

TRIPLE-M REGISTER BULLETIN

APRIL - MAY 2022



THE MG CAR CLUB LTD



Prescott Pre-season Test Day 9th April: photos and notes by Colin Murrell.

This season saw a new addition to the Bugatti Owners' Club Championship in the form of its " Bugatti Owners Club and All-comers – Pre 1947 Class". Testing at Prescott were Frank Ashley in his M-type (top) and Stephen Rees in his J-type (below). It was wonderful to see both seasoned campaigner Frank and relative newcomer Stephen encouraging and supporting each other through the day.



BULLETIN No 126 April - May 2022

Front Cover Picture:

Glorious weather for Trials: David Rolfe's Riley-engined M-type poses on the Carlton Lees section of the VSCC John Harris Trial in March. Photo by Jim Konstandelos.

Editorial:

Visitors to the Forum will be aware that we are looking for someone to take over as Editor of the Bulletin. I have been editing the Bulletin for seven years and, although it has been a fascinating journey, I think the Bulletin (and its' readers) would benefit from a fresh approach. I certainly want to hand over responsibility for the Bulletin by the end of 2022 but would be happy to stay on as a deputy for a period if wanted.



Dick Morbey's posting also raises the question of whether the Bulletin should continue as a printed booklet or swap to being a digital publication; this has generated a lot of responses, mostly in favour of continuing as a hard copy publication. Either way, we need a volunteer to step forward to take over the editing and production of the Bulletin. Currently, a software package is used that produces an almost print-ready copy, but other programmes could well serve the purpose if a printed version of the Bulletin is still required. Whoever takes over will have the flexibility to produce the Bulletin in a way that suits their expertise and the required format.

The Triple-M world offers some respite from the worrying World events and hopefully the cost of fuel will not have too much impact on the many events planned for this year. The National Benzole advert reproduced on the back cover comes from 1937 and highlights that the fuel is distilled from "British coal". Perhaps the "powers that be" should consider this as an option to Russian oil! Driving gloves may also experience a comeback if we have to drive with the air-conditioning switched off to save fuel.

Digby Gibbs

Secretary's Update

It's time to offer some more meanderings from the Secretary's desk so here goes. In truth it's difficult to come up with anything altogether fresh, but undeterred let me offer you the following:

These notes are mainly about people, without whom our cars might have little meaning!

They always reckon that "You can do it in an MG" and I'm about to put that to a gentle test to see whether your 76 year-old Secretary and his six week-old hip, can insinuate themselves into the PA and drive it. I think it's an experiment in dexterity, geometry and foolhardiness but I'll give it a go and report back. (Perhaps some of you have been there already?) I'm hoping to take the car to join an assembly of other Triple- M friends on May the 16th when we celebrate the memory of our dearly departed friend Peter Green at a service of thanksgiving. Peter was a friend, mentor and generous helper to many of us in the fraternity and even though it is over two years since his passing, the resultant void left by this remarkable man, who gave so much to our movement, still remains.

MG Live (Silverstone) is close (June 11 and 12) and the Register will have a presence there, sharing a large marquee in which we have allowed space to include and welcome the MGCC's Vintage Register as well as all Triple-M enthusiasts. Will you be there? There's loads to see and do and you may just be in time to get your entry in for the California Cup Driving Tests!

It is important that we all redouble our efforts to "Maintain the Breed", without which all the hard work, dedication and knowledge that has been amassed by our community since the foundation of the Register in 1961 might so easily be lost. We have a fairly compact committee of nine souls but as I have said before, it is important that we refresh this group, either by bringing new members to the committee or attracting enthusiasts to help the Register in other ways.

We are forever trying to work out how best to serve you, our members - preserving the important traditions and history whilst moving on with the times. For example, in this edition you'll find that we are taking a fresh look at the way in which this Bulletin should be compiled, published and communicated.

It's important that we do this, because some of you have already said that they would very much like to see this excellent publication 'go digital'. Interestingly, however an early sampling of opinion on our website discussion Forum has shown fairly solid support for a continuation of the present printed format, rather than moving to a purely virtual one. Bearing in mind that the forum community is, by definition, fairly savvy about IT and virtual communication methods, you may be surprised at the strength of feeling amongst this group favouring staying with (as somebody put it) "paper and staples".

That's all fine and dandy, but whichever path we follow we will definitely need to find somebody ultimately to take over the editorial task, for the reasons that Digby has so clearly set out in his introductory piece to this edition.

In fact, one of our biggest challenges in keeping the Register airborne is finding volunteers willing to put themselves forward to help to run it. It applies not only to the running of this Bulletin but to a wider range of existing activities where, although we have a team in place, we need to plan for the future. Your Secretary in particular needs a successor. Others, whether on the Committee or just active helpers, would welcome interest from people to understudy them. So, as I've said before, the challenge is for you all to consider, suggest and offer something, please.

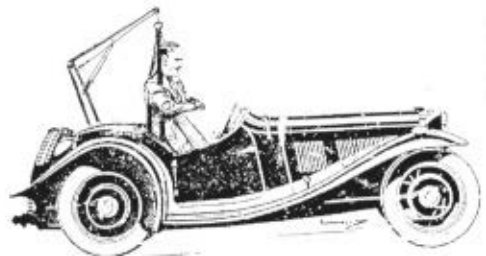
Following my appeal in the previous edition I'm pleased to say that we have been contacted by a PB-owning Member who wishes to get involved, but there is room for more of you, so do please get in touch with me or any of the Committee members for details of how we could deploy your skills and enthusiasm.

One area where we are already well served is our Registrar team. Recognition is due to Mike Dalby (M-types); John Emmett (J2s); Cat Spoelstra, J1/J3/J4, D-types, C-types, Q&R-types (yes, all that lot!); Mike Long (PAs and PBs); Christopher Hobbs (K-types other than K3) and last, but not least, George Eagle (F, L, N, and Competition cars). They are always busy but nevertheless keen to receive or share information with owners about their cars, so do please seek them out.

Speaking of Mike Long, he has twice driven his Airline PA from its Isle of Wight home to locations in the South East including the recent MG Brooklands weekend – both involving a decent mileage and both done within the day – a trailer? No sir!

Among other bright spots is the very evident energy that is being displayed by the Triple-M racing guys and ladies which takes us back to the opening "You can do it" notion. They CAN and they certainly DO!

Dick Morbey



"I knew that old engine hoist would come in useful one day! "
(with apologies to Harold Connoly).



TRIPLE-M REGISTER SUMMER GATHERING

Sunday, 26th June 2022

The Triple-M Register's annual Summer Gathering will be taking place at its usual venue of Greenacres, Purton Lane, Farnham Royal, Buckinghamshire, SL2 3LY on Sunday 26th June, commencing at 11.30 a.m. The event, now in its 17th year, is open to all MGCC Triple-M members and their friends, whether their cars are on the road or not. There will be a self-judging pride of ownership and a light-hearted gymkhana for those who want to take part, as well as some other fun competitions to keep everyone amused. There will again be a 'Bring and Buy' stall for those that have parts or memorabilia to sell.

The entry fee, which includes a buffet lunch and drinks throughout the day, is £20 per person.

