

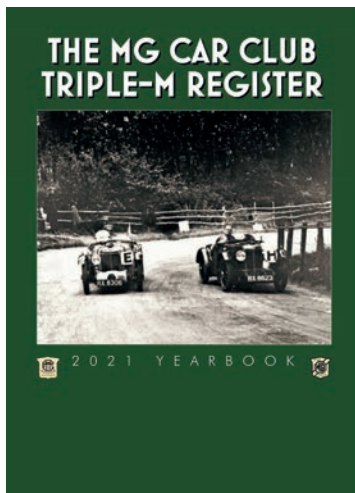
# TRIPLE-M REGISTER BULLETIN

June/July 2022

THE MG CAR CLUB LTD



## The MMM Register 2021 Yearbook



The Register's eagerly awaited 2021 Yearbook is now available and continues the tradition of providing readers with historic and technical articles and reports on Triple-M activities through the year.

The 2021 Yearbook includes contributions from the Editor, Simon Johnston, and the Register Chairman. Other articles include:

- An account by Graeme Jackson of the Melbourne-based Lane's Motors Racing Team and the many fine cars from that stable.
- A technical review and guide to the intricacies and maintenance of the clutches found in ENV 75 pre-selector gearboxes installed in MGs.
- In 'Built to Race', Ross Kelly's provides a detailed account of the impressive and varied career of the legendary K3 Magnette, K3004.
- A fascinating and detailed account by Mike Dalby of the 1932 RAC Rally to Torquay of March 1932 in which challenges and successes are faithfully recorded.
- Chris Harrill, the present owner of the ex-Leonard 1934 NA Magnette recounts its past and present including its competition successes from 1935-1955.
- MG enthusiast and researcher Cathelijne Spoelstra concludes the Yearbook's specialist articles with a detailed account of 90 years of the legendary C-type Montlhéry Midgets from 1931-2021.
- Competition Secretary Mike Linward rounds off the 2021 Yearbook with a finely illustrated and detailed account of the many racing, trialling, speed and other events in which Triple-M cars were active during 2021 – the first season back for many following the privations of 2020's Covid lock-down.

At just £13.50 + P&P this full colour A4 publication is available from the Triple-M Register's online Library Shop at [www.triple-mshop.org](http://www.triple-mshop.org) or contact +44 (0)1327 842549. It will also be on sale at selected events if you prefer to avoid the cost of postage.

The newly up-dated Register of Cars is also available (£9.00 + P&P) from the Library, contact details as above.

## BULLETIN No 127 June-July 2022

### **Front Cover Picture:**

*A long way from Australia: Marguerite Morgan's J3 J3756 poses near Bayeux during George and Marguerite's tour of Europe in 2019 when they visited Montlhery for a re-creation of the car's record breaking exploits in 1932 and the entry in Le Mans in June 1933.*

### **Editorial:**

Hard to believe that, as I write this, the Summer is half way through and the list of forthcoming events is starting to look a little depleted, but there have been some excellent events and a good number more still to come.

One of those is the Hampton Court Concours on 3rd September (details in Issue 125). Colin Henderson has asked me to clarify that although the hope is to have a cavalcade of J-types to celebrate the anniversary, entry is by no means limited to J-types and any Triple-M car will be welcomed and positively encouraged. If you need any information please contact Colin (01895 631643).



Two of the main “social” events of the Summer, the Summer Gathering and MG LIVE!, have already taken place and were both blessed with good weather and good attendance. Pre-war Prescott will be the next big event and there is an amazing line-up of our cars entered. The fact that these events are all in the southern half of the country (and even further from Scotland and Ireland) has triggered some interesting discussions on the Forums to see if there is any appetite for an equivalent of the Summer Gathering to be held in the north. One problem will be finding a venue that can provide the same facilities and scope for activities as Greenacres.

We are fortunate that Elizabeth and Andrew are keen to continue hosting this fabulous event which will forever be associated with Peter Green. There was another great turnout of MMM cars and characters present for the long delayed memorial service held in May to celebrate Peter's life and a brief report appears later in this Issue.

### **Digby Gibbs**

## Secretary's Update

Dear Gentlefolk

Whilst the Committee has been very active, and indeed we had our usual quarterly meeting recently, much of the good work has been carried on by our teams of loyal volunteers. That extends to the Vintage Register who took space in our marquee at MG Live! at Silverstone in June. Particular thanks are due to the VR's Rob Constant and Debbie Brading who were key to that.



The Triple-M Register's home team was led and ably supported by Rich Stott, Digby Gibbs (who would be too modest to say so in this publication!) Andrew and Elizabeth Taylor, Mike Dalby and not to forget Colin Murrell and Steffi Broch and everyone else who helped – and of course particular thanks to those of you who made the effort to get down (or is it 'up'?) to Silverstone. That included not only a number of first time UK attendees but also a contingent from Europe who devoted time, effort and money to make the trip.

I'm sure that MG Live! will be reported on elsewhere in the Bulletin, but we would like to ask anybody who attended to feed back their thoughts and suggestions. This will help us to plan ideas for 2023 – a significant anniversary year for the MG marquee and the Triple-M world.

We recently floated the suggestion about running a Register touring event in Suffolk in 2023, possibly taking in Norfolk as well, and I think it's fair to say that the response via the forum has been rather lukewarm. It is always difficult to know whether to commit the efforts necessary to plan such an event when there is uncertainty so, with (perhaps) less than a year to go, it would be great if anyone reading this Bulletin could get in touch to say whether you might be interested. You're bound to want to know roughly when it might happen and at this stage all we can say is 'perhaps early or late summer, avoiding school half term and other holidays'.

I mentioned our recent committee meeting; one topic we discussed was the Bulletin. We recognise that there is strong interest in maintaining the present print version because feedback from readers, and others, demonstrates that that is what people want, rather than an all-digital version. Although we may have the possibility of someone to take over as editor from Digby, that is far from certain and the details are still under discussion.

However, we can be fairly confident that the Bulletin will be able to continue in its present format.

Apart from the editorial aspect, many of you will understand the countless hours that Paul White, our loyal Bulletin Subscription Coordinator, devotes to collecting funds and managing the mailing list of you subscribers; to make Paul's job easier, we propose with effect from the 2023 renewal to cease accepting cheques from subscribers and to encourage you all to make payment either by regular bank standing order, by direct debit (if we can arrange that facility) or by asking you to make direct bank to bank fund transfers. Paul could write a book about how difficult it is to carry on his present task against a backdrop of the closure of bank branches, especially those in his area in Wales, and the sheer frustration of handling large numbers of cheques, each one of which has to be dealt with individually. So, please spare a thought for Paul when we give you further details about how we propose to handle next year's renewals; and of course, please encourage other Triple-M friends to subscribe to the Bulletin, because it is only with that support that we can keep this excellent publication going in its present form.

