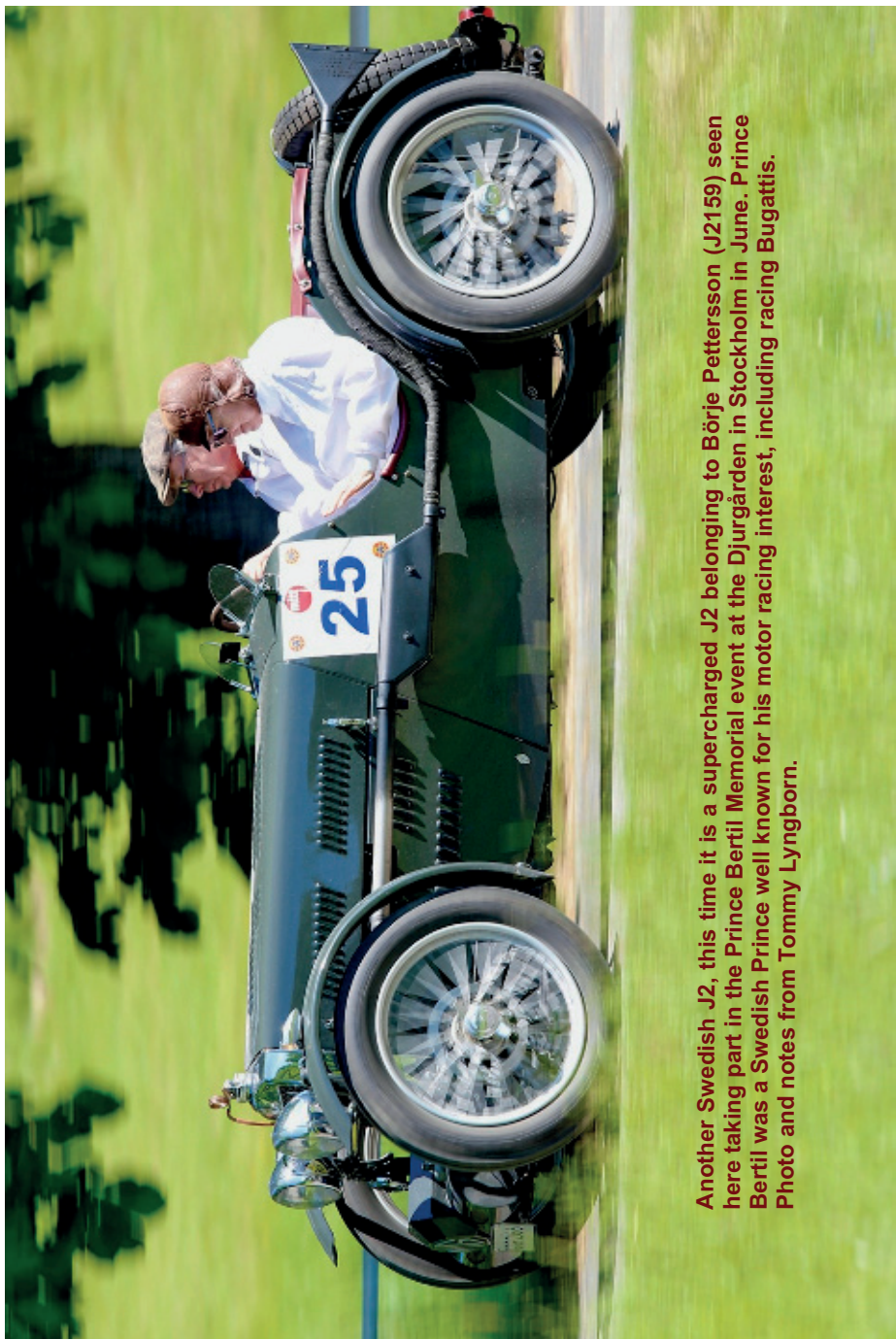


TRIPLE-M REGISTER BULLETIN

August - September 2022



THE MG CAR CLUB LTD



Another Swedish J2, this time it is a supercharged J2 belonging to Börje Pettersson (J2159) seen here taking part in the Prince Bertil Memorial event at the Djurgården in Stockholm in June. Prince Bertil was a Swedish Prince well known for his motor racing interest, including racing Bugattis. Photo and notes from Tommy Lyngborn.

BULLETIN No 128 August - September 2022

Front Cover Picture:

The J2 of Anders Fredén temporarily wearing a very appropriate number plate for the J-type anniversary! The car is J2484, true registration number is MEP 796.

Photo by Tommy Lyngborn.

Editorial:

One of the many disadvantages of growing older is that time seems to speed up so that days pass at an alarming rate. My copy of the Automobile magazine, that I used to devour and then wait impatiently for the next issue, now seems to arrive on a weekly basis long before I have had a chance to read the previous issue! All of this is by way of a long-winded apology for the late arrival of THIS publication, I do not know where the time goes.



Time is also an enemy of restoration projects; I was shocked to realise that it is 12 years since I purchased my PA assembly kit from Brian Bassett and I calculated that the car had been off the road for at least 51 years since Brian acquired it in 1971. Progress is, however, being made; early in the summer the back axle was fixed in place and the car was able to stand on its own wheels (actually Mike Pancheri's wheels) for the first time for several decades. Hopefully not another 12 years before it can move under its own power, but then petrol will probably be non-existent by then but who cares!

Errors are also probably a sign of senility. However, there is a positive side; three corrections received recently from readers have generated interesting material that can be used in the Bulletin so, perhaps a few more errors would be a good thing.

Circumstances have limited the scope of celebrations for the J2 anniversary this year, although the Bulletin has "done its bit" (see front cover). 2023 will bring more anniversaries for models, including the K3 but, more importantly, the Centenary of the MG Car Company. Elsewhere in the Bulletin, you will see Graeme Jackson's typically wry take on the history in those early days but there will be more to follow. The Club has big plans that will, no doubt, be unveiled soon.

Now for more pressing issues...and firstly, volunteers! The Register desperately needs a number of enthusiastic new faces to take over some of the main roles, including Treasurer, Secretary and, of course, Bulletin Editor. See Dick's notes for more details. Also, an early reminder that subscriptions for the Bulletin will need to be renewed soon. We are currently reviewing the likely costs for next year; there was a serious hike in the cost of paper earlier in the year which the Register was able to absorb but that is unlikely to be the last cost increase given the current situation. Ink, paper, wages and postage are all likely to rise. Keep an eye on the Forum for further information.

Digby Gibbs

Secretary's Update

Hello all Triple-Mistes

I'm re-writing this note on Saturday the 10th of September as the Nation is coming to terms with the death of Her Majesty Queen Elizabeth II and the proclamation of Charles III as our King. We had planned to hold our AGM on Zoom on September 11 but the Committee has decided that some might consider it disrespectful if we were to hold the meeting as planned.



It is therefore to be adjourned until Sunday the 9th October at 8pm UK time, still on Zoom. Voting forms already submitted for the original meeting will be valid for the adjourned unless Members wish to withdraw or change their stated voting intention. Additional voting for the adjourned meeting will be welcomed up to and including the 7th of October.

Part of me hopes that this may well be the last time we hold these meetings by means of Zoom, because although it is very good to be able to see a gathering of members from far-flung parts of the world, there's something better about being able to meet in person, so perhaps we will revert to that next year? Let us know what you think!

The Committee met recently and spent quite some time discussing plans for celebrating various MG anniversaries which come up next year. They include the 100th anniversary of the start of MG in 1923, but we shouldn't overlook the fact that it will also be the 90th anniversary of the launching of the K3. Duncan Potter and other Committee chums are heading this up and there is currently talk about getting a huge gathering of these together for one of the premiere race meetings of the year – possibly at MGCC Donington or maybe even MG live! Silverstone. There are even subtle suggestions that we might even consider putting on a Triple-M race on the GP circuit at Silverstone, thereby maybe reinforcing the idea that “you can do it in an MG”.

And thanks to a Duncan Potter initiative, there is the possibility of Triple-M cars having invited grid status for a commemorative Bira race at the 2023 Angoulême race meeting Dunc has been a busy chap of late – have you seen the splendid Goodwood Road Racing Club video feature about the Potter Family C type – the very car in which Freddie March (the grandfather of the present Duke of Richmond) competed at Brooklands, across the water in Ireland and elsewhere 'back in the day'?