To enter, please download the entry form (*document downloads [Entry Forms] section of the Website*) and return it to Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Buckinghamshire, SL1 8EE, together with a cheque made payable to MG Car Club Triple-M Register. The closing date for entries is 17th June. Please note that the maximum number of participants will be restricted to 150 and entries will not be accepted on the day as Elizabeth needs to know in advance how many people to cater for, so please do not delay in sending your entry form to her.

If you have any queries, please get in touch with Elizabeth Taylor – Tel: 01628 665055 or E-mail: e.taylor@oakend.net

Forthcoming Events 2022:

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

4 June	VSCC Harewood Hill Climb, Yorkshire.
5 June	VSCC Donington Park Races Meeting.
3 July	VSCC Shelsey Walsh Hill Climb.
11-12 June	MGCC "MG Live!" event, Silverstone.
26 June	MMM Summer Gathering, Greenacres, Farnham Royal.
2 July	MGCC Donington Park Races & Mary Harris Trophy.
16 July	VSCC Silverstone Race Meeting.
16 July	VSCC Autosolo Silverstone.
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.
20-21 August	MGCC MG & Triumph Weekend, Stafford Showground.
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	Castle Combe Autumn Classic
24 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
24-25 September	Kop Hill Climb, Aylesbury
12 November	VSCC Lakeland Trial, Keswick.
19 November	VSCC Cotswold Trial, Gloucestershire.
3 December	VSCC Driving Tests, Bicester.

The Way We Were: 60 Years Ago. Safety Fast April 1962.

60 years ago, in April 1962, the Triple-M Register was in its' infancy and the following report from Safety Fast makes interesting reading. The list of MMM models that have yet to be included in the Register listings is indicative of how far the Register has come since those early days. It is almost inconceivable that C-types were not represented, along with some of the other very popular models, and yet the very rare Q and R-types are already recorded.

The 'Triple-M' Register

AFTER only a month or two of its existence the Triple M Register is going strong with more than 30 interesting cars on the lists. These include 'M', 'D', 'J1' (contact almost established but not yet confirmed), 'J2', 'PA', 'PB', 'Q' (almost tracked down—it's in Australia), 'R', 'F1', 'L2', 'K1', 'K3', 'NA' and 'NE'. These cover almost the entire range of o.h.c. Midgets, Magnas and Magnettes produced between 1929 and 1936. However, it would be very satisfying to fill the gaps by contacting owners of Double-Twelve 'M' type,

'C' (Monthl ry), 'J3' and 'J4' Midgets? 'F1', 'F2' and 'L1' Magnas, and 'K2' and 'KN' Magnettes, which would provide complete representation of that particular M.G. era within the Register. It is, let us remind you, a sub-section of the M.G. Car Club and no additional subscription is payable. We understand that a prodigious spares list has been drawn up, so for that reason alone it is well worth joining, but plans are afoot for many interesting activities. Details of cars, spares, literature and what-have-you, please, to M. F. Allison, Hon. Secretary M.G.C.C. Triple M Register, 43 Highfield Close, Amersham, Bucks.

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MGCC Brands Hatch Race Meeting - 20th March 2022



Report by Ian Goddard and Duncan Potter Photos: Colin Murrell

The start of a new season is always exciting. Somehow, the trials and tribulations of the previous year are forgotten, one meets up with racing friends and perhaps meet some new; there is a buzz about the paddock, a pleasant anticipation of the day ahead: all to play for. Even the sun was shining. How little we knew!

The faithful gathered. Mark Dolton was having his first outing in a newly built P-type Special, looking beautiful (no, Mark – the car). Barry Foster had brought his answer to the specials: his 18/80 Prototype from 1928. With Barry's 'Rat' absent, C-type honours depended on Duncan Potter. Oliver Richardson was competing in his M-type. Six-cylinders were represented by Andrew Long in his N-type Special, Teifion Salisbury in his K3 and the Wolseley Hornet Special of Tony Seber. The entry list also showed Dave Cooksey in his C-type who did not arrive; also, the Frankel K3 was in attendance but was not raced. Richard Frankel drove his lovely J4. The P-type brigade were Andrew Morland, Ian Goddard and Mike Davis-Colley, each secretly hoping for a result as the Painters were not entered. Fred Boothby brought along his immense racing experience and his J2 while Chris Edmondson had his D-type lined up for a bit of giant-killing.

The first drama of the day was that Ian Goddard's P-type lost all electrical power. The finest MMM minds at the Circuit, armed with multi-meter and lengths of wire, were unable to determine the cause and the car was not taken off its trailer.

Practice:

And so, practice started. All eyes were on the MMMs, the first cars out. Fred Boothby stopped just after Druids; at first his brakes would not work so he pushed the pedal harder – they worked but then wouldn't release! Tony Seber stopped on Cooper Straight behind the pits with overheating and misfire, the latter cured only when all electric was lost. But spare a thought for Mike Davis-Colley whose race was run when 'something happened' and a connecting rod came through the block...Ouch!

The red flag was out, and three breakdown trucks were despatched to collect the stranded. The hopes of the Clerk of the Course for a trouble-free practice, so that the meeting would run to schedule, had been destroyed within five minutes of the start of the season. That is why Race Control is in a soundproof box, up a tower far away from the people: it is so that you can't hear him scream! After a restart, fastest in practice was Andrew Long with Duncan Potter alongside him on the front row. Teifion's K3 had an on-off misfire which hampered his times. Mark Dolton was taking it steady as the car was running in. Fred managed to restart but was later seen in the paddock stripping out the brake cross-shaft. The Sebers tried to get the Wolseley operational but "all the King's Men couldn't put Wolseley together again". Everyone respected Mike Davies-Colley's loss.

Race 1:

Race 1 consequently had a slightly depleted field but remained hotly contested. Andrew Long led away and was never bettered. The race for second between Duncan and Fred was as absorbing as any; these two were swapping positions twice per lap, equally matched, slip-streaming along the pit straight – good, fair, safe racing which, on the final lap, was resolved in Duncan's favour. Despite the intermittent misfire, Teifion was next up and Chris Edmondson respected the provenance of the K3 and stayed behind it, while Andrew Morland, who had no such qualms, was chasing both. Barry's 18/80, a rare sight on any circuit since about 1930, looked imperious among its smaller brethren and Oliver's M-type was faultless and a joy to see at speed. Richard Frankel's J4 was another car worth the ticket money to see while Mark kept-station midfield without straining at all – others beware when he has finished running-in.

And so, back to the paddock for car and body inspection to check everything was as it should be and still in the right place. With this done, it was time to enjoy the lunch break in the March sunshine.



Top:

A very successful day for Andrew Long and his N-type: Winner of Race 1 and Race 8 and Driver of the Race in Race 8.

Below:

One to watch: Mark Dolton's striking new mount, PB0740, finished 4th in Race 8.



Race 8:

With fresh wheels and tyres fitted to the Boothby J2, it was time for the racers to return to assembly for their second event, The J-type Anniversary Race; so-named in recognition of the 90 years since the first J2 Midget rolled off the production lines at Abingdon. With two further withdrawals, there was a compact field of eight racers taking to the tarmac as the sun started to fade.

Andrew Long shot off from pole and, once again, was not to be caught as he led proceedings for the duration. Another close battle saw the new red wheels not quite make the difference as Potter again pipped Boothby to the silver medal position by a very narrow margin. In fourth place was the splendid P-type racer of Mark Dolton, who was just starting to turn the wick up a little. The car has an impressive turn of speed which, when unleashed, will be finishing near the top. Morland had remedied a loose inlet manifold connection and this time finished ahead of the Salisbury/Edmondson tussle with Barry shepherding everyone home safely at the rear. So ended the lesson.