Some of you have asked why the Bulletin cannot be issued to everyone in digital form. The committee discussed this as well and although a digital version does exist, it is only published about two issues in arrears via our Register's website. That was done in the past for deliberately 'historic reasons' that may no longer apply. Bearing in mind that subscribers pay for the pleasure of receiving the Bulletin and the fact that we are, after all, a section of the MG Car Club, we consider that in future any digital versions should be available only to paid up members of the MGCC, possibly via the Members' only area of the main Club website or by other electronic means. Plans for this are still under discussion with the Club and we will keep you posted.

I make no excuse for banging the MG Car Club drum. We will increasingly be making an extra effort to encourage owners to become MGCC members if they are not already. The Club devotes huge efforts to support the Triple-M movement and we feel that owners themselves should understand this and likewise support the Club!

One final point concerning the committee: John Summers volunteered to become our treasurer and took up the reins at the beginning of 2020, only to be confronted with the chaos brought about by Covid, compounded by some challenges of MGCC management structure during the recent difficult transition period and other complications for the Register. Despite these difficulties John has stuck to his task, but he asked some time ago to relinquish the role, to which the committee reluctantly agreed. We owe a debt of gratitude to our volunteers and especially so to John, who has always been ready to guide and advise the committee with some welcome fresh ideas.

John is in the course of handing over to his successor Graham Duncan, who will be joining the committee shortly, either as a co-opted member or by election at our AGM which will take place on Zoom on Sunday September the 11th at 8:00 pm UK time.

Many of us had hoped that we could move away from holding our committee meetings and AGMs on Zoom. Although it is undoubtedly a very convenient and efficient way of bringing people together from afar, it's just not the same as meeting face to face. However just as this thought takes root, we are into another Covid wave, our chairman Jeremy Hawke being the latest victim....

Oh yes, and to close, I can report that the Morbey hip and the rest of his anatomy have been able to exert the necessary gymnastics to get into and drive the PA. For those of you who have been asking where the devil I have been lately, hopefully I should be able to do better from now on!

**Dick Morbey**

**Robin Lawton**  
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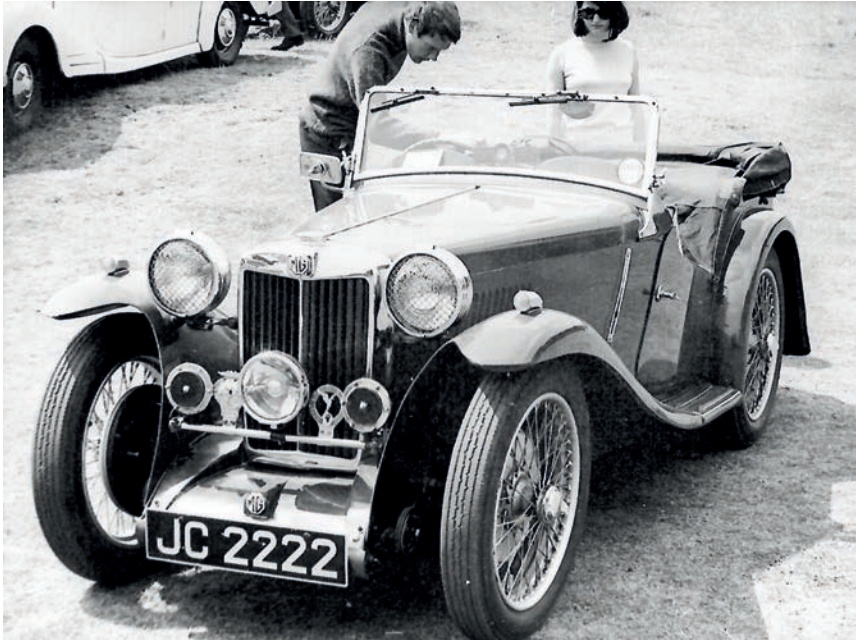


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## PA1249 – A Very Original PA



*One of the highlights of MG Live is the happy circumstance of a visitor with information that is of interest to the Register. An example of this is these two photos of PA1249 that arrived at the Triple-M stand this year courtesy of George Dutton of the MGA Register. The car is well known to the Register and was exhibited on the Triple-M stand at Stoneleigh when it was up for sale in 2018 (Bulletin 101). Since then, it has been owned by Kit Edwards. Further information on the car will, hopefully, feature in a future issue of the Bulletin but the story of how the photographs arrived with the MGA Register are worth recording. This is an edited version of George Dutton's letter that accompanied them:*

“John Roslyn lived near Barnsley and in the 1970s was an active member of the Northeast Centre as well as the T, Y and MGA Registers. He served as Northern and Midland Spares Secretary for the MGA Register from 1971 to 1976.

In 2020 his son Danny spoke to an MGA owner at a petrol station in Bolton asking for help to identify some MG parts which were to be disposed of as his mother was in the process of a house move. A list was produced and circulated within the Northwest Centre. All proceeds were paid direct to Danny Roslyn.

We asked if there were any books or photographs from John's collection which might be of interest to MGCC members. In appreciation of the help he had received, Danny Roslyn donated eight boxes of assorted photos, books, catalogues and magazines to the Club. Once sorted it was established that there were no items of special interest that should be held at Kimber House so I am now handing them over to individual Registers and hope it will help remember the contribution that John Roslyn made to the Club fifty years ago."

*The originality of the car is unusual and was well documented by Barry Walker when it was up for sale in 2017. I am therefore pleased to be able to reproduce an edited version of Barry's advert for PA1249 (reproduced with Barry's consent). It covers a lot of the earlier history of the car and its original features so is worth repeating here. Avid readers of the Bulletin will recall that Issue 104 featured pictures of the pneumatic seat cushions and tools from this car.*

"Well, where do I begin! Clearly this is for someone who really wants an ORIGINAL car, and an original car in very sound solid driving condition. Yes, not everyone fancies a 4-seat version of the MG P-type, but with a provenance like this one combined with the extra 2 seats for children or extra room for the golf clubs or weekend luggage makes this rare example very, very desirable.

I bought the car from the original owner\* Mr. Robert Baxter of Llandudno back in 1995 with a confirmed mileage of 42,000. The car was delivered new in 1934 to Links Garage Llandudno and used for a few months as their demonstrator, when the following year Mr. Baxter bought it (aged 18). He ran the car with loving care until 1959. During this time, he entered it for the 'flying quarter-of-a-mile' at Southport Sands after his great friend Gilbert Emery (who ran the 'Links Garage') had it tuned by Abingdon and a genuine 'works bronze head' fitted, and then drove it un-supercharged at Southport at a recorded 94mph representing some 6400rpm (just shows you that you can rev. these MMMs?).

In 1959, Mr. Baxter put the car up on blocks (sensible man) where it remained for 39 years. Very interestingly, he fitted a set of PB radiator slats during this time as he didn't like the false honeycomb grille. He also bound the front springs with cord and added an important speedometer and centre spot-lamp, all of which are still on the car today.

