

TRIPLE-M REGISTER BULLETIN



August/September 2014





*MGs lead the way at VSCC Donington Park
Above: Anne Boursot (PA)
Below: Duncan Potter (C-type).
Both Photos by Peter McFadyen*





BULLETIN No. 80

August/September 2014

The Front Cover Picture: Martin Latimer's NA. Martin writes: '... it has been owned and restored by me over the last 35 years and as you can imagine is my pride and joy! Only my wife taking precedence! The car was manufactured in late 1934 in Abingdon and retailed by Joseph Cockshoot's dealership in Manchester on 1st Jan 1935 to a local factory owner who later told me that he used it for his business trips around the UK before the war!'

Editorial

Those discerning readers among you, who do not read the editorial until last, will have noted in George Eagle's Committee report that the editor is intending to stand down and that Digby Gibbs has said that he is very happy to work in a support role of some sort. Since that committee meeting, I have had discussions with Digby and I am very pleased to announce that he is now helping with the Bulletin, initially by trying to encourage readers to contribute their pennyworths (see the Correspondence pages).

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Part 2 of 'Making a Petrol Tank' (as published in this issue) is the last technical article I have in the pipeline, so can I plead with budding technical authors, to please start writing. I am sure there must be many of you who have found a better way of doing a job that you can share with us. It does not have to be lengthy or formatted; we can help with that if necessary. Please put your thoughts and photos on an e mail to bobr41@talktalk.net, preferably by the middle of September.

Alternatively, if you have any other contributions or ideas about the content of the bulletin, either Digby or I would be pleased to hear from you by e-mail, phone or letter. You can reach Digby via dg-digbygibbs@btconnect.com (preferred) or failing that on 01225 315875/07836 660182. The editor's contact details are on page 44

I am sorry to hear that some non-UK subscribers have recently been experiencing unacceptable delays in receiving their bulletins. I must emphasise that this is not the fault of our subscription co-ordinator Paul White; he no longer does the mailing as for the last few issues it has been done by our printer. The delays have been caused by a delivery procedure that we are in discussion to resolve.



Future Events

13th August	Gerrard's Cross Show	077909 28535
4th-7th Sept	N. American National Meet	See below
8th-11th Sept	Return to France	See below
31st Aug	VSCC Madresfield	01608 644777
13th-14th Sept	VSCC Loton Park Hill Climb	01608 644777
28th Sept	VSCC Snetterton Race Meeting	01608 64477
19/03/2015- 22/03/2015 Franschoek Gathering, Western Cape, South Africa.		

“A Return to France”

John and Lavinia Bevington would be delighted to repeat last year's very successful Triple 'M' trip to Hambye France from Monday 8th September to Thursday 11th September 2014.

There will be the usual mix of good food and wine, visits to local places of interest and car treasure hunt and no doubt a chance to visit local markets, finishing with a Gala Dinner.

The dates are chosen to fit in between the Beaulieu Auto Jumble ending on Sunday 7th September and the first day of the Goodwood Revival Meeting on Friday 12th September allowing participants to attend all three events if they have the stamina!

Anyone interested in booking up for the 'Return to France' should contact John & Lavinia on Tel No. 0033233508925 or Email j-lbevington@wanadoo.fr

Or

Patrick Gardner Tel No. 01372 452133
Email patrick@ptrickgardner.com

Or America?

The North American MMM Register invites you to the National Meet held in conjunction with the US Vintage Grand Prix and Festival at Watkins Glen from September 4th-7th. We hope for a good attendance for the 3 day event.

If any members are planning a holiday in America this year, with or without a car(!) this is an event not to be missed. Have a look at the register website www.nammmr.org.



Chairman's Jottings

by Dick Morbey

The Summer solstice has passed, but there's plenty to reflect on and still much to enjoy as the unseasonably warm and dry UK summer rolls on.



Silverstone (MG90) was one of the better gatherings of recent years and it was gratifying to see so many Triple-M cars in the spotlight – whether in 23 of the 90 slots in the 90-year timeline, gracing the record breaking display or in the case of Chris Blood's part-rebuilt D-type Salonette, forming a central element in the main pavilion. Hearty thanks are due to all who supported the event, many from outside these shores, not least those of you who brought your cars along to populate the Register parking area. By common consent this was an altogether better 'do' than in recent years.

So, follow that! I hear you say. Well, we'll try ...

Aside from the remaining UK sociable events this year there is still a busy competition programme underway: The VSCC provides many such opportunities for our cars, but others exist too, including the "Vintage Revival Zandvoort" on 27 and 28th September 2014 - see www.dvsc.nl/vintage-revival-zandvoort for details. The Goodwood Revival from 12 to 14 September is also a popular spectator event –www.grrc.goodwood.com for details.

Our plans for a 2015 Register touring event are coming along nicely. We can confirm that this will be a mid-week event from 18 – 21 August 2015 (3 nights) based at the Petwood Hotel, Woodhall Spa, Lincolnshire – the wartime 617 Squadron 'Dambusters' HQ. A 'recce' has taken place and detailed arrangements will be finalised soon. To record your interest in taking part, please contact Elizabeth Taylor at e.taylor@oakend.net or +44 (0)1628 665055.

And we have an outline plan for a 2016 event too – watch this space.

And now a serious topic: There are many ways in which the Register aims to support us enthusiasts but we think there is something that you could do in return. Despite these days of electronic media many of you have said that you value the continuation of the printed Bulletin. Even though past issues can be viewed on screen, for many of us there is something special about a printed copy landing on the doormat, being able to leaf through the pages and perhaps put it down to pick it up later on for reference. We'd like that to continue.


Bob Richards, our tireless Bulletin Editor, bobr41@talktalk.net and +44 (0)1538




753010 needs your input to maintain the quality and quantity of interesting material for these pages, and frankly there is at times a scarcity of submitted material – especially during the UK closed season – which is the very time when the overseas season is getting busy. So here’s the deal: send in your stories, letters and pictures and we will keep sending you a vibrant and refreshed Bulletin! I make no apology for making this request, so while I’m about it, here’s another one ... The printed Bulletin circulation is around 400 and we just know that there is scope to increase this. Ask your Triple-M friends whether they already subscribe to the Bulletin and if they don’t, try some friendly persuasion. Paul White +44 (0) 1978 790652 and mmbulletin.sub@btinternet.com will be very happy to hear from new readers and take their money!

That’s all for now - may your mechanical contrivances continue to delight you!


Dick Morbey



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Secretary's Report on Triple-M Committee Meeting held on 1st June 2014

by George Eagle



Under matters arising R Hamblett, Registrar, reported he had virtually completed the task of screening the factory photographs. M Dolton will now investigate the setting up of a programme to water-mark duplicates of the photos when they are posted onto the web page. It was also noted that P Hemmings, Librarian, holds the negatives; should the negatives and hard copies be sent to the MG Club archivist?

D Morbey, Chairman, mentioned that despite the efforts of F Boothby there was no support for a Pre-war etc race at MG90, the remaining issue being the GP circuit and mixed grid. Useful discussions have been held with R Gammons – D Saunders is no longer on the race committee – about alternative circuits in 2015. The Register needs to consider alternatives for a pre-war race/awarding the Mary Harris trophy e.g. spring Silverstone National, Cadwell, Mallory Park or Brands Indy circuit in early May. Much time was spent on the MG90 time line with 23 Triple-M models in the line. It was agreed the Register offers owners £25 for a one day exhibit and £35 for two days.

The Register listing guide lines are now published on the web site and the 2014 printed version of the Register, which will be available at MG90 thanks to R Hamblett and M Linward.

D Morbey also mentioned he had a good discussion with G Arrondelle, incoming Registrar, and D Gibbs who is very happy to work in a support role of some sort. There have been ongoing dialogues with the VSCC about including Triple-M cars in their Peterborough 80th anniversary display. Approaches have been made to Petwood Hotel at Woodhall Spa as a possible venue for a 2015 touring event. There is also a need to discuss the format for the annual dinner and prize giving, maybe other options such as a lunch would have greater appeal?

G Eagle, Secretary, said the last quarter had been fairly routine, There has been no response from members in respect of submission of pictures for the Technical Pictures Library. A reminder will be posted on the web site.