Results:

Prize giving saw the winners' laurels being awarded to Andrew Long for Race 1 and to Fred Boothby as the winning J-type in the J-type Anniversary Challenge race. The Andrew Long racing N-type is certainly proving to be very quick and the two first places were just-reward for the work invested in the car by the driver and Oliver Sharp.

Driver of the Race award for Race One went to Duncan Potter; it would appear that race control enjoyed the nose-to-tail battle for second and third place as much as those involved. Andrew Long was awarded Driver of the Race for the second race (Race 8).

With class awards presented it was time to pack up and head home to get ready for Cadwell Park. Although the much earlier date resulted in fewer spectators and racers than usual, a great day was had by all. Thank you to those spectators who came to see us and to Baynton Jones and our race partners for their support.



Above:

Richard Frankel's K3 and J4 were both at Brands but it was the lovely J4 that took to the track. This is J4005 that, by coincidence, featured in Bulletin 125 when owned by Howard Maguire.

Below:

David and Goliath: K3 versus M-type, Teifion Salisbury and Oliver Richardson in action.



Race 1: The Baynton Jones Historic Motorsport Triple-M Challenge.

Pos	No	CL	Driver	Car	
1	5	4	Andrew Long	N-type Special	
2	55	3	Duncan Potter	C-type Monthlery Midget	
3	11	2	Fred Boothby	J2 Midget	
4	3	5	Teifion Salisbury	K3	
5	18	2	Chris Edmondson	D-type	

Race 8: The J-type 90th Anniversary Challenge, Sponsored by Baynton Jones Historic Motorsport.

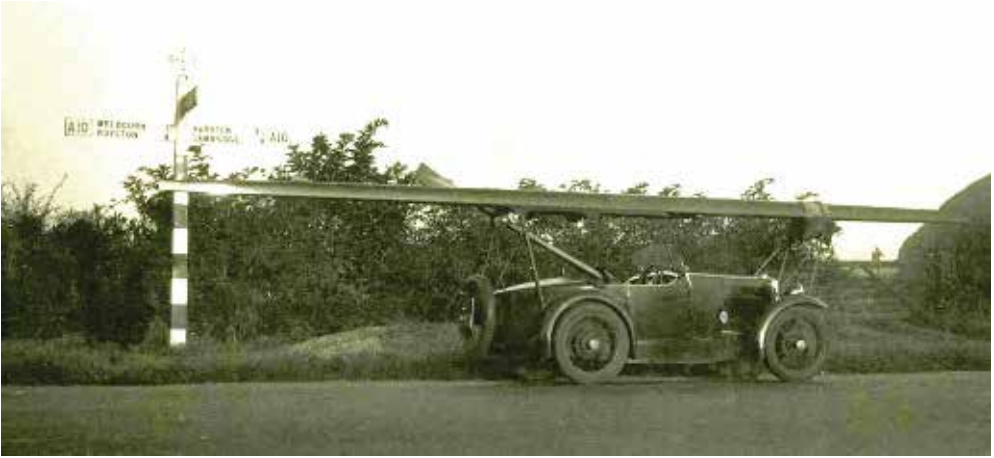
Pos	No	CL	Driver	Car	
1	5	4	Andrew Long	N-type Special	
2	55	3	Duncan Potter	C-type Monthlery Midget	
3	11	2	Fred Boothby	J2 Midget	
4	74	3	Mark Dolton	PB Special	
5	8	2	Andrew Morland	PA	

Other awards as follows:

- Race 1: Driver of the Race: Duncan Potter.
- Race 8: Driver of the Race: Andrew Long.
- J-type Anniversary Award: Fred Boothby (first J-type).



Oliver Richardson flies the flag, literally (see windscreen), for racing in an M-type (2M0784).



GJ 3362: ANOTHER M-TYPE WITH NAUTICAL LEANINGS.

The February issue of the excellent Automobile magazine featured a selection of photographs from an album of over 500 photographs that cover pre- and post-war years of the life of an unknown gentleman who obviously had an interest in cars. Two of the photos featured an M-type and are reproduced here courtesy of Jonathan Rishton, the Editor of The Automobile.

There are some clues to the identity of the owner who was a Cambridge graduate and served in the RNVR during the war. He appears to have been an engineer by profession and may have lived in or near Bournemouth.

I was intrigued by the top photo that shows an incredible structure attached to the poor little M-type with the college boat attached; obviously, M-types and water go together (see Bulletin 124)! There is an earlier photograph in the collection that shows a similar boat attached to a Morris in 1933.

Heading photo:

This photograph is dated 1934 and taken on the A10 between Melbourn and Harston near Cambridge. The structure supporting the boat looks to be well engineered and relatively lightweight but must still have put quite a strain on the little car. On the original, the wording on the signpost is quite legible so for anyone who wants to find the location it reads as follows - Left finger: Melbourn 1, Royston 4; Right finger: Harston 3, Cambridge 8.

Photograph courtesy of The Automobile.

The first “port of call” for anything M-related is Mike Dalby (Registrar for the M-types). The car is not on the Register, so he was unable to provide any details but had the following observations:

“I was getting quite excited when I first saw the number as I thought that it was Allan Grassam’s old car 2M1544 which was GJ 2146 (now SV 5438). However, I am still excited as it is an unknown car.

As regards the hood, I can confirm that it is impossible to see out when the hood is up, and there was an article in *The Sports Car* of April 1935 featuring MY 1166 (unknown chassis number) showing the same modification. I therefore suspect that it was not uncommon.”



GJ 3362 in a more rural setting with the hood up. It appears to have Celluloid panels set into the roof which Mike Dalby thinks may have been a relatively common tweak to aid visibility.

Any information on this car or its owner would be appreciated for the Register records and for the current owner of the album.

Photograph courtesy of The Automobile.

The photos featured in the magazine article range from his early motorcycle days through a Bullnose Morris, M-type and Wolsley Hornet Special to a Frazer Nash TT Replica. Even the ‘Nash was pressed into service transporting boats but in a more conventional manner, with a trailer!

Brooklands MG & British Marques Day: 24th April 2022



Report and Photos by Elizabeth Taylor.

Sunday, 24th April was our first drive of the year in the K3 and Cream Cracker and what a wonderful first drive it was.

We left Greenacres bright and early with Colin and Lesley Henderson in their NA. The sun was shining, and our cross-country route took us through Windsor and Runnymede.

The cars ran perfectly and, on arrival at Brooklands, we parked with the South East Centre who were thrilled to have Triple-M cars in their display. Already there were Alan Bentley - C-type, John Ball - KN Special and Dave Naylor - L2. Shortly afterwards Chris Woods arrived in his L1, Simon Worte (J2), Pat Boghossian (L1) and Mike Long in his PA Airline Coupe all the way from the Isle of Wight.

I must say that Brooklands looked wonderful and if you haven't been for a while it is well worth a visit. The whole area outside the Clubhouse was buzzing with children playing and people buying food from the various pop-up stands. Others took the more relaxed approach of lazing in the sun, courtesy of the beach-like deck chairs provided. For us it was a walk around the exhibitions and hangers (plus a go on the F1 simulator for Katherine!) and a look at all the various cars on display.