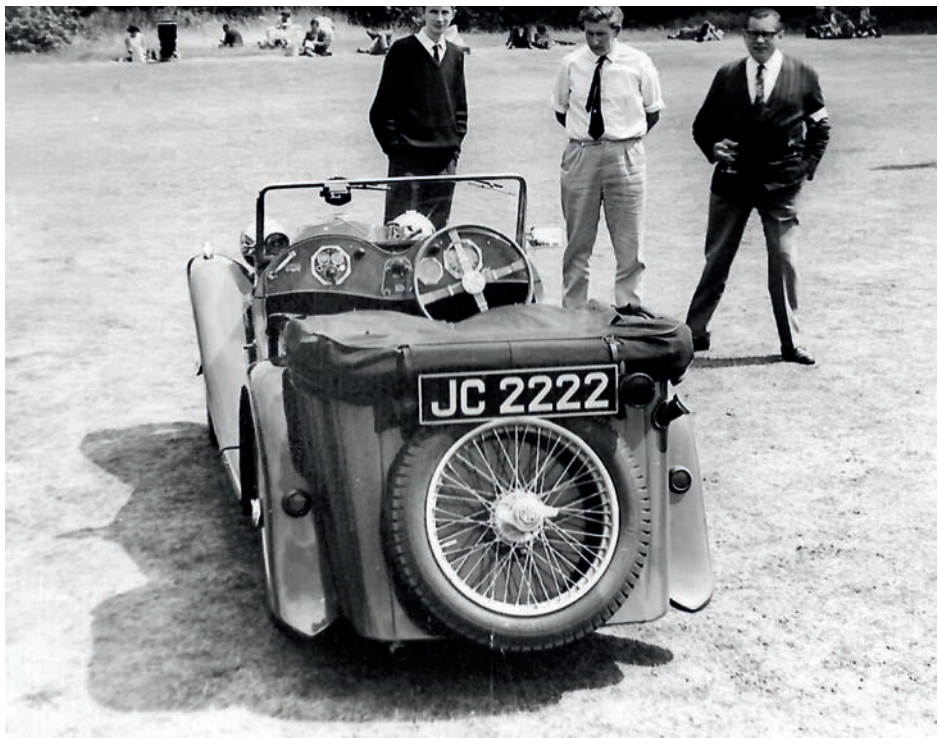
I realised on inspecting the car back in 1995 that I was looking at something special. I had never seen an MG with all its ORIGINAL factory fittings, matching numbers, original air cushioned upholstery, original carpets and weather equipment (now renewed, but copied stitch for stitch from all the original roof, tonneau, s/screens, still with car)). The car has NEVER been taken apart.....and this is how it remains today, albeit with just 11,000 extra miles on the clock; no problem for this original factory engine as we shall find out in a later.....I got the car back and sold it to a gentleman in Hertfordshire, but he did not use it and sold it back to me within a few months and I have not counted him as an owner. I took the car to the Classic Car Show in 1997 where I found the "right man" for this important car. I am happy to say that he has nurtured, maintained and respected this car for the last 20 years, leaving the originality exactly as it was when he bought it in 1997.



However, when leaded fuel was no longer available from 2000, he had the sense to have the cylinder head restored with new components and hardened valve seats, etc. To his amazement, he found the engine had a factory bronze cylinder head and a compression ratio of 7.25:1. (Mr. Baxter had confirmed that when he first had the car, he had Abingdon 'tweak' the engine for the Southport Sands races).

Finished in its original duo-tone reds with factory interior, the car is in superb running condition and comes with the following original features: the original air cushioned rear seating by 'The self Controlled Air Cushion Co. Ltd.' of Manchester (suppliers to Abingdon); the original 1930s invoices/receipts; the ORIGINAL factory spare plugs; all the original weather gear; the ORIGINAL tool kit, and every tax disc except 1936 (but that exception is another story for the next owner); the original factory manual and illustrated spare parts list and, to top it all, the ORIGINAL factory Guarantee signed by Cecil Kimber himself!

*\*The Register records show that Robert Baxter owned the car from 1935 to 1936. The original logbook shows the first owner (1934) as Gilbert Emery initially of Rhos-on-Sea (and later of Llandudno) who is presumably the friend, who ran the Links Garage, as mentioned in Barry's advert.*



## “Conkers D’Elephants” and a Chocolate Cake Report by Graeme Jackson, Photos by Robin Page



Warmed by the Australian sun in the green leafy rolling hills of the Yarra Valley wine growing region, large throngs of superb, shiny and much-loved motor cars congregate annually. The peak body representing motoring clubs and motoring enthusiasts in Victoria, the Association of Motoring Clubs, facilitates this large gathering of British and European clubs and naturally, the MGCC is the largest participant fielding over 200 MGs. An ideal opportunity for MGCC to conduct their Concourse de Elegance; the lines of MGs have suffered their annual clean and polish and the mopping up of accessible oil dribbles with a dirty rag. This year the Pre-War MG Register, grouped together and nestling in a prime and shady central position, was celebrating the 90th birthday of the iconic J-type, featuring ten examples on display proudly strutting their stuff. Meanwhile, the owners were much enjoying the company of their MG friends.

Heading photo: Any colour as long as it is red! Graeme Jackson's J2 (J3418) "Charlotte" complete with balloon, J3284 and J3380 beyond.



Above: Two of the five J3s listed in the Australian Register. Ed Taylor's J3762 and Tim Jackson's "work in progress" on J3371.

Below: Even more "work in progress" needed on John Noble's J2 (J2217).



These are just a few anecdotes of many, from the day.

- Tim Jackson's meticulous restoration of the J3 chassis (J3771) has disappeared beneath the recently mounted body tub that has been expertly re-wooded by Ed Taylor; beautiful work. The radiator, engine block and other vital components were bolted on for the display, all exposed for inspection. The MG attracted the most interest from the large fascinated crowd, proving to be as entertaining as staring at the line of 30 red MGs! The J3 had won the MGCC Concourse in 1960 before being pulled apart, for reasons best known to the then owner, and has now reappeared after 62 years with a bit more work required to finish the resuscitation.
- Marguerite Morgan supervised George's spotless preparation of her immaculate Olive Green J2 resulting in an outright win of this 2022 Concourse. It proves that on its 90th birthday the gorgeous J-type was judged the very best of all the 200 MGs entered. We were delighted; George needs to extend the trophy shelf, and Marguerite is to be congratulated.
- Ian Mawson's M-type, named Major Bloodnock, was restored by Ian four decades ago and clad with a most handsome body, a replica of the two special M-types built for the 1930 Le Mans race. Ian often drives the highly tuned Midget and, over the years, has carried out many performance improvements and it is indecently quick. Recently, using a 1930s photo as a guide to authenticity, he has installed a nose mounted supercharger. This charming period piece, manufactured by Monsieur Cozette, a Frenchman of tight tolerances, still runs the original style vanes within the internal thin steel drum, rotating within a thrips tit (measure of small clearance) of the outer casing. Maws adds one British Standard Glug of Castrol-R to each tank full of fuel, hopes for the best, and plants his right foot. Confidentially, he is a bit of a boost boaster.
- For the J-type 90th birthday, Jennie Jackson baked a large, yummy, octagonal chocolate cake, appropriately brown with cream (in a large dollop) following the MG traditional colours. Mercifully, no one yodelled Happy Birthday, and slices of the celebratory cake were distributed amongst the mingling multitude of the Pre-War MG fraternity. Some older members, still not coping with Covid, were seen contemplating whether it was possible to consume the tasty chocolate treat while still wearing a face mask, rather like a Clydesdale chomping chaff from a hessian nose bag.



