

# TRIPLE-M REGISTER BULLETIN

October /November 2017



THE MG CAR CLUB LTD



The Triple-M Kernow Wheels Tour of Cornwall - a full report in the next issue but these two photographs from Bob Walker provide a preview:

Above: an impressive array of Triple-M cars in the shadow of the remains of the Wheal Martyn China Clay works near Carthew.

Below: Tony Wild and Heidi Moran with their PA on the King Harry ferry that links the Roseland Peninsula with Truro and Falmouth.



## BULLETIN No 99

### **Front Cover Picture:**

*Roger Tushingham pressing on in spite of the wet conditions is captured in this excellent study taken at Oulton Park by Colin Murrell.*

### **Editorial:**

Welcome to Bulletin 99. This is something of a landmark for me as it is now 2 years since I took over full responsibility for the Bulletin from Bob Richards and started on the steep learning curve of cajoling, collating and compiling. In amongst the hard graft there is the pleasure of making contact with fellow Triple-M owners, not just in the U.K. but throughout Europe and around the world.

As Autumn rapidly heads into Winter the racing season is complete and the major social events have passed. The competition scene now moves back to Trials and Driving Tests which, thanks to our loyal band of hardy photographers, we will feature in the next few issues.

In this issue we have features on some of the summer events to help relieve the gloom of Autumn but, as always, could do with more technical articles so make the most of the long dark evenings to put pen to paper and share your knowledge with the rest of us.



**Now for an important message - Renewals: please see Paul White's plea on page 8 for prompt return of your renewals. It is essential that Paul knows how many subscribers there will be for next year so that orders can be placed.**

### **Corrections and Corrigenda:**

*First, the Red-face Department:*

*The photos on the inside front cover were, of course, taken at Oulton Park and not Mallory Park as my caption suggests; one of the perils of a too hasty proofing process! Thanks to Cat Spoelstra and Peter Scully for pointing this out and to the other 458 subscribers who did not!*

*Peter also pointed out that Jane Metcalfe's steed featured on Page 8 is a NB and not a PA as stated (Peter is proud to join the Pedant sub-register along with Dick Morbey!).*

*I miss-captioned the top photo on the Kimber Trial article. The photo shows the midday halt at the Camelot Inn and not the Lanes Hotel. Thanks to Cat for this correction.*

*Secondly some extra information on the featured items:*

*Centre-spread: Brian Ditchman informs me that the location is Hone Farm on the intriguingly named Hone Horror Hill. The Farm is near Winsford on Exmoor and Brian has visited the location on one of his "walking trials".*

*PJ6183: Allan Bentley has confirmed that the front cover is taken on the 1934 International Trial. Brian Ditchman has sent me a copy of the relevant page of Donald Cowbourne's "British Trial Drivers, Their Cars and Awards". C-type specialist Cat Spoelstra also assisted on this and identified Leslie Seyd as both driver and photographer. Page 37: Phillip Blayne-Powell has provided a correction to my caption with additional information; see Readers' Letters.*

## Chairman's Jottings

### By Dick Morbey

I suppose it's almost inevitable that the Chairman's "bit" in the Bulletin will tend to have a committee-oriented slant, but before I get on to that I really should mention that the 2017 Triple-M season, at least here in the UK, has been truly excellent. Not only have we had the continuing resurgence of Triple-M racing, mentioned later, but also countless opportunities to exercise our cars on the public roads and in other events. Pressure of other duties has meant that my rather neglected PA has had little use this year but at last I have managed to get it to several events:

Peter Green's Register Summer Gathering, a trip down to the Goodwood Revival and a round trip just short of 1,000 miles on the Register's Kernow Wheels touring event in the west of Cornwall. The Cornish event was an outstanding success, with around 60 cars each clocking up some 300 miles in three days of touring the remote by-ways (and just a few highways) of the Duchy.

Having forewarned us all about the steepness of the Blue Hills Mine road, Charlie Cartwright allowed us to discover for ourselves that the roads in and out of the numerous coves on the southern coast and Lizard peninsular were equally challenging - far from a gentle Sunday drive. But it was a great event and happily "you can do it in an MG", as most of us discovered! Congratulations must go to Charlie and to Ian Goddard and their teams for all the detailed work they put in to ensure that the event was a memorable one, characterised by great camaraderie and goodwill. So much so that Charlie is hinting that he might like to organise another one day!

It is a truism that, whilst it is the cars that bring us together, much of the enjoyment we gain is through the friendships we make along the way. These events are a living example of that!

The season here is still far from over - there are Driving Tests and Trials competitions to come, and that's just in the UK! I'm sure our Editor would like to hear from any reader or owner who wishes to report on any overseas events that may be taking place during our fallow period.

In my previous jottings I gave you a glimpse of committee life. By the time you receive this edition we will have had our final committee meeting of the year and we'll be reporting on that in a future edition. I'm sorry to report that our estimable Yearbook editor Simon Johnston has decided that he would prefer to carry out these duties without the additional responsibilities of being a committee member. Simon is a most diligent and hardworking chap and we are very grateful that he is able to continue as editor of this, our premier publication.



As you know, we have made general appeals for members to help the Register in various ways, including joining our committee and I am glad to say that we have received several very encouraging approaches. We're hoping very much that these will enable us to refresh the membership of the committee, provide for future succession and assist our hard-working core members. Watch this space for details!

Register Database Update. We have now extended the trial to around 200 owners, many of whom have accessed their records and given us useful feedback - some of it about their cars, some of it about the system itself. We will be continuing with this phased rollout, so if any reader would like to have an early opportunity to access and contribute to their records, please get in touch.

The Committee is considering a communication campaign to remind Members, owners, dealers, auctioneers and the wider MG community about the purpose and status of our Register's listing of cars. This is with the aim of scotching the widespread impression that inclusion on the Register listing is proof of identity/authenticity/provenance. It is none of these - it is, as we have long stated *"a compilation of information kept for the Register's own purposes. It is maintained and published for general information only and does not confer authenticity."* We will be expanding on this theme shortly.

2017 has been a wonderful season for Triple-M Racing, with near capacity grids at MGCC Brands Hatch and MGCC/VSCC Cadwell Park. The season was topped off in style at VSCC Snetterton in September, when Team M.G. took the honours in the Intermarque Challenge Race. A huge amount of hard work has gone into achieving these results both on and off the track. Throughout 2017 we have been very lucky to have backing from our Title Sponsor, Baynton Jones Historic Motorsport and our Race Partners.

We will be returning to both Brands Hatch and Cadwell in 2018 and expect bumper grids once again. Our main showcase event of the year will be the Mary Harris Trophy Races at Brands Hatch with the MGCC over the weekend on 28/29 April, when the Register plans to be present in an expanded form to make the event even more of a sociable gathering. We're sorry that this may give some of you a dilemma, because there is an unavoidable clash with the Border Reivers 2 touring event .....

I'm guessing that the next Bulletin may arrive after the festive season, so this gives me an early opportunity to wish one and all a very happy Christmas and a healthy, fruitful and enjoyable 2018.

Dick Morbey

## Secretary's Update

Our esteemed Bulletin Editor and task master Digby has asked me to submit some notes! He asked that I include a few words on my traction engine project.