Heading photo shows (L to R) Alan Bentley's C-type, Colin Henderson and his NA and Chris Wood's F-type that features elsewhere in this issue.



Top: Dave Naylor's L2 (L2071) nearest the camera with K3011 and John Ball's KN Special (ex Richard Jenkins).
Below: Simon Worte's J2



A chat then followed with Steve Castle, Head of Track and Air Events at Brooklands, who mentioned that he really would like to see more Triple-M cars at the key events that they are organising later in the year. No doubt we will hear more about this in the coming weeks. Whilst talking to Steve he asked whether we had signed on for the Test Hill runs, we hadn't so a quick dash to the signing-on and briefing room followed. Andrew drove the K3 up the hill (trying not to get it airborne at the top as Dad had once done) with Katherine as passenger and then again with me as passenger. It was Katherine's first time up the hill and she was suitably impressed.



Another walk around, an ice cream and then we departed. We had a lovely drive back with no traffic at all.

Brooklands MG & British Marques Day was a really great day out and a definite must for next year.

Readers who use the Forum will have already seen these photos, but Elizabeth kindly "volunteered" to provide a brief report and give me an excuse to print the pictures for the benefit of Bulletin readers.

Correspondence: Summer in Germany From Stefan Weinbach.



This is the only photo I have of my outing in my “J2/J4” during 2021. The photo shows the car on Pferdsfeld Airfield near Bad Kreuznach. I was unable to visit the Pista & Piloti event* because I was nervous about Covid; perhaps it will be possible this year. The event is mostly Alfa Romeo cars (they were the sponsors) but there were also a lot of British pre-war cars and there was a very fast Triple-M car.

I have made a number of journeys in my PB in the lovely area of Hunsrück in the Mosel Eifel Hills where there are a lot of old Hill Climb tracks from earlier times. I only have the one photo from the summer which shows my PB (PB0705) and a 4-seater J-type owned by my friend Peter Stolz from Trier in front of the Zylinderhaus Car Museum in Bernkastel. Peter bought the car in Luxembourg in the Spring of 2021.



I also attach photos of my J-type (the Geoff Coles “Blue car” previously identified as J4006) taken at the Klausenrennen in 2006 when owned by Peter Altenbach who also owned my PB and “J2/J4”. *(See photos below and also the article in Bulletin 114 that has more details of Geoff Coles’ two J4 recreations that were then imaginatively known as the Blue Car and the Red Car).*



**The Pista & Piloti event in 2021 was held on the Pferdsfeld Airfield and featured “vintage” Italian sports cars and is seen as a revival of the tradition of airfield racing from the early days. From the photos on the website, it looks like our sort of cars and our sort of weather!*

Improving J2 Brakes – and Those of Similar Design. Martin White

Martin has been a very “hands-on” J2 enthusiast for many years and offers these suggestions for improving the braking performance. However, he has emphasised that it comes with a very important disclaimer as follows: “This has worked for me; it is your decision alone to try it on your car and neither I, nor the MG Car Club, can be held responsible for any mishaps resulting from your experiments. Warning: “slop” in the cam bush could be deemed an MOT failure and excessive “slop” could result in the brake pedal hitting the bulkhead before it has fully applied the brakes.”

So, with that in mind, read on and see if you agree with Martin’s methods and, even if you don’t, there are some pre-assembly checks described that are relevant to any set-up.

For years I have been puzzled as to why the J2 brakes are somewhat lacking when it comes to providing the desired retardation.

- Why is the Morris 8 hydraulic system, which is often fitted to our cars, so much better?
- Why is the Girling rod system so much better?
- Why is a modern drum-braked handbrake better than all four J2 brakes?
- And why, after I had rebuilt my brakes, were they actually worse than before I started!?

I re-checked the following:

Drums: These were swapped onto a hydraulic-braked J2 and the car still stopped on a sixpence. There is usually nothing wrong with the drums that a good go with the sand-blaster to remove the glaze would not cure. Avoid skimming the drums though as you will have to mess about shimming the brake linings to allow for the increased diameter.

Cables: I checked to see that the inner cables were thick enough; my new ones were not and were considerably thinner than the old originals which I subsequently re-fitted. This improved things as they were not as “stretchy”.

Shoes: I put each one into it’s drum to check that they were touching the drum all round, which they were.

I also checked the “heel” of the shoe (the part that the cam pushes against) to ensure that the wear was even and equal on each pair of shoes. I “improved” some with a file as, if the wear is not equal, the shoe with most wear will never move far enough to fully press on the drum.

Actuation: There was no sloppiness as I had just fitted new bushes, but I did make sure that the operating levers worked towards centre and not through it as that is inefficient and can occur if the drums have been skimmed.

Conclusion: All was ok, but I still had lousy brakes!

The breakthrough (or brake-through!) came when a Morris 8 brake drum came my way. I drilled out the holes so that it would fit the J2 hub and also cut a “window” in it so I could see the shoes. Using a feeler-gauge poked through the “window” I could ascertain how much of the shoe was actually in contact with the drum when activated. I did not expect to find them touching all the way round, but I was amazed to find that they only touched for about 50% or less. This was obviously the problem but why did it occur and what was the solution? That all became clear when I started thinking about why modern brakes work, rather than thinking about why the J2’s brakes do not!

Shoes: Modern shoes are not fixed at the pivot - they float – which allows them to self-centre to the drum and consequently make contact all the way round.

Actuation: Hydraulic brakes enable the shoes to be operated independently of each other so that when one shoe touches the drum, the other shoe can still move and thus touch the drum. The cam operating system on the J2 prevents this happening because when the first shoe touches the drum, the cam cannot move the second shoe any further so it cannot touch the drum.

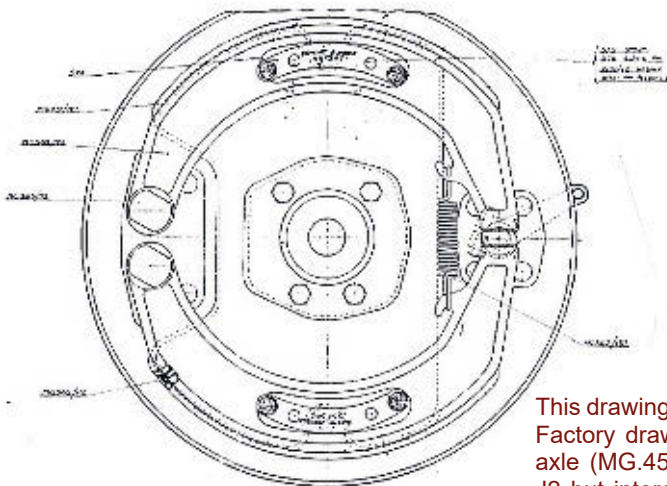
These are the problems – the J2’s brake shoes do not self-centre and they do not operate independently. And the reason my J2’s brakes were better before being rebuilt was because I had taken out all the “slop” in the system that had, previously, allowed some degree of self-centring and independence.