B Milton, Treasurer, presented the latest financial information and confirmed all the VAT returns, payments and refunds were up to date as at the end of March. All the Bulletin subscriptions are shown in the current account, and there is an approximate liability of £3,900 cost for the remaining 4 Bulletin issues of 2014. All associated costs with the production of the Yearbook have been paid.



With regard to insurance valuations it was agreed to comply with the MGCC's request that the charge should mirror the MGCC charge for DVLA queries – currently £60 for non members and £25 for members plus a mileage allowance of 20p per mile.

R Hamblett, Registrar, raised some issues relating to some cars he had been asked to inspect, these were all resolved with Register numbers being allocated to the cars. It was agreed that the Registrar should include a copy of the Bulletin and an old Yearbook when sending out information to potential new members. The Committee recorded a vote of thanks to R Hamblett on his duty over the last 4 years and noted his offer to provide some informal help in the future. D Morbey proposed G Arrondelle be co-opted onto the Committee as Registrar, seconded by P Green and accepted unanimously.

P Hemmings, Librarian, advised library total mail order sales to the end of April stand at circa £2,207. Total 2012 Yearbook sales through the library (including Silverstone) were 428 to the end of April. The 2013 Yearbook was released mid May and has been selling well with 120 copies – including some complimentary copies - mailed UK and world wide in just two weeks. Sales of the new lapel badges and key rings has been disappointing but it is considered interest will pick up at Silverstone. International postage rates will have to be reviewed in the light of the substantial increase at the beginning of May.

B Richards, Bulletin Editor, noted that although each Bulletin has been filled with 44 pages it has been a struggle to collect enough contributions especially during the winter months when it has been necessary to reprint a lot of old material. This is considered unacceptable by B Richards who has been Editor for 20 issues. For this and other personal reasons, he has decided to relinquish the position after the December edition.

C Spoelstra, Yearbook Editor, confirmed complimentary copies of the 2013 Yearbook have been sent out to authors and photographers to whom she expressed her thanks. She considers that using professional photographers is a good step towards improving the quality of the Yearbook – all it would cost is a few free copies. The process of producing and editing the Yearbook has been hectic as always. A good number of articles have already been supplied for the 2014 issue.

It was agreed a review of the 2013 Yearbook should be sent to VSCC, MG Owners Club, MG Enthusiast Magazine, Motor Sport, The Automobile, Classic & Sport Car magazine, the American and Australian Registers using a circular drafted by the Chairman.

There were no problems reported with regard to the web site.

The next event will be the Summer Gathering, Greenacres, on 3rd August – an entry form was circularised with the recent issue of the Triple-M Bulletin.



D Stansbie has a French property in the Centrale Massif where at the end of July local wine growers issue an invitation to the car clubs to tour the area. D Stansbie enquired if any Triple-M owners would be interested. M Linward was planning to carry out a recce.

2015 – D Morbey has been investigating the possibility of a tour based in Woodhall Spa, Lincolnshire

2016 - S Johnson has volunteered to organise a touring event based in Northern Ireland.

The date of the next Committee meeting is 7th September 2014.

G Eagle,
Hon Sec,
20th July 2014.

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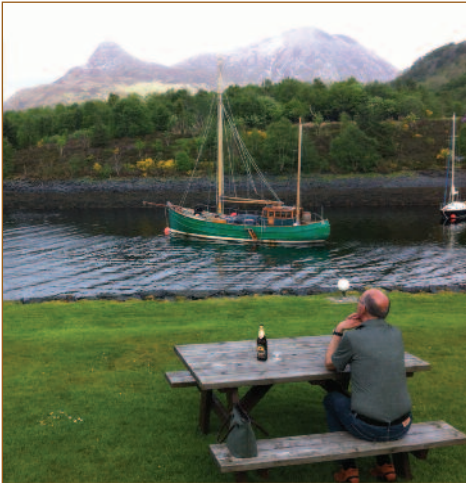
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The MMM Highland Stravaig 2014 by Tony Wild

“The hills are alive with the sound of music” and if you are an enthusiast for the noise of a MMM bowling through the Scottish mountains, there was a lot of music about in May. It was the highland gathering of some 40 of these 80 year old machines demonstrating how good the engineering was and how well they cope with demanding roads. Colin McLachlan and his team had arranged everything excellently including the weather [although, on the way to the event I was caught in a downpour at the top of Glen Coe, and on arrival 3 miles further on, was greeted by Colin sitting outside in the sun, bone dry at the registration table]. The centre for the event was the Isles of Glencoe Hotel, at Ballachulish, well designed to maximise the superb views over the loch and mountains from every room.



*As seen from the Isles of Glencoe Hotel
before drinks
(All photos in this article by Karen Niven)*

There was a glittering display of pre-war cars to be seen, Ms, Ds, Js, Ps, together with Fs, Ls, all looking good and all very individual. It is great that the Dutch guys come over each year with their exotic blown K-types, and Christian from Germany. There are those who travelled long distances to come from round the UK. Remarkably there was also Tom & Maryanne from Canada on a mammoth trip round Europe in a splendid 1933 L1 Salonette (they had obviously heard about the Scottish weather). Yes, they had brought the car from Canada with them.

Those of us from the South are not so conversant with the term “stravaig”, maybe because we don’t do it. The meaning is apparently something to do with going a stroll, but with a hint of a

nefarious intent at the same time. Not that any of the MMMers would think of upsetting the local inhabitants by making a noise or tearing round their little roads, or even breaking down in inconvenient places!

In fact, on the first morning there was heavy rain, so breakfast discussion turned to hoods, windscreen wipers and Rainex. Obviously we did not have enough faith in the organisation, because precisely at 9.30 the rain stopped, enabling us to set off in the dry. And the amazing part was that it stayed dry all day.



Early starters did enjoy the true Scottish downpour, as did the piper who gave us the traditional Scottish send off: It is debatable whether the bagpipes are designed to delight those preparing their vehicles or to urge them to get away quickly.

The designated route set off to the south, right along the coast, superb and scenic. After travelling along this lovely coast road for many miles we passed a “bus turning point”. It wasn’t until a mile later that we realised why. The road became a steep bendy challenge, abandoning the sea and heading into the hills. Great MG country! Through the highlands and down to Loch Creran. This is where we turned off the main road and proceeded up the Loch and over the River Ure Bridge following another MG at a leisurely pace. I had been round this road before, driving an F-type, trying to keep up with the car in front and hanging onto the road the as best I could. The car in front was a flying black P-type and the driver was, of course, Colin McLachlan.

Those of us who have had MMM’s for several tens of years enjoy seeing the cars being used to their pre-war potential. Maybe the reason is because they were not



That D type gets everywhere

expensive and we have been racing about in them since we (and the cars) were quite young. The Scottish single track, winding, hilly roads are just the place for putting your foot down, haring round corners and having to accelerate because braking would mean a certain skirmish with the wall. Others who cherish their cars, may well consider this a travesty, an abuse of a classic vehicle. But where else can you get the thrill of excessive speed at 25 mph! It seems a pity that the contingent who travel from the continent in their exotic machines have to follow us in the more standard cars, and it is a thrill when they come roaring past.

So having gone along one side of the Loch and back the other, we ended up not far from where we turned off the main road, but having taken in a series of good views.

The route then goes over the next range of mountains (there’s no choice!) to Connel Bridge. This is a lovely old steel catenary bridge, that looks almost unsafe as you see it from a distance. In the past it was a railway and road bridge, and, as I well remember, traffic had to give way to rail. Sadly the railway has long since disappeared.

Beneath the bridge, the sea flows swiftly in and out of Loch Etive. The current swillies



and swirls through this narrow and shallow gap as the tide races in and out. The feature is known as the Falls of Lora because they form white water rapids for two to five days either side of the spring tides.