Top: Ian Head's J2 (J4417) in company with J2 (J4283) and J3 (J3756) both owned by Marguerite Morgan.

Centre: P-type interlopers to the birthday party. Ian Northcote's PA1344, Andrew Fock's super-charged PA1294 and Neil Cooke's PB0301, also supercharged.

Bottom: The J2 Birthday cake prepared by Jennie Jackson for all to enjoy.



Pre-war cars on display:

Row 1		Row 2	
J2 J3418	Graeme Jackson	M0872 s/c	Ian Mawson
J2 J3284	The Bishop Family	TA0988	Walter Magilton
J2 J3380	Paul Acfield	TA2499 Racer	Richard Millington
J3 J3762	Ed Taylor	PB0281 s/c	Allan Reid
J3 J3771	Timothy Jackson	PB0301 s/c	Neil Cooke
J2 J2217	John Noble (radiator)	PA1294 s/c	Andrew Fock
J2 J4281	Graeme Jackson	PA1344	Ian Northcote
J3 J3756	Marguerite Morgan		
J2 J4283	Marguerite Morgan		
J2 J4417	Ian Head		



Overall winner of the Concours:  
Marguerite Morgan's immaculate J2.

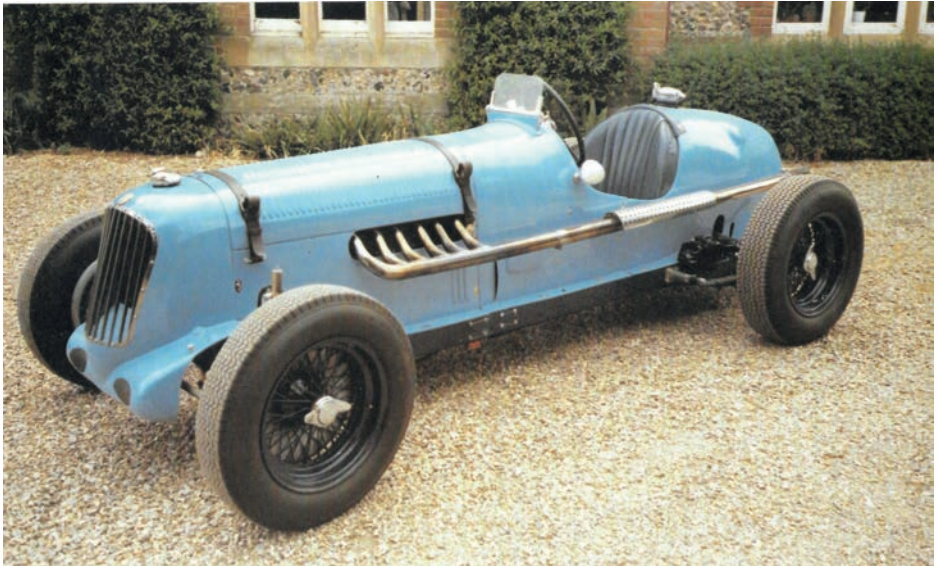
## **Correspondence: K3009**

### **From Roland Wettstein**

*Roland expressed an interest in purchasing the copy of "Motorsport Book of Donington" that I was selling on behalf of Sylvia Arrondelle because he was researching his K3. He provided some extra information as follows:*

I am curious to see if I can find anything in the book relating to my K3 (K3009). The Parnell-MG raced at Donington (race number 17) in the 1938 Grand Prix but crashed at the Melbourne Hairpin. The driver was Andrew Cuddon-Fletcher. Photographs attached.

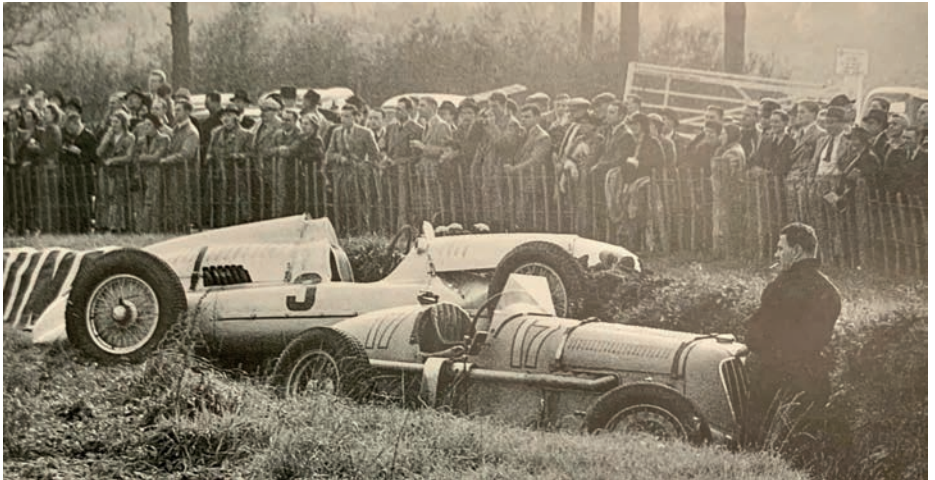
*The car is well documented in the Hawke History and there are some fascinating photos on the MMM Forum. I have included an illustration from the Coy's catalogue from 1988 as well as the pictures from 1938 provided by Roland. Roland was hoping to enter the MGCC race at Donington in July as he had never been there; Duncan Potter has confirmed that the line-up of MMM racers does, in fact, include K3009.*



Extract from the Coy's catalogue of 1988



Andrew Cuddon-Fletcher at the start of the 1938 Donington Grand Prix. Dick Seaman in the background.



K3009 in the undergrowth after crashing at Donington. Some of the reported 60,000 spectators look on, along with the cigarette-smoking gentleman who appears to be oblivious of the potential risk from leaking petrol. Ironically, the rise at Melbourne Corner had been smoothed out prior to this event; previously the Mercedes W154 (as driven by Seaman) had lifted off all four wheels when cresting the rise at racing speed.



## Invitations:

*We have received the following invitations:*

### **Vintage Register Suffolk Tour:**

This event takes place from 3rd to 7th October and is based at the Priory Hotel in Bury St Edmunds. Contact Stephen Hiner of the Vintage Register for further details ([sjhiner@hotmail.co.uk](mailto:sjhiner@hotmail.co.uk)).

### **Petwood Concurs d'Elegance:**

After an enforced break of two years, the joint organisers are pleased to invite Triple-M owners to this event on Sunday 14th August. Once again it is being held in conjunction with the Petwood Hotel at Woodhall Spa in Lincolnshire. Invitation details and entry forms can be obtained from the organisers or downloaded from [mail@pobox4.co.uk](mailto:mail@pobox4.co.uk)

Mike Hewson 01526 388680

Norman Fisher 01526 354073

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## MG LIVE! 2022



It was three years since the MG Car Club, and of course our Register, had last pitched up at MG Live; lots of things would be new, but plenty was to be as good as it had been in years past.

