers..."*



The first set are from the Churchman's "Kings of Speed" series and is a nice original set of those of MG interest; in fact, I have six different cards that show George Eyston.



The final examples, on the facing page, show some interesting 'photo cards'; this includes one of two different ones I have of Lord Nuffield and one of three different cards for Earl Howe.

As I said at the very beginning, these are my cards with Triple-M interest – I have spared you all the other MG vintage and more 'modern' ones!



MOTOR RACING - CAPT. G. E. EYSTON

**PHOTOCARDS**

No. 142.  
CAPT. G. E. T. EYSTON.

G. E. T. Eyston has won numerous prizes in a long racing career on road and track, but his chief claim to fame is as the world's leading record breaker. Has made hundreds of records on all kinds of cars from the "Magic Midget" to his latest giant "Speed of the Wind," in which he raised the hour figure to 162.5 m.p.h., and with A. Denly captured an hour record from 500 kilometres to 48 hours in Utah in July, 1936. Pioneer in developing Diesel-engined racing cars.

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2



MOTOR RACING - FREDDIE DIXON

**PHOTOCARDS**

No. 143.  
FREDDIE DIXON.

Freddie Dixon, short burly genial Middleborough motorcyclist, burst into car racing fame in the Tourist Trophy Race of 1932, when he led for four hours and then crashed. He won Mannin Beg, 1933, and Brooklands 500 miles, 1934. Enjoyed great year in 1935, when he won the Ulster Tourist Trophy (he is shown after this victory) and Empire Trophy, and was runner-up in the Mannin Beg and International Trophy races. As motorcyclist won Tourist Trophies in 1931 and 1937. Very clever engineer and largely responsible for design of his cars.

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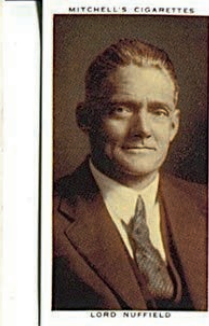
2



F. DIXON AND C. J. P. DODSON



EARL HOWE



LORD NUFFIELD

**BRITISH SPORTING PERSONALITIES**  
A SERIES OF 25

42

**F. DIXON AND C. J. P. DODSON**

F. W. ("Freddie") Dixon (shown on the right of our picture), dare-devil motor racing driver, won the blue ribbon of the road, the R.A.C. Tourist Trophy, of 1932 with G. J. P. Dodson (shown on the left) at the Anis Circuit, Belfast, in 2 hrs. 13 mins., at an average speed of 78.01 m.p.h. He also won the 500 miles with C. E. C. Martin at Brooklands, a Middleborough race. Dixon is small but tremendously strong. Now aged about 42, he was a motor-cycle racer until a few years ago, when he turned to motor-racing and has since won practically every event of importance. C. J. P. Dodson, like Dixon, was formerly a motor-cycle racer, and won the Senior T.T. Race in 1929 and 1933. He was also the associate driver of John Cobb in the attack on the 24 hours' record at Ulth in 1933.

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**Sportsmen of the World**

**EARL HOWE**

Formerly Viscount Curzon, under which name he started his quest for fame in the motor-racing world. At school Earl Howe was too delicate to take part in vigorous sports, but later he won fame as a cricketer, golfer and tennis-player. He has taken the air in a balloon, airship, aeroplane and sea-plane.

He has driven in all the world's greatest races and has crashed times without number. During last summer he was badly injured in Italy, after driving at a terrific speed although nearly blinded by a stone that crashed through his wind-screen and struck his eye.

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A SERIES OF 25  
46

**LORD NUFFIELD**

Better known as William R. Morris, the great motor manufacturer. He started life at the age of 16 (he is now 57), as an apprentice in an Oxford shop. At 17 with a capital of £4 he began in business for himself, repairing and building bicycles. Designed his first motor car in 1910 and two years later bought a factory at Cowley, and started manufacturing cars on a larger scale. Now employs 20,000 people and controls a business worth many millions. He once refused £10,000,000 for the Morris concern. He was made a baronet in 1929 and a peer in 1934, but was gravely that he could not retain the name Morris in his peerage. He likes to be known as "W. L."

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## **Technical: A DIY Method for Fabrication of Hemispheres for a J2 Steering Box.**

**Martin White**

Replacement hemispheres, standard and over-size, were once made by Eric Tieche but apparently no longer available. I therefore set about making them myself, which is not as hard as you may think.