Eating is an important aspect of any day! A stop for soup and cake at the side of Loch Awe was combined with a visit to a magnificent feat of conservation engineering hidden deep in the mountain. . This is an enormous pump storage scheme for electricity. The problem with electricity is that it is not possible to store significant amounts. Here electricity is used to pump water to a reservoir high up in Ben Cruachan, and, when power is needed, the potential energy of the water is used to drive the turbines and recreate electricity. It was opened in 1965 by the queen as part of the nuclear energy programme that we had at the time. Of course this is very inefficient, but it is better than wasting surplus electricity. This is an enormous installation deep in the mountain at the same level as the loch. Visitors can go through the tunnel and view the tops of the pump turbines in a very large generating hall carved out of the solid rock. The scale is gigantic, and from the viewing platform you can wonder at the magnitude of the engineering effort in creating this, but there is no rushing water or whirring machinery on view.



Highland traffic jam

One of the nicest routes in the highlands is along the river Orchy. The little road winds alongside the river which gushes and foams over the stones all the way down the glen. Driving is a compromise between observing the scene and getting round the bends. Unexpectedly, half way up the road there was a film crew setting up for a night shoot, entailing a string of arc lamps over a bridge and much paraphernalia. It is always surprising how many vehicles are required for this down a narrow single track road. There is much paraphernalia and many catering vans. But they weren't a

nuisance, though perhaps a fleet of MG's could have been!

It is important to note that the hostelry on the main road at the north end of Glen Orchy serves teas, cakes & biscuits.

On leaving here, drivers may think that their cars are running particularly badly. This is because the earth is tilted in this location and the flat road is actually quite a large hill. Furthermore at the top of this hill there is a bog and lots of pools of water, which of course should be at the bottom. Soon after the route joins the "Road to the Isles", which, incidentally, isn't a road at all but a walking track. The descent through



Glencoe lets the cars glide down freely back to Ballachulish

In the old days, before they built the bridge, there was a ferry at Ballachulish. It was an interesting contraption because the deck swivelled to enable mounting and dismounting at odd angles at either end. (Rumour has it that it is still in commission in the Hebrides.) It held few cars so there were often long queues. It was sometimes quicker to take the route round the loch through Kinlochleven, which was what we did to start day 2. At Kinlochleven is a Hydro-Electric Scheme originally built by the British Aluminium Company starting in 1905. Since the closure of the smelter in 2000, the company has been providing electricity for the national grid, but apparently the output has had to be reduced to avoid financial penalties. We saw little of this as we travelled through back to the opposite side of the loch and on to the Corran Ferry.

At this point there was an interesting sight..



Going flat out

This weird MG gathering was convened on the quayside by the ferry. It is not a road accident! The MG is apparently fearful of the water and refused to get on the ferry. It did not make a bolt for it, in fact quite the opposite, the prop shaft bolts had disappeared. [This is the second case of that happening in the Highlands in the last month, so P type owners beware, it is either a plague or a nutnicker.]

It was only Keiran's positive attitude that prompted the repair and a few minutes later Colin was up and running at full speed again.. Keiran undertook to come with us in the support vehicle and attend to problems and to bring back anyone who broke down (not including the PA that arrived already broken down and the occupants kindly spent the time taking photos) There were several cars that didn't make the whole trip and Kieran had to rescue them from various places on the tour.

After we had all crossed on the ferry we went along a wonderful road hugging the sea wall twisting and turning for 16 or so miles.

On the way we stopped for petrol at a couple of roadside pumps that looked as though they were the same vintage as the cars. The notice read something like "get your own



Ye Petrole Statione

petrol and pay in the shop” (This being a small wooden hut nearby, stacked with all sorts of sweets and provisions and a happy cashier.)

Eventually we got to Salen where the road goes off to Ardnamurchan Point (well known to listeners of the BBC weather forecast – the most westerly place on the mainland). This would have been a long cul-de-sac so we continued north.

A slight diversion from the coast road took us down to the sea and the ruins of Castle Tioram. This was built in the 13th century, or was it Amy in the 14th, possibly the 15th? It includes features of all these. It was once the seat of the medieval Lordship of the Isles, and later of the Macdonalds of Clanranald. The last chief burnt it down in 1715 when he set off to join the Jacobite rebellion. It is a fair walk from the car park, and those of us who walked or ran to the battlements were only rewarded by the exercise, as there was little more to be seen close up than there was from afar.

Thence the route was up along Loch Ailort to the main Mallaig road. This is now a good fast road; gone are the days when it was single track with blind summits and the fish lorries haring along to meet you. So, along to Fort William, and on the way we could see the views of Ben Nevis. Then down the side of Loch Linnie, back across the bridge this time, to the Hotel. Back for a meal, some good company, and the odd glass to celebrate.

It must seem peculiar to a modern car driver that one of the delights of a rally is that you finish without breaking down. The challenge is that the MG remains intact, and ready for the next trip. This machinery is old and many parts can reach their expiry date without warning. So inevitably during the course of the rally, some had to be rescued. It is hoped that the vehicles got home safely and the owners took up the challenge of repairing them, or even delighted in the engineering challenge. See you next year – or even more of you. And thanks to Colin, Keiran, Bill & Karen for their organisation, energy & effort.

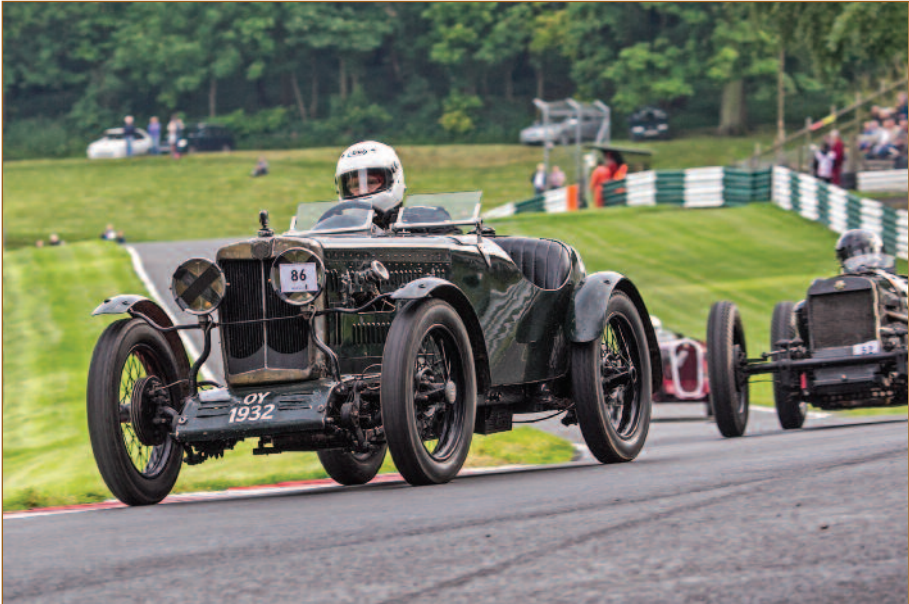


Racing Reports

by Mark Dolton

VSCC Cadwell Park

This year the entries felt a little light compared with previous events, and the Triple Ms were equally sparsely entered. Unfortunately Barry and the RAT were a late withdrawal having not quite recovered from the problems at Silverstone. However there were 4 entries, myself in the PB, Duncan Potter and Chris Cadman in their C Types and Alex Peacop in the quick unblown M.



Alex Peacop had a great start and the M-Type seemed to enjoy the slippery conditions - Photo: Dennis Rushton

Friday's track day was blessed with fabulous conditions, extending into the evening to make the usual BBQ and Frazer Nash social as enjoyable as ever. It's a top venue and camping is always enjoyable especially when practice didn't start for us until 11am! But as we enjoyed our breakfast overlooking the rolling Cadwell hills, the dark clouds quickly arrived and then emptied ...for the next few hours! Early practice sessions were very very wet, but at least the rain had stopped falling as the Set 3 Modified and standard sports cars set off. It was extremely slippery and practice was immediately red flagged as a very large Lagonda's throttle stuck open and exited the hairpin into the barriers. Luckily it's the slowest part of the circuit and everyone was



OK, apart from the barrier that took the weight of the Lagonda and took a while to repair. The delay did allow the track to dry somewhat but the session remained very tricky and the four MGs lined up towards the rear of the grid.