The Committee is currently wrestling with a slightly tricky problem. We are currently without a treasurer. Contrary to my note in the previous Bulletin, Graham Duncan was not able to take up the position as planned as he has been called out of retirement to work on various future overseas pipeline projects. It's always great when a volunteer steps forward to support the Register. Without volunteers we would grind a standstill, so this is a fervent plea to any of you or your friends and acquaintances to consider taking up this not particularly onerous job. It can't be that difficult, because in the very very short term yours truly is acting as ghost treasurer along with his other responsibilities, but you'll understand perfectly well that that cannot continue, so it's over to you all please. Thank you!

Information about Triple-M cars is shared by a wide variety of means. This Bulletin is just one of them and the Committee will be working with extra enthusiasm to channel additional avenues, which will include Facebook and other social media. Thanks to Cat Spoelstra we already have a Facebook presence, but we would like to make more of it, so Cat will be working with PB owner Jessica Kidd to increase our visibility and share newsworthy items.

Any of you who are not solely wedded to paper may wish to seek out The Triple-M Register Members Group at <https://www.facebook.com/groups/1281098668930607> where you will be pleasantly surprised to find much of interest!

Our torrid summer is giving away to early autumn, but we were blessed with good weather for the Summer Gathering as well as the Vintage Minor Register's Prewar Prescott event, which has become a predominantly Triple-M affair. There was also a select gathering of nine Triple-Ms at the Hampton Court Palace Concours of Excellence early in September. Thanks to everybody involved in organising and participating in these events.

It was great to be able to get up to the final VSCC race meeting of the season at Mallory Park which was pretty well supported by competitors and spectators alike. We had 12 cars out, all of which survived most of the events of the day although Foz had to retire from his final race with a broken diff. I'm sure it will have been fixed within hours of arriving back home!

The idea of running a Register touring event in Suffolk and surrounding regions in 2023 has excited some interest and we are in the throes of putting a small team together to plan this. Ideally we would like another Suffolk resident to join the team. Any takers, please? The likely time will probably be early or late summer, avoiding school half term and other holidays. Happy autumnal motoring!

Dick Morbey

The Crownwheel Trophy: Pre-war Prescott 2022

At the recent Pre-war Prescott, Fred and Anne Boothby were the mainstay in taking on MMM duties, based in the D-Group marquee. Fred provided the following:

The day went well with approximately 44 Triple-M cars and it seems that all had a good time. Our small marquee was just the right size and provided a cool meeting place and shelter from the constant sun. Yearbook sales were poor with just 9 sold but the Crownwheel Trophy was a success. The scoring papers were much simplified from previous years, and a very good number were returned. The overall winner was Samik Mukherjee in HY 7565, a 1932 J2*prepared to J4 specification. Photographs of the presentation by Steffi Broch.

*The idea of a separate MMM Trophy came from a suggestion by Ian Grace that was taken up by Oliver Richardson who also made the stylish trophy. *HY 7565 is recorded as J0431, Register number 3553, and is actually based on an early J1 chassis.*



The Crownwheel Trophy is presented to Samik Mukherjee by Fred Boothby.
Photo by Steffi Brosch.

MGCC Triple-M Challenge - Donington Park.**2nd June 2022**

No.	Cl.	Driver	Car	Race 6	Race 13
1	A	Nigel Stroud	M-type		
2	D	John Gillett	K3	9 th	8 th
3	D	Teifion Salisbury	K3	10 th	9 th
4	B	Dave Cooksey	C0256		
5	D	Andrew Long	N-type	3 rd	4 th
6	A	Annie Boursott	PA		
7	C	Ian Goddard	PA Special	7 th	10 th
8	B	Andrew Morland	PA		
9	D	Adrian Moore	F-type Magna	5 th	6 th
10	B	Richard Stott	PA		
11	B	Fred Boothby	J2	6 th	
14	B	Barry Foster	C0280		
17	D	Roland Wettstein	Parnell K3		
18	B	Chris Edmondson	D-type		
22	A	Oliver Richardson	M-type		
23	C	Mike Davies-Colley	PA Special	8 th	7 th
33	A	Onno Konemann	M-type 12/12		
36	B	Chris Cadman	C0263		
37	C	Oliver Sharp	N-type Magna		2 nd
42	D	Vernon Mackenzie	K3		5 th
42	D	Richard Frankel	K3	2 nd	
55	C	Duncan Potter	C0287		
74	C	Mark Dolton	PB Special	4 th	3 rd
220	D	Tony Seber	Wolseley Hornet	1 st + FL	
220	D	Rod Seber	Wolseley Hornet		1 st + FL

The Triple-M racing scene has gone from strength to strength over the last few years. Some readers feel there is too much emphasis on competition events in the Bulletin but, with such a variety of cars and drivers currently taking part, events such as this should be cherished and recorded for posterity. The full entry list for the weekend is therefore printed below and, in spite of there being a grand total of 23 cars and 25 drivers, there are some regular competitors absent, notably the Painter family and the better half of "Ecurie Potter".



The essence of Triple-M racing, the two archetypal MG racing cars of the Period still actively competing nearly 90 years later. Duncan Potter in C0287 and Vernon Mackenzie in K3001.



**Foot down and breath in, it's the Craner Curves.....
The Mary Harris Trophy Meeting: Donington Park
2nd July 2022**

Words: Duncan Potter. Pictures: Colin Murrell

As July dawned, there was only one place to be for the members of the Triple-M racing movement. Donington Park, home of so much Triple-M history in the pre-war days, saw the arrival of Team MG for our second meeting of the year with the MGCC.

The opening event was the Friday night welcome BBQ which saw over forty people fed and watered as everyone arrived, unloaded and reunited with their fellow competitors. A warm welcome was extended to our overseas teams from Holland, Switzerland and Australia respectively: Onno and Wouda Könemann, Roland and Susie Wettstein and John Gillet. It was also a pleasure to welcome George and Marguerite Morgan who were in the UK from Australia and travelled up to support in their Montlhery Midget.

And so to the racing.....

Qualification saw an impressive twenty-three cars assemble on the hairpin section of the Grand Prix circuit for 'the off'. The resulting times showed that Oliver Sharp was going to be the man to beat in his N-type special by achieving pole position with a 1:34sec lap. In second place was the splendid twin-cam-shaft single-seater K3 Magnette of Roland Wettstein completing the first row of the grid. Row 2 hosted the Seber Hornet and another K3 Magnette, this being the Richard Frankel car driven by Vernon Mackenzie.

Of note, was Mark Dolton's newly built P Type special which qualified a very impressive fifth just ahead of the Andrew Long's N-type.

Being the Trophy Meeting, eyes were already scanning the results sheet for the potential Don Moore Trophy winner. This trophy is presented to the first un-supercharged four-cylinder car to cross the finishing line. This year we were lucky enough to have four cars in contention, one 12/12 M-type, two standard M-types and the unblown PA of Annie Boursot.

Lunchtime saw the return of the famous Triple-M buffet lunch which catered for over fifty people handsomely, and probably left some of the racers with a bigger handicap than was necessary.

All was going well, and then the rain started!! In fact, the rain did not stop for the rest of the day and certainly had an impact on the resulting proceedings.

Race 6 – The Mary Harris Trophy

Sponsored by Baynton Jones Historic Motorsport MGCC Triple-M Racing Challenge

Now pouring with rain and on a very greasy track, the assembled racers all left the line in pretty dire conditions. The start saw pole man Oliver Sharp overshoot Redgate bend into the gravel and allow those behind through, where there were many a slip and a slide in his wake. A light touching of wheels led the Wettstein/Potter duo to come in to inspect all was well before continuing any further. Joining them in the pits was the Edmondson D-type which had cosmetic damage to the blower cowling forcing Chris to withdraw. After this unsteady start, there was then an excellent race with nose to tail battles throughout the grid. As the chequered flag fell the results and trophy winners were as follows:

1st Overall	Tony Seber – Wolseley Hornet
2nd Overall	Vernon Mackenzie – K3001
3rd Overall	Andrew Long – N-type
Class A:	
1st	Annie Bousot - PA;
2nd	Onno Könemann - 12/12 M Type;
3rd	Nigel Stroud - M-type.
Class B:	
1st	Fred Boothby – J2;
2nd	David Cooksey - Montlhery Midget;
3rd	Barry Foster - Montlhery Midget.
Class C:	
1st	Mark Dolton – PB Special;
2nd	Ian Goddard - PA Special;
3rd	Mike Davies-Colley - PA Special.
Class D:	As overall results.