I found some ball-bearings that were the right size and clamped one in a small round-jawed pair of “mole-grips”, holding them as close as possible to the “equator” of the ball. I then attacked it with an angle grinder using a 100-grit sanding disc – not a grinding disc! The ball was then ground down as far as the jaws of the grips would allow and it came out as about 10 thou. oversize which, by a stroke of luck, was just about what I needed.

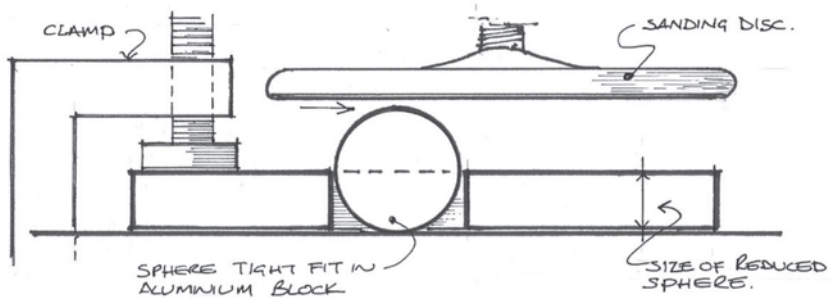
It was not quite as simple as I suggest; it took about six attempts to achieve the two I needed. These, when combined with two standard hemispheres, gave a highly satisfactory fit for the peg in the worm.

If you try this, you will find that the balls have an inbuilt desire to fly across the garage so I did the process inside a re-cycling crate while holding things at arm's length. Do not forget the essential eye protection.

An alternative method was suggested to me by a fellow J2 owner. His method is to hammer the ball into the end of a suitable piece of tube and then use the tube to hold it against the bench grinder.

I have since thought of yet another method which could well be the best but I have not yet had a chance to test it but the principle is noted below if someone would like to give it a try:

- Test fit the peg and hemispheres into the worm and, with feeler gauges, establish how much bigger the new hemispheres need to be.
- Take a block of aluminium and file it to the thickness of one of your hemispheres plus the extra few thou. needed. Drill the block so that you can hammer fit a ball bearing in and then, with the aforementioned angle grinder, remove the exposed section of the ball (see diagram).



Set-up for grinding down the ball bearings (see text).  
From an original drawing by Martin White.

- Having done the hard bit, you can then create the small flat where the hemispheres touch, by using the “mole-grips” again and lightly touching the ball against the grinder.



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## CORRESPONDENCE: A PIECE OF TRIALS HISTORY

### From Robert Follows

I just received my Dec/Jan issue of the Triple-M Register Bulletin and your request for feedback; this isn't really feedback but thought might be of interest.

A few months ago, an auctioneer friend of mine from a local auction house phoned to say that there was an item that might be of interest, and he didn't want it to be picked up for a \$100 and end up being re-sold on eBay! It turned out to be the plaque illustrated here - a silver relief map of Great Britain with the 1934 M.C.C. Triple Award to R.A. MacDermid in a P-Type MG Midget. It is mounted on a wooden board of about 8"x5"

Being of great interest I proceeded to bid on it, rather more than I had intended, but was outbid in the end by a local dealer at around the equivalent of £500.

I have not seen a similar plaque before, but plainly a very significant MG award. I was very sorry to lose out on owning it.

Quite how it ended up in Vancouver, we do not know, but think that some of the MacDermid family must have emigrated here at some stage.

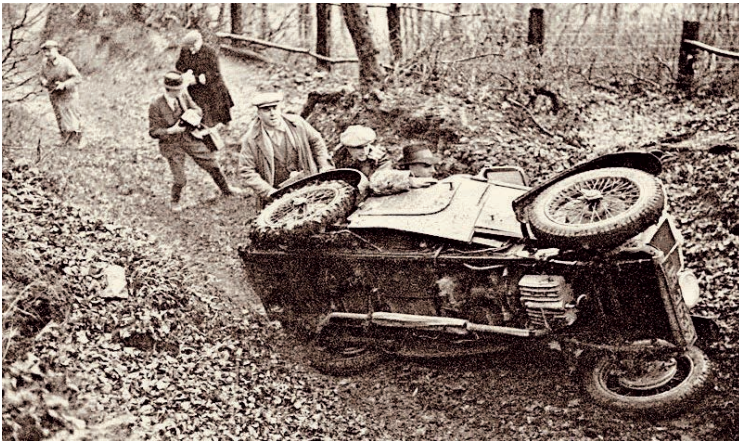


*This Triple Award appears to relate to the London-Exeter, London-Land's End and London-Edinburgh Trials organised by the Motor Cycling Club. The "semi-works" team of Toulmin, Bastock and MacDermid used J2s until mid 1934 when they purchased the new swept wing PAs that eventually became the Cream Crackers. Apparently, the performance of the new cars was a disappointment and they were subsequently modified by the Works in time for the 1934 MCC Exeter Trial. However, the "disappointing" new model did not seem to hinder MacDermid too much; to quote from C.A.N.May in "Wheelspin":*