So, what is the cure? Simple, put the “slop” back and the cost is – nothing! I did not rush out and invest in a new set of drums, as some people advocate, as I had shown that the originals are fine. Similarly, I did not mess with fitting oversize linings, machined down to fit the drum exactly, and concentrically, as that will only work until the shoes wear down a bit and is not helped by the fact that the leading shoe wears down faster than the trailing one. The fault in the design of the system then ensures that it does not put adequate pressure on the drum, and this gets worse as the brakes bed-in.

All I did was to dismantle the back-plate and ream-out the bushes for the pivot and cam so that they could move slightly up-and-down and side-to-side. I then re-assembled the brakes with my “peep-hole” drum, leaving the pivot’s nut loose. I then pulled on the brakes, poked the feeler-gauge through the window and, hey-presto – the shoes touched the drum all the way round! I then replaced the drum with the correct one, pulled on the brakes and fully tightened the pivots nut so that the shoes were held in the central position and then adjusted the brakes.

The downside of this modification now becomes obvious; you cannot get such a tight adjustment as before because the shoes and cam tend to drop to the bottom of the drum. The result is greater pedal travel and, the more metal that has been removed from the cam bush, the more pedal travel there is. I believe that this could be overcome by fitting a spring washer between the cam lever and the bush so as to create enough friction to stop the cam and shoes dropping under their own weight, but not so much as to put too much resistance into the system. This could also be done to the pivot so that it is free to move and will automatically alter the self-centring as the shoes wear down. Please note that this has yet to be attempted. The way I have it at the time of writing is tightly fixed which means that each time the brakes are adjusted it needs slackening off and the shoes self-centred again.

Now, I am sure that some readers are going red in the face and screaming “bodger” at me. In reply, all I can say is that it works for me; the improvement in the braking performance of my J2 is now incredible!



This drawing is an extract from a Factory drawing of the J4 front axle (MG.454) so is not strictly J2 but interesting nonetheless. Drawing supplied by Barry Foster.



WF 5495



Fred Boothby caught in action at Brands Hatch by Colin Murrell. Fred came a creditable 3rd in both races and also won the J-type Anniversary Award.

TRIPLE-M CARS IN AUSTRALIA

Rob Dunsterville

Recent features in the Bulletin provided by our good friends in Australia have demonstrated that there is a very healthy Triple-M scene below the Equator. Rob Dunsterville, who is well known to many UK members, has volunteered to provide an occasional commentary on the cars, owners and activities "Down-under" which should be fascinating. This first article provides some useful historical background to the early days of Triple-M cars in Australia and the current Club and Register.

I will begin with a review of Triple-M car numbers Down-under and how it all began in 1931.

Robert Lane held the distributorship for the State of Victoria from the MG Car Company through his business called Lane's Motors in Melbourne. Over the six years from 1931–1936 he imported 75 Triple-M cars, among these was K3002, the Birkin/Rubin 1933 Mille Miglia car. In line with MG production, the remaining pre-war MGs comprised 10 SAs and 18 TA/TBs.

The Triple M cars included the following:

M-type	2
J2	8
J3	1
F-type	2
PA	35
Q-type	1
NA	12
L-type	11
KD	2
K3	1 (K3002)

In 1935 Percy Williams was awarded the distributorship for the State of New South Wales from the MG Car Company through his business called P&R Williams in Sydney. He only imported one PA (1344) and one NA (0539), both without bodies, before the end of MMM car production followed by the importation of 24 SVWs and 68 TA/TBs up to 1940.

Before P&R Williams were appointed, two NAs (0391 and 0392) are known to have been imported, but not by whom. These came without bodies, which were subsequently added by Waddingtons of Sydney. The two cars are still in existence.

Into Adelaide, two J2s were imported in 1934 by a company called Motors Limited. J4209 was a complete two-seater and J4210 arrived as a chassis-only package for a local body to be fitted. The former car is not recorded on the Pre-war MG Register of Australia as existing. The latter had its body fitted by Aspinall in Melbourne and later, when in Warren Bonython's ownership in South Australia, it became known as the Bonython Special. It is credited with the Australian Class G Speed record achieved in 1935 at Shellick's Beach in South Australia. It now resides in Sydney with a Holden engine. Aspinall bodies were fitted to a number of Triple-M cars and this will be covered in a later Bulletin.

Motors Limited also imported 2 SAs and 14 TA/Bs and so was active up to 1940. It is a possibility that general manufacturers' agents in other States, also imported one or more Triple-M cars between 1929 - 1936 but no relevant data has ever been found.

So, based on the best data available, 80 Triple-M cars were imported into Australia as new cars for sale to which can be added K3002, albeit a (very well) used vehicle! Over the past nine decades other Triple-M cars have been privately imported in addition to these 81. During the same period, Triple-M cars have also been exported privately. Some interesting cars in these two categories will be covered in a future issue. There is insufficient data to establish actual figures of outflow or inflow which, anyway, would be skewed by a number of the cars having been destroyed, or where their current whereabouts is unknown. However, the number of Triple-M cars listed on the Australian Register as being in Australia today indicates a considerable inflow.

The latest Register list was updated and prepared in 2021 by Marguerite Morgan, the Register's current Registrar. In the past, a huge amount of work was undertaken by past Registrars Tony Sloan and Alan Bail in maintaining and updating the Register.

Marguerite added a summary list of the models on the current Australian Register; this shows the following mix of Triple-M cars, totaling 234:

M-type*	28	Q-type	2	KN	3
C-type*	1	F1	13	NA	15
J1	1	F2	3	NB	9
J2	52	L1	14	ND	1
J3	5	L2	2	NE	1
PA	62	K1	5		
PB	11	K3	6		

*Marguerite owns an M-type and a C-type which reside in the UK and are not included in the above figures.



Top: Andrew Fock in action in PA1294 at Winton.



Left & Below: Two views of the Allingham-bodied PA of Graeme Steinfort (PA1298).

All photos by Robin Page.



The Pre-war MG Register of Australia was formed in 1963 soon after the Triple-M Register came into existence. One of the founding fathers was Pip Bucknell who had listed K3002 as the ninth car on the Triple-M Register. Another was Wally Magilton with his NA 0281 (Triple-M number 258). The second earliest Australian Triple-M number is 37 for J2323 which, after UK Trials events, was imported at some time with Rod Amos listed as the current owner.

While the raison d'être of both Registers is very similar, it was decided in Australia to embrace all MGs built up to 1940 as the number of known Triple-M cars at that date was regarded as quite small. So, the Register and the activities of the owners embrace vintage, SVW and TA/TB MGs up to 1940 and has 390 cars listed. Just as the Triple-M Register has swelled over the years with more and more cars being recorded, so has the Australian Register as the figures above show.

From early times a Newsletter was established and numerous people have contributed diligently to its content. It's value and strength is as the 'glue' that holds owners of Pre-war MGs together as a cohesive group of like-minded people across our vast continent. For quite some time, it has been produced three times a year and its quality and size has increased, under the astute editorship of Malcolm Robertson, to 28 A4 pages in full colour. Malcolm did own a J2 at one time but has become more widely known as a prolific writer on all MG cars and topics and as owner of a special, Australian bodied, two-door SA for almost 50 years.

A website is a newer addition to the avenues of communication between owners and on it are details of how anyone in the world can become a regular subscriber to the Newsletter and enjoy reading in more detail about the activities of cars and owners. A copy of the current Register list of cars and owners is also available to buy. See the website <http://prewar.mgcc.info/> for details.