Being the owner of L2023 I am interested in the L2s and have extracted notes from the factory file on each car – all files exist apart from one. Last month I received a query from Hagan Nyncke who researches information on Triple-M cars exported into Germany. One was a blue L2 which he found was involved in a severe fatal accident in Germany in 1934.

I was able to ascertain that only one L2 was exported new to Germany in 1933, this was blue so must be the car. The chassis number was L2038 which the records show does not appear to have survived; and now 83 years on we sadly know why.

The factory files also show that quite a few L2s were returned to the factory for repairs following accidents, I guess they must have been the 1930s equivalent of today's high performance cars!

Many L2s are held in long time ownership and rarely come on the market. However, in the last few months two have been advertised for sale, L2041 was owned by John Rogers for over 50 years and L2045 owned by Derek and Val Smith. Derek found the car in a scrap yard in 1965 and haggled the price down from £15 to £7-10-0! The car was featured in an article in the March 2008 edition of MG Enthusiast, it has certainly enjoyed a long and active life. Derek recalls how the family of 4 travelled North in a snow storm and that the car had covered over 250,000 miles whilst in his ownership and never let him down.



Like many long term owners of a Triple-M car I am getting to the age where I do not appreciate lying on a cold garage floor to work on either the L2 or MGB GT V8, the latter is serviced and looked after by a person who does the work in my garage; the last task was replacing the starter motor which is well hidden under the exhaust manifold and necessitated using a socket spanner with three extensions to get at one of the bolts.

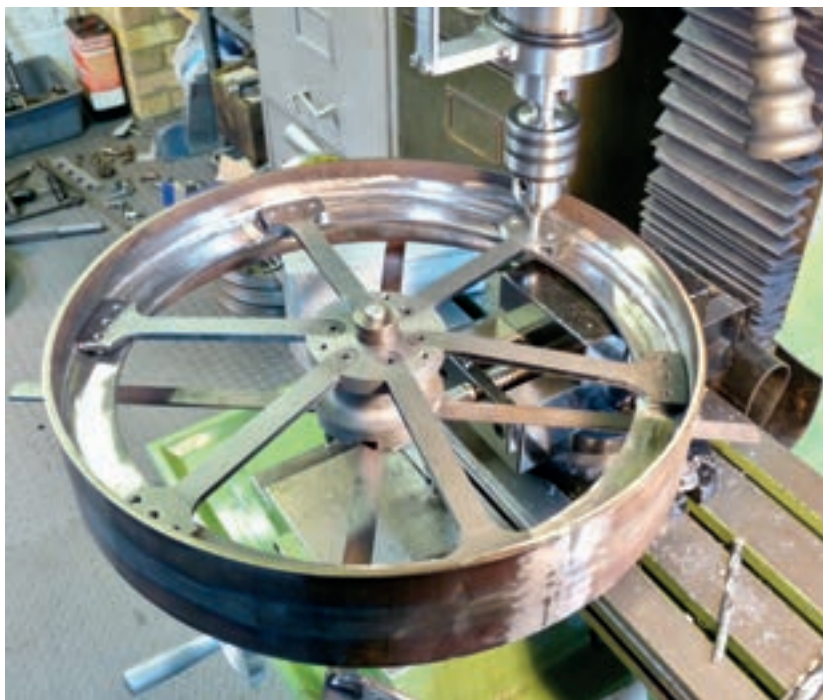
**John Roger's L2 (L2041) at Silvertone  
Photo by G. Eagle**



Like others I have decided to persue a different hobby and to fulfil a long term idea and build a one third scale traction engine from scratch, quite a daunting task for a person who is not a trained engineer and does not fully understand how a steam engine works. I know both John Reid and Mike Linward are into steam, they are joint owners of a steam powered boat, both have involvement in model traction engines and John has a full sized steam roller. Awesome! Bob Clare also has an interest, our Chairman Dick drives a steam engine at the McAlpine Railway collection, are there any others?

I am taking it one drawing sheet at a time and of course had the boiler professionally made/tested. The four wheels alone took many hours to build, each spoke was pre-cut but had to be cut and bent to pattern, the hubs had to be machined from castings etc. There are three parts to each hub, the front wheels have 12 spokes and the rear 16 which means lots of drilling of holes and riveting. I am currently building the tender and associated fittings such as steps, water filler box, hand brake assembly and tow hitches. The whole engine will weigh over half a ton and be about 6 foot long and the chimney about 5 foot high. I have no end date in mind.

With regards to machinery I bought a new Warco mill and lathe, both excellent value and come fully equipped.



**Drilling the front wheel rim**

It would be nice if others could pen an article on any non-MG interest, The model engineering world seems to be thriving and it is amazing the skills people have and the fantastic variety of models they produce. One good example was the Meccano garage and cars made by Peter Evans, who owned F0399, Registration MG 1419, for many years and exhibited them at the recent Midlands Model Engineering exhibition. A photo of the C type is below.

George



**Included with this Bulletin in your Bulletin Subscription renewal request for 2018.**

**The good news is that the 2018 subscription amount remains unchanged.**

**I appreciate that you may feel the reminder is early, but from previous years experience it can easily be forgotten due to the Christmas festivity preparation chaos!**

**I need to compile the Bulletin print quantity early January 2018 so your understanding and response will be much appreciated**

**Many thanks in anticipation**

**Paul  
MMM Bulletin Subscription Co-ordinator**



## **JOHN GOODACRE** **A Tribute by Mike Allison**



**John Goodacre in his prime at Silverstone Photo: Mike Allison Collection**

Many older members will remember John Goodacre driving his PA single seater in exuberant style, always smiling, and grinning after the finish. In later years, he was seen at club events waving a flag at a corner, his experience as a racer meaning he knew instinctively when to wave it!

I was lucky enough to have been his friend for over fifty years, we being of almost identical age. We raced together, and enjoyed a yarn afterwards, usually over a beer. I was an usher at his wedding, and we each enjoyed watching the other's family grow. He helped at race meetings if not otherwise engaged.

John was an engineer, working for a machine tool company, representing the company's interests abroad, and so he travelled to Russia and China when those countries opened to the west. He embraced their culture and cuisine, taking everything in his stride.

His family, Jane and their children Michael and Jenny lived near Liverpool, although recently Jenny had followed a life in Australia.

John had not been well of late which restricted his motoring, but carried on enjoying family and friends as ever. Jenny had been home recently, and John enjoyed Michael's progress at work. He had a minor fall, and broke a foot bone, but then complications and pneumonia set in.

Now, he has gone, and will be missed by his many friends and probably more so by his family, to whom go our sincere condolences.

**John and Mike Allison enjoying  
a joke with Mel Jones at  
Silverstone  
Photo Mike Allison Collection**



## Caption Competition



We have not received any clever captions for Ged Segrave's photo in the last issue so here is Ged's explanation: "This was a practical joke on my grandchildren – they must NEVER move the switch. If they did they may never see granddad again as next time he reached 88 mph he would be propelled "Back to the Future". There is fat-chance of this in a PA but my wife has flicked the switch several times -there must be a wiring fault somewhere!"