Your Committee set to work a few months earlier and it was decided to share a pitch with the Vintage crowd for added warmth, Silverstone is always wet and cold in summer, right? So, after a parcel full of emails, calls and discussions with the Club, helpers and cake bakers, it looked like it was going to be a good 'un with a J2, K3 and C-type on display and also a large Vintage car which provided some much needed shade.

Friday was a quick set up and chat with helpers; George in his nice new TC, Steffi and Colin with Steffi's new M-type. The tables were shuffled and stacked with books, plus the new Register delivered the day before (thanks to Mike Linward - did you really need to drive to Shetland to avoid MG Live?!), all ready for visitors to spend their pocket money on.

Saturday dawned and again the sun was out. From nine in the morning the tea urn was filled and biscuits and cakes were laid out to welcome the steady stream of visitors who enjoyed the chance to get together, admire the cars, buy some books and discuss the plans for the two days.

**Heading photo: Manoeuvring the J2 out of the marquee for its appearance on the MG Live stage.**



Helpers and visitors making the most of the joint MMM and Vintage Register marquee. Photo Elizabeth Taylor



Part of the Triple-M Register parking area; Peter Parry's L1 in foreground. Photo Digby Gibbs



Our intrepid Secretary had organised a team of two for the California cup, so it was a good excuse for me to escape for a while and leave the selling to George, Digby, Marguerite and Elizabeth who, I was sure, would figure it out; and so they did, selling several hundred pounds worth of the latest Yearbook and Register, regalia, etc plus keeping the visitors refreshed and happy.

Sunday was a quieter day for your Librarian, it looked like I would have to talk to the Vintage crew for company but no, even though the M-types were all off doing parade laps and Pride of Ownership, a few lost souls popped by and checked I was awake and enjoyed the last remaining cake, some broken biscuits and stewed tea. The Danish contingent, in their lovely Q-type replica, sadly did not bring pastries, but they enjoyed answering questions from the visitors gathered around it and several other MMM cars. Come mid-afternoon, the Australian crew and Colin Henderson started to throw what stock was left into my car and the items needed for the Summer Gathering into another. I loaded my J2 carefully into the van and that was it for another year.

Big thanks also to Dick who was, as usual, chief string puller even though he was stuck at home; Elizabeth Andrew and the girls not only for bringing the K3 but also selling books, providing refreshments and sorting paperwork involved in the lead up to the event; Chris Edmonson for bringing his lovely J2 for display in the marquee and for general help through the days, the Morgans from Australia, Mike Dalby, Colin Butchers, Peter Parry and Brian Wise; also to Debbie and Rob of the Vintage Register and finally Lorraine of the MGCC.



Not exactly an MG Live! virgin; Walter Kallenberg celebrated his 40th visit to the event with this striking T-shirt.  
Photo Elizabeth Taylor

Opposite: some of the cars to be spotted in the Register parking area. Photos Elizabeth Taylor and Digby Gibbs.

Centre Right: Nigel Stroud's very attractive M-type (2M0927), rebuilt in the style of the Le Mans racers.

Centre Left: Gaston Lenear's Q-type evocation from Belgium generated a lot of interest on the Forum and a number of people would have happily taken it home with them.

Bottom: PA1999 (Nigel Blackham), J4331 (Sophie Bassett), CM2660 (Marguerite Morgan) and, so far unidentified, M-type (UM 3227).



On the 16th May, a sizeable gathering of Peter's friends and family gathered at St Mary's Church, Farnham Royal for a memorial service in suitably spring-like weather. This is the church where Peter and Thelma were married. The protracted period of Covid lockdown meant that this celebration of Peter's life had been delayed but probably enabled many more people to attend and make this a very special occasion.

The normally quiet lane outside the church reverberated with the "music" of four and six-cylinder over-head cam engines and was lined with a mouth-watering display of Triple-M cars; Peter would have approved!

Tributes were provided by Andrew Taylor, John Day, Samantha Boghossian and, of course, by Elizabeth.

After the service, and an appropriate time for catching up and admiring the cars, a convoy of Triple-M cars (and others) headed off to the Burnham Beeches Hotel where a leisurely buffet allowed plenty more time for general MG-themed chat and, of course, reflections on the influence and impact that Peter had on the MMM world and on individual owners and their cars.









**Nadia Welter and her son Antony enjoying the open road in Luxembourg in her C-type replica based on D0321. Photo from Norbert Welter via Peter Parry.**

## **The Stilton & Pork Pie Tour: May 8-12th 2022 (Otherwise know as: The Rutland Rally) By Philip Bayne-Powell**

After years of delay, the Triple-M annual rally eventually took place in Rutland. Tony Richards and Ron Warr had many setbacks to finally get this rally off the ground. It was based at the Rutland Hall Hotel, which was a complex of several accommodation blocks on a steep hillside overlooking Rutland Water itself. The original Rutland Hall was being refurbished, so reception had to be moved.

Cars started arriving from all directions on the Sunday afternoon, and it was such a treat to be able, at long last, to meet up with Triple-M friends after two years of denial. Although some people couldn't bring their Triple-M cars, they still turned up, some in an MGA, modern TF, or a Land Rover in the case of Peter Prosser, who had to leave his KN saloon behind as he was medically recovering.

So we had 37 cars in attendance, which wasn't as many as we have had at previous rallies, perhaps due to the double postponements and Covid.

However it was especially nice to meet four other couples who had been with us on the New England Raid in 2006; making five out of the eight couple who took part, although Frank Ashley's M-type crossed the Atlantic, Frank had to stay behind as his wife was in hospital.

The first day saw us driving to Belvoir Castle (pronounced 'beever'), a Grade 1 listed building from the 19th century, the home of the 11th Duke of Rutland. The French name of the castle was objected to by the locals who anglicised it to "beever"! All the cars were photographed at the front of the castle, and then drove a little way down the hill to get another photograph looking back at the main tower.



Peter Parry with his lovely L-type at Belvoir Castle

The ladies were encouraged to take the house tour, while the lads travelled a few miles to see Andy and Angie King (Pre-War MG Ltd) at their base at Stathern.

Andy King's place is down the end of a long, bumpy, potted track, but once at the end we were greeted by a grand display of visiting Triple-M cars, with Andy's K3 and Cream Crackers out in the sunshine.



**K3s and Cream Crackers at Andy King's**

Teas and coffees, as well as some tempting cakes, were on offer to fortify us as we inspected Andy's set up, with cars being restored on a mezzanine level, reached via the hydraulic car lift. There were several chassis piled on top of each other, with new side rails alongside ready for use.



**Action on the mezzanine floor**

There was a barn find F-type and a P-type for sale to someone brave soul with plenty of time and cash to get these back on the road – it is surprising that barn finds still occur after all this time.