*"The MG Car Company had superseded the J2 model with a new job to be known as the "P" type. The new car still employed the 847cc 8hp engine and was fitted with much the same style of two-seater sports bodywork as the J2 and might be summed up in a few words as a refined and sturdier version of the J2 model. Macdermid was driving one in the Land's End, and I endeavoured to compare notes with him during the short halt at Willoughby Hedge. MacDermid did not seem over-enamoured of the new model and remarked simply that it went well on the flat, but when the results were published I saw that he had succeeded in making a climb of every one of the non-stop hills, most of which were very far from flat!"*

*MacDermid's car, JB 3639 is not known to have survived but he held onto it for a period and famously up-turned it in front of the cameras on Middle Drag during the 1936 Gloucester Trial.*

*My reference, apart from "Wheelspin" have been excellent Yearbook articles by Steve Dear (1984) and Ian Williamson (1993 and 2000).*



*Robert has also provided two photographs of his rather special J2; see inside back page.*



## **VSCC New Year Driving Tests, Brooklands** **Notes and Photos by Colin Murrell**

With Brooklands being steeped in Motorsport history, and MG Motorsport history, it is quite fitting for it to host one of the year's first competitive events. On Sunday 30th January, Brooklands hosted the Vintage Sports Car Club's (VSCC) New Year Driving Tests. Triple-M MGs were competing in the January sun along with some of their Vintage and T-type cousins. The day was made up of ten tests, incorporating the Test Hill twice and the legendary Brooklands banking.

Those Competing were: -

10 Robin Cohen 1930 M-type

11 Martin Neal 1936 TA

15 Andrew Radford 1930 18/100 Mk.111 Tigress

30 Geoff Radford 1930 18/80 Mk.11 Speed Model

31 John Scott 1932 J2

38 Mike Stringer 1932 M-type

We thank the VSCC (the organisers), our hosts Brooklands, and all that made the event happen, especially the Marshals and other volunteers, and of course the competitors.





Mike Stringer M-type 2M1445



John Scott J2 J2579



Robin Cohen M-type 2M3273

## **Correspondence: Nigel Musselwhite (Bulletin 124). From Barry Foster**

Hi Digby.

The pictures of Nigel Musselwhite and the D-type special reminded me that the car had spent some time at my place when we lived in South Petherton. Nigel was the Chief Fire Officer for Somerset and their headquarters\* were at Hestercombe House, a stately home just outside Taunton, and I remember testing the car on the drive. The house is visited by many people to see the gardens (*designed by Edwin Lutyens and Gertrude Jekyll*). I am not certain what they made of a race car at speed on the main driveway but the Brigade mechanics obviously did enjoy the spectacle as they used to come out of the workshops to watch.

Nigel did desert the Triple-M world for a Wolseley Hornet. In company with two other Triple-Mers he went to somewhere in the south of England, possibly Sussex, view and possibly purchase a couple of Triple-M cars. However, Nigel saw a Wolseley Hornet in one of the sheds and, sometime later, managed to purchase the car. It was, and still is, a specially made Hornet to be raced by F.S.Hutchens at Brooklands in 1936. Registration number is JJ87 and it had special chassis work and body.

The current owner of the Hornet has a gap in the history of the car from just before the War until it came into Nigel's ownership. He is hoping that either or both of the Triple-M owners who were with Nigel when he saw the car have any information, particularly of who sold the car to Nigel and from where the car was purchased.

Sadly, Nigel is long gone having succumbed to a brain tumour, but I am still in contact with his wife Mary. Nigel lodged several cars with me until he had told Mary that he had a new "project". Nigel ended up as UK Chief Inspector of Brigades and was in charge of the Windsor Castle incident. He also told me that, when he inspected Brigades where he had been a junior officer, they often "tested" him. In particular the Cornish Brigade had a line-up of men for inspection and all had be told that "if he asks you your name say you are Denzil Penberthy" and so on down the line!