Race 6 Trophies were presented as follows:

The Kimber Trophy for the leading MG:

Vernon Mackenzie – K3001.

The Mary Harris Trophy for 1st on Handicap:

Mike Davies-Colley – PA Special.

The Don Moore Trophy for first un-supercharged car:

Annie Boursot – PA.

Driver of the Race:

Vernon Mackenzie K3.



Race 13 – The Triple-M Challenge

Baynton Jones Historic Motorsport MGCC Triple-M Racing Challenge

Still pouring with rain, all but three of the racers returned to the grid to take on the conditions once more. This race was to be the nemesis of the Montlhery Midget team with Foster, Cooksey and Potter all retiring with mechanical gremlins; unusual indeed. This left sole Montlhery Midget finisher, Chris Cadman, to cross the line on in 12th place and second in Class.

The Class D racers filled the top spots with the exception of Mark Dolton who drove the 'Raspberry Ripple' P-type to an impressive 3rd place podium finish. Sharp had now mastered the conditions and battled with Rod Seber but could not quite bring the MG home in front of the Hornet which took the chequered flag.

Fabulous to see so many K3s; with the added bonus of the Wettstein Parnell car (K3009), there were a total of four of these wonderful machines on the track. John Gillet brought K3030 home in 8th just in front of Teifion Salisbury in K3015/2 in 9th and Richard Frankel finishing further up the order in 5th place in K3001.

Meanwhile Adrian Moore had been lapping well in his splendid F-type Magna and finished in 6th place, Mary Harris Trophy winner Davies-Colley came home 7th. Excellent to see Ian Goddard having a drive and he came home in a very creditable 10th ahead of seasoned campaigner and class winner Andrew Morland in his PA. Following home Annie and Onno in Class A was last year's Mary Harris trophy winner Nigel Stroud, this time in his M-type. And so, the spoils were distributed as follows:

1st Overall	Rod Seber – Wolseley Hornet
2nd Overall	Oliver Sharp – N-type special
3rd Overall	Mark Dolton – PB Special
Class A:	
1st	Annie Bousot – PA;
2nd	Onno Könemann - 12/12 M-type;
3rd	Nigel Stroud - M-type.
Class B:	
1st	Andrew Morland – PA;
2nd	Chris Cadman - Montlhery Midget.
Class C:	
1st	Mark Dolton – PB Special;
2nd	Mike Davies-Colley PA Special;
3rd	Ian Goddard PA Special.
Class D:	
1st	Rod Seber – Wolseley Hornet;
2nd	Oliver Sharp N-type;
3rd	Andrew Long N-type.

Driver of the Race: Mark Dolton – PB Special.

An excellent day of racing, somewhat hampered by the rain, sumptuous lunch and wonderful night of fun



Winner of the 2022 Mary Harris Trophy – Mike Davies-Colley in PA0885.



Replacement Gears and N-types

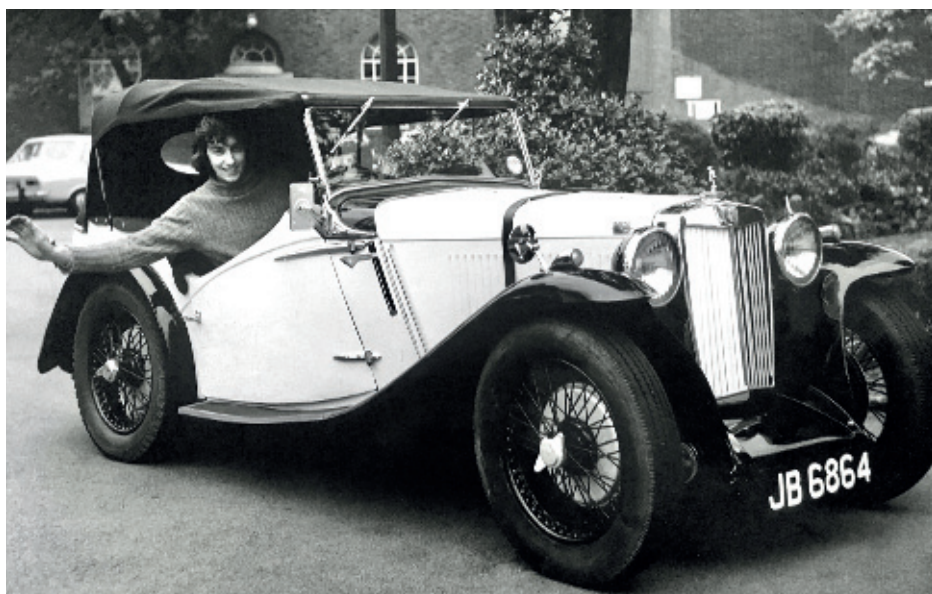
Back in Bulletin 120, Peter Parry invited readers to express an interest in acquiring new gears for a variety of models; the “headline act” being the option of being able to use the highly desirable PB ratios in a PA. By July, production of the gears was well underway at Neve Engineering and anticipated delivery of October/November.

A number of NA and NB owners contacted Peter to be put on the list for replacement gears for their cars and some asked to be put in touch with each other. This resulted in a series of ‘introductions’ which, together, form a fascinating montage of ownership stories from around the world. Here are three of those stories:

Bill Abbott from Buckinghamshire, UK:

I have owned my NB for many years. I bought it way back in 1965 for £45 which, as a student, was all I could afford. It was used as my everyday student transport taking myself and as many people as I could get in the back on many trips. Thinking back, I seem to remember most involved a “pub” somewhere! There was constant maintenance as only a student could/would do, much of which now fills me with horror! Parts were not available at that time, neither Sports and Vintage nor Barry Walker were around in those days, so it was all “Make do and mend”.

When I got married in 1972, I painted the car white and a friend drove my “wife to be” (who had made the hood) to the church and later we used the MG to take us on our honeymoon. (see photo)



Over the years the car has had various rebuilds, but the gearbox has had little attention and, rather like me, now makes the odd groans and clonks so it is long overdue a rebuild. The original owner trialled the car with success back in the thirties and probably opted to go for the earlier NA gearbox with the lower “trials” ratios in first and second gear rather than the later NB gearbox. As it’s trialling days are long gone, I am taking the opportunity to go for a new set of PB/NB ratio gears to build a sweeter gearbox without the big gap between second and third and, hopefully, no clonks and groans. Sadly, mine will no doubt still remain!

Andrew Foch from Melbourne, Australia:

My car, NA 0279, was imported CKD into Australia in 1934 for Lane’s Motors. It came as one of a batch of two N-types, the first into Australia. It received a 4-seat English tourer body (Green over Cream with green upholstery) while its companion NA 2078 received the 2-seat body.

NA 0279’s first owner was Sir Hugh Devine who was a prominent surgeon in Melbourne and was the founder of the Royal Australian College of Surgeons. He kept the car until 1938 when it was sold to Arthur Clarke, an Engineering Student at Melbourne University. Clarke was a mature-age student and already had a significant motor competition history. He was a founding member of the University Car Club and the MGCC Australia. Clarke supercharged NA 0279 with a front mounted Roots blower and competed it in club trials and rallies. The car stripped its differential around 1940 and was laid up when Clarke joined the army (AIF) for WW2.

On returning from War, Clarke did not get the car going again and it sat in his garage until the late 1960's when Clarke was moving house and agreed to sell the car to Meyer Steinberg. Unfortunately, it was not until the mid-1980's that Steinberg managed to complete his restoration of the car. He was not a club person and the car was rarely seen. Along the way, the blower was removed and the car returned to carburettors.