For the Set 3 race it was nearly dry, although tricky under the trees. Alex Peacop had a great start and the M-Type seemed to enjoy the slippery conditions. I spent the first 3 laps fending off a Riley Brooklands only to make a mistake heading into the first corner on lap 4 which gave momentum and position to the Riley. I couldn't hang on to him and quickly Duncan Potter reeled me in as the C-Types racing advantage began to tell over the heavier PB. A great couple of laps with the C Type swarming all over the back of the PB. But the PB has a little more grunt down the straights and it wasn't until the last lap that I braked far too late heading down past the Goose neck, potentially handing the place to Duncan; but in my rear mirror I saw the C type facing the wrong way as Duncan had also out-braked himself and half spun. Great fun though and a terrific little battle!! Alex eventually finished 12th and Chris Cadman was gaining pace on every lap as he continues to get used to the C Type in his first season with it. Duncan still managed to grab another pot, 3rd place Standard award. Duncan and Alex returned for the Handicap and Scratch races later in the day but found the going hard against the competition.

Another fab event, let's hope entries are better for 2015.

Triple M Results

STANDARD & MODIFELD PRE-WAR SPORTS CARS (VSCC SET 3) RACE 7

Pl	No	Name	Car	Laps	MPH	Best Lap
12	86	Alex PEACOP	MG M-Type	6	54.20	2:21.74
14	76	Mark DOLTON	MG PB	5	52.52	2:25.13
15	72	Duncan POTTER	MG C-Type	5	51.71	2:21.75
17	102	Chris CADMAN	MG C-Type	5	47.08	2:41.05

HANDICAP RACE FOR PRE-WAR CARS (VSCC SET 6) - RACE 10

Pl	No	Name	Car	Laps	MPH	Best Lap
9	72	Duncan POTTER	MG C-Type	5	50.70	2:23.23

RACE 11 – SCRATCH RACE FOR PRE-WAR CARS (VSCC SET 5)

Pl	No	Name	Car	Laps	MPH	Best Lap
11	86	Alex PEACOP	MG M-Type	5	56.21	2:13.93

Since Cadwell, MGs turned out in force to compete in the Pembrey sprint and race meeting, including two teams taking part in the team race. The 2nd MG team 'Pip, Squeak & Wilfred' came second on handicap. (Boothby J2, Downes N and Boursot PA). Fred's J2 didn't make it to the second day after a gearbox problem but Cooksey (C), Painter (Kayne), Boursot (PA) and Richardson (C) all went well. There was a light entry at Shelsley Walsh hill climb where Potter took the C-Type to another POT



win....that's one at every event this year...stretching the lead in the Speed championship.

VSCC Donington July 19th

My first visit to Donington and it proved to be another cracker, even though there were ridiculously changeable conditions which unfortunately saw the last 2 races of the day abandoned as an incredible storm whipped in across Donington.

Not sure if we got the overnight arrangements right on Friday, low flying aircraft, wedding receptions and thunder storms, limiting sleep in the campsite. Oliver R's ears were ringing after a night in the metal car transporter which simulates a snare drum in heavy rain!

Rain fell hard all morning so practice was a tentative affair but left grids nicely mixed. I found the circuit great to drive but very slippery. I never cracked the first corner Redgate, as the PB understeered straight on initially before then switching back to the usual rear end wobbles. And it caught many out, with 2 cars sliding into the kitty litter on the first lap of the set 3 race. However elsewhere I really enjoyed the circuit especially up the hill to Mcleans and Coppice where the gearing seemed to be spot on.

Entries were strong with 8 triple-Ms competing across the meeting:

- Oliver Richardson C-Type
- Duncan Potter C-Type
- Barry Foster C-Type
- Chris Cadman C-Type
- Fred Boothby J2
- Anne Boursot PA
- Harry and Mike Painter PA Special
- Mark Dolton PB

Oliver got things going in the Scratch race against tough opposition but produced some solid lap times in the challenging conditions. Then the weather seemed to improve and for Race 4 the rain had passed but the track was still very wet. The MGs had qualified well with the Rat on Row 6 and myself and Fred in the J2 on Row 7. Very much the front half on the 32 car grid. The start was as frantic as ever, with a number of cars taking to the grass to avoid contact on the grid and then taking immediate avoiding action as a Nash and a Talbot took to the gravel trap at Redgate as they ran out of road. Fred made his usual supersonic leap up the field and Duncan Potter in the C-Type gained 4 spots immediately from Row 11. Barry Foster soon developed unwanted but extra down-force as his front wing partially detached flapping around like a bird on take-off. Further issues with RAT meant that Barry couldn't rev to his normal excessive levels which bunched 4 MGs together for the entire race. Fred would eventually overhaul Barry and Duncan dived past me into the chicane on lap 3.



'The Flapping Rat' (front wing adrift) - Photo: Dennis Rushton

It was great fun to be involved and the 4 MGs finished within seconds of each other at the end in 12th, 13th, 14th and 15th position.

Race 4 involved the young Harry Painter in the PA special, going as quick as ever and he produced a fantastic performance to take 3rd in the Handicap race on a dry track. Duncan Potter followed behind in 4th in the C- Type, 2 great performances. My race was spoilt early on as I had to take avoiding action to not T-Bone a spinning then reversing Riley at the chicane. Not quite sure how I missed it but once my heart had settled down I had a good dice with Oliver Richardson late on. Anne Boursot put in her best performance in the PA, starting at the back with a lap credit, Anne crossed the line in 4th place. Unfortunately a number of cars were deemed to have jumped the start and Anne was one of them. Her resulting penalty placed her at the back of the results, A tough call. The Flag Starter was so far away it was impossible to see especially when parked behind larger machinery. Tough luck but a great drive regardless.

Fred managed a solid 4th place in race 8 with Mike Painter finishing 11th in the quicker car handicap race. By this stage the weather had worsened and monsoon conditions started. In fact minutes later the event was abandoned as the most unbelievable thunder storm battered Donington. Wind, Lightning, Hail the works!! Hopefully some of the event photos will show how bonkers the weather really was!



**Fred Boothby splashes through Donington's puddles
- Photo: Dennis Rushton**



**DS Handley Donnington 1936
C0287 No.47**

It was a great day for the Potter C-Type (C0287), its first return to Donington since 1936. Its very 1st appearance was April 1934, when the car came second in its race in the hands of Louis Levy. Its last appearance in the 1936 July Nuffield Trophy Junior Handicap, resulted in a 3rd place in the hands of DS Handley.

Great weekend....but I do wonder where all the six cylinder cars have gone!? Come and play??!!!

Results

Race 1 SCRATCH RACE FOR PRE-WAR CARS (VSCC SET 5)

Pl	No	Name	Car	Laps	Time	Behind	MPH	Best Lap on	MPH	H'cap
10	80	Oliver RICHARDSON	C-Type	4	9:16.07	1:07.58	51.25	2:15.67	4	52.51 13.39

Race 4 - REDGATE MUG RACE FOR STANDARD & MODIFIED PRE-WAR SPORTS CARS (VSCC Set 3)

Pl	No	Name	Car	Laps	Time	Behind	MPH	Best Lap on	MPH	H'cap
11	60	Fred BOOTHBY	J2	6	12:28.44	1:37.89	57.11	1:59.59	6	59.57 30.90
12	36	Barry FOSTER	C-Type	6	12:29.55	1:39.00	57.03	2:01.89	4	58.45 18.21



13	75	Duncan POTTER	C-Type	6	12:30.09	1:39.54	56.99	1:59.11	6	59.81	35.43
14	78	Mark DOLTON	PB	6	12:31.82	1:41.27	56.86	2:00.26	6	59.24	30.26
28	109	Chris CADMAN	C-Type	5	12:38.40	1 Lap	46.97	2:26.20	4	48.73	27.40
30	111	Anne BOURSOT	PA 2Str	4	12:34.51	2 Laps	37.77	2:31.96	4	46.88	146.67

Race 6 HANDICAP RACE FOR PRE-WAR CARS (VSCC SET 6) RESULT - RACE 6

Pl	No	Name	Car	Laps	Time	Behind	MPH	Best Lap
3	195	Harry PAINTER	PA	5	10:21.06	6.97	63.49	1:45.41
4	75	Duncan POTTER	C-Type	5	10:32.71	18.62	59.60	1:54.60
16	78	Mark DOLTON	MG PB	5	10:53.94	39.85	57.55	1:58.43
17	80	Oliver RICHARDSON	C-Type	5	10:57.10	43.01	56.80	2:02.19
23	111	Anne BOURSOT	PA 2Str	5	11:17.79	1:03.70	48.48	2:17.22

Race 8 HANDICAP RACE FOR PRE-WAR CARS (VSCC SET 6) RESULT

Pl	No	Name	Car	Laps	Time	Behind	MPH	Best Lap
4	60	Fred BOOTHBY	J2	5	11:36.00	16.81	53.89	2:09.88
11	95	Mike PAINTER	PA	5	11:42.89	23.70	56.28	2:01.26



**Mike Painter - PA Special
- Photo: Dennis Rushton**



Making a Petrol Tank. for a P-Type 4 seater Text and Photos by Paul Gooch

Part 2 (continued from Bulletin Number 79)

Caution: Anyone contemplating welding galvanised steel must be made aware of the hazardous nature of the fumes given off when the zinc coating is burnt. Take the proper precautions if you are going to weld galvanised steel, and if in doubt seek advice.