*\*The Fire Brigade left Hestercombe in 2012. The acclaimed gardens are now in the hands of a charitable trust and open for visitors.*

## STYLE AND CRAFTSMANSHIP AT PRE-WAR PRESCOTT Fred Boothby



*When it was decided to have a nominal MMM stand at Pre-war Prescott, mainly to sell copies of the new Yearbook, Fred and Ann Boothby very kindly responded to the request for help. As you will see from the accompanying photos, Fred forsook the usual racing overalls for very stylish period dress, all the more commendable as Fred and Ann had driven up from the depths of Somerset in their newly restored, and very smart, M-type. With a little gentle persuasion, Fred has provided the following notes and photographs.*

Now, what can I tell you about my M-type? I bought the thing three years ago as a completely dismantled pile of bits. It had been stripped a long time ago by the former owner and was described to me as a complete, but dismantled, car needing new bodywork from behind the doors.

This did not turn out to be the case as a lot was missing and, unfortunately, it lacked the hard-to-find parts such as dashboard, instruments, windscreen, V5C registration document etc.. Really, I should have walked away from the project. However, it came with two engines (one seized and t'other with broken crank!), three gearboxes and boxes of unidentifiable parts, a number of which were nothing to do with MG.

Once everything was laid out and chassis up on stands, that 'guru' of M-types and all-round very good chap, David Cooksey, came to have a look and give advice. We commissioned Steven Sowerby to make the ash frame and, as great mistakes can be made on the rear end of an M-type, Dave Cooksey lent all his drawings and patterns so it would look as 'Carbodies of Coventry' intended.



The correct fabric and paint were obtained, and on return of the body tub, the fabric was fitted on a really warm day in the sweltering heat of the conservatory to get the stuff to stretch. Fortunately, my wife Ann is a dab hand with a sewing machine so all the trimming and the seam at the rear of the body was done 'in house'. It has turned out rather well; so much so that the MMM expert in the West Country, namely Mr Foster, said on seeing the car "You have done a really good job here. You can be proud of this" (usual fee, Barry?).

The car is absolutely standard. I have tried to get it as it was when it left Abingdon. However, the engine still has its original crankshaft and rods and there are awful stories concerning these components. The plan is therefore to build up the second engine to be as bomb-proof as possible and, to that end, I have a Phoenix steel crank, Arrows connecting rods, Venolia forged pistons and a C-type camshaft on the bench awaiting assembly. It is not my intention to use the car for competitions, just for road use and to potter about in my old age. We shall see!



## **MMM Racing: Review of 2021 and Preview of 2022.**

### **Duncan Potter**

Welcome racers, supporters and friends of Triple-M Racing - Against all the odds we had a busy and competitive season last year, with some thirty-three racers joining the fun and competing for the various awards on offer. All fabulous fun which resulted in silverware being distributed as below:

#### **2021 - Triple M Racing Championship Results:**

##### **The Betty Haig Trophy**

Winner - Harry Painter

2nd - Barry Foster

3rd - Simon Jackson

Big congratulations to Harry, The Foz and Simon. With 33 racers competing these positions were hard fought and well deserved....well done indeed.

Our racers also featured in other key register results as below;

**Car of the year (COTY) Championship:** - The Kayne Special -Mike/James Painter.

**The Speed Trophy:** - Tim Sharp - PB.

Again, very well done! A glass of Vimto awaits at Brands in March...

And so, we look forward to a full season of racing, paddock camaraderie and friendship for 2022 where we anticipate welcoming some new cars and drivers. The details you need are:

- **MGCC Brands Hatch - Sunday 20th March.**

We will have our usual Saturday night camp over with practice and two races on the Sunday.

- **VSCC Cadwell Park - Triple-M race - Saturday 16th April**

A day of VSCC racing that will include a Triple-M race. So, BBQ, beers and fun on the Friday evening, racing on the Saturday.

- **VSCC Donington Park - Sunday 5th June** (no specific Triple-M races).

- **MGCC Donington Park - Saturday 2nd July**

The Mary Harris Trophy Meeting (2 x Triple-M races). This is the "big one"! - We will be racing for the Mary Harris, Kimber and Don Moore trophies with BBQ and beers the night before - all supporters, friends and family are most welcome to join in.

- **VSCC Silverstone - Saturday 16th July.** (no specific Triple-M race)

- **HSCC Oulton Park Gold Cup - Saturday/Sunday 30/31st July.** 2 x VSCC grids (no specific Triple-M race).

- **VSCC Mallory Park - Sunday 21st August.** Triple-M race included in the programme.

In addition to the above there are two European possibilities; currently both are in the 'investigation to see whether we have the numbers' stage....

- 04/05th June - Zandvoort, Netherlands - This is a weekend race meeting where we have been offered the chance of 2 x Triple-M races, practice etc.
- 16/18 September - Circuit des Remparts, Angouleme - Prince Bira Trophy for Triple-M cars - The organisers have kindly offered us the grid again, for the third time.