In 1999 I managed to purchase the car from Steinberg and have owned it since. The comments on the poor gear ratios of the NA are well founded, especially in an un-blown car. What were they thinking! About 18 months ago I installed a FG series, ENV 75 Pre-selector gear box in the car. This transformed the drivability. However, the engine was now rather tired and the oil pressure started falling (one of the main bearings had failed) so it is now time for a rebirth. While I will probably keep the PSGB in the car (the ratios are excellent) as the car has all matching and original numbers, I have decided to take the opportunity that Peter has provided to do up the original gearbox with the improved ratios

Norbert Welter from Luxembourg:

People may wonder why I am ordering gears for my NB 2-seater. Normally the NB is so well balanced that it really doesn't need different gears. Interestingly, although my car is an NB, it carries the chassis number NA0811 and was fitted with an NA gearbox when it left the factory. (*see Bulletin 124*)

We own 4 MMM cars and drive them regularly. Last year we enjoyed a week's touring in France in the Lubéron including an ascent of the Mont Ventoux.

I talk of 'our cars' because, even though I own them, I am more than happy to share them with our daughter and grandson. Our daughter is a keen MMM driver and our grandson is a keen enthusiast for the make. Our daughter normally drives the D/C Special which is fitted with a Volumex supercharger. The car came with an ENV gearbox which we have now removed in favour of a J2 gearbox. The J2 box is much lighter and, when mated to the supercharged engine, it offers even better ratios than the ENV unit. (*See the center-spread in Bulletin 127*)

I personally prefer our supercharged J2 which I have owned since the eighties and which I have rebuilt. This car is also fitted with a Volumex supercharger.

Our last car is an M-type which, again, has J2 gearbox ratios. I have just finished rebuilding it and I am in the process of getting it fully sorted. I have a supercharger for it, but I am hesitating about fitting it. It might be lethal!

Coming back to our NB, I bought this in 1978 and have rebuilt it over a period of almost ten years. It is equipped with a side mounted Marshall 100 supercharger. The problem is, we do not like the gear ratios in its NA gearbox. Changing from one car to another you need time to get used to the different gears, particularly when going from one of the others to the NB. I actually managed to buy a Magna L gearbox and purchased a new first motion shaft and matching gear on the lay shaft, so that we can have all our MMM cars with near-matching gearboxes.

So, I hear you asking, if I already have the gears I want for my NB, why am I ordering more? Well, I am actually ordering these for a friend, Ralph, here in Luxembourg who has a PA. The PA / NA gearbox is good but that large gap between second and third gear is very annoying. Like me, Ralph is convinced that the PB ratios are better.

The Triple-M Summer Gathering 26th June 2022



Notes and Photographs: Digby Gibbs

This year, the Summer Gathering was back to its normal place in the Triple-M calendar and, for once, there was no doubt about the weather; it was almost guaranteed to be hot and sunny so the only worry was that it would not be too hot. Hosted, as always, by Andrew and Elizabeth Taylor at Greenacres with a lot of help from their family, friends and their “Band of Helpers”. The only missing element, of course, was Peter Green.

Attendance was close to 150 with about 60 MMM cars, including a number of overseas visitors, so it remains one of the most popular events of the year. Visitor numbers might have been higher were it not for concerns over the extreme heat and, possibly, the ever-increasing cost of fuel. Attractions included the Bring & Buy stall, managed by Philip and Rosemary Bayne-Powell which raised a total of £80 split equally between Parkinson’s UK and Leukaemia UK. There were also the devious competitions, the food, the refreshments, the gymkhana events and, not forgetting, the choc-ices that were ably delivered around the site by the younger generation. Most of all though, the attraction of the Gathering is to meet old friends and make new acquaintances as well as inspecting the wonderful array of cars.

As the Summer Gathering always sees a good number of Triple-M owners, it was decided that it was the best venue for the presentation of the John Kidder Trophy. Of necessity, the award was presented to Ron and Barbara Warr (Tony and Ruth Richardson being away on a “TR and Trabants Adventure” in Romania) and they accepted the trophy on behalf of all the Stilton & Pork Pie helpers. (*see separate notes*).

A highlight of the day was the arrival, in convoy, of a gang of those well-known Dutch Triple-M enthusiasts who had crossed the Channel that morning and driven straight up to Greenacres. (*See separate report*). From even further afield, John Gillett, complete with K3030, had taken a break from his European adventures to catch up with old friends. George and Marguerite Morgan, who were also taking a break from the Australian winter, brought along C0284 to add to the mix of desirable and historic cars.

Light-hearted but infuriating puzzles kept everyone entertained over lunch and had people arguing about obscure films and film stars. A good number of Triple-M cars took to the Greenacres turf to test their skill in the gymkhana events. Andrew Taylor joined the fun in the K-type and Cream Cracker, showing how days (or years) of practice can improve your times, and the lucky passengers had a ball!

A date for your diaries: the provisional date for next year's Gathering is Sunday 25th June 2023. Keep an eye on the website for up-dates.



Above: A very rare sight-The opulent interior of Geoff Mansfield's M-type Coupe.

Right: Ice cream delivery department takes a break!



Elizabeth has provided the main competition results and answers as follows:

Pride of Ownership 4-cylinder:			
1 st	Geoff Mansfield	M-type coupe	GP 6662
2 nd	Steffi Broch	M-type	SVS 374
3 rd	George Morgan	C-type	JK 1932
Pride of Ownership 6-cylinder:			
1 st	Nick Jewson	L2	AGO 510
2 nd	Peter Prosser	KN	ELF 409
3 rd	John Gillett	K3	K 3030
Picture Quiz:			
1 st	Paul James		9/10
2 nd	Susan Glenny and Jacquie Smith		8/10
3 rd	Jo Salmon		7/10
Items in Jar (137)			
1 st	Marion Pancheri		133
2 nd	Ties Verbruggen		131
3 rd	Alan Routledge		147
Guess the Weight (2837 grammes)			
1 st	Jacqueline Lyndon		2910g
2 nd	Thijs de Groot		2750g
3 rd	Wilfrid Sentance		2720g
Gymkhana. Test 1 Judge the Distance			
1 st	Cat Spoelstra		1.25"
2 nd	Ties Verbruggen		1.5"
3 rd	Thijs de Groot		3.4"
Gymkhana. Test 2 Balls in Buckets			
1 st	Susan Glenny	4 balls	24.69 secs
2 nd	Onno Konemann	2 balls	16.12 secs
3 rd	Colin Murrell	2 balls	19.39 secs
Gymkhana. Test 3 Driving Test/Flags			
1 st	Thijs de Groot	1min 41secs	
2 nd	Cat Spoelstra	1min 41.5 secs	
3 rd	Onno Konemann	1min 49.0 secs	



The Dutch "Raiders" arrival, just in time for lunch.



Above: Another rare sight - Colin Warrington's very original looking K2 (K2019).

Right: Susie Glenny takes the wheel of Chris Little's NB while Chris takes instructions.



Below: With all the hard work done, Andrew and Elizabeth take to the Gymkhana course.



The John Kidder Trophy 2022: Presented at the Summer Gathering: The Citation.

"In the summer of 2019 Tony Richards contacted our secretary to ask whether there might be any interest in running a touring event in the Rutland/ Leicestershire area. Tony, his accomplice Ron Warr and their respective wives, had thereby volunteered themselves - this being a slightly rare but always very welcome development! Needless to say, the Committee endorsed their suggestion and thus the Stilton and Pork Pie Touring Event was born!

There were several complications along the way:

-That COVID thing

-A change of ownership of the hotel

-An avalanche of regulations which had to be understood, managed and communicated.

Of course, the plan had been to hold the event in 2020. Clearly that did not happen, although at least one dummy run of the event was undertaken with a limited gathering of people, which provided an opportunity to test out the facilities. Eventually, the Tour took place in May 2022 and everyone who took part reported that it was a great success and that all concerned had had a great time.

Although Tony and Ruth, Ron and Barbara were not exactly unsung heroes, I don't think many people realised just how much work goes into the planning and delivery of an event of this nature. It involved local knowledge, which they had in abundance, understanding of the finer points of the regulations, handling the money side, dealing with the nitty gritty of the facilities to ensure that they were up to scratch and much more besides. They even had to carry out some form of survey of a car park to satisfy the owners that putting signs in it would not disturb underground services. Can you believe it?!