The photo for this edition was taken at Pre-war Prescott by me so one caption could be:

"If we hide under here he can't go pestering us to write articles for the Bulletin"

There must also be any number of "how many men does it take to....." captions so let me have your suggestions and I will print the clean ones in the next issue.

Humorous photos would also be appreciated; email address for captions and photos is [digby.gibbs@btconnect.com](mailto:digby.gibbs@btconnect.com).



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**CADWELL PARK WEEKEND**  
**Report Mark Dolton**  
**Photos Colin Murrell and Dick Morby**



**Event Sponsor Charles Jones lifts a wheel in the L-type**  
**Photo by Colin Murrell**

**MGCC Cadwell Park- 22<sup>nd</sup> July:**  
**Triple-M Register Baynton Jones Historic Motorsport Challenge**

A near capacity grid was assembled for the first Triple-M visit to Cadwell Park with the MGCC. With 23 Triple-M cars and other pre-war entries, this event continued on from the success at Brands Hatch in April. The growing social scene added to the enjoyment of the weekend as the grids continue to go from strength to strength, with different models across the sports and racing car classes.

Very changeable weather conditions over the weekend made for some challenging racing around the wonderfully prepared MSV Cadwell Circuit. Morning qualifying remained dry, although the final section through the trees was greasy with the last corner proving very tricky to handle. Harry Painter led the way, putting the MG PA Special on pole position with an impressive 2:01 fastest lap.



**Roger Tushingam (N-Magnette) Photo Colin Murrell**



**Andy King in the May/Toulmin Cream Cracker Photo Colin Murrell**

The race itself was run in bright sunshine on a completely dry track, which led to some exceptional racing. Charles Jones' L Magna managed to get in the mix off the line but it was Tom Hardman who led the way in the Bellevue Special. David Seber in the Wolseley Hornet made his move on lap 3 and held the lead until the very final lap. A grassy mistake heading into the mountain section handed Tom Hardman the lead which he would not lose, Seber held onto 2nd despite the close attention of Harry Painter in who took 3rd place.

Hamish McNinch in the PA had his Brands revenge on Mike Davis-Colley's PA to take Class A for un-supercharged MGs. Fred Boothby took the honours in the 4-Cylinder Sports Class B with his main threat, Duncan Potter's C Type, retiring with a piston failure with one lap to go. Charles Jones' L-type took Class C with 2017 debutant Roger Tushingham in the N-Magnette, going well behind.

Harry Painter was victorious in Class D (4 Cylinder racing cars), out-pacing his father Mike in the Kayne Special; Tom Hardman was the Class E (6 Cylinder Racing Cars) winner. Tom also took home the Driver of the Day award for his victory drive. All the way though the pack there was fantastic racing. Dave Cooksey C-Type lost four places in the last 200m as his super-charger drive broke on the final lap, showing just how close the midfield were running in the this tough 20 minute race.

Thank you must go to all the competitors who have campaigned their cars with us in 2017. Certainly, a special mention to John Gillet from Australia, who has had an incredibly busy season in the wonderful ex-Bira MG K3. It has been a privilege to race against John and this wonderfully historic K3.

Finally, a huge thank you must go to all at the MGCC, the Triple-M Register, Baynton Jones Historic Motorsport, all our Race Partners, MSV and, of course, the Marshalls. Many thanks and see you in 2018



**A highlight of the Triple-M racing this year has been the social side - here Anne Boursott admires the feast.**

**Photo Dick Morbey**



**Hamish McNinch takes his revenge on Mike Davies-Colley.  
Photo C Murrell**



**David Seber (Wolseley) and Mike Painter in close combat.  
Photo C. Murrell**



**Photo Dick Morbey**

### **VSCC Cadwell Park – 23<sup>rd</sup> July Triple-M Register MG vs Austin Challenge**

For the second year running we were invited by the VSCC to host the MG vs Austin Challenge at Cadwell and with so many MGs present from the previous days MGCC racing we had another bumper grid.

Unfortunately, a few cars couldn't recover in time from the tough race on the Saturday, including Jane Metcalfe's Magnette which suffered a strange fracture of the brake back plate. Duncan Potter's C-type would need more serious attention after its piston failure and Dave Cooksey, despite all efforts, could not resurrect the C-Type in time for practice. Mike Davies-Colley also withdrew due to concerns about unknown engine rattles!

In 2016 Mike Painter took the honours for MG and once again the Kayne Special was at the front of the grid. However this year there was stiff opposition from Christian Pederson in the ultra quick Austin Single Seater.

Despite strong starts from Tom Hardman (Bellevue) and Harry Painter (PA), the Austin led the field and was gradually building a lead over the opening laps. The race however was red flagged on Lap 4 after the LA Special (Half MG and Half Austin, so definitely the right car for the race) beached itself after a spin under the trees. With time running out due to the rain-affected day, the race was declared a result and Austin took the honours for the first time.



Andrew Morlands' race was cut short when his throttle jammed open; bizarrely I had a similar issue with my PB but luckily it only happened when we stopped after the red flag! As usual racing was as close as ever between the MGs and Austins. My highlight being a brilliant tussle with John Gillet in the Bira K3. The slightly damp track curtailing the power of the K3, allowing the nimble PB to take advantage through the corners. Passing John, flat out up the hill round the outside at the end of the start-finish straight, certainly had my heart racing!

MGs were prominent throughout the day in many of the races as we have come to expect. The only disappointment being the Spero and Voiturette race, but just one race too many for us. I was the only MG entrant and my race ended on lap 3 when the throttle once again stuck open. A bit of an autocross moment caused by a missing spring washer on the hand throttle, which allowed it to wind itself up over the weekend, stupidly annoying! Fred Boothby had a consistently strong performance in the Standard and Modified Sports car race and John Gillet took 4<sup>th</sup> place in the Handicap. Charles Jones was exceptionally quick in the last race of the day, getting lap times down to 2:03 in the L-type against a very strong field.

Another incredible weekend of racing. I must congratulate Roger Tushingam who has made a super start to his racing in the Magnette; very consistent and fast! Once again a huge thank you to all the competitors who have made such an effort to support us. We look forward to a cracking battle at Snetterton against the Nashes in the team race where Duncan Potter has assembled a full and very competitive MG team!

We have 31 entrants listed in the 2017 Betty Haig Race Championship.....that tells a very encouraging story!



**Mike Davies-Colley in his PA during Saturday's event  
Photo by C. Murrell**

# PRE-WAR MG REGISTER OF AUSTRALIA'S BIENNIAL NATIONAL RALLY 2017

## Report and Captions by Rob Dunsterville



Photo: Mathew Magilton

The 7th Rally was located at the port town of Yamba on the northern coast of New South Wales from 13-16 October 2017 and attracted 23 Triple-M cars. They included 6 Ms, 1 C, 3 J2s, 2 J3s, 2 Fs, 3 Ps, 3Ls, 1 K and 2 Ns. 6 SAs and 6 TA/Bs made up the total to which was added a sprinkling of younger MGs.