So, that is the 2022 programme; I think enough to keep everyone busy. All Triple-M enthusiasts are always most welcome at all of the events, do come and see us and chat. There is nothing we like more than sharing our (in-) expertise on the circuits, cars, performance and our abilities! Although, be careful, you might find that you want to join in! In which case we would be delighted to help you do just that...

Finally, and importantly, a big thank you to our main sponsor Baynton Jones Historic Motorsport and our Race Partners whose support helps to make the events such fun. Our partners are all shown on the 2022 race logo, expertly produced by our own Charles Goddard; do use their services!

I am always happy to help anyone come racing and join the fun, please do contact me and we will get you on the track!



## **TRIPLE-M REGISTER CHAMPIONSHIPS**

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

#### **Summary of the Competition Year 2021:**

##### **Slade Trophy:**

1st Bill Bennett J2-PA/s

2nd William Opie

3rd equal David Rushton and Derek Chatto, both in M-types.

With Covid restrictions still in place until April 2021, all the early trials events had been either cancelled or postponed. Although David Rolfe has been a keen competitor in VSCC events, his Riley 9 engined M-type is ineligible for a Triple-M award. This just leaves the four names mentioned at the top with all bar one, Derek Chatto, competing in just one event each while Derek did two. Let's hope that 2022 will yield a more competitive year.

##### **Speed Championship:**

1st Tim Sharp PB/s

2nd equal Mike Painter J2-PB/s and Harry Painter PA/s

3rd Charlie McEvoy F1/s.

Tim Sharp has progressed from third place last year to first in 2021, mainly by virtue of the greater number of events entered – two sprints and eight hill climbs – although only the best five count towards the award. By contrast, Mike and Harry Painter only completed two hill climbs each and Charlie McEvoy three, which put them at a distinct disadvantage.

##### **Racing Challenge – Betty Haig Cup:**

1st Harry Painter PA/s

2nd Barry Foster C/s

3rd Simon Jackson PB/s.

By far the most heavily subscribed competition of the season, mainly as a result of Duncan Potter's efforts to promote entries to all appropriate racing events. Altogether, thirty-two drivers competed in racing throughout the year with fifteen finishing in more than the 5 events minimum to count towards the award. By a good margin, Harry Painter's performance has been exceptional and well deserved of his first place with Barry Foster and Simon Jackson both well placed.

**Mary Harris Trophy Winner:** (from the MGCC Brands Hatch race meeting in April 2021): Nigel Stroud J2/s

**Kimber Trophy Winner:** (overall race winning Triple-M): Oliver Sharp NA/s

**Don Moore Trophy Winner:** Not Awarded as there were no un-supercharged four-cylinder cars this year.



**Robin Gordon Trophy Winner:** The highest place C-types in the “Car of the Year” table for 2021:

1st Barry Foster C0280

2nd Duncan Potter C0287

3rd David Cooksey C0256.

**Car of the Year:**

1st Mike Painter J2-PB/s Kayne Special

2nd Tim Sharp PB/s

3rd Harry Painter PA/s.

Congratulations to Mike Painter in a close fought competition year, with just one point separating his car from Tim Sharp’s PB.

Once again it has been a difficult year with many cancellations, postponements and restrictions. However, with Covid ‘rules’ being relaxed in the UK for 2022, there is at last hope that the coming year will bring back something like normality.

<b>SPEED CHAMPIONSHIP 2021: Final Scores</b>			
<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1	PB/s	Tim Sharp	37
2=	J2-PB/s	Mike Painter	19
2=	PA/s	Harry Painter	19
3	F1/s	Charlie McEvoy	18
4	F1/s	Steve McEvoy	17
5	NB/s	Christopher Smith	14
6	PA	Keith Riches	12
7	PA/s ss	James Burmester	11
8=	C/s	Duncan Potter	9
8=	PB/s	Rachael Holdsworth	9
8=	QA/s ss	Jack Bond	9
9=	M	Frank Ashley	7
9=	NA/s	Roger Tushingham	7
9=	NA/s ss	Thomas Hardman	7
9=	PA/s	Andrew Morland	7
10=	J2	Andrew Harrington	6
10=	M	David Rushton	6
10=	D/s	Christopher Edmondson	6
10=	J2	Ian Patton	6
11=	J2	Brian Galbraith	5
11=	J1/s	Stuart Evans	5
11=	PA/s	Mike Davies-Colley	5
11=	PB/s CC	Andy King	5
12=	C/s	Chris Cadman	4
12=	PA-PB/s	Ian Goddard	4
13	J2	Jack Stops	3
14=	L1/s	Maurice Gleeson	2
14=	C/s	Emma Potter	2
15	PB	Simon Jackson	1

## Car of the Year Events:

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.