The Register is autonomous in all practical terms but technically it is under the wing of the MG Car Club Melbourne. There are no appointed directors just a panel of dedicated stewards who guide it along. Members pay no fees but are encouraged to join their local MG Car Club of which there are twelve in Australia.

Since 1970, one of these clubs has hosted the annual National Meeting over Easter for all the members of these clubs and Triple-M cars have their own classes in the events.

In 2005, Graeme and Jennie Jackson organised a long weekend gathering of owners and MG cars built before 1940 at Beechworth in Victoria. Owners attended from almost every State and the event was considered such a success that it was repeated in 2007 and has become the Pre-war MG Register's Biennial Rally.

After three events at Beechworth it was moved in 2011 to Albury on the New South Wales/Victoria border and then to Bathurst in NSW for 2013 and 2015.

At that event, 39 Triple-M cars attended with 28 other MGs built before 1940. More recently it was staged at Yamba on the upper New South Wales coast (2017 and 2019), then it was to have been in Canberra, the Nation's Capital, in 2021 but Covid 19 intervened!

The next Biennial Rally is again scheduled for Canberra where it will be incorporated into a Pre-56 MG Rally hosted by the MG Car Club of Canberra in late September 2023. A Monte Carlo style rally of 251 MGs of all ages is also planned to conclude in Canberra in time for relevant participants to join the Pre-56 Rally where a combined display of cars from both rallies will celebrate the Centenary of MG.

In future issues I will bring you stories of Australian Triple-M owners and their cars but dear Reader....why don't you consider heading down to Australia and take part in the 2023 event? We have welcomed overseas visitors in previous years. (*See Bulletin 90 for Philip Bayne-Powell's report on his visit to the 2015 event*).



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The Australian Pre-war MG Register Biennial Rally - 2015



This photograph by Philip Bayne-Powell was previously published in Bulletin 90 and shows Triple-M cars lined up at the Mount Panorama Circuit during the 2015 Bathurst gathering. Rob Dunsterville has provided some additional information on the cars and the characters.

The scene is the pit lane at Bathurst where all the entrants were doing laps (within the speed limits for the Circuit's public roads, of course!) with a constant mix of drivers and passengers as owners allowed others to drive their cars.

The green P-type is Graeme Steinfort's PA1298 with Graeme and Peter Scott in the car. The car nearest the camera is NA0281 belonging to Walter Magilton who is seen here with the red braces; next to him is John Oliver from the UK who was driving Marguerite and George Morgan's J2 (J4283) for the event. The pale blue car is Graeme and Jenni Jackson's TB with John Gillett's black NB (NA0904) in front. The gentleman on the right is Walter's son Mathew Magilton. Both the NA and PA have distinctive Australian Aspinall bodies.

For those who like to check the numbers and identity of the cars, the Australian system of registration numbers can be confusing. The UK Triple-M Register (Issue 24.0) has CH 6007 as the registration for Peter Kerr's NA0550 but Peter has since moved to Queensland and that car will have a different registration; CH 6007 must have been re-issued to Walter's NA.

Correspondence: J-type Brackets (Bulletin 124) From Ed Taylor (J3762)

Have just been enjoying another good read. Thanks for all your effort. I have a comment on the article by Foz on Restraint Brackets. You may want to pass the following on to him.

I am familiar with these brackets and their “belt and braces” purpose. Barry mentions that any factory supercharged J2s and the J4s were fitted with these brackets. So, one may ask, why not the J3s?

I can only assume that the factory knew jolly well that the standard output of their “blown super sports” (ie the J3) did not warrant any belts or braces. Did the factory fit such brackets when owners returned their cars for a little more get up and go???

Thank you to Barry for the enjoyable articles.

I passed on Ed's comments to Barry, who replied as follows:

“I have no definitive answer to this; J4s seem obvious as they were built up and C-types when/if they were returned to Abingdon for supercharging (either AA or AB heads).

J2s would have been on special order for fitting of superchargers from new or built up if returned after use. One can surmise that the J3 was a production-line engine and possibly built before these parts were available.

I would be very pleased to hear if anyone has a factory fact-based answer. “



Photo shows brackets on J4004.

Keeping a Finger on the Autopulse

Notes by Graeme Jackson; Photographs by Martin Barrett

Graeme advises that this article was generated following a meeting with Martin Barrett at the recent J-type 90th Birthday celebrations. It started life as a simple anecdote but took on a life of its own and this is the result.

In the early 1930s, when the team at Abingdon applied themselves to developing the expertise to successfully supercharge the small OHC MG engines, they found that the then available SU Petrolift fuel pumps dating from 1929, were not up to the task of reliably delivering fuel in sufficient quantities. The American manufactured Autopulse pumps proved satisfactory and were fitted by Abingdon to the blown models, C, J3, J4, and K3 models built before 1934. They were supplied to MG by Richard Papelian, an importer of motor accessories from the United States, from his Edgware Road premises. The Autopulse is a self-priming pump and, at the time, was claimed to pump a gallon of fuel in five minutes using 5,000 strokes of the bellows!

Petrolift pumps were phased-out by 1935 to be superseded by the ubiquitous L type SU electric petrol pump. These were first displayed at the Olympia Motor Exhibition in 1933, in both AUA25 single-coil and AUA11 dual-coil models. MGs were then fitted with variations of the SU petrol pump for almost half a century. The Autopulse fuel pumps were widely used on American and Continental cars and trucks over a long period, but reportedly had a poor reputation for reliability due, in part, to the thin brass bellows which suffered fatigue and split, thereby depositing the fuel on to the electrical points, not a pleasing attribute. Before WW2 the pump came with a glass bell-shaped domed top to enable inspection of what, if anything, was happening; post-war the glass was replaced with a steel top on an otherwise similar pump.

Some readers like to test their knowledge in trivia quizzes:

Question: What type of fuel pump was fitted to James Dean's ill-fated 1953 Porsche 550 Spyder mid-engine racing car which claimed his life?

Answer: Dual Autopulse with a metal domed top.

For the MG owner who wants her/his pre-1934 blown car to have a correct specification Autopulse, albeit with a Facet pump sneakily hidden in-line, then replacement Autopulse fuel pumps are relatively easy to find, even in 12 volt. However, the glass domed tops are nearly as rare as pink coloured MG J5s!

Martin Barrett, the new custodian of K3752, the second K3 prototype and 1933 Mille Miglia practice car, was visiting from Adelaide to attend the J-type 90th Birthday party at the MGCC Concourse in February. He has an eye for detail and discussed his recent work on the K3 Magnette to restore the dual Autopulse fuel pumps.

These are located in the rear compartment of the car, in front of the fuel tank and behind the seats. The pumps on Martin's K3 wore the later pattern metal domes, which look wrong, and some glass domes needed to be either found or recreated. So, Martin borrowed an original glass for a sample from the fuel pump on Tim Jackson's MG J3, possibly the last known remaining Autopulse glass top in Australia. He contracted Adelaide's leading artist in glass to produce ten replica tops. Moulds were made, glass poured, the mating surface expertly ground, and the hole accurately bored for the top securing screw.

The new glass domes produced to enhance the authenticity of Martin's K3 fuel pumps are superb examples of the glass artisan's skills, truly objects of beauty, which prompted one way to suggest to Martin that the artist should be requested to sign each one.