The traditional welcome reception in the evening of Friday gave the rally participants the opportunity of renewing old friendships and making new ones as, for some, it was their first rally with their restored car. Much bonhomie ensued over drinks and canapes! New Zealanders numbering 6, who always welcome Aussies for their biennial Pre-56 Rally (great event!), crossed the ditch and Ian and Donna Arnott attended from the US where they are restoring a VA tourer.

The overcast skies of Saturday morning threatened rain for the car display in the main street but fortunately it held off as the cars were much admired and talked about as owners – some dressed in period costume - mingled with other interested onlookers. Six M-Types together is the most for many years. Jim Thompson's blue one (2040) was under power this year after being displayed at the last Bathurst Rally sans engine. Tony Basham's also blue M (2551) was adroitly piloted by his niece, Sarah Taylor, who again took out the youngest driver's award. In 1932, this car competed three times at Brooklands and in four major trials.



The ubiquitous “Major Bloodnock’ shelters from the rain with (L-R) Peter Holsgrove (J2), John Hurst (F1) and the Major’s owner Ian Mawson

Photo Mathew Magilton

Crossing the Clarence River on the free ferry (unlike the River Styx!). The TA of Walter and Mathew Magilton and the J3 of Ross & Georgia Kelly

Photo Mathew Magilton



The impressive K3 replica (K1 0282) of George & Marguerite Morgan

Photo Mathew Magilton

Ian and Loris Mawson's green M (0872) is nicknamed Major Bloodnock and is a frequently campaigned car.

Bill Fuller's and Tony Slattery's Ms are both red and have consecutive chassis numbers (1523 and 1524). Geoff Wigg's red example (3328) made up the sextet.

Ross Kelly courageously drove his white J3 (3763) continuously and everywhere throughout the Rally with no wet weather equipment while Jeff Newey did likewise in Ross' blue C-Type (0261).

A pair of green J2s (2828 and 4330) were there from Tony and Anne McGrath and Bob and Shelley Bazzica respectively while Peter and Gail Holsgrove displayed his much travelled (from UK to USA and thence Australia) two tone blue J2 (3058).

Graeme and Shirley Davies brought their F-Type special (0303) and John and Christine Hurst their red F1 (0581) now in F2 guise after an earlier in the year engine rebuild.

Tony Basham travelled the *short* distance from Cairns in North Queensland with his green P-Type (0437) which he has driven to Melbourne and back in the past for a round trip of 6,000 kms!! Alongside him was Ross and Shez Letten with their blue PA (1209) together with Phil and Marta's black PB (0392). They only had to travel 10kms to attend and Marta wore a different period costume for every event.

George and Marguerite Morgan, who are well known in UK, as they have two Triple-M cars there, campaigned their red K1 special (0282) throughout the weekend without a hood and a few others were given the opportunity to drive it and enjoy the experience. Regretfully their son and family were unable to attend with their K tourer (0411).

L-Types were represented in L2 guise by Rob and Jenny Everett (green 0533), Dino and Margaret Mattea (red 0657) and Graeme and Jenny Jackson in their red L1 tourer (0532). Well known John and Helen Gillett (K3030 raced in UK and Europe) came in Helen's TA Tickford while their black NB 4-seat tourer (0904) was again piloted by David Gray. Arthur and Pat Ruediger displayed their two tone blue ND (0333) which was imported in the early 1970s and underwent a 40+ year storage and rebuild saga through several hands to its present restored state.

After lunch the rain set in with a vengeance and removed any chance of sightseeing in this picturesque port and seaside town. A dinner cruise around the port, estuary and up the Clarence River was undertaken and while visibility was poor rally participants were happy to engage in chat and chatter among each other with stories and reminiscences.

The forecast for Sunday was more rain but nevertheless intrepid MMMers set off during the morning for a drive around the minor roads of the Clarence Valley with picturesque views when visibility allowed. A lengthy lunch break was scheduled at an old style pub with a good menu to suit all requirements and between showers the cars were viewed and admired again.

In the evening the Triple-M, SVW and T Registers had their own separate dinner locations and more camaraderie ensued over a glass or two or three.

Another route around the Clarence Valley was set for Sunday and regrettably the weather conditions were the same or worse. Your scribe bravely volunteered to navigate for Ed Taylor in his two tone blue J3 (3762) which he campaigned in UK some years ago. "We won't put up the hood as the rain will blow straight over at speed," he said. That was all very well until we had to slow down for rough surfaces and pot holes!!

A coffee break during a dry spell at Grafton was taken under the pale blue flowers of the jacaranda trees for which this town is famous.

We made it to the Ulmarra pub on the river for lunch a little on the damp side but dried out in the huge secondhand bookshop as we successfully browsed the shelves for books of interest.

Lunch and many discussions were enjoyed among the other participants including tales of water ingress into Triple-M cars. It rained on the journey back to the hotel too!

At the Final Dinner on Monday evening Ed Taylor took out the People's Choice Award with his J3 in which he had driven solo all the way from Melbourne. He returned home safely for an all round journey of more than 3,000 kms. A significant feat in an 84 year old Triple-M MG.



Let's hope the tonneau covers are waterproof! Bill Fuller's M-Type (1523) and the F1 of Graeme & Shirley Davies. The F1 has led a chequered career and sports a pointed tail after a collision with a taxi in the 1950's.

Photo Shirley Davies

## RESTORATION OF THE YEAR? Report and photos by Cat Spoelstra



The Register's Car Of The Year competition is all well and good, but what about a 'Restoration of The Year'? I recently came across a car that would be very worthy of that title indeed. I am talking of Dutchman Paul Leers' Continental Coupé. He presented his finished project at our annual M.G. T-Type & Pre War Owners Club's summer do in Hurwenen in August and we have yet to find someone who wasn't gob-smacked into silence by the sheer sight of this work of art.

Having bought the car as a project in early 2009 when he still had a TC to finish, restoration started in earnest in 2012 and so took him five years to complete. During the process, it came to light that the newly made bodywork that came with it looked much more like a regular Salonette and so it was decided to start over.

Owners of the currently known eight Continental Coupés regularly communicated and even met up every now and then to evaluate progress. Of those eight, Paul's car is the second one to be back in one piece and the first one to be actually running, the first one being a museum piece somewhere.

The original aluminum cladding had to be replaced, but both the bonnet and the wings have been salvaged. While the engine and added supercharger were built by Baynton Jones, Paul himself managed to turn the whole thing into a rolling chassis before serious health issues slowed things down considerably. His mate,erman van Mulken then set to work on the body and did an utterly splendid job with the tub.

Though,of course,most Continental Coupés have been rebuilt as standard two or four seaters, Paul would love to get in touch with others who may have a proper chassis laying about which they would like to return to its former glory Happy to forward any enquiries to Paul, my details are on the Register's website under Contacts.

I do hope as many people as possible will get to see the car in real life and be as moved by it as I was for the photographs don't do it justice. Paul plans to bring the car to Scotland next year for the Register event where I'm sure it will draw the crowds. Personally I have never seen a more beautiful Triple-M. Kimber's Folly indeed!

Cat Spoelstra



Proud owner Paul Leers demonstrates the sun-roof while Thijs de Groot tests the driving position.