Although know it is still only halfway through 2022, the committee unanimously agreed to recognise the huge contribution made by Tony, Ron, Ruth and Barbara with the award of the John Kidder trophy for 2022.

The Trophy is awarded annually to:

"the person or persons (not being a committee member) whom the Triple-M Register Committee considers merits the award on the grounds of either:

- A notable performance during the year or

- A notable contribution to the Register during the year."

Ron and Barbara are here today so if they would care to step forward it will be it would be a huge pleasure to present this trophy to them on behalf of their team."

**Technical:
More Thoughts on Fitting Needle Bearings to PA/NA
Gearboxes.
Colin Butchers**

In my article which was printed in Bulletin 109 (June-July 2019) I mentioned that the inside diameter of the IRB1316 outer sleeve was 13/16ths of an inch, and the outside diameter of the drawn cup needle roller BA108.ZOH was the same, making it simple to press one into the other.

Since publication of the article, a couple of our Members contacted me to say that they were having difficulty in pressing the two parts together. As I was about to start converting my second gearbox to take the new bearings, I ordered a suitable supply and, on coming to press the new sleeves and bearings together, I found that it was quite impossible. As a result, I sought the advice of an engineer friend and he discovered that whilst the I.D of the IRB1316 sleeve was "spot-on" at 13/16ths of an inch, the O.D. of the BA108.ZOH which I had sent to him was 2 thousandths of an inch larger than the advertised size. He had tried the usual method of freezing the bearing and heating the sleeve, but even this did not allow the two to press together. I don't know whether the current drawn-cup bearings are part of a rogue batch, but my guess is that there could be hundreds of these oversize bearings sitting on dealer's shelves. Fortunately, the problem can be overcome relatively easily.

I think that it would not be easy (nor wise) to attempt to reduce the O.D. of the bearing, but the inside diameter of the sleeve can be increased to allow the bearing to be pressed in. The wall thickness of the sleeve is 3/32nds of an inch, and consequently it is certainly thick enough to allow 2 thou to be taken from the inside diameter without affecting the strength of the sleeve in any way. The required small increase in the bore size of the sleeve can be done on the lathe, if you have one, but otherwise you need to get hold of a small cylinder hone of the type used to recondition brake cylinders. The metal being worked on is hardened steel and therefore it will involve quite a lot of patient honing to increase the bore diameter. In practice, I found that honing the bore out by three-quarters of one thousandth of an inch, was enough to achieve a medium press fit.

In the article, I also described how the conventional "jiggling about a bit" method of joining the gear case and the bellhousing was not possible, due to the more accurate fitting of the new bearings.

I went on to describe how it was necessary to fit the new front main bearing onto the input (first motion) shaft with its bearing locking plate (the bit with four ¼ BSF bolts sticking out) and then to assemble the whole lot into the gearcase. One advantage is that, in doing so, you can be very certain that all the teeth are correctly in mesh.

I did emphasise that the locking plate needs to be kept parallel to the inner face of the main bearing, so that the four bolts can be inserted gently into the four holes in the bellhousing; in reality, the plate seems very keen to slip upwards at an angle and get wedged into the herring-bone gears. When reaching this stage of assembly with the second gearbox. I realised that, by using several long plastic cable-ties, it was possible to secure the locking plate tightly up against the main bearing. This allows the gearcase with all of its contents to be kept together and, with the bellhousing placed flat on the bench (clutch face down), the gear case can be lowered gently onto the bellhousing. When the four bolts have entered their respective holes, there is a sufficient gap to allow the cable ties to be cut off and removed, before finally applying a smear of "Wellseal" to the joint faces before finally drawing the gear case and the bellhousing together.

I hope that this all makes sense to you.

P.S. The rebuild of the second gearbox has now been completed satisfactorily and at present has run for 300 miles without complaint despite the intensely hot weather.

Under the Chestnut Tree (photo overleaf):

Tommy Lyngborn, editor of the Swedish equivalent of the Bulletin, provided this photograph of Sven Ordell's two L-types up and running together for the first time.

The blue car is an L2 (L2039) and was re-commissioned in 2002 after more than 25 years under restoration. The red car is an original L1 4-seater (L0671) which was imported into Sweden by Sven in 1965 and was in regular use until 1983; it is now fully restored and re-commissioned.





Of Mice, Men and the 2023 Centenary of MG

Graeme Jackson

The batch of six cars that are widely recognised as the first of the revered MG marque were built and sold by Cecil Kimber at The Morris Garages in Oxford in 1923.

Background:

In 1972 F. Wilson McComb published the book "The Story of the MG Sports Car" which faithfully documents the history of MG. In 1959 Wilson was employed by MG Car Company as the founding editor of Safety Fast magazine, a post he held for 10 years. He restored a vintage MG, raced an MGB and had a zest for the affairs of the Octagon. An authority on the marque, he earned a reputation for fearlessly going to great trouble in pursuit of the truth in his factual documentation of MG history. In those days, working at Abingdon he had the huge advantage of being able to interview employees from the Kimber era and to interview Oliver Arkle who bought his butter yellow MG registered FC 5855, from Cecil Kimber in August 1923. McComb is a source of much of the information used in this potted narrative.

The Morris Garages and the 1923 MG Super Sports Morris:

William Morris started a business repairing and making bicycles in the late 1890s in premises, formerly horse stables, in Longwall St. Oxford. After rebuilding, they opened as The Morris Garage in 1911 and after further neighbouring property acquisitions, were renamed The Morris Garages in 1913. Morris retained personal ownership of the enterprise until the mid-1930s, and it was a separate company, Morris Motors Limited 1919, that manufactured Morris cars at Cowley.

The Morris Garages were involved in repairing and selling motor cars and motorcycles, and an agent for selling Morris cars. In 1921 Morris appointed Cecil Kimber as Sales Manager. A year later, the 34 year-old Kimber became General Manager of The Morris Garages, and in 1928 General Manager of the fledgling MG Car Company. He was described as possessing a respectful but self-assured and rather forceful personality, with enormous energy and enthusiasm. The Kimber family motto is "*Frangas non Flectes*" (Break but not Bend) which surely inspired the design of MG J2 crankshafts!

During 1922, The Morris Garages prepared Morris Cowleys for sale under the direction of Cec Cousins and, according to him, up to 20 cars a week were processed. These included Morris cars with grey "Chummy" bodies manufactured by Carbodies.

A “Chummy” body is a two-seater with further accommodation for passengers in a “dicky seat” at the rear, not covered by the hood. It is referred to as “the mother-in-law seat”, ideal for the purpose. Kimber, and the other 114 Morris dealers in the UK with whom he was competing, were constrained by the fixed profit of 17½% profit per car sold. He needed to produce something unique to The Morris Garages, a sporting machine differentiated from the run-of-the-mill Morris, and so in 1923 the MG Super Sports Morris was born.

The Morris Cowley rear leaf spring is in two parts, a semi-elliptic carrying the axle, and a quarter elliptic fixed to the chassis frame. Kimber had it re-attached above the frame effectively dropping the back end, the modifications carried out by boring the new attachment holes in the chassis with a hand brace and bit. The steering box was repositioned and raked so that the driver could sit in a lower position further back in the car. The distinctive swept back windscreen was supported by triangular glazed frames and the scuttle adorned with two marine-type ventilator cowls. Charles Raworth of Oxford manufactured the unique sporting “Chummy” bodies fitted to the 1923 Morris Garages Super Sports Morris. Kimber had produced a car so different in personality it could be sold at a price one third higher than the Morris counterpart. However, at £350 they were expensive and the six Raworths took 12 months to sell.

MG Super Sports Morris
will climb the famous Porlock Hill
at 25 miles per hour

The chief feature of this model is due to the fact that the "Chummy" design of the car is very simple. It will be seen that the car has the same appearance as the Morris Motor which is being sold at a lower price than this.

The body is an exceptionally fast running motor car and is built to order for the driver and passenger on the hill. The standard engine, the 1200 cc. four cylinder motor, is fitted with special high speed valves to give high speed.

Mounted on this car is the standard chassis in the most complete manner being available. However, the car is built with special wheels and suspension, the best of the lightest class and built to order.