11 <sup>th</sup> April	MGCC Curborough Sprint	Full
12 <sup>th</sup> April	VSCC Exmoor Trial	Full
17 <sup>th</sup> April	VSCC Silverstone Race Meeting	Full
17 <sup>th</sup> April	VSCC Silverstone Auto Solo	Full
24 <sup>th</sup> April	VSCC Herefordshire Trial	Full
25 <sup>th</sup> April	MGCC Baynton Jones HM Triple-M Racing Challenge	Full
2 <sup>nd</sup> May	VSCC Curborough Sprint	Full
8 <sup>th</sup> May	500 Owners Club Wiscombe Park Hill Climb	Full
9 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
5 <sup>th</sup> June	BARC Yorkshire, Harewood Speed Hill Climb	Full
6 <sup>th</sup> June	BARC Harewood' Jim Thompson' Speed Hill Climb	Full
19 <sup>th</sup> June	VSCC Cadwell Park Race Meeting	Full
19/20 June	Truro & District Motor Club, Perranporth Sprint	Full
4 <sup>th</sup> July	MAC/VSCC Shelsley Walsh Hill Climb	Full
10 <sup>th</sup> July	VSCC Oulton Park Race Meeting	Full
10 <sup>th</sup> July	VSCC Oulton Park Auto Solo	Full
18 <sup>th</sup> July	MGCC Donington Park Race Meeting	Full
24 <sup>th</sup> July	VSCC Summer Rally	Full
7 <sup>th</sup> /8 <sup>th</sup> Aug	VSCC Prescott Speed Hill Climb	Full
22 <sup>nd</sup> Aug	VSCC Mallory Park Race Meeting	Full
28 <sup>th</sup> Aug	ANWCC Loton Park Hill Climb (Hagley & District LCC)	Full
29 <sup>th</sup> Aug	ANWCC Loton Park Hill Climb (Hagley & District LCC)	Full
29 <sup>th</sup> Aug	Triple-M Summer Gathering Gymkhana and P.O.O.	Full
29 <sup>th</sup> Aug	Truro & District Motor Club, Perranporth Sprint	Full
4 <sup>th</sup> Sept	Bo'ness Revival, Forrestburn Speed Hill Climb	Full
5 <sup>th</sup> Sept	Bo'ness Revival, Forrestburn Speed Hill Climb	Full
11 <sup>th</sup> Sept	MGCC Wiscombe Park Hill Climb	Full
11 <sup>th</sup> Sept	VSCC Loton Park Hill Climb	Full
12 <sup>th</sup> Sept	VSCC Loton Park Hill Climb	Full
19 <sup>th</sup> Sept	VSCC Madresfield Driving Tests	Full
25 <sup>th</sup> Sept	VSCC Prescott Long Course Hill Climb	Full
26 <sup>th</sup> Sept	Maidstone & Mid Kent Tyrwhitt Drake Car Trial	Full
2 <sup>nd</sup> Oct	Castle Combe Autumn Classic Race Meeting	Full
31 <sup>st</sup> Oct	VSCC Halloween Driving Tests	Full
13 <sup>th</sup> Nov	VSCC Lakeland Trial	Full
20 <sup>th</sup> Nov	VSCC Cotswold Trial	Full
28 <sup>th</sup> Nov	Bristol Motor Club Allen Trial	Full
4 <sup>th</sup> Dec	VSCC Winter Driving Tests	Full