Photo by Cat Spoelstra

## An Off-the-Beat MG Destination in England “Poop-poop!” by Dan Shockey, NAMMMR member

*“O what a flowery track lies spread before me, henceforth! What dust-clouds shall spring up behind me as I speed on my reckless way! ... I might never have heard that entrancing sound, or smelt that bewitching smell! I owe it all to you, my best of friends.” - Toad, The Wind in the Willows, Kenneth Graham*



### **Pangbourne, Whitchurch-on-Thames and Toad Hall (Mapledurham House):**

Preparing for Nancy and my visit to England in 2011, I discovered a reference to this house connected with a favorite book *The Wind in the Willows*. It is convenient to London, in a very rural location yet situated just 4 miles northwest of Reading. We rented a car for the weekend and drove to Abingdon on Saturday. On Sunday, we tried to get to Mapledurham driving cross-country and got lost on one-lane roads and locked gates. Their website still warns people not to follow GPS to get there.

*“Visitors may also arrive by boat from nearby Caversham. To use this service, first check with the boat company Thames Rivercruise.”*

We did not know that it is only open for tours on Sunday afternoons. We arrived around noon and visited the small St. Margaret’s church there on the estate, a charming place on its own. The good folks invited us to join them for coffee. Services have been held there for 500 years or so. The church has two aisles, one Church of England and the other unrestored and Roman Catholic. (The family was R.C.) The English Civil Wars ran through this place.

It was here in the car park that I discovered that I have an accent! I visited with an English gentleman who was in high tech in Oxford. He said he had worked with lots of Americans but did not recognize my (midwestern) accent.

The property is interesting in many ways. The original manor home had been converted to a barn and can be toured as well. The stables are now a teashop. Looking through the house, I was shocked to discover a strong MG connection. A close family of the estate was Captain G.E.T. Eyston and the estate was restored and is now owned by J. J. Eyston. Capt. Eyston set many records with MGs in the 1930s.

*“Kenneth Grahame spent a great deal of his life in the small riverside town of Pangbourne and it is easy to see how the story of **Wind in the Willows** came about. The river gently flows through pasture meadows, crooked old trees weep on the banks and the wildlife is in abundance at the water’s edge. “*

Kenneth Grahame is also honored (as a prominent employee) at the Bank of England museum in London. We saw that display as well, not expecting he would be remembered there.

*“Mapledurham House is considered as the most likely inspiration for Toad Hall. It was also the setting for the film "The Eagle has Landed". Today you can visit the house, church and water mill without having to dress as a Polish paratrooper. Other productions include Miss Marple, Midsomer Murders, Sharpe and The Big Allotment challenge. The estate has been in the Blount family for many centuries despite the area seeing heavy skirmishes during the English Civil War.”*

*“As well as being a film set, the estate is a working farm. As you take the metallated track towards the milking sheds, you can easily imagine Mr. Toad bashing his motorcar around these small lanes. The estate includes the last working watermill on the River Thames.”*

We ended the day with dinner by the river at The Swan in Pangbourne.

I have begun calling my 1935 MG PA, “Mr. Toad.” He is an unlikely shade of green, slow and rather loud and pretentious – but charming and lovable as well.

*“At intervals he was still heard to murmur, ‘Poop-poop!’”*



Above: Appropriate dashboard plaque sported by “Mr Toad”.  
Right: “Mr Toad” (PA2108) as envisioned by owner Dan Shockey



Mr. Toad basks in the sun after a hop over Hecker Pass in Northern California

## **MG Triple-M Archive**

The following documents were deposited in the MGCC Archive by Peter Hemmings (former Register Librarian) on 9th June 2017 on behalf of the Triple M Register Committee:

### **Book; 25 Years of the Register**

Limited edition bound volume of Triple M Register of surviving cars plus Yearbooks celebrating the 25th Anniversary of the Register. Donated by Philip Brassington in memory of his brother Bob Brassington, a well-known racing member and supporter.

### **The Geoff Coles Archive**

An extensive collection of Triple M original technical data, drawings and manufacturers brochures assembled and indexed by Geoff Coles, a well-known racing member and supporter. Donated by his son Mike Coles in memory.

### **Service Information Sheets**

A complete bound set of original factory Service Information Sheets for Triple M Cars numbers 1 to 66.

### **Factory Photos Negatives.**

Stored in a metal filing case and including index, a complete set of (by repute) copy negatives of surviving original "Factory" photos of Triple M Cars.

### **Triple M Yearbooks**

Five volumes in loose binders of Triple M Yearbooks as follows; 1970-1978; 1979-1988/9; 1989-1995; 1996-2005; 2006-2014



The new state of the art archive room at Kimber House

## INSPIRATION AND IDEAS



Seen at the Summer Gathering - this neat alteration to a side panel to help overcome the problem of modern sized feet on 1930's pedals. People must have been smaller in those days.



The immaculate engine bay of Brian Ditchman's 4-seater PA as displayed in the main marquee at MG Live this year



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## FRONT APRON COVER

Notes compiled by Digby Gibbs, photos as credited in the text

This feature was culled from the ever-informative Triple-M Forum back in 2016 and should appeal to those owners who think the only correct way to restore body framing is to first grow an ash tree! The thread was started by Garry Waiting who wanted to replace the missing starting handle cover-flap from the front valance of his PA. Within 40 minutes help was at hand from Gerhard Maier who posted the detail photos and dimensions of the flap on his N-type seen here.



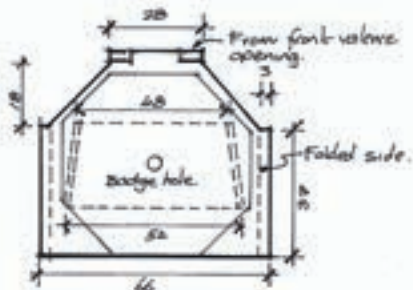
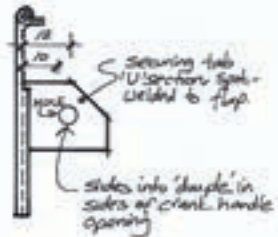
Fred Gauci followed up with photos of two flaps; the one from his P-type with two loops and one from his spares box which has only a single loop. This spare was offered to Gary but as he was planning to make his own, Fred very kindly passed the spare to me for my own PA rebuild.



In the best tradition of the Triple-M Forum, more detail emerged about this apparently insignificant component; Dave Shattock drawing attention to the “ears” on either side of the flap. The topic continued with details of the dimples to be found in the sides of the housing that engage with holes in the ears to hold the flap in place. This information was provided by two PB owners, Russell Dade and Donald McLeod from New Zealand. Donald would like to emphasise that his preliminary research for his flap should be credited to Rod Brayshaw who made a new apron for Donald’s car a few years ago. Photos below by Donald show details of the flap on PB.0759.



img P-TYPE FRONT APRON CRANK FLAP



I am indebted to Gerhard, Fred and Donald for permission to use the photos from the Forum.



## **PB 0685 – A NEW LIFE**

### **Report and photos by Tim Sharp**

A word of warning. If you post anything on the MMM Forum which looks interesting you will, quite correctly, be contacted by the editor of the Bulletin requesting an article. And so it happened to me having sold various P type parts and having looked for information and advice on the Forum on PB 0685.