Bending the sheets

The next problem was to establish where to start the bending to ensure that each of the four bends end up in the right place.

The tedious method I used was trial and error, using a 2" wide strip of steel sheet (of the same thickness as the tank metal) that was the same length as I needed.

I drew a line on the metal to be bent, and used a square lined up against the top roller and the bench to ensure I always positioned it in the same place each time.

Gradual adjustment of the distance between the start points allowed me to decide where I needed to start each bend. It took a while, but once the distances were worked out the actual bending was fairly easy.

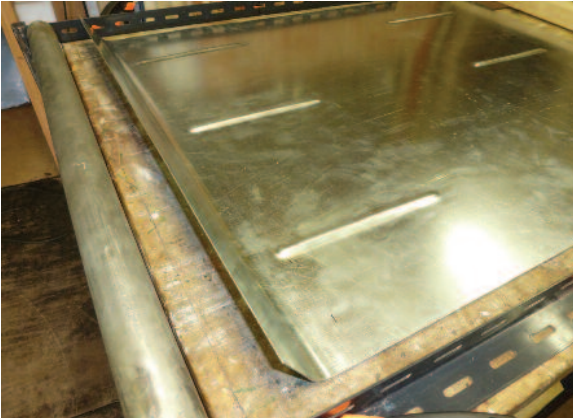


Picture 20. First imperfect bend.

I found with the first bend that 'give' in the tubes resulted in a slightly less than perfect curve in the centre of the sheet as shown in picture 20.

I manually manipulated the sheet to improve the bend to an acceptable level as shown in picture 21.

I didn't find this was a problem on the other three bends.



Picture 21. First bend after straightening



Picture 22. Second bend.



Picture 23. Second bend from a different angle.

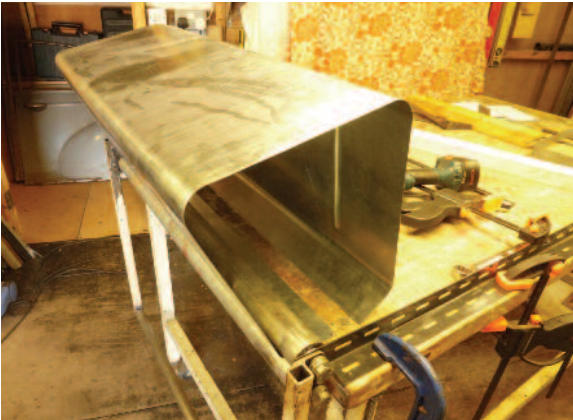


Picture 24. Second bend showing the piece of wood used to clamp the sheet.

Picture 24 shows the wooden strip clamped down with the blue G-Clamps. This was necessary to stop the sheet of metal moving when being rolled.



Picture 25. Third bend.



Picture 26. Fourth bend.

This does end up with straight sections between the bends, but as you will see later, this was not a problem because the four end and baffle plates restore the necessary curves. I did however, hand bend a slight curve into the 6 indents on the tanks sides (3 each side) to help form the tank side curve.



The top edge was cut to the correct length by clamping the main body sheet to the ends and cutting to allow an approximately 10mm overlap for the joggle.

A joggle on the top edge was put in, and the mating side trimmed to fit to the joggle correctly. This isn't absolutely necessary, but it does allow a nice overlapping weld to be performed and, in theory, you end up with a flat surface between the two overlapped pieces.

The joggler (shown in picture 28) is two stepped rollers that force the metal into the Z-shape. The one shown is quite nice in that you just put a ratchet spanner on it and keep turning. The tool rolls up and down the metal forming the joggle shown in picture 29.



Picture 27. Trial fit of the end plates.



Picture 28. The joggler in action.



Picture 29. The shape of the metal after the joggler has been used.



Stage 3. Making the tank fittings.

The fittings for the tank consist of three bosses for the bottom of the tank (drain plug, main outlet and reserve outlet), the plate onto which the fuel level sender fits, and the filler neck.

The bosses (picture 30) were turned up from 1" bar and threaded 3/8" BSP.

The fuel level sender plate (picture 31) was machined up from a 10mm thick piece of plate with an undercut to make it a little less thick in the centre. The reason I made the outer edge thicker was to account for the slight curve in the top face of the tank. This was also tapped with the holes for holding down a sender unit.

The fuel filler neck was cut from a 2" diameter piece of tube and just faced up square on each end on the lathe. The holes for the three bosses were drilled into the tank base at this stage as well.



Picture 30.
The three bosses fitted to the bottom of the tank.



Picture 31. Top and bottom of the sender unit plate prior to drilling the sender securing holes.



Picture 32. Bottom of the tank showing the holes for the two fuel pipes and the drain



Stage 4. Welding the tank up.

Caution: Anyone contemplating welding galvanised steel must be made aware of the hazardous nature of the fumes given off when the zinc coating is burnt. Take the proper precautions if you are going to weld galvanised steel, and if in doubt seek advice.

Starting from one end of the tank, an end plate was initially tacked into place. (picture 33)

I started at one end of the tank body metal sheet with a couple of mole-grips and worked around bit by bit tacking it up as I went to ensure a close fit between the end plate and the tank body.



Picture 33. End plate tacked into place.

The first internal baffle was then welded fully into place. (picture 34)

The weld was not a continuous weld – just tacked at a number of places.



Picture 34. First baffle welded into place.



At this point I welded in the three bosses into the base of the tank. (picture 35)

They were welded from the inside so that the welds were hidden inside the tank.



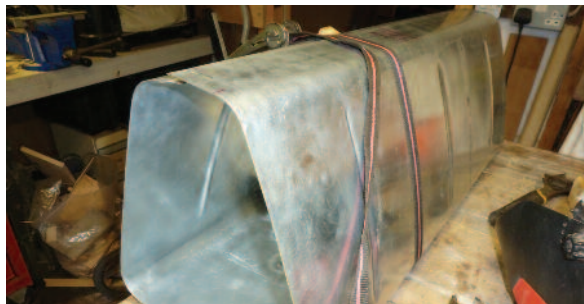
Picture 35. Fuel pipe bosses welded from inside the tank.

The second internal baffle plate was welded next. (picture 36)



Picture 36. Second baffle welded into place.

I used a ratchet strap to try and ensure that the tank outer body was tight against the baffle plates as shown in picture 37.

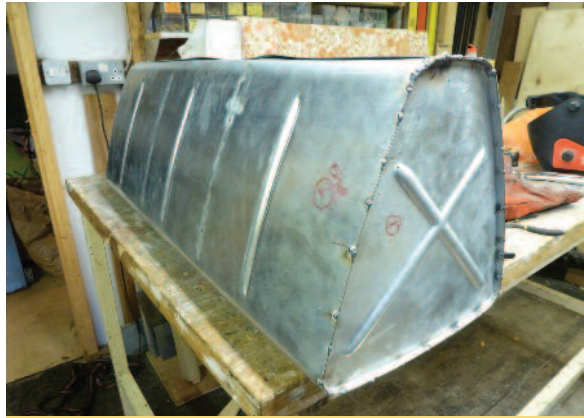


Picture 37. Using a ratchet strap to pull the tank sides into the internal baffle shape.