**Please note that the full COTY results table will be printed in the 2021 Yearbook.**

## CAR OF THE YEAR 2021 – Final Scores

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter James Painter	108
2 <sup>nd</sup>	3614	PB/s	VXS 544	Tim Sharp	107
3 <sup>rd</sup>	2063	PA/s	RJS 380	Harry Painter	104
4 <sup>th</sup>	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	83
5 <sup>th</sup>	48	K3/s	JB 3180	Teifion Salisbury	76
6 <sup>th</sup>	3458	PB/s	EZ 2444	Simon Jackson	75
7 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	74
8 <sup>th</sup>	1931	C/s	VD 30	Barry Foster	72
9 <sup>th</sup>	1000	PB/s CC	JB 7521	Andy King Vernon MacKenzie	63
=10 <sup>th</sup>	3534	J2/s	WF 5494	Fred Boothby	61
"	2912	C/s	GX 9693	Duncan Potter Emma Potter	61
	2931	D/s	UG 281	Chris Edmundson	56
	2758	F1/s	DX 9957	Steve McEvoy Charlie McEvoy	50
	2631	K3/s	JB 1472	Richard Frankel Vernon Mackenzie	47
	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	47
	1521	C/s	RX 8591	David Cooksey	41
	2226	NA/s	MG 3701	Roger Tushingham	35
	2170	PB/s	CLX 112	Mark Dolton	33
	807	KN/s	MG 4119	Andrew Long	33
	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	33
	797	K1	ALA 871	Christopher Hobbs Mark Kent	31
	2200	C/s	RX 8306	Chris Cadman	30
	2228	F1/s	TF 6967	Adrian Moore	29
	359	PA	EG 1451	Richard Stott	29
	2215	PB/s CC	JB 7525	Andy King Louis Frankel Richard Frankel	29
	3048	J2/s	NJ 591	Nigel Stroud	27
	3627	PA/s ss	CRF 468	James Burmester	27
	1595	M	PG 1045	Frank Ashley	26
	164	C/s	PL 9386	Emma Potter	24
	1476	KN/s	JS 5050	Andy King	24
	3301	PA/s	UG 8739	Keith Riches	24

	538	NA	NV 4207	Oliver Sharp	23
	1917	J1/s	VSV 521	Stuart Evans	20
	3527	NA/s	AUO 889	Andrew Long	19
	2060	PA	OW 5865	Ron Warr	19
	225	K1	ALU 463	Martin Jacobs	19
	2049	J2/s	JK 3233	Mark Reece	18
	3533	QA/s ss	-	Jack Bond	18
	1647	NB	JB 6864	Bill Abbott	18
	1202	NB	BOK 407	Chris Little	18
	1925	PA	BPG 994	Andrew Isherwood	18
	167	M	APB 298	Rachel Bolton-King	17
	580	PA/s	JK 3785	Mike Davies-Colley	17
	2505	M	GX 1047	Mike Stringer	16
	2990	PA	BXH 499	Anthony Richards Ruth Richards	15
	2160	D/s	MG 1766	Onno Konemann	14
	3607	M	MG 1930	Derek Chatto Gillian Chatto	14
	3018	PB/s	MG 4516	Rachael Holdsworth	13
	2692	J2	SW 4156	Brian Galbraith	12
	1148	NB/s	WS 5432	Chris Smith	11
	200	PA Airline	CPB 425	Mike Long	11
	909	J2-PA/s	FW 3909	Bill Bennett	11
	3302	J2	KS 6104	Andrew Harrington	10
	2284	J2	OC 5374	Grace Henderson	10
	1963	PB	YS 5081	Keith Wallace	10
	2650	L1	MG 2606	Chris Wood	10
	250	PA	MG 3294	Colin Murrell	10
	2787	NB	BDD 356	William Opie	10
	907	K1	ADH 360	Katie Reid	9
	1405	J4/s	TV 8371	Richard Frankel	9
	81	C/s	JK 1932	Greg Smith	9
	2000	K3/s	MG 3570	Andrew Taylor	9
	3202	PB/s	HS 8860	Ellena Reece	8
	2985	J2	APD 347	Jack Stops	8
	3389	J2	NV 2027	Ian Patton	8
	135	KN Saloon	BYK 340	Peter Prosser	8
	1305	M	UW 3227	Len Page	8
	3525	J2	MG 2686	Chris Edmundson	7
	3480	J2	CG 5230	Digby Gibbs Chris Salmon	7
	2	PB	MG 4396	Kim Dear	7



<b>Racing Challenge Trophy 2021: The Betty Haig Cup-Final Scores</b>				
<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Less than 5 Races</b>	<b>Index of Performance</b>
1 <sup>st</sup>	PA/s	Harry Painter		0.129
2 <sup>nd</sup>	C/s	Barry Foster		0.216
3 <sup>rd</sup>	PB/s	Simon Jackson		0.222
4 <sup>th</sup>	J2/s	Fred Boothby		0.243
5 <sup>th</sup>	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	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
	NA	Oliver Sharp	2	0.200
	NA/s ss	Thomas Hardman	2	0.229
	NA/s	Roger Tushingham	2	0.310
	PB/s	Tim Sharp	2	0.350
	J2/s	Mark Reece	2	0.402
	PB/s CC	Louis Frankel	2	0.550
	D/s	Onno Konemann	2	0.612
	C/s	Chris Cadman	2	0.635
	QA/s ss	Jack Bond	1	0.714
	PB/s	Ellena Reece	1	1.000
	J2/s	Gil Collins	1	1.000