But is it art?

Key to photographs opposite:

- 1: The components of mould for the glass tops.
- 2: The "Artisan" pouring molten glass into the moulds.
- 3: Ten new Autopulse glass tops.
- 4: Martin's test rig showing two pumps with the new glass domes.
- 5: The pumps installed in Martin's K3752.

By coincidence, just after editing this item I was reading Richard Williams' autobiography of Dick Seaman and this relates to his trip to South Africa with the K3 (assumed to be K3020) in the company of Whitney and Michael Straight:

"A lap later Michael saw Dick's car stationary at the side of the road while its driver struggled with a failing fuel pump.....(later) Seaman had restarted and worked his way up to second place but was then delayed by further problems with the pump, eventually finishing fifth."



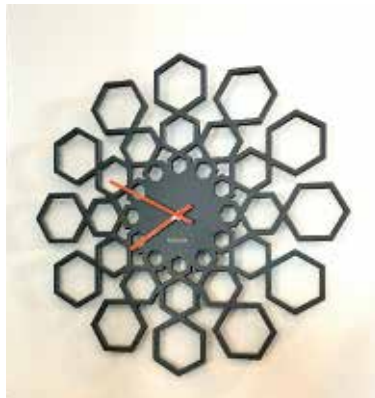
MGCC Council Meeting

On the 26th March I stood in for Dick Morbey and attended the MG Car Club Council Meeting with Jeremy Hawke. This was my first experience of the inner workings of the Club Council so, after all the upheaval within the Club over the last few years, I was unsure as to what to expect and I must say that I was pleasantly surprised. The facilities were very good and, apart from a few sound problems, the meeting was well organised.

The event was held at the Marriott Hotel at Abingdon and was very well attended. A good number of delegates traveled to the event in their MGs so there was a good mix of models in the car park. My biggest problem was finding the way into the hotel as my Sat-nav was not sufficiently up to date to find the hotel which is situated in a very new and extensive development. It was easy to spot but not so easy to find the way in! Once inside, it was interesting to catch up with some old acquaintances and also to meet Lorraine Noble-Thompson (the MGCC Director responsible for the Triple-M Register) in the flesh rather than on Zoom. Lorraine is a fellow D-type owner so well qualified to help represent the Register within the Club.

I won't bore you with the matters discussed; the draft minutes of the meeting are available to read on the Members' section of the main club website but the tone of the event was generally positive. This was helped, no doubt, by the announcement that the Club had jointly won the National Car Club of the Year Award for its' part in organising the inaugural Triumph & MG Weekend event in 2021. The Award had been presented at the Practical Classics Car Show earlier in the month.

Digby Gibbs



The hotel had obviously planned in advance for the MGCC visit, or perhaps a sub-conscious nod to the heritage of Abingdon, by having this wall clock positioned just outside the meeting room.

F1371: Gatherings, Nuptials and TV Appearances. An Update from Chris Wood.

In Bulletin 117 we published an article about how Chris Wood became involved with Triple-M cars and the story of the restoration of his F1 (MG 2606). Apart from making use of the car during the last year or so, Chris has also obtained more information on the previous life of the car. This article was collated from the information provided by Chris in several emails up to February of this year.

The MG visited Brooklands during the Summer of 2021 where it was filmed for the TV programme, Secrets of the Transport Museum, which was first screened on 15th February. While at Brooklands, the car was damaged when another car rolled into it and, to add to the woes, it is now suffering (for the second time) with a damaged cam which I am trying to resolve.

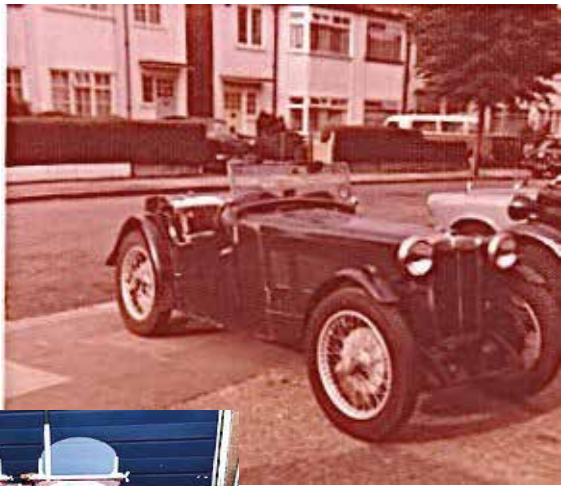
In Summer 2021 we attended the MMM Summer Gathering, where the car came second in the Pride of Ownership Competition, and also made it to the belated wedding of Sarah, the daughter of the late previous owner. (Photo below)



I also received some old photos of the car which were sent to me by Bob Barbet, the previous owner's brother. He was able to tell me that his brother swapped a motor bike and £50 for the car. At the time it had a Ford engine fitted; he drove it for about a month as that and then put the Ford engine into a Special. The original MG engine had been with the car so was rebuilt in a fashion.

Bob Barbet owns a number of Austin Sevens and still competes in them.

F1371 Then and Now



Photos supplied by Bob Bartlett



Correspondence: MCC Triple Awards From Mike Dalby

I was interested in article in Bulletin 125 about the Triple Award that had ended up in Canada! The Triples were awarded for clean climbs in all the hills for the 'big three' events; the Exeter, the Land's End and the Edinburgh Trials. These Triples, which were first awarded in 1928, were in the form of the relief map illustrated in the article. In 1929, an alternative 'Signpost' design was introduced.

From 1930 any member who obtained a gold medal could select any one of the following six alternatives, all of which had a silver medal insert:-

Gold cufflinks.

Silver ash tray (Photo 1: E. Williamson June 1935)

Silver match box holder. (Photo 2: Hon.A. Chetwynd - Lands End 1933)

Silver cigarette box. (Photo 3: Lewis Welch - Edinburgh 1934)

Silver cigarette case.

Silver tankard.

In 1933 a clock was introduced.

Photo 4 is for S. H. Roe on the London - Lugano Run in 1927.

As I knew I would never win any, I started collecting them on Ebay! The prices have steadily climbed over the years! *(The illustrations are of awards from Mike's collection. Further details and illustrations can be found in Cowbourne's British Trials Drivers book).*



Photo 1



Photo 2



Photo 3



Photo 4

New Gear Sets: Progress Report.

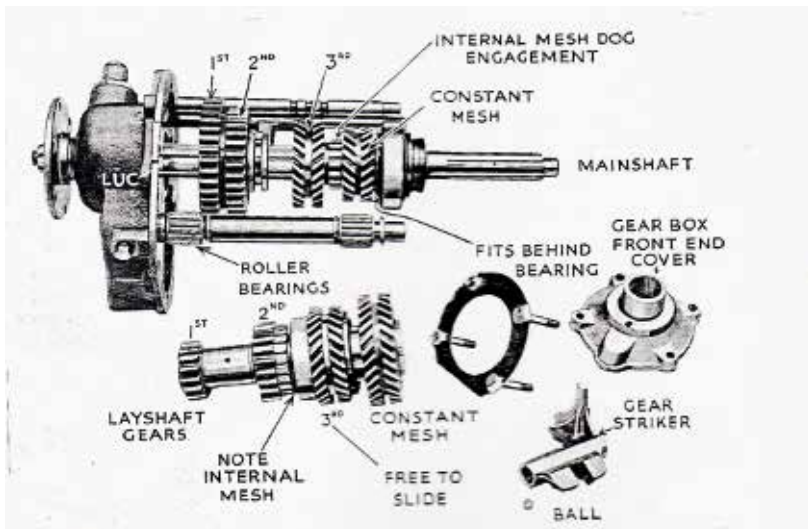
In Bulletin 120, Peter Parry put forward a suggestion of having some gear sets manufactured for the J-type, Magna L and PB models which all share the same standard ratios.