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Cec Cousins, who was responsible for car preparation at The Morris Garages at the time, considered the Raworths to be the first true MGs. A booklet issued by MG Car Company in 1928 states that the first MGs were introduced in 1923; Kimber agreed with Cousins.

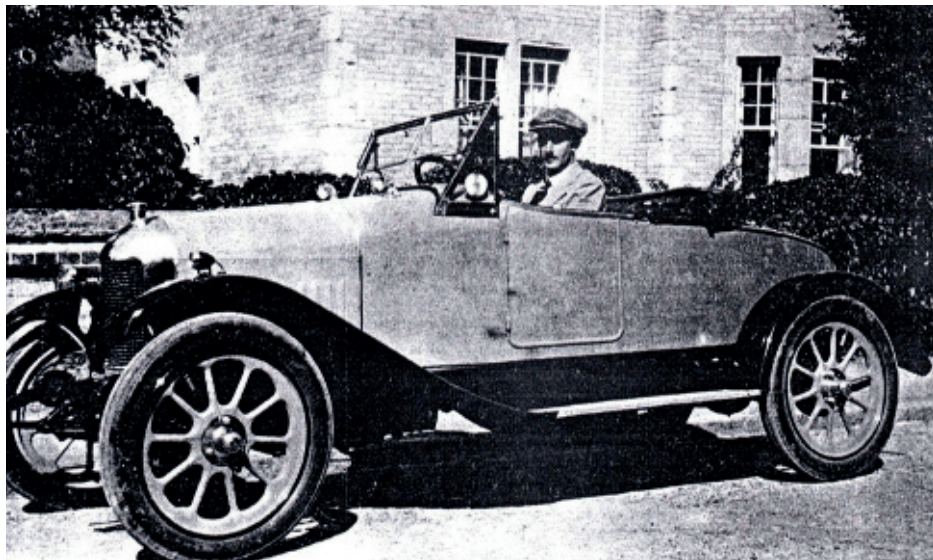
Billy Cooper's 1924 M.G.

In 1924 Kimber built, for well-known sporting motorist Billy Cooper, a bespoke MG 14/28 on the larger-engine Morris Oxford chassis with an open four-seater body in polished aluminium and attractive blue painted wings and Ace discs covering the Sankey wheels. The lowered suspension, and the raked steering column (mounted higher on the chassis on a specially made bracket with a longer drop arm) gave more direct steering, thus changing the appearance and driving characteristics of the car from a standard Oxford. The MG was registered MF 8068 on 31st May 1924. This most attractive car was given a half page illustrated description in "The Motor" magazine published 24th June 1924. Cooper achieved a number of awards in trials and also an award for successfully competing in the first MCC High-Speed trial at Brooklands. He was assistant to "Ebby" Ebbythwaite, the famous starter at the Brooklands track, so his visually striking MG was frequently parked near the start line on race days giving Kimber invaluable publicity.

The article in "Motor" and the high exposure of Billy Cooper's 1924 MG are thought to be the reasons that many people believed it to be the first MG, an impression that has passed into MG folk-lore.



This 1926 model is the oldest MG in Australia. Based on a modified Morris Oxford chassis with the same modifications and body style (and colours) as used by Cecil Kimber for Billy Cooper's car. Photo Malcolm Robertson.



Oliver Arkle's 1923 Raworth bodied MG Super Sport Morris.

The very first MG and the very first speeding conviction.

The purchase of Oliver Arkle's Raworth from Kimber in August 1923 is well documented by Wilson McComb, but it was almost certainly not the first Raworth bodied MG Super Sports Morris to be sold.

Two years ago, knowing that MG was rapidly approaching its centenary, Peter Cook the Overseas Director of MGCC (UK) set about the time-consuming task of examining the Oxford registration records. These survive on poor quality microfilm dating from the 1960s or 1970s. There is a complete lack of engine and chassis numbers and an erratic recording of body descriptions and other characteristics. The 1923 Raworth MGs carried Morris Guarantee Plates so the separating out the MG Super Sports Morris from the more common-or-garden Morris cars is an exercise of careful interpretation of the registration records. Peter Cook considers that it is most likely that the very first MG was registered FC 5581 on 1st June 1923 for Thomas Jewson of Staines for his son Donald Jewson then studying Jurisprudence (Law) at Pembroke College, Oxford. Other quite independent investigations by the Early MG Society's historians have arrived at precisely the same car and date. Donald Jewson certainly thought that he was driving a sports car because six days after taking delivery of the car, he was detected exceeding the speed limit in Oxford, prosecuted, and fined £3. In all probability, he has the honour of being the very first person to be fined for speeding in an MG.

2023 Centennial Year

Next year, 2023, is MG's 100th birthday. In the UK, The MG Owners Club, the Early MG Society, MG Octagon Car Club, and the MG T Society, are arranging a combined MG Centenary event at the British Motor Museum, Gaydon, on 27th May 2023, with a display and Centenary Dinner. The MGCC (UK) has decided to celebrate the Centenary during the 12 months from 1st July 2023 to 30th June 2024 as a compromise to those members who believe that 1924 is the proper date and to please the accountants who adore financial years!

The attentive reader will note that, if they had chosen the 12 months from 1st June 2023 to 31st May 2024, they would have captured the centenary of the the Jewson car (1st June 1923) and the Cooper car (31st May 1924) to the day! The MG Car Clubs in Australia are following the UK lead. The Pre-War MG Register of Australia has adopted the 2023 calendar year for the Centenary and will hold their Biennial Rally in Canberra in October 2023 together with the T-types and Y-types.

Here in Australia there are also ambitious plans afoot for an MG Centenary Rally to involve a targeted number of at least 251 MGs to drive from each Australian capital city to converge on Canberra at the same time.

So, dear reader, are you confused about all this MG Centenary nonsense? Don't worry, there is a huge asteroid heading for Earth which is currently expected to strike on 31st December 2022!

Graeme Jackson's article is a useful reminder of the up-coming anniversary and he explained that the article was pitched to suit the 2000 strong membership of the MGCC of Victoria who read "Wheel Spin", the club magazine and that he assumed no knowledge of the subject or even who Wilson McComb was. He apologises in case it is too long or not suitable for the "knowledgeable" readership of the Bulletin.

Correction: From Graeme Jackson.

For the record, the photo on page 28 of Bulletin 126 showing Graeme Steinfors's P-type shows the local Aspinal (not Allingham) body.

The history of the car is well known; PA1298 was imported into Australia by Lane's Motors, bodied by Aspinal in the handsome, enclosed tank style, and sold to H.N.Reeve who raced it at Phillip Island in the 1930s with some success.

Seeking Information: F1288

Spotted at the National Trust's Newark Park property in Gloucestershire in August.

F1288 is listed on the Register as being owned by Phil Staddon from 1986. I failed to work out which of the many visitors to the house had arrived in the car so enquiries were made of the usual sources. These failed to elicit any more details so it would be interesting to know if Phil is still the owner and to have any other information on the car which appeared to be in good condition.

Digby Gibbs.



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Notes* and Photos by Colin Murrell

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

The Oulton Park International Gold Cup debuted as a non-championship Formula One race in 1954 which was won by Stirling Moss in a Maserati 250F. Triple-M interest was in the two VSCC races; the Owner-Driver-Mechanic Egerton Cup race and the Range Corner Trophy where the only restriction was the car must be pre-war.

- Barry Foster in The Rat (14) came home 10th in the Egerton Cup.
- In the Range Corner Trophy, the MMM cars were outgunned in terms of engine size so James Painter's fourth position in the Kayne Special (123) was very creditable. Mike Painter took seventh in the PA, Charles Goddard (PA-PB) ninth and Mike Davies-Colley (PA) was thirteenth.



The Dutch Raid on the Summer Gathering Notes by Cat Spoelstra, photos as credited

A highlight of the Summer Gathering was the arrival of a gaggle of Triple-M cars with their enthusiastic drivers and passengers, straight from the overnight ferry from Holland and just in time to make inroads into the lunch buffet. Cat has provided the following:

Ok, so we had with us:

Halbe Tjepkema - L2023 (a proper L2, ex George Eagle).

Ties Verbruggen and his son Mats (8) - J0616 (J1 made to look like a J2).