Andy's P and F-types ready for restoration

Peeping into Andy's stores revealed a veritable Aladdin's Cave of goodies, with rows of superchargers and gearboxes to name a few items. It is so very reassuring to us Triple-M guys that there are people like Andy who are still looking after our interests and helping to keep our cars on the road with new parts being regularly produced.

A lot of people would have liked to stay at Andy's a bit longer but we needed to get back to Belvoir Castle to meet up with our other halves for lunch.

In the afternoon we went to Woolsthorpe Manor, which is where Sir Isaac Newton got hit on the head by a falling apple. The Manor is little more than a collection of farm buildings, with a coffee shop.

The tree is still there, but showing its age. However they have grown “offspring” trees from the apples to continue the heritage.

We were given a talk about the tree, and the significance that laid the foundations for Newton’s theories on calculus, optics and the laws of motion and gravity which were published in his great work, Principia Mathematica. Newton was at the manor to escape from the Great Plague in London in 1665.

I suggested to the volunteers that they had missed a trick by not selling genuine Newton Apples to visitors to help out their funds. Apparently the apples are not good for eating, nor indeed for cooking!



Listening to the history of  
Sir Isaac Newton’s apple tree

In the evening we all sat down for an excellent buffet meal, and a chance to catch up with old and new friends. A magician kept us entertained with the 3-ring trick and other feats of magic.



The magician shows Rosemary Bayne-Powell the 3-ring trick

The following day we set off on the designated route to Stonehurst Farm and their Motor Museum. The private museum was a fascinating collection of cars as well as motor memorabilia, with items lurking in out of the way spots, so one needed to carefully look to fully appreciate the collection. It has been built up over 50 years by the Duffin family, who regularly use the cars for rallies and competitions.



Our cars at the Stonehurst Motor Museum

Our interest was the museum rather than the farm, which had attracted many families. One barn was being used as a workshop with an engine being fettled, while a huge Edwardian chain-driven Tilling Stevens motor bus filled the end of the barn. In the main barn, amongst the exhibits, there was a J40 pedal car with its predecessor, the Austin single seater pedal car, which was only produced for one year, and is therefore pretty rare.



Austin pedal cars in the museum

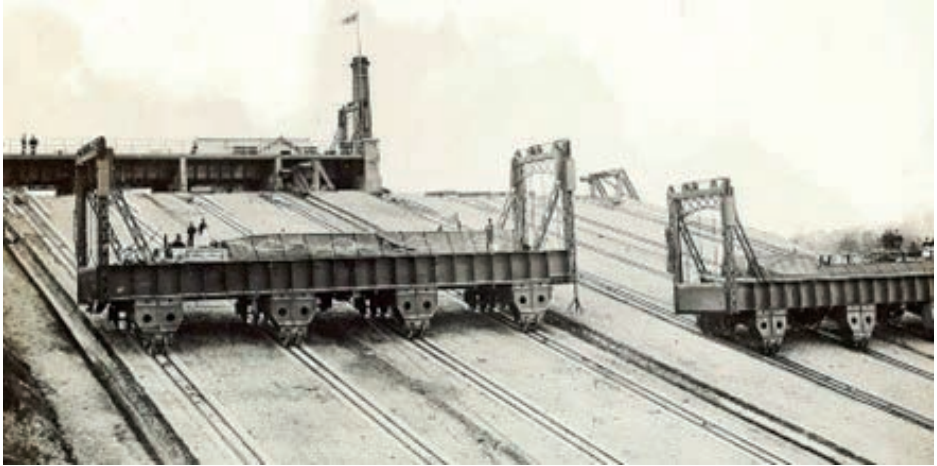
These pedal cars were made by the Austin Junior Car Factory in Bargoed South Wales, with Government funds to help rehabilitate disabled coal miners. It was set up in 1949, and much of the metal for the cars came from scrap offcuts from the Longbridge factory. The J40 was very successful with over 32,000 cars made in the 11 years of production; they featured in road safety films, and were used extensively on fairground roundabouts. They are well known these days for their races at the Goodwood Revival meeting.

After leaving the museum, we could drop off at the Pooks motoring bookshop, before parking up in a designated area at Foxton locks.



Cars lined up at Foxton Lock dedicated car park

Foxton locks date from 1814, and connect the Grand Union Canal with the Leicester & Northampton Canal via a flight of ten locks, with a passing pond halfway up. This allowed boats to get from the Thames to the East Midlands for the first time. It took nearly half a day to traverse the locks, so in 1920 a boat lift was installed to carry boats in a sealed trough. However the canal trade was declining due to the railways being cheaper and quicker, so this boat lift was redundant after ten years.



The Foxton boat lift in its heyday

After lunch in the canal-side pub, people could go to the Barnsdale Gardens if there was still time. We got talking to two of the Foxton organisers before we left, and heard how they had 80 volunteers to keep the site running, and it was interesting to find that their organisation was very similar to our own in trying to preserve the relevant histories.

At the evening dinner we were given a talk by Wayne Scott the new MGCC Press & PR officer. As the forecast for the next day promised heavy rain, most people decided to put their hoods up that evening.

As forecasted, the third day greeted us with rain, so our first stop at the White Hart in Lyddington was welcome as were the teas/coffees and copious helpings of cakes. Having dried out, we then drove to the Nene Valley Railway where we had a sit down Stilton & Pork Pie lunch. Originally the rally was to include a train ride, but they were not running due to the concern over obtaining loco coal, much of which used to come from Russia.

The rain had eased off by the time we left for our Rutland Belle boat tour of Rutland Water. The lake was formed in 1971 by damming the outlet using clay from the area itself, and was full by 1979. It was then the largest man-made lake in the country. The dam is 35 metres high and an impressive 800 metre wide at its base. Quite a few buildings and farms were lost under the water, including the small village of Nether Hambleton. Although there were quite a lot of objections, the area has become a successful nature reserve, particularly for Ospreys, and also supports fishing, bird watching and sailing pastimes.



We parked our cars close to the water's edge, and waited for our 3pm boat trip, sheltering from the showers in the nearby cafe. Once on board the boat, we were taken round the lake with a running commentary from the skipper. Some brave souls sat on the open top deck, but most elected to stay inside the main deck to get out of the cold wind and showers



Cars parked on the edge of Rutland Water

The evening Gala dinner had musical entertainment from Paul Martyn. The food wasn't quite up to the previous nights offerings, but people were more interested in talking about the rally and catching up with old friends. I had a long talk with Mike Entwistle who sold me two N-types back in the 1960s. He had a very rare Cresta N-type that I was interested in, but he also had an Allingham N-type. I already had our own Allingham so didn't need another one. However Mike would only sell the two together, which I got for £78 10s. I got the Cresta N-type back on the road very quickly after replacing the broken diff. We hand painted it and Rosemary ruined her sewing machine with the new upholstery. We sold it to Roger Bishop of Bishop Depositories, and it eventually was fully restored by the late Bob Clare. The Allingham I passed onto Keith Portsmore, who did a lovely job restoring it, and subsequently using it on a regular basis.