Visitors to the website may also have seen Peter's final call for expressions of interest at the beginning of this year. He has provided the following up-date to what looks like being a very successful and much appreciated exercise.

“When I started this project I was expecting that I would only be hearing from Magna L, PB and J2 owners whose gearboxes were showing significant signs of wear. Interestingly, the majority of orders have been from PA and NA owners who disliked the large gap between 2nd and 3rd gears in the standard PA box and want to change to the ratios used in the PB gearbox.

The response has been very encouraging. I had originally thought that we might struggle to achieve the minimum batch-size of ten orders. In fact, when the order book finally closed at the end of March, twenty-three sets of gears had been ordered. There has been a lot of very helpful input to this project from other Triple-M owners wanting to buy new gears and from Neve Engineering who are doing the manufacturing. We shall be maintaining close contact with Neve as manufacturing progresses with completion due for late-autumn of this year”.

Congratulations to Peter and all who have provided help and input to ensure the success of this initiative. With orders received from owners in the UK, Europe and Australia (4 sets) this has become a truly global exercise.



Drawing of Magna-L gears taken from the Owner's Handbook.

Technical: Supercharger Drive Shafts Repairs. Notes and Photographs from Barry Foster

Supercharger drive shafts are very simple items. A good quality shaft with serrations at each end. (Note, these are not splines, as each one is triangular in section, and they come in standard sizes depending on shaft diameter and usage).

It is good practice to machine a break-point in the shaft so that this takes any shock loading and fails rather than the blower. It is the cheapest component in the whole system! Install with the shaft with the break point near the blower... this makes it much easier to get the rest of the broken shaft out of the engine coupling.

The shaft transmits several horsepower...depending on blower type and boost used. If the break point is approximately 2/3 the diameter of the shaft, then it should do it's intended job of only breaking under shock loads. If, or when, the worst happens you will be pleased to know that repairing a shaft is easy:

Face off the two ends of the break point and bore out a pocket into both parts about 1" deep. Make a new steel insert that is a good, but not tight, fit. Drill a small hole through the side of the shaft at the base of each pocket. Flux the ends and insert into the pockets and check the shaft is the correct length. Hold the shaft vertically in a vice and silver solder one joint; reverse the shaft and repeat for the other end. You should see the solder run into the joint and form a ring all the way round. The small holes allow heated air/flux to exit the joint. Allow the assembly to cool and then clean ready for use. This technique is/was used for joining helicopter tail rotor-shafts.....enough said.

I had a shaft break when in "A Foreign Place" with no workshop facilities, repair of the failed shaft was achieved by soldering the two ends of the broken shaft into a length of metal chair leg (having removed the rest of the chair first!)....did the job!



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

With four months of the New Year already passed I have received results from just seven events with Triple-M interest so far. These include two Race Meetings, MGCC Brands Hatch and VSCC Cadwell, both with a substantial numbers of MG entrants.

On the Trials front, David Rushton has made a good start on his 2022 trials campaign with one first and one second in class on the two VSCC trials entered, with more to follow.

Sprint and Hill Climb events start in May with Curborough and Wiscombe Park being the first in line. Reports on these and, hopefully, other events will be in the next issue.

Racing Challenge Trophy 2022 The Betty Haig Cup - Scores to 29th April				
	Car/s	Driver/s	Less than 5 races	Index of Performance
	C/s	Duncan Potter	4	0.472
	NA/s	Andrew Long	4	0.575
	PA/s	Andrew Morland	4	0.636
	D/s	Chris Edmondson	4	0.736
	PA-PB/s	Charles Goddard	2	0.206
	J2/s	Fred Boothby	2	0.292
	PA/s	Harry Painter	2	0.361
	C/s	Chris Cadman	2	0.690
	K3/s	Teifion Salisbury	2	1.000
	PB/s	Mark Dolton	2	1.000
	PB/s	Simon Jackson	1	0.333
	PA	Hamish McNinch	1	0.857
	PB/s CC	Andy King	1	0.889
	J4/s	Richard Frankel	1	1.000
	M	Oliver Richardson	1	1.000
	PA	Anne Boursot	1	1.000
	J2/s	Andrew Harrington	1	1.000
	PB/s ss	Michael Barber	1	1.000

C.O.T.Y. 2022**Scores to 26th April**

Position	Register Number	Car	Registration Mark	Driver/s	Points
	2912	C/s	GX 9693	Duncan Potter	42
	3527	NA/s	AUO 889	Andrew Long	36
	2913	PA/s	MG 3855	Andrew Morland	34
	2931	D/s	UG 281	Christopher Edmundson	32
	48	K3/s	JB 3180	Teifion Salisbury	22
	3534	J2/s	WF 5494	Fred Boothby	22
	341	M	PJ 7970	David Rushton	21
	689	PB/s	CND 973	Mark Dolton	20
	3610	PA-PB/s	RC 2206	Charles Goddard	20
	2063	PA/s	RJS 380	Harry Painter	17
	3607	M	MG 1930	Derek Chatto	16
	2200	C/s	RX 8306	Chris Cadman	13
	3303	M	LS 2464	Oliver Richardson	12
	909	J2-PA/s	FW 3909	Bill Bennett	10
	3458	PB/s	EZ 2444	Simon Jackson	10
	1164	PA	YVS 703	Hamish McNinch Anne Boursot	9
	1405	J4/s	TV 8371	Richard Frankel	8
	-	PB/s ss	BBT 248	Michael Barber	8
	2737	M	VX 4664	Robin Cohen	6
	3302	J2	KS 6104	Andrew Harrington	5
	1000	PB/s CC	JB 7521	Andy King	4
	2505	M	GX 1047	Mike Stringer	2
	3104	J2	OD 4089	John Scott	2
	2694	J2-PB/s Kayne Spl.	NV 3709	Mike Painter	1
	3533	QA/s ss	-	Jack Bond	1

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2022 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 2023:

30th January	VSCC New Year Driving Tests	Full Results
6th February	Stroud & District Motor Club, Cotswold Clouds Trial	Full
5th March	VSCC John Harris Trial	Full
19th March	VSCC Herefordshire Trial	Full
20th March	MGCC Brands Hatch Race Meeting	Full
2nd April	VSCC Scottish Trial	Full
16th April	VSCC Cadwell Park Race Meeting	Full

SLADE TROPHY 2022			
Scores to 29th April			
Position	Car/s	Driver/s	Points
	M	David Rushton	11
	M	Derek Chatto	6
	J2- PA/s	Bill Bennett	5

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Two more photos by Jim Konstandelos of MMM competitors on the John Harris Trial.

Top: David Rushton poses with his venerable M-type at the start of the Carlton Lees section. Andy King's TA Cream Cracker lurks in the background. Below: Derek Chatto in 2M2620 at the start of the Beeley section.





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