I am a former bean-counter who worked the last 20 years of my career in the world of Insolvency. I have no engineering or mechanical training but an arrogance that comes from working on the production line at Austin Longbridge as holiday relief during school holidays which I summarise as *“if these guys can put this together whilst it is moving along the track I can take it apart, find out and fix what is wrong, and reassemble it, if it is stationary”*. As with all of us, over the years I have had, and fettled many vehicles. In my 20's I was lucky enough to spanner for a couple of F1 Stock-car drivers and to drive the spare car on occasions. I built a Quantum kit car which reinforced my arrogant statement above and then, in 2004 bought a 1973 Triumph TR6 which I have stripped and reassembled, with others with greater ability than me having repainted it or rebuilt components. Over the last 13 years we have toured Europe in the TR6, clocking up some 65,000 miles.

Following retirement I decided I wanted another car and was lucky to stumble across Steve Baker who found an original UK 1953 MG TD in Canada, it having been taken there in the 60's by an RAF man. The car was repatriated and fettled with an Eaton supercharger being fitted. So what were we going to do with this car? Some sort of motorsport was the answer. So in autumn 2015 I went to Pete Edwards at the Motor Sports School at Mallory Park and did my ARDS licence.

Hill Climbs looked a good idea. We joined Hagley and District Light Car Club and turned up at Loton Park in spring 2016. What a friendly group my wife Kathryn and I found. All the help and advice a novice could want, and we started a season of hillclimbing the TD around the midlands area; Loton, Prescott, and Shelsley Walsh along with hillclimb school days at Loton and Shelsley. All great fun but the fully kitted TD was not the ideal vehicle for many reasons, the main one of which for me was that it was not of VSCC age and usually the only early 50's car at the events we went to.



I have been asked why hill climbs and not racing. The VSCC answered this one for me late last year when they noted that complaints had been received that racing was no longer the gentlemanly activity that it once was. Competitors in slower cars were reporting that they were being muscled out of the way by faster cars and that a “win at all costs” mentality seemed to be taking over. I am not an intrinsically competitive person and I do not have bottomless pockets to repair damage caused by faster drivers. As one rather wealthy historic racer said to me at the Donington Classic a couple of years ago “If you can’t afford to repair your car if it gets damaged in a race you shouldn’t be in the race”. So I go hillclimbing. Me against the track against the clock, and if there is any damage there is only one person to blame, me!

In discussion with Steve Baker he indicated that he understood the dilemma regarding the TD and would I like him to sell it for me as he had a project in mind that would keep me busy and give me a VSCC eligible car to use. He had been contacted by Martin Lister who had acquired the chassis of PB 0685 in 2002 and had been collecting parts to utilise to build up the car. Martin’s plans had changed and Steve was selling the project for him. Having looked at what was on offer I made a bid which was accepted.



As I noted above I was in Insolvency for some years and one of the chief skills learnt doing that job was to decide what I can do myself and what is best passed to others who have specific skill sets for them to do. And to not be ashamed to admit what I don’t know and to be happy to ask for, and pay for, help from specialists.

Whilst I am wanting to take the PB to hillclimbs I do not expect to be leading my class, my driving is not good enough, but I would want the car to be faster than me so that as I get better I might start to get to be nearly as quick as the car. I decided that although I would be happy building a road engine I wanted quicker than that, and this was an area where my skills would not stretch. So I needed a good race engine built by somebody who knows what he is doing. After discussion and recommendation I went to see James Gunn at Ecurie Fusil who agreed to build and install a supercharged engine for me.

So in September 2016 I went over and collected all of the engine parts that came with the project and delivered them to James. The block is a double breather, 1531 AP, which had already been bored and sleeved to 60mm giving PB capacity. Over the next month's James obtained all of the missing and needed parts, machining many of these himself. The block was vacuum epoxy impregnated and we agreed that some of what we had – crankshaft, con-rods, pistons – should be upgraded, and everything was balanced to tight tolerances.

Whilst the engine was with James I got on with sorting the rolling chassis which Steve Baker had delivered to me in early October 2016. The first job was to totally strip it of anything bolted on and then clean it up.



Using the old Navy maxim of “if it moves salute it, if it doesn't, paint it” I saluted Kathryn every time she brought me tea into the garage and painted everything else. The rolling chassis was slowly assembled having; stripped and re greased the springs, crack tested the stub axles, fitted new bearings and seals where relevant, and installed new loom and piping as applicable. S&V received a multi-page order for all of the things I could think of which were not included in the project kit. I decided to go for Andre Hartford shock absorbers at the rear rather than the original Luvax.

My kit car build had taught me to be excessive in the use of p-clips and cable ties all of which will be beneficial in holding things in place when pushing on. As I am not looking for a concours car I have not worried about routing and have made changes such as a starter button on the dash controlling a starter solenoid rather than a foot button starter. My priority has been safety and convenience so extra wiring has been added for: an electric fan, low oil pressure warning light, electronic rev counter, rear fog light, and spare cables running to front and rear just in case. Also cabling for Anderson connectors to jump start the battery from a hand held slave battery and permanent battery charger connection cabling.



There was no dynamo with the project and finding a dynamo proved rather difficult. Via the Forum I found a 6v unit in Germany which was then rewound by Cox Automotive who are local to me in Atherstone. The guys at Cox also supplied a regulator and gave me detailed advice on wiring.

The gearbox in the project was a PA box and I rather wanted PB ratios. As the S&V conversion ratios set is no longer available I searched around and Andy King came up with a refurbished Wolsley box that has ratios identical to the PB. The only downside being that the input shaft is a different diameter and spline count but this was dealt with by searching on Google for a clutch plate of the correct input shaft spec' and the correct drive face diameter.

The fuel tank with the project had some internal rust and so was sold and replaced with a stainless tank from Steve Gilbert. I could have slosh sealed the old tank but my experience with slosh sealants in baffled tanks has not been positive.

The full wings were sold via the forum and cycle wings purchased from Vintage MG Parts. I decided to mount the front wings using the original PB bracketry and examination of Andy King's Cream Cracker gave me the clues as to how to make this work.

All chrome work went to Classics & Chrome in Hinckley who not only chromed the parts but also repaired a couple of dents in the radiator surround.

I took the propshaft to Dave Mac propshafts in Coventry to have the UJ's checked and have the shaft checked for balance. They reported back that the shaft was bent such that it could not be balanced successfully and so they built a new shaft for me in 48 hours.

The project included a 2008 Rique Llinaires ash frame which had some skinning done. Steve Baker recommended that I took the tub to Mick Trueman at Metalcraft in Bradford. Mick advised that the best way forward was for him to remove the existing metalwork and reskin in alloy. This he did and has done a superb job.



Eventually I had a rolling chassis and James Gunn requested that I deliver this to him in early March 2017. He then proceeded to fit the engine and supercharger and fire it up.



Whist the car was with James I sorted; the steering wheel (which was made to my specification using the PB boss) from Steering Wheel Restorations, headlights which were refurbished by Keith Ardley, and a dash to my design by Classical Dash.