The entries to the event were very eclectic, and included two teams from Holland, although Paul Leers came in his TC, as his lovely Continental Coupe wasn't healthy. The other car was the PB of Frank van Gelderen, which had been totally restored by that well known American, Tom Metcalf. It has many concours awards in America, including a class win at Pebble Beach, and Frank has 28 kilos of awards at home!!

There were supposed to be two rare NDs entered, but Malcolm Bailey's car failed on the way due to the bottom nut on the dynamo coming off, but Keith Pilgrim's car was in fine fettle, and we had a long chat about NDs – although mine was tucked up at home. Another car that was absent was the ex-Bob Hudson C-type, now owned by Marguerite Morgan from New South Wales. It lives in England still and has been out for past Triple-M rallies.

The rally was a great success due in great amount to the efforts put in by Tony Richards and Ron Warr, who had to contend with two postponements from the original date, as well as twice having to arrange accommodation and visits to the places visited. Also the road run routes had to be checked. So we were all very grateful for their combined efforts.

Now that we are allowed out, we should be able to attend more rallies like this, and so we look forward to the Summer Gathering at Greenacres.



Out on the clear Rutland Roads

## Triple-M Racing: VSCC Cadwell Park. 16th April 2022

### Notes\* and Photographs by Colin Murrell

*\*Notes adapted from Colin's Facebook posting.*



The eagerly awaited start to the Vintage Sports Car Club's race season kicked off at the fabulous Cadwell Racing Circuit. The event was blessed with a sunny warm day which brought out the spectators, some of whom travelled in their pre-war cars.

Triple-M MGs were competing in seven of the twelve races and special mention should go to Andrew Harrington who drove his J2 the 120 miles on the Friday to take part in the race on Saturday and then drive home again on Sunday.

Highlight race of the weekend was Race 10, the "Triple-M race for Pre-war MG cars". Cars competing and results as follows:

1 <sup>st</sup> *	41	Charles Goddard	PA-PB
2 <sup>nd</sup>	55	Duncan Potter	Monthery Midget
3 <sup>rd</sup>	87	Simon Jackson	PB
4 <sup>th</sup>	50	Andrew Long	N Magnette
5 <sup>th</sup>	97	Andrew Morland	PA
6 <sup>th</sup>	96	Chris Cadman	Monthery Midget
7 <sup>th</sup>	108	Chris Edmondson	C-type rep
8 <sup>th</sup>	90	Andy King	PB Cream Cracker
9 <sup>th</sup>	203	Anne Boursott	PA
NC	29	Michael Barber	PB Monoposto
NC	22	Mike Painter	Kayne Special
	28	Jack Bond	Q-type
*	Fastest Lap Charles Goddard		



Top: Duncan Potter lifts a wheel in his determination to stay ahead of Simon Jackson.  
Centre: Anne Boursott, PA.

Bottom: Seen in the car park – Sisters under the skin? M-type 2M2184 and Minor MM1337 from 1929 when it left the works as a fabric-bodied saloon; current owner not known (information from Ian Grace).

Charles Goddard dominated from Pole position through to the chequered flag. There was a tight three-car battle for the next two podium places and good close racing throughout the field.

In addition to Race 10, Triple-M cars featured in the following races:

23	Harry Painter	PA	Race 3 (4 <sup>th</sup> ); Race 7
28	Jack Bond	Q-type	Race 3
29	Michael Barber	PB Monoposto	Race 5
41	Charles Goddard	PA-PB	Race 7
50	Andrew Long	N Magnette	Race 7
55	Duncan Potter	Monthery Midget	Race 8
87	Simon Jackson	PB	Race 4
97	Andrew Morland	PA	Race 2
103	Hamish McNinch	PA	Race 2
108	Chris Edmondson	C-type rep	Race 4
125	Andrew Harrington	J2	Race 2

We would like to thank the competitors, our hosts (MSV Cadwell Park), the VSCC, the marshalls and everyone else who played a part in making it all happen. The next VSCC hosted Triple-M race is at Donington Park in June.



Worthy of a hero of the event award? Andrew Harrington and his well-travelled J2.

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## Competition Report

As reported elsewhere, Mike Linward has been taking a well-earned holiday in Shetland so his usual report and tables will appear in the next issue, by which time the make-up of the tables will have changed dramatically.

On the next pages I have included some of John Staveley's excellent photos that he makes available to us. These provide an opportunity to record some of the other events that Triple-M cars have been involved with.

As a reminder of MMM competitions of the past, the photo below may be of interest. It has been taken from a rather poor Xerox copy of a photograph that was passed to me recently by Philip Bayne-Powell; it was from a pack of oddments left over from his time as Bulletin Editor. There is no information on the photo, and it may be a well-known image, but it would be good to identify some of the cars and personnel. My assumption is that it is during a Trial, perhaps the Kimber?



## VSCC Curborough Sprint: 1st May 2022



Photos by John Staveley

John Staveley has kindly provided photos of the annual VSCC Speed event at Curborough.

All in all, it was a successful day for the three Triple-M entries as well as for the MG Riley of Andrew Craven, although the car is not eligible for MMM awards.



Nigel Stroud in the M-type achieved 3rd overall and 1st Vintage in Class 2.





Peter Scully in a PAPB also achieved 3rd overall in his class (3) and 1st on Handicap.

Charles and Steve McEvoy shared the Bellevue Special (heading photo) which ran in Class 14. Charles was awarded with 1st overall and Steve was 3rd. Andrew Craven (MG Riley) was in the same class and came 4th but was also 1st on Handicap.

### **Forthcoming Events 2022:**

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

30-31 July	HSCC Oulton Park Gold Cup (+2 VSCC grids).
6-7 August	VSCC Prescott Hill Climb, Gloucestershire.
14 August	Petwood Concours d'Elegance: Woodhall Spa, Lincolnshire.
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.
<b>2-6 August 2023</b>	<b>European Event of the Year: Denmark.</b>

## VSCC Tour of Suffolk: 22nd May 2022

The Suffolk Tour had a good representation of Triple-M cars, some probably finding the pace quite sedate compared to their normal weekend activities!

The event started and finished near Wickham Market and took in many of the sights of Suffolk including Dunwich, Aldeburgh, Snape Maltings and Orford. The VSCC News sheet of 26th May provided two reports and much was made of the aroma of Castrol R emanating from certain of the Triple-M entry. There are some pictures of MMM cars in unusual situations, including C and K-types parked in beach-side car parks, and a fine study of our Racing Co-ordinator enjoying a paddle in the North Sea! Photos supplied by John Staveley and Duncan Potter.



Patrick Griggs' NA Magnette looks very at home in the Suffolk lanes...



....closely followed by Howard Maguire in K3016.



More normally seen in the Race Paddock; Oliver Sharp's slab-tank K1, Duncan Potter's C-type and K3016 take a break in the sunshine. Photo Duncan Potter.

### **For Sale: D0377**



Very reluctantly sale of my well-known D-type; the car that was responsible for my involvement in all things Triple-M.