And finally the other end plate was tacked into position. (picture 38).

With the ends and the internal plates tacked in position, the sections of the main body that were initially flat, took on the gentle curves quite nicely.



Picture 38. Other tank end tack welded into place

The two end plate edges and along the top were fully welded up and ground back.

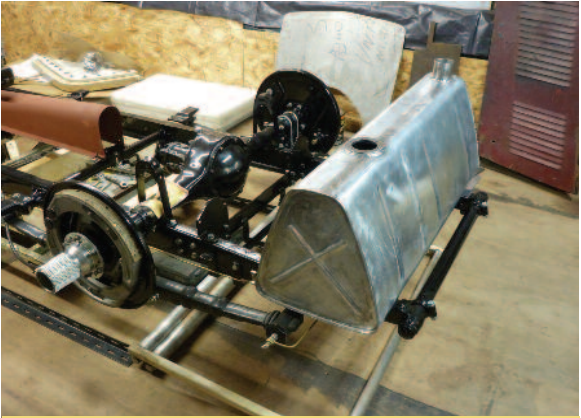
The sender plate and the filler neck holes were cut in the top, and the neck and sender plate welded into position leaving me with a tank shown in picture 39.



Picture 39. Fully welded tank



Pictures 40 and 41 show the trial fit onto the chassis.



Picture 40. Trial fit onto chassis.



Picture 41. Trial fit onto chassis.



Stage 5. Leak Testing.

Final leak testing was done by pressurizing the tank after blocking up all the holes and adding a car wheel valve to a plate fitted over the sender unit hole. (picture 42)



Picture 42. Tank sender plate with valve to allow a foot pump to be attached

This allowed me to pressurize it using a foot pump and then use soapy water to work around all the welded joints. (picture 43)

I did find a few leaks, mostly where I had stopped and re-started the welding. These were plugged by either re-welding, or in some cases I soldered up the holes.

The result – one tank!

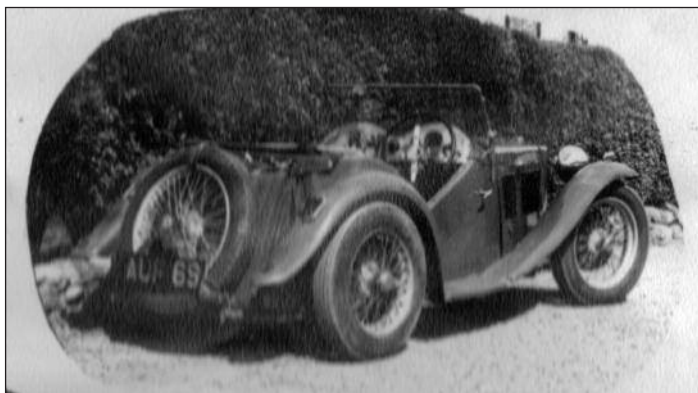


Picture 43. Pressure testing the tank..



AUF 69 Restored to life after 43 years.

By Richard Le Flufy



AUF in 1969 - Photo Richard Le Flufy

AUF, as she is affectionally known in the family, is a swept wing J2 who rolled off the production line in October 1933 and was first registered in Brighton (hence UF) in April 1934. 35 years later, I purchased her, as a young Naval Officer for £50 from a farmer's son in Devon and enjoyed a summer driving her around Dartmouth. Then I went to sea and she was put on chocks to await my return and restoration. But such was life that this never happened; there were a couple of dalliances in the '70s but career and family took precedence and she followed me faithfully from garage to garage, even being stored with our furniture while we lived in California for 3 years. Finally, having retired from the Navy and a second career in industry, mortgage paid off and children flown the nest, it was time to unearth her and set to work. I took my wife to the MG Silverstone meeting in July 2005 to get inspired and meet some people and their cars. Browsing through Graham Howell's restoration book I was nudged by someone who said "its useful but don't believe everything it says". I bought it anyway and started chatting to him as he seemed to know his stuff. It turned out that he lived 3 miles from me in Somerset but was shortly moving and looking for somewhere to store his J2 temporarily while he moved. My second garage was quickly cleared and a superb example to photograph every detail stayed for a few weeks. Terry Holden became a firm friend and mentor over the next few years, always willing to answer any and every technical question.

Many people have restored their cars before me, and many continue to do so, and I quickly realised that there is a wealth of experience and advice out there, freely given by the wonderful MMM community. I started attending the local natter, there to meet, amongst others, Barry Foster, whom I had last met 30 years ago when he was restoring the Rat. Always willing to guide and advise, Barry restored the jumbled bits



of metal I had accumulated over the years (AUF had a Fxxd engine when I ran her) into a beautifully running engine. (I had a few engine teething troubles, eventually traced to a badly made camshaft, which was replaced by Foz with a B-J one)



AUF Today - Photo Richard Le Fluffy

And so started what proved to be a longer task than envisaged. I stripped her down to bare metal and started the process of restoring, either by myself or by sending off to the experts, all the many parts that go to make up a J2. Much had to be renewed and thank goodness for Sports and Vintage and others who serve us so well. My wife became used to FedEx/UPS deliveries. I concentrated on the chassis and building up from this, marvelling that she had ever passed an MoT with the broken spring hangers and wobbly king pins. It was slow progress because my part time consultancy business became full time and I could only spare winter evenings. But slowly and surely, as Terry kept reminding me, a little bit every day and, finally, it was time to think about the body. I really wanted to restore the original and spent hours taking it apart and scratching my head, but it became obvious that it was too far-gone. Enter Enrique Llinares, with whom I had a conversation at Silverstone one summer, the result of which I sent him the original body irons on to which he built a new frame. This I then took to Steve Gilbert for skinning, with a request for a quick turn around, to include re-using the scuttle in my attempt to retain a little bit of originality. My project timeline, already severely dented, was further disrupted by my daughter's wedding and other family commitments, so the waiting time for the body's return did not, as it happened, matter. He finished it beautifully, of course, gave me strict instructions on how to line everything up and fit the (new) wings and the project was



up and running again. It had to be finished now and the wet summer of 2012 forced me into the garage! Body lined up, interior fitted, engine in, it was time for it all to come apart and go to the paint shop, returning resplendent in her original two tone red. Then back together again, wire up and press the starter and, hey presto, AUF was alive again after 35 years.

I have been helped by so many people in so many ways, too many to name here, but thank you all for your help and encouragement which has been so instrumental to getting to the finishing line – there were times I confess that I did not think it would happen.

AUF sports the Royal Naval Engineering College Motoring Club badge that only one other J2 has; that of the late Mike Hawke, with whom I had been in correspondence about this link and AUF's history. (I am glad to note that Jeremy still keeps it on the badge bar, honouring his father's Naval engineering background)

My wife and I have now enjoyed 9 month's of motoring around the Somerset lanes on sunny days and have just clocked up 500 miles. We had planned to come to Silverstone this year but had to call off at the last minute for a family visit. Hopefully next year.