### **SLADE TROPHY 2021: Final Scores**

<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1st	J2-PA/s	Bill Bennett	6
2nd	NB	William Opie	5
3 <sup>rd</sup>	M	David Rushton	4
3 <sup>rd</sup>	M	Derek Chatto	4

*DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register*

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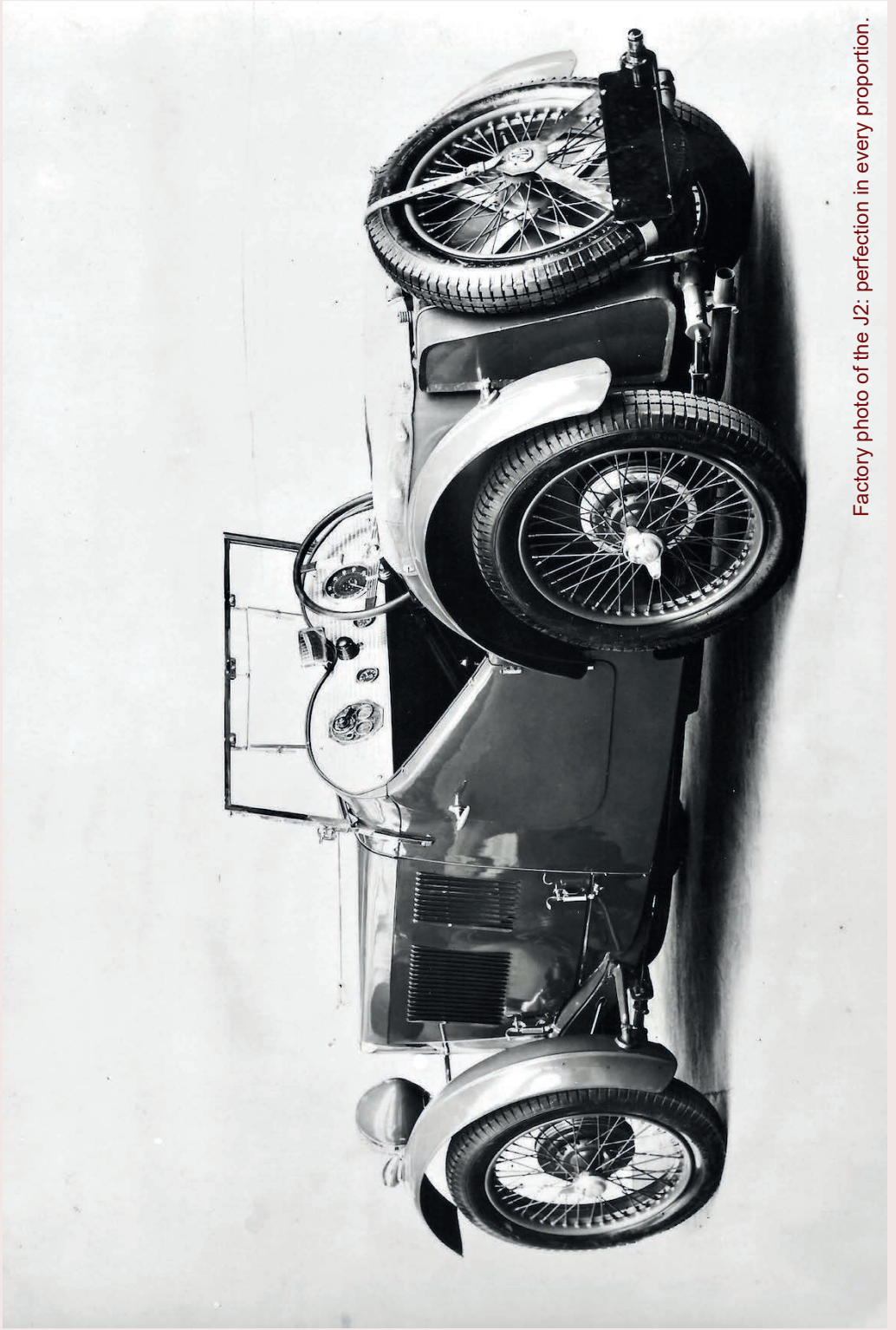
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These two photos were provided by Robert Follows from Canada (who also provided the article on the MCC Trials plaque), with the following notes.

*I bought an interesting J2 (J2807 — Reg.No. JJ 6063) a couple of years ago. It was restored in 1980 by Ed Arnold, a restorer friend of mine for Dr. Bill Holt another local friend, and it achieved Best in Class at Pebble Beach that year.*

*It then stayed in Bill's living room for forty years, except for a brief exhibit at Expo '86 — so it is in pristine condition and a total joy.*



Factory photo of the J2: perfection in every proportion.