Owned from 2006, complete engine rebuild to very high standard in 2006/2007 (Barry Foster) using J block and modern crank; fully documented. Very reliable and well used car; would now benefit from a general re-fresh as little used over last two years. Body in very good condition, upholstery may be original and could do with up-grading but is attractively patinated. Hydraulic brakes.

A very pretty car that has scope for up-grading or can just be enjoyed!

Contact me for further details and photos. [digbygibbs@icloud.com](mailto:digbygibbs@icloud.com)

Seeking £23,000 or very near offer.

## Correspondence: Historic Petrol Blends From Mike Long

I was interested to see the reproduced advert for National Benzole on the back cover of the Bulletin. In the same vein, I attach a couple of old adverts for Cleveland Discol, which was a blend of petrol and ethanol, sold from the late 1920s until, I believe, the early 70s. This is probably even more topical now that we are debating the merits of ethanol in petrol today. You may like to use one or both in a future issue of the Bulletin.

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# Yesterday



**UW6782** : " Jove, but I feel seedy. Think I must have hardening of the gaskets or something. Do you know, I actually tremble at the sight of a hill these days. I simply haven't the strength, and the way I knock is maddening."

# Today!



**UW6782** : " Out of my way ! Where are all those hills ? The alcohol blend of Cleveland Discol is certainly good for what ailed me. Compact charges in the cylinders with real punch in them. Have I got power ? This stuff simply cannot knock ! "

Cleveland Discol is a perfectly balanced blend of the finest Cleveland Motor Spirit and British Alcohol. It is a high compression fuel which will stand up to a compression ratio of as high as 8½ to 1, whereas the average motor has a ratio of 5 to 6½ to 1. Its " Thermal Efficiency " is higher than that of ordinary spirits — less power is wasted through excessive heat. Less carbon is produced as alcohol is actually a carbon remover. It costs the same as ordinary petrols. Look for the Cleveland Discol pump.

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## **CONTACTS:**

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

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

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

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

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

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

**TREASURER - Position subject to confirmation by Committee**

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

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

**RACING CO-ORDINATOR - Duncan Potter**, Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP

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

**YEARBOOK EDITOR – Simon Johnston**, 7 Tullynagardy Green, Newtonards, B23 4DL

(Tel: +44 (0)9131 2963 E-mail: mmmyearbookeditor@gmail.com)

**YEARBOOK ADVERTS - Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE.

(Tel: +44 (0)1628 665055 E-mail: e.taylor@oakend.net)

**LIBRARIAN - Richard Stott**, 35 High Street, Long Buckby, Northamptonshire NN6 7RE

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

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

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

**BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE

(Tel: +44 (0)1978 790652

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

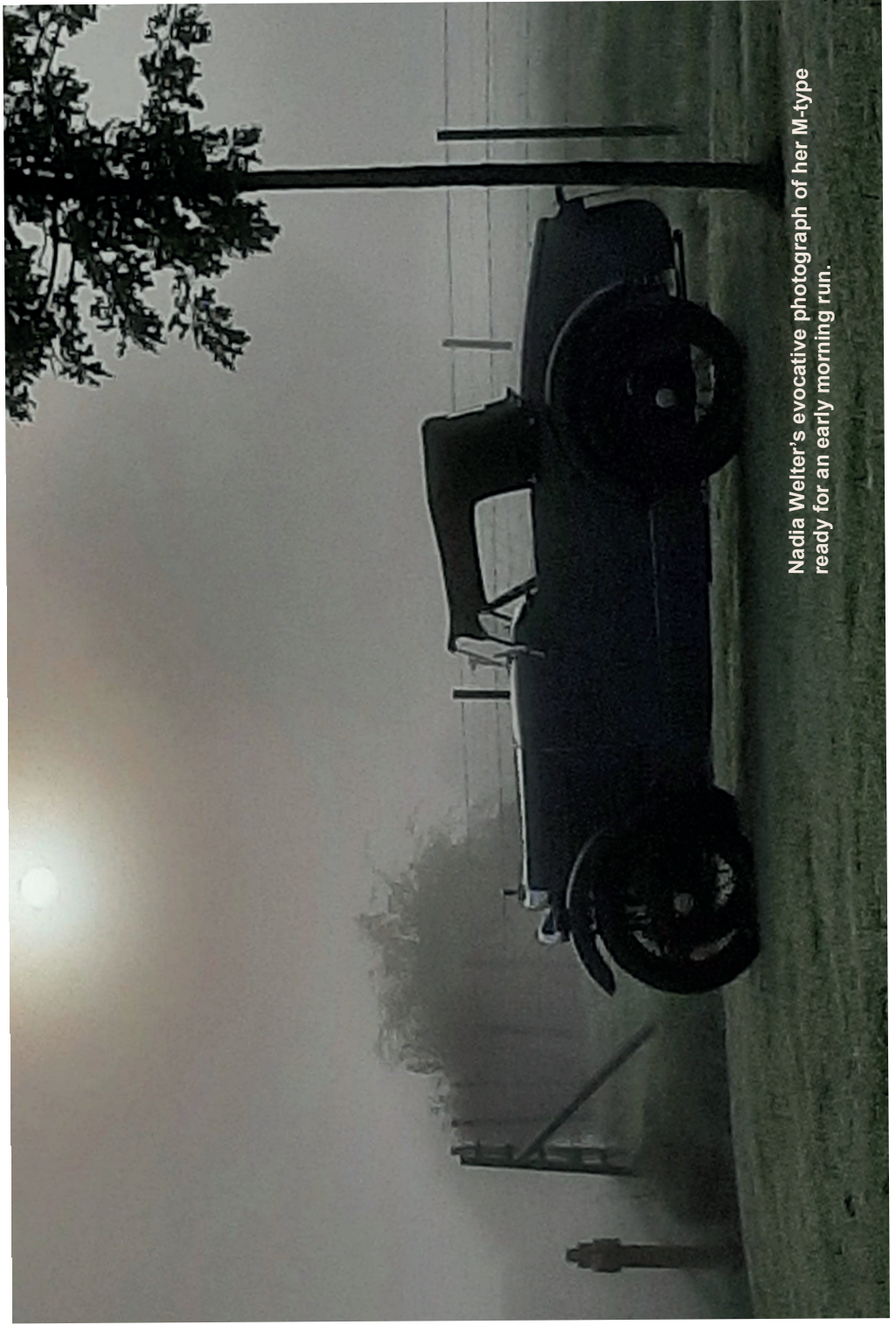
**SAFETY FAST SCRIBE - Cat Spoelstra**, Havenstraat 44A, 2681 LC Monster, Netherlands.

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



Two more photos from Luxembourg, courtesy of Norbert Welter.  
Top: Norbert's re-bodied NA (NA0811) leads a mixed collection of cars through the mist.  
Below: Nadia Welter's C/D-type (see centre spread), Fred Weber's green M-type known as "Kermit" and Norbert's own J-type (assumed J3351).





Nadia Welter's evocative photograph of her M-type ready for an early morning run.