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Triple-M Register Championships

- Mike Linward, Competition Secretary

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 2014 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Sec's. 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:

3rd/4th January	MCC Exeter Trial	Full Results
2nd February	VSCC New Year Driving Tests	Full
15th February	VSCC Exmoor Fringe Trial	Full
16th March	MGCC SE Centre Spring Naviscat	Full
29th March	MGCC Silverstone Race Meeting	Full
6th April	MGCC Midland Centre Curborough Sprint	Full
12th April	MGCC SW Centre Kimber Classic Trial	Full
12th/13th	April/VSCC Silverstone Spring Start Race Meeting	Full
18th/19th April	MCC Lands End Trial	Full
19th April	Alvis Inter-Register Rally	Full
26th April	VSCC Spring (Bicester) Rally	Full
4th May	VSCC Curborough Speed Trials	Full
11th May	VSCC Wiscombe Park Hill Climb	Full
25th May	Sevenoaks & Dist. MC Crystal Palace Sprint	Full
7th June	VSCC Cadwell Park Race Meeting	Full
7th/8th June	Tregrehan Speed Hillclimb	Full
8th June	BARC Yorks.Centre Harewood Speed Hillclimb	Full
14th June	VSCC Brooklands Speed Trials	Full
14th/15th June	VSCC Brooklands Concours d'Elegance	Full
15th June	VSCC Brooklands Driving Tests	Full
21st June	MGCC Silverstone California Cup Driving Tests	Full
22nd June	MGCC Silverstone Stowe Sprint	Full
28th June	VSCC Pembrey Sprint	Full
28th/29th June	VSCC Pembrey Race Meeting	Full
6th July	VSCC Shelsley Walsh Hill Climb	Full

C.O.T.Y. 2014 Scores to 18th July

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	1595	M	PG 1045	Frank Ashley	67
2nd	2912	C/s	GX 9693	Duncan Potter	56
=3rd	1027	L2	AKL 840	John Rogers	48



"	2692	J2	SW 4156	Brian Galbraith	48
"	2694	J2-PA/s	Kayne Spl.	Mike Painter Harry Painter	48
6th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	46
=7th	-	M	HX 91	Philip Bayne-Powell	45
"	1140	J2	JL 753	Mike Linward	45
9th	2272	C/s	LJ 4444	Oliver Richardson	39
10th	2188	M	GH 4434	Colin Reynolds	36
11th	1018	J2	MG 2853	Philip Coombs	34
=12th	1533	PA-PB	WV 5012	Dick Morbey	30
"	2591	PA	MG 3242	Colin McLachlan	30
"	627	J2	FS 5663	Ian MacKay Emma Digby	30
15th	148	M	OY 1548	John Haine	28
=16th	1551	PA	CYE 387	Barny Creaser	27
"	2170	PB/s	CLX 112	Mark Dolton	27
"	3298	PA/s	OSL 309	Les Procter	27
19th	1521	C/s	RX 8591	Dave Cooksey	24
=20th	1794	J1	UF 9865	Colin Lee	23
"	2200	C/s	RX 8306	Chris Cadman	23
"	1164	PA	YSV 703	Anne Boursot	23
=23rd	3408	L1 Salonette	575 AKB	Rod Ptak	22
"	1887	J2	NV 2114	Neil MacKay	22
"	2430	PA/s	497 UXH	Howard Harman	22
=26th	-	PA/s	-	Mike Painter Harry Painter	21
"	1065	PA/s	MG 4440	Bill Niven	21
"	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	21
=29th	1991	KN/s Saloon	ELF 409	Peter Prosser	20
"	3534	J2/s	WF 5494	Fred Boothby	20
"	907	K1	ADH 360	Alex Reid	20
32nd	3	J2	DG 5404	Jeremy Hawke	19
=33rd	2028	NB/s	MG 3694	Jane Metcalfe	18
"	656	PB/s	JC 3269	James Gunn Rebecca Gunn	18
"	250	PA	MG 3294	Andrew Bradshaw	18
"	373	M	BU 6336	Hugh Barnes	18
37th	82	M	PO 1357	Nigel Stroud Jenny Pearson	16
38th	397	M 12/12	SC 9559	Alex Peacop	15
=39th	148	M	OY 1548	John Haine	14
"	2769	12/12 Rep.	AM-06-31	Henri de Jong	14
=41st	2362	NA	BTT 726	Richard Jenkins	13
"	797	K1	ALA 871	Christopher Hobbs	13
=43rd	920	PA	TG 8337	George Ward	12



“	85	PA	BGH 295	Colin Butchers	12
“	1367	PA/s	MG 3921	John Wells	12
=46th	3454	PA/s	AXT 370	Thijs de Groot	11
“	1931	C/s	VD 30	Andrew Morland	11
“	1246	J2	GR 591	Mike Jordan	11
“	2064	K1/s	AGT 464	Adrian Paul	11
“	1963	PB	YS 5081	Keith Wallace	11
“	2815	L1	AAE 652	Colin Henderson	11
52nd	1463	NA/s	BUU 964	David Downes	10
=53rd	1647	NB	JB 6864	Bill Abbott	9
“	909	J2-PA/s	FW 3909	Bill Bennett	9
“	423	J2/s	DU-FG 86 H	Christian Höptner	9
“	932	J2	CG 5513	Martin Gratte	9
“	2823	F1	GY 5141	Robert Walker	9
“	2703	PA 4str	MG 3452	Tony Wild	9
“	633	NA	LAS 368	Tony Hay	9
“	1870	PA	AYY 38	Malcolm Kirby	9
“	417	PB/s	AVP 50	Tony Connell	9
“	2312	D	GG 6097	Michael Cowe	9
“	2957	PA 4str	JC 2222	Alastair Cowe	9
“	105	KN/s	AM-26-63	Geoff James	9
“	1355	L1	AM-86-34	Argen van Gelderen	9
“	2569	J2	AMK 282	Jan van der Werf	9
“	1469	J2	AR-15-28	Anthony Wordley	9
“	839	K1/s	AR-53-87	Gerard van Pitten	9
“	1568	J2	AR-53-87	Henk de Vries	9
“	1568	J2	CV 7485	Stephen Webber	9
“	1459	J2	IL 2151	Simon Johnston	9
“	2060	PA	OW 5865	Ron Warr	9
“	1163	J2	RM 9420	Hugh Back	9
“	1245	M	WG 1035	John Inglis	9
“	1971	F2	WM 8548	Terry Wilson	9
“	2141	PA/s	RC 3349	Derek Richards	9
“	2789	PA 4str	VYC 529	Keith Jackson	9
“	843	M	ST 6963	Tony Margel	9
=78th	1135	M	SV 5438	Russell Thomas	8
“	2852	M	RH 5831	Alan Grassam	8
“	676	PA/s	WP 5939	Philip Coombs	8
“				Roger Thomas	8
“				Russell Thomas	8
=81st	705	PA	AVP 342	Derek Moore	7
“	2960	J2	AM-30-25	Thijs de Groot	7
=83rd	3525	J2	MG 2686	Chris Edmundson	6
“	162	ND/s	BKL 265	Martin Phillis	6
“	3018	PB/s	MG 4516	Rachael Holdsworth	6
86th	2615	PB	BOF 564	Tim Beckh	5



=87th	467	J3/s	HH 6711	Terry Holden	4
"	2284	J2	OB 5374	Colin Henderson	4
"	-	F1	MG 1588	Charlie Cartwright	4
"	3063	F1	IA 9830	John & Lou Shorten	4
"	1305	M	UW 3227	Kathy Emmer	4
"	3487	J2/s	JN 3398	Robin Smith	4
"	1773	ND	MG 3281	Gerry Wadman	4
"	2000	K3/s	MG 3570	Peter Green	4
"	393	D	PJ 7527	Chris Blood	4
96th	3427	J2	XAS 214	Charlie Cartwright	3
=97th	1883	J2	PO 8865	Patrick Gardner	2
"	2715	KN/s	CG 8379	Tanya Lewis	2
"	1171	NA All'ham	MG 3538	Keith Portsmouth	2
"	1676	D	NG 2461	Mike Jakeman	2
"	3205	K3/s	JB 7526	Peter Green	2
"	225	K1	ALU 463	Martin Jacobs	2
"	156	K1/s	APC 950	George Ward	2
"	1146	K3/s	JB 3182	Gunther Stamm	2
"	135	KN Saloon	BYK 340	Peter Prosser	2
"	126	L2	ANB 431	David Naylor	2
"	1600	D	PO 5751	Ted Hack	2
"	2787	NB	BDD 356	William Opie	2
"	1	NA/s	JB 3852	Jane Metcalfe	2
"	968	PA	BU 8079	Roger Davies	2
"	1270	NB Cresta	MG 4750	Bob Clare	2
"	625	F1	OV 9757	Ewan Harris	2
"	1187	PA/s	EO 5823	Colin Wallace	2
"	2821	F1	MG 1375	Norman Williams	2
"	598	PB	WN 8994	Roger Marlow	2
"	401	K1	LJ 9000	David Naylor	2
"	2616	NA	-	Tin Dury	2
"	512	PA	OS 3678	David Shattock	2
=119th	3226	C/s	JO 2288	Hamish McNinch	1
"	1917	J1/s	VSV 521	Stuart Evans	1
"	18	QA/s	PMY 586	Barry Foster	1
"	1879	NB/s	MG 4325	Chris Smith	1
"	678	J2	AE-52-94	Hans van de Bosch	1
"	3246	J2-Ford	AL-37-86	Albert Koolma	1
"	1746	NB	AR-14-14	Frank Holtrigter	1
"	65	PA/s	DPH 228	Nigel Gibbons	1