I collected the car from James Gunn mid June 2017. There was then work to do in tidying up piping and cables which I had agreed with James I would deal with. Catch tanks were fitted for oil and water as required by VSCC. I then cut and fitted floorboards, and the seats that came with the project. The dash and all gauges were fitted and wired up. I also made cardboard templates and then cut millboard for the trim panels. These will be covered in leathercloth and finally fitted after the tub has been painted.



What next? Fabrication and fitting of; a one piece bonnet, separate bonnet side panels, and the supercharger cowling. Tonneau cover. Strip the whole car and send the tub and panels for paint. Reassembly and fitting trim panels. Back to James Gunn for rolling road setup. And then be ready for members practice day at Loton Park at the end of March.

Watch this space for an update and progress towards being on the hills.





**THE M.G. CAR CLUB LIMITED**  
**TRIPLE-M REGISTER**  
**BORDER REIVERS RAID II**  
**30 April - 3 May 2018**  
**INITIAL ANNOUNCEMENT**



The East, Middle and West Marches of the Scottish border region have been relatively quiet since James VI ascended the English throne in 1603 and even more so since the union of the two countries in 1707, barring the 1745 interlude when Bonnie Prince Charlie marched through on his way to Derby. For several hundred years before 1603 the families on both sides of the border supplemented any other income by stealing each others' cattle and moveable's, and earned the now romantic, but at the time not complimentary, title of 'The Border Reivers'.

The original 2012 version of the MMM "*Reivers Raid*" saw nearly 70 lucky souls in 35 cars experiencing the best of the Scottish Borders with Mediterranean weather to boot. Six years later, by popular request we are running it again! We can't guarantee the weather, but we can promise a warm welcome; spectacular scenery and roads, delicious food and great company. The "*Raid II*" will be held between 1<sup>st</sup> & 3<sup>rd</sup> May 2018 based, as before, at The Barony Castle Hotel <http://www.baronycastle.com> which lies about 5 miles north of Peebles. Provisional event outline:

**Monday 30th April:** "The Gather"; followed by introductory dinner.

**Tuesday 1st May:** "Safe oot" cars piped away for an exploration of the Western Borders straying into Dumfries and Galloway. This will take in the famous climb of Talla Lin and pass by the Samye Ling Tibetan Monastery on the way to Moffat. An early evening walk around the whole of Scotland (<http://www.mapascotland.org/>) before Dinner

**Wednesday 2nd May:** "Bonny Scotland": Off to the east exploring the softer side of the Borders crossing the world's oldest suspension bridge still in use for vehicular traffic. Gala dinner. **Thursday 3rd May:** "Safe Home": Optional morning run to the world famous Roslin Chapel, "*the most mysterious and magical chapel on earth*" (<http://www.rosslynchapel.com/>), before a finger buffet lunch and departure

Entries will open later in the year, around December. If you wish to express interest and receive joining instructions when the time comes, please send an e-mail to:

Bill Niven: [b.niven@me.com](mailto:b.niven@me.com)  
Karen Niven: [karen.niven@me.com](mailto:karen.niven@me.com)  
Ian Lindley: [ilpeebles@hotmail.com](mailto:ilpeebles@hotmail.com)

## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

The final few weeks of the Car Of The Year competition may well see a last minute flourish for the top place. John Gillett's K3 and Colin McLachlan's PA are within one point of each other and with both having already completed the maximum of ten scoring events, are now looking for improved scores to make further progress, not an easy thing to do with so little time. This is not to say that there are no other contenders as any of the top six or seven places could well finish first.

The Racing Challenge may well have finished however, as there will be few, if any, events to make headway between now and the end of the year. So it looks like Harry Painter's year and many congratulations.

Similarly, the Speed Championship, covering Sprints and Hill Climbs could also be over for 2017 with Colin McLachlan just ahead of Roger Tushingham and John Gillett. But time will tell.

The second half of the trials season resumed in September but so far very few results have been published so there could still see some surprises in store but Bill Bennett remains well ahead and it would need some effort by Mark Smith, Tim Beckh or David Rushton to mount an effective challenge.

If there are any events you notice that are not included on the 'Events Scored' table, please let the Comp. Sec. know, preferably by e-mail, so that the gaps can be filled before it is too late.

<b>SPEED CHAMPIONSHIP 2017 – Scores to 4<sup>th</sup> November</b>			
<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	PA	Colin McLachlan	43
2 <sup>nd</sup>	NA/s	Roger Tushingham	36
3 <sup>rd</sup>	K3/s	John Gillett	35
=4 <sup>th</sup>	M	Frank Ashley	33
“	J2/s, C/s	Duncan Potter	33
6 <sup>th</sup>	PA	Ian Goddard	30
7 <sup>th</sup>	J2	Brian Galbraith	27
8 <sup>th</sup>	PA	Charles Goddard	25
9 <sup>th</sup>	L1	Andrew Morland	22
10 <sup>th</sup>	PB/s	John Seber	17
	C/s	Chris Cadman	16
	C/s	Barry Foster	16
	PB/s	Christopher Broad	15
	J2/s	Nigel Stroud	15



### CAR OF THE YEAR 2017 – Scores to 4<sup>th</sup> November 2017

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	545	K3/s	K 3030	John Gillett	117
2 <sup>nd</sup>	2591	PA	MG 3242	Colin McLachlan	116
3 <sup>rd</sup>	63	PB	MG 4581	Roger Tushingham	104
4 <sup>th</sup>	2063	PA/s	RJS 380	Harry Painter Mike Painter	98
5 <sup>th</sup>	3610	PA-PB	RC 2066	Ian Goddard Charles Goddard	95
6 <sup>th</sup>	360	PB/s	BTU 260	John Seber Rodney Seber Christopher Broad	92
7 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	87
8 <sup>th</sup>	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	82
=9 <sup>th</sup>	2931	D/s	UG 281	Chris Edmundson Andy King	80
"	2912	C/s	GX 9693	Duncan Potter Emma Withers	80
"	1164	PA	YSV 703	Hamish McNinch Anne Boursot	80

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2017 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:

9 <sup>th</sup> July	Triple-M Summer Gathering	Full
22 <sup>nd</sup> July	MGCC Cadwell Park Triple-M Race	Full
23 <sup>rd</sup> July	VSCC Cadwell Park Race Meeting	Full
5 <sup>th</sup> /6 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
6 <sup>th</sup> August	MGCC Midland Centre Curborough Sprint	Full
6 <sup>th</sup> August	Camel Vale Motor Club Castle Hill Climb	Full
12 <sup>th</sup> August	VSCC Mallory Park Race Meeting	Full
25 <sup>th</sup> August	Riley Inter Register Scatter Rally	Full
26 <sup>th</sup> /27 <sup>th</sup> August	Monklands Sporting Car Club Forrestburn Hill Climb	Full
1 <sup>st</sup> /2 <sup>nd</sup> September	Bo'ness Revival Speed Hill Climb	Full
16 <sup>th</sup> September	VSCC Snetterton Sprint	Full
17 <sup>th</sup> September	VSCC Snetterton Race Meeting	Full
23 <sup>rd</sup> September	VSCC Prescott Long Course Hill Climb	Full
7 <sup>th</sup> October	VSCC Castle Combe Pre War Sports Cars Race	Full
21 <sup>st</sup> October	VSCC Rockingham Autumn Sprint	Full
22 <sup>nd</sup> October	BARC Rockingham Sprint	Full