Thijs de Groot - J2539 (Kimber Trial winner, still with its original crank!).

Onno Könemann - 2BM2262 on a trailer (12/12 factory replica).

Koen Struijk - modern

Me (Cathelijne Spoelstra) - J0577

We boarded the ferry for Harwich the night before the event and drove over early in the morning, arriving at Greenacres just in time for lunch.

The night after we spent at a lovely manor hotel just around the corner from Greenacres and we took all day Monday to drive back to Harwich. A bit of a hellish run due to Greater London becoming greater and greater and the roads becoming more congested. Once we entered Suffolk though, all was well with the world. Onno stayed on for Donington Park and Shelsley Walsh so he didn't join us on our countryside runs to and fro as he had his trailer to tow.



Line up of the Dutch cars, photo by Cat Spoelstra.

VMR Summer Rally and Pre-war Prescott: 2022. Ian Grace.

(These notes are adapted from Ian's report in the Vintage Minor Bulletin and help to emphasise that this is a full weekend of vintage motoring and not just the ever-excellent Saturday gathering. I was not able to take part in the Sunday run but, by virtue of undertaking a "test run" of the route for Ian, can vouch for the quality of the route selected and the absolutely stunning villages and scenery. In the full article, Ian explains that their return to the States involved lengthy delays at Heathrow, jetlag and a "hefty" dose of Covid for both Ian and Jayne. Hopefully that will not put them off organising the 2023 event.)

The Summer Rally and Pre-War Prescott could not have gone better. Our Rally weekend narrowly avoided the 90° temperatures and we had blue skies all weekend, with the Cotswolds looking their very best.

We did have one hiccup at Prescott when an elderly lady fell off her picnic chair during the afternoon and damaged her leg. This necessitated the services of the standby ambulance, without which the Hill could not be used. We had to wait about 45 minutes for the local ambulance to come and take her for care, at which point the Hill resumed. But we did not waste the 45 minutes. Thanks to the quick thinking of John Burton, we held impromptu interviews of various owners who brought their cars down to the start line hut. Other than that, we had, I think, two very short stoppages for cars that failed on the Hill.

The undoubted highlight of the day was the display by the RAF Battle of Britain Memorial Flight's Avro Lancaster which swept across the paddock three times and was definitely lower than the statutory 500 feet. I know this because people who watched from the Clubhouse were looking DOWN on it! The sight and sound of the Lancaster was unforgettable and I am deeply grateful to the Flight for supporting us yet again.

As for Friday, the Scenic Tour was tremendous and included a coffee (or something stronger) stop at the Cotswold Distillery, and a Ploughman's lunch at the Hook Norton Brewery. Those who took the two-hour tour of the Victorian Tower Brewery were hugely impressed. We returned via the Donnington Brewery, where filming was taking place for Father Brown, and then a brief stop at Jeremy Clarkson's Diddly Squat Farm Shop before gathering at the Plough at Ford for cream teas. All highly relaxed and most agreeable, after which we headed to the Gardeners to meet those joining us for the evening.

The Sunday run was also a huge success, the highlight of which was the vintage picnic on the private lawns of Colesbourne House, where some 50 cars gathered under the shade of the trees.

An idyllic spot and I am sure we will schedule more picnic lunches in future. The run included a visit to the old prison at Northleach which houses a fantastic collection of around 20 traditional farm wagons, and we were treated to a bonus display by the Red Arrows over nearby Fairford where the Royal International Air Tattoo was under way. The day concluded at Stanway House, where we had not been able to visit since 2019 because of Covid. It felt good to be back.

Some statistics for the weekend:

Around 200 entries for Pre-war Prescott, including 43 MMM cars.

At least 350 climbs of the Hill were pre-booked.

27 entrants on the Friday run.

71 entrants on the Sunday run; 52 doing the scenic tour and 19 opting for the navigational rally (the Morgans were the only MMM entrants to tackle the navigational challenge but had mechanical problems en-route – see correspondence).

MMM entries on the Sunday Run:

Graham Finch	NA	Hugh Back	J2
Michael Lees	NB	Frank Ashley	M-type
Keith Riches	PA	George Morgan	C-type
Nigel Harper	J2	Roger Davies	PA
Colin McLachlan	PA	Tim McCormick	PA
Mike Dalby	M-type	Martin Latimer	NA



Some of the Sunday Run contestants resting and picnicking at Colesbourne Park.
Photo Ian Grace.



Above: Part of the Triple-M parking area. J0597 in the foreground sports a 2-seater body but retains the original pattern front wings.
 Left: Steffi Broch exercising her new acquisition – 2M3341

Below: Ian Grace providing some commentary on the cars while the hill is closed.
 Photos: Digby Gibbs





Above: Picnics, discussions and Triple-M cars under the trees: J2157 (Chris Smith), J4227 (Jeremy Prince) and NA0632 (Martin Latimer).



Above: The D-Group/Triple-M marquee with Fred and Anne Boothby and Ted Hack all enjoying the shade.

Right: The Editor takes to the Hill.
Photos: Digby Gibbs



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Correspondence: Bulletin 127 Page 39. Mike Linward, John Reid and Cat Spoelstra

The black and white photo on page 39 of the last Bulletin generated interesting responses from Mike Linward, John Reid and Cat Spoelstra which are printed below. Whilst most of the people and cars are now identified, we did not have a definitive answer as to the location or event until Cat's late intervention. Further information would be welcome.

From Mike Linward:

Nick Benger is the passenger in Patrick Gardner's J2. I'm not sure who the person is talking to John Reid in the centre; it might be Roger Thomas. The gentleman on the left is the owner/driver of the Austin Grasshopper UI 3345. I don't know his name but he could be identified. You are quite correct about Nigel Gibbon's PA. It's clearly a trials scene (dirt on J2 rear wing and door) but neither I, nor Ian MacKay, can identify the venue. It is not The Lanes nor the Sherbourne Hotel but as the cars look as though they have already been on the trial, it could be a lunch stop or it could be the Sunday morning after the Trial.

From John Reid:

As it happens, Mike Linward and I have just been talking about this photo! Mike noticed the mud on the cars, so it looks like at a Trial but no numbers are visible; possibly after a Kimber Trial? In the background are some splendid pillars and railings but not able to identify when and where.

You are correct that it is Nick Benger in the nearest car, and the driver is Patrick Gardner. Agreed that DPH 228 is Nigel Gibbons' PA and yes, I agree that I am in the centre and looking over my right shoulder! Possibly Roger Thomas to my right. The car nearest me looks like a VH registration, so that could be Gerald Burrige's PB. The chap with the white hair on the extreme right edge of the photo is, I think, Malcolm Newman.

UI3345 is the twelfth and last Grasshopper built, 1937. They used to enter the Kimber, which may lend weight to it being a Kimber.

Thanks Digby, for another interesting Bulletin.

From Cat Spoelstra:

Only just perused the latest Bulletin and noticed that lovely picture on page 39. I may well be wrong about the event, but I do know that that is Patrick Gardner and Nick Benger in Patrick's J2 in the foreground and the chap with the dark trousers and the hooded jacket right in the middle is John Reid.

The event I believe to have been the Register's 2005 Chiltern Trials Reunion when the Austin Grasshoppers were invited to join in the celebrations. I don't recall where it was held exactly (other than in the Chilterns obviously, and I think I remember that fancy entry gate in the back ... or maybe not ...), but I do remember being parked next to Peter Green's Aramis and driving off after him which we thought soooo amazing!

Henri de Jong and I decided very last-minute that we were gonna go, so hopped on the ferry with Henri's J2 (J4238) which was rather badly sorted at the time, still ...

We had quite the adventure when we got off the ferry in Harwich, ended up on the rather busy A12 towards London on what was a dark and rainy evening, when Lucas decided this was the time to show he truly was the King of Darkness ... No hard shoulder of course ... and no way of seeing if there was a ditch or not ... somehow though, traffic soon stopped rushing up behind us; had someone phoned or were there cameras or what?

Whatever the case; the AA soon came, sorted some wiring and saw us on our way again. We kept having to shuffle those wires about quite a bit all weekend, but what fun we had! Picture attached ([see picture opposite](#)).

(The 2005 Yearbook reports on the Triple-M Chiltern Hundred Trials Reunion that was based at Horwood House).



Cat and Henri enjoying the Trial. Photo supplied by Cat Spoelstra.

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TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

The first half of the trials year stopped at the end of May and will resume in September.

Since June there have been five race meetings involving Triple-M cars and each has been well attended, including the HSCC Oulton Park 'Gold Cup' meeting which only had two races for pre-war cars but had five Triple-M cars taking part. *Reports on Oulton Park and Donington Park race meetings are elsewhere in the Bulletin.*

The BARC Harewood Hillclimb only had two Triple-M drivers but both Andrew Harrington's J2 and Michael Barber's 'monoposto' PB finished last in their respective classes.

The BOC Prescott Members Meeting in July had a class for the MGCC Speed Championship contenders which included James Burmester's PA but, as the competition is not handicapped, it is not surprising that he came last out of the seventeen entrants. Steve Rees, who is presumably a BOC member but not part of the MGCC Speed Championship, fared rather better in the Owners Club Handicap, finishing second in Class against a Lagonda 4.5 litre. However, it pays to choose your class carefully as there were only two in the class and Frank Ashley's M-type non started!

Five Triple-Ms were entered for the MAC/VSCC Shelsley Walsh hill climb and the best performance was by Chris Cadman in his C-type, first in Class 2. Also in the class was Onno Konemann's 12/12 Replica M-type, Onno had taken part in the previous day's Donington Park race meeting having travelled over from Holland with a group of fellow Dutchmen and women for the Summer Gathering.

David Rushton's M-type was the only Triple-M in the VSCC Silverstone AutoSolo, run on the same day as the VSCC race meeting, and was unlucky to finish just outside the awards, fifth in Class.

Finally, there was a good turnout of eight Triple-Ms for the VSCC Prescott 'short course' hill climb at the beginning of August but no spectacular successes. The best performances were from James Burmester's PA special, tenth in class but third on handicap, and Steve McEvoy's NA Bellevue Special sixth in the racing car class and first on handicap

Racing Challenge Trophy 2022			
The Betty Haig Cup			
Scores to 23rd August			
<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
PA-PB/s	Charles Goddard		0.179
NA/s	Andrew Long		0.411
C/s	Duncan Potter		0.419
C/s	Barry Foster		0.530
PA/s	Andrew Morland		0.553
PA/s	Mike Davies-Colley		0.654
PB/s CC	Andy King		0.657
D/s	Chris Edmondson		0.659
K3/s	Teifion Salisbury		0.691
PB/s	Mark Dolton		0.713
C/s	Chris Cadman		0.755
J2/s	Fred Boothby	4	0.324
PA-PB/s	Ian Goddard	4	0.733
J2-PB/s	Mike Painter	3	0.464
PA	Anne Boursot	3	0.528
J4/s, K3/s	Richard Frankel	3	0.528
PA/s	Richard Stott	3	1.000
J2-PB/s	James Painter	2	0.218
PA/s	Harry Painter	2	0.361
M 12/12 Rep.	Onno Konemann	2	0.583
F1/s	Adrian Moore	2	0.690
K3/s tc	Roland Wettstein	2	0.722
K3/s	John Gillett	2	0.845
J2/s, M	Nigel Stroud	2	0.875
M	Oliver Richardson	2	1.000
NA/s	Oliver Sharp	1	0.286
PB/s	Simon Jackson	1	0.333
C/s	David Cooksey	1	0.333
K3/s	Vernon MacKenzie	1	0.571
PA	Hamish McNinch	1	0.857
J2/s	Andrew Harrington	1	1.000
PB/s ss	Michael Barber	1	1.000

SLADE TROPHY 2022			
Scores to 31st May			
<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
	M	David Rushton	11
	M	Derek Chatto	6
	J2-PA/s	Bill Bennett	5

C.O.T.Y. 2022					
Scores to 22nd August					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	99
	1426	NA/s ss Bellevue Spl.	-	Charles McEvoy Steve McEvoy	98
	3527	NA/s	AUO 889	Andrew Long	83
	48	K3/s	JB 3180	Teifion Salisbury	74
	2913	PA/s	MG 3855	Andrew Morland	67
	2912	C/s	GX 9693	Duncan Potter	60
	2200	C/s	RX 8306	Chris Cadman	58
	2931	D/s	UG 281	Christopher Edmundson	56
	1595	M	PG 1045	Frank Ashley	53
	1931	C/s	VD 30	Barry Foster	52
	580	PA/s	JK 3785	Mike Davies-Colley	47
	689	PB/s	CND 973	Mark Dolton	45
	3534	J2/s	WF 5494	Fred Boothby	41
	2694	J2-PB/s Kayne Spl.	NV 3709	Mike Painter James Painter	39
	2769	M 12/12 Rep.	AM-06-31	Onno Konemann	34
	341	M	PJ 7970	David Rushton	33
	1164	PA	YVS 703	Hamish McNinch Anne Boursot	32
	1018	J2	MG 2853	Steven Rees	32
	359	PA	EG 1451	Richard Stott	32
	2631	K3/s	JB 1472	Richard Frankel Vernon MacKenzie	31
	3668	M	KW 7956	Nigel Stroud	29
	3627	PA/s ss	CRF 468	James Burmester	29
	3607	M	MG 1930	Derek Chatto Gillian Chatto	28
	1000	PB/s CC	JB 7521	Andy King	27
	2063	PA/s	RJS 380	Harry Painter Mike Painter	27
	283	M	SVS 374	Stefanie Broch	23
	3302	J2	KS 6104	Andrew Harrington	22
	3451	PA-PB/s	FD 9271	Peter Scully	21
	-	PB/s ss	BBT 248	Michael Barber	20
	3303	M	LS 2464	Oliver Richardson	20
	3070	K3/s tc	MG 2525	Roland Wettstein	19
	2228	F1/s	TF 6967	Adrian Moore	15

Results from the following events are the most recent ones that have either been submitted or analysed to compile 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:

23 rd April	VSCC Ralli Eryri	Full scored
1 st May	VSCC Curborough Speed Trials	Full
8 th May	VSCC Wiscombe Park Hill Climb	Full
28 th May	BOC Prescott Historique Hill Climb	Full
4 th June	BARC Harewood Classic & Vintage Speed Hill Climb	Full
5 th June	VSCC Donington Park Race Meeting	Full
2 nd July	MGCC Donington, Triple-M Racing Challenge Races	Full
2 nd July	BOC Prescott Members Meeting Hill Climb	Full
3 rd July	MAC/VSCC Shelsley Walsh Hill Climb	Full
16 th July	VSCC Silverstone Race Meeting	Full
16 th July	VSCC Silverstone AutoSolo	Full
30 th July	VSCC Summer Rally	Full
30 th /31 st July	HSCC Oulton Park 'Gold Cup' Race Meeting	Full
6 th /7 th August	VSCC Prescott 'Short Course' Hill Climb	Full
21 st August	VSCC Mallory Park Race Meeting	Full

SPEED CHAMPIONSHIP 2022			
Scores to 26th August			
Position	Car/s	Driver/s	Points
1st	NA/s ss	Steve McEvoy	34
2bd	PA/s ss	James Burmester	21
3rd	NA/s ss	Charlie McEvoy	20
	J2	Stephen Rees	12
	C/s	Chris Cadman	8
	M	Frank Ashley	8
	M 12/12 R.	Onno Konemann	5
	PA-PB	Peter Scully	4
	M	Nigel Stroud	3
	PB/s ss	Michael Barber	3
	PB	Sarah Davies	3
	J2	Andrew Harrington	2
	PB/s	Rachael Holdsworth	2
	PB/s	Colin Davies	2
	J2/s	Nigel Harper	2

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Steve and Charles McEvoy upheld Triple-M honours in the Bellevue Special at VSCC Wiscombe Park Hillclimb in May. Charles achieved 1st Handicap and 3rd Overall in Class 14. Photo by John Staveley.



Koen, Mats and Ties, three of the Dutch raiders, tackle one of the puzzles at the Summer Gathering. Photo by Thijs de Groot.



Tail-piece:
Line astern at MGCC Donington Park. An M-type "sandwich" captured by Colin Murrell.