<b>SLADE TROPHY 2017 – Scores to 29<sup>th</sup> September</b>			
<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	38
2 <sup>nd</sup>	J2	Mark Smith	11
=3 <sup>rd</sup>	PB	Tim Beckh	10
"	M	David Rushton	10
5 <sup>th</sup>	J2	James Mather	9
6 <sup>th</sup>	PB	Roger Tushingham	8
7 <sup>th</sup>	PA	Colin Butchers	6
8 <sup>th</sup>	J2	Charlie Cartwright	5
9 <sup>th</sup>	J2	Jeremy Hawke	4
10 <sup>th</sup>	J2	Thijs de Groot	3
11 <sup>th</sup>	PA/s	Nigel Gibbons	2
=12 <sup>th</sup>	M	Hans van der Laan	1

<b>Racing Challenge Trophy 2017 – The Betty Haig Cup Scores to 12<sup>th</sup> October</b>				
	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 <sup>st</sup>	PA/s	Harry Painter		0.157
2 <sup>nd</sup>	J2-PA/s	Mike Painter		0.246
3 <sup>rd</sup>	J2/s	Fred Boothby		0.264
4 <sup>th</sup>	L1/s	Charles Jones		0.264
5 <sup>th</sup>	PB/s	Rodney Seber		0.442
6 <sup>th</sup>	K3/s	John Gillett		0.453
7 <sup>th</sup>	QA/s	Barry Foster		0.463
8 <sup>th</sup>	NA/s	Roger Tushingham		0.494
9 <sup>th</sup>	C/s	Duncan Potter		0.550
10 <sup>th</sup>	C/s	Chris Cadman		0.556
11 <sup>th</sup>	PB/s	John Seber		0.633
12 <sup>th</sup>	PA/s, L1	Andrew Morland		0.713
13 <sup>th</sup>	NA/s ss	Thomas Hardman		0.734
14 <sup>th</sup>	J2/s	Mark Reece		0.807
15 <sup>th</sup>	D/s, PB/s	Andy King		0.815
16 <sup>th</sup>	PA	Hamish McNinch		0.820
17 <sup>th</sup>	PA	Anne Boursot		0.895
	PB	Simon Jackson	4	0.452
	C/s	Dave Cooksey	4	0.769
	PA/s	Thijs de Groot	3	0.322
	PA	Mike Davies-Colley	3	0.667
	PB/s	Mark Dolton	3	0.861
	K3/s	Phillippe Douchet	3	1.000
	NB/s	Jane Metcalfe	3	1.000
	K3/s	Andrew Taylor	2	0.393
	KN/s ss	Malcolm Hills	2	0.409
	NB/s	Chris Smith	2	0.786
	KN/s ss	James Ricketts	1	0.143
	KN/s	Clinton Smith	1	0.429
	KN/s	Richard Jenkins	1	0.857
	J2/s	Andrew Harrington	1	1.000

## LETTERS TO THE EDITOR:

From: Philip Bayne-Powell

Digby

Just to put the record straight, the M-type on page 37 (in last month's bulletin) is my old LE MANS replica car ( not a 12/12 replica), which is now owned by the Morgans from Australia; Greg Smith looks after the car for them in the UK, along with Marguerite Morgan's ex-Bob Hudson's C-type.

This car was built for Chris Cadman by Phil Cornett, and was taken in part exchange for my ex- Bellevue C-type, which Chris campaigns so well on the circuits. It is an extremely accurate copy of the Le Mans cars. The upswept scuttle is the immediate difference to the 12/12 cars.

I sold the car to Bob Brock, who then sold it on to the Morgans.

Cheers

Philip

## READERS ADVERTS - LOST

Lost near St Ives, one petrol filler can from an F1 Magna. A replacement cap would also be most welcomed.

Ewan Harris

Tel: 01363 775672

## FUTURE EVENTS:

2 Dec 2017	VSCC Winter Driving Tests – Bicester
20-21 Jan 2018	VSCC Measham Rally
28 Jan 2018	VSCC New Year Driving Tests – Brooklands
11 Feb 2018	Stoneleigh MG – Triumph Show
17 Feb 2018	VSCC Exmoor Trial
3 March 2018	VSCC Derbyshire Trial
17 – 18 March 2018	VSCC Hereford Trial
14 April 2018	VSCC Scottish Trial
26 – 28 April 2018	Manx Classic
28 – 29 April 2018	MGCC/MMM Mary Harris Trophy – Brands Hatch
1 – 3 May 2018	MMM Border Reivers Raid II - Peebles
7 – 8 July 2018	Zandvoort
21 July 2018	Vintage Minor Register Pre-War Prescott
29 July 2018	Vintage Minor Register Pre-War Shuttleworth
8 – 12 August 2018	European Event of The Year - Switzerland



## Triple-M Register

Midget, Magna and Magnette 1929-1936

# Triple-M Racing

2017 has been a wonderful season for Triple-M Racing, with near capacity grids at MGCC Brands Hatch and MGCC / VSCC Cadwell Park. The season was topped off in style at VSCC Snetterton when Team M.G. took the honours in the Intermarque Challenge Race. A huge amount of hard work has gone into achieving these wonderful results both on and off the track. Throughout 2017 we have been very lucky to have wonderful backing from our Sponsor, Baynton Jones Historic Motorsport and our Race Partners.

We will be returning to both Brands Hatch and Cadwell in 2018 and expect bumper grids once again. Our main showcase event of the year will be the Mary Harris Trophy Races at Brands Hatch with the MGCC. With the increase in competitors and supporters, we have a growing challenge to organise competitors, host the social events and help cover the race timing costs. We have some great plans for 2018, focused on making our events an even greater spectacle.

We are therefore delighted to announce that Baynton Jones Historic Motorsport will be the Title Sponsor for Triple-M race events for a second season. Baynton Jones celebrated 40yrs of service in 2017, it was a pleasure to have Bob Jones with us to award the Mary Harris Trophy at Brands Hatch and it is fantastic to team up once again in 2018.

As per 2017, we will also be looking to secure an additional 10 Race partners for the season and more details will follow in due course.

Many thanks for all your support

**Mark Dolton**

**Triple-M Racing Coordinator**

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The car behind the “car-toons”! Ged Segrave’s immaculate PA fresh from its MOT test.  
Photo Ged Segrave



What better place to break down - Colin Butcher’s J2 undergoes running repairs  
outside Barry Foster’s workshop after least year’s Kimber Trial  
Photo Digby Gibbs

## TAILPIECE !



"The poetry of motion! The real way to travel!  
The only way to travel! Here today - in next week tomorrow!  
O bliss! O poop-poop!"

Keeping the 'Mr Toad' theme going from Dan Shockey's article, this cartoon was produced by my son Guy as a birthday card soon after we acquired the D-type