Slade Trophy 2014 Scores to 24th June

Position	Car/s	Driver/s	Points
1st	PA	George Ward	12
=2nd	NA	Richard Jenkins	10
"	PA/s	John Wells	10
4th	J2	Mike Linward	9
5th	J2	Jeremy Hawke	8
6th	M	Alan Grassam	7
=7th	J2	Thijs de Groot	6
"	J2	Emma Digby	6
9th	J2	Neil MacKay	5
=10th	PB	Tim Beckh	4
"	J2	Henri de Jong	4
12th	J2	Brian Galbraith	3
=13th	J2	Charlie Cartwright	2
"	M	Philip Coombs	2
15th	J2	Patrick Gardner	1

Racing Challenge Trophy 2014 The Betty Haig Cup Scores to 14th July

	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Oliver Richardson		0.610
	PA	Anne Boursot	4	0.703
	C/s	Dave Cooksey	3	0.494
	PB/s	Mark Dolton	3	0.680
	C/s	Duncan Potter	3	0.720
	J2-PA/s	Mike Painter	2	0.288
	M	Alex Peacop	2	0.811
	J2/s	Fred Boothby	2	0.383
	M	Chris Cadman	2	1.000
	PA/s	Thijs de Groot	1	0.143
	NB/s	Jane Metcalfe	1	0.286
	C/s	Andrew Morland	1	0.429
	NA/s	David Downes	1	0.250
	J2-PA/s	Harry Painter	1	0.533

Editor's Note: The gaudy coloured panels above were copied as near as I could from Mike Linward's Word file. I don't understand what they mean but I expect the competitors involved probably do. Please contact Mike if you are puzzled.



Speed Chamionship Scores to 18th July

Position	Car/s	Driver	Points
1st	M	Frank Ashley	32
2nd	NA/s ss	Ian Baxter	30
3rd	C/s	Duncan Potter	24
4th	M	Philip Bayne-Powell	21
5th	J2	Philip Coombs	19
=6th	J2-PA/s, PA/s	Mike Painter	18
"	PA/s	Les Procter	18
"	PA/s	Harry Painter	16
9th	PA/s	Howard Harman	15
10th	K1/s	Adrian Paul	11
=11th	PB/s	Rachael Holdsworth	10
"	PA	Colin McLachlan	10
13th	PB/s	James Gunn	9
14th	C/s	Chris Cadman	8
=15th	NA	John Keogan	5
"	PB/s	Rebecca Gunn	5
"	J2	Brian Galbraith	5

Readers' Adverts

For Sale

J2 Windscreen Frame Top & Bottom Rails	£90
Pair P-Type Front Wings (well repaired) (Will fit J2 and L with slight alterations.)	£750
Pair P-Type Sidescreen Knobs and Bosses. The knobs are brass with a male thread not like T-Type ones - probably fit N as well.	£30
Contact Martin White (Berkshire), Tel 01344 424258	

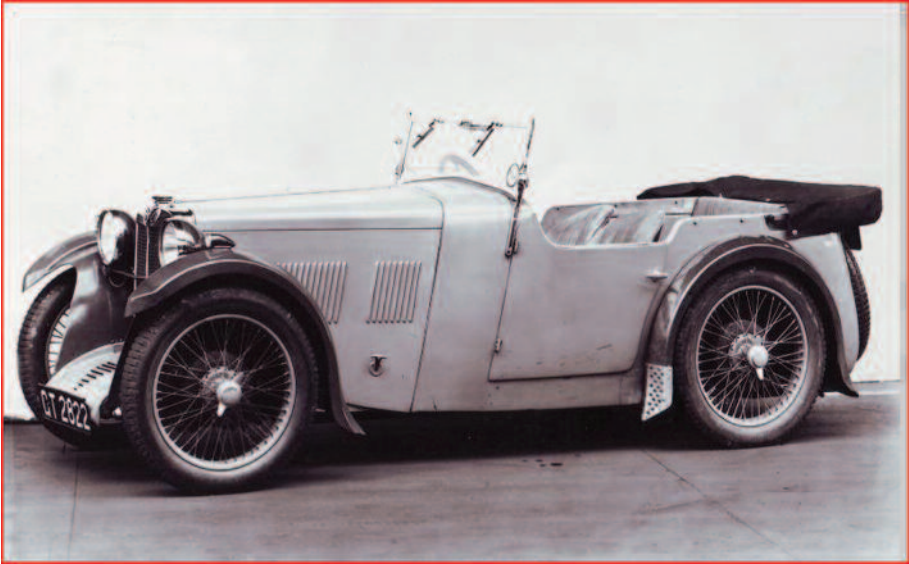
Flat Out by George Eyston. 1933, bit scruffy	£10
Magic of MG by Mike Alison	£10
MG by McComb.	£ 15
Contact Stephen Ellis [stephenhome@me.com]	



Correspondence

From Digby Gibbs

Re: Rear wing protection plates.



Do any members have any details of the small rear wing protectors shown on the factory photo of the D Type above? I would like to make some up to fit to the family D before all the paint is chipped away and it would be helpful if someone had a set we could copy or borrow to take a tracing.

I assume that the decorative cut-outs are the same shape as the door protectors seen occasionally (see photo taken at Silverstone on next page). A similar protector is shown in the CMI advert from the old MG Magazine (September 1934) albeit shown on a proper cycle wing. If I can get a pattern then I would imagine that photo-etching would be the solution and it may be that other members might be interested.

On the same topic, does anyone have any in-depth knowledge of this company with their tag-line of "Gadgets for Midgets"? It would make an interesting article for the Bulletin and I would be happy to co-ordinate any information and photos.



A Door Protector - Photo: Digby Gibbs (see his letter on previous page)

From Peter Kerr (Triple-M rep Australasia)

I offer this reply to the Bulletin page 17 extract from The Sports Car dated August 1937 in response to the history of K3002, which contains unsubstantiated assertions. Number 2 was not driven by Nuvolari in the 1933 TT, and it did not reside in USA. It was sold to Lanes Motors, the Victorian MG distributors in Australia on March 15, 1934 and was raced in the Australian Grand Prix by Lanes employee, Bill Thompson, and came second in both the 1934 and 1935 AGPs at Philip Island in Victoria on handicap. Thompson achieved an average speed of 77.6 mph in 1934, and 79.6 mph in 1935. The winning cars had an average speed of 63.5 mph in 1934 and 66.96 mph in 1935 in these handicap races. K3002 achieved fastest lap in both AGPs, and was also awarded the lap record in the 1935 AGP. After disposal by Lanes, the MG had an extensive racing programme in Australia.

Pip Bucknell sold K3002 back to Lanes Motors in 1968. The MG resided beside the Lanes spare parts counter at Camberwell Junction in Melbourne Victoria. I lived nearby, and always gave the K3 a pat when buying MG spares at Lapco during those years. I also enjoyed sitting in the drivers' seat while my spares were being sourced from the warehouse. The next development saw a short term owner who wanted the K3 as a barter item.



The widow of Len Lukey, a noted sports muffler manufacturer, was assembling her late husband's race cars and Richard Berryman declined to sell her the ex-Lukey Cooper-Bristol. She suggested a car swap, and as a throwaway line, Richard said a K3 MG might be of interest. None were on the market until 1980 when Lanes put K3002 up for auction. Mrs Lukey sent Austin Miller to bid for the MG at the auction, and the result was she got her race car in exchange for K3002. I visited the Berryman family following the death of Richard, and his student son Adam, suggested he would restore the K3. I replied he should retain its patina, and just enjoy it. He had a collection of classic cars in his care, and has said in subsequent years, he agreed with me, and I love the car just as it is. He had registration number MG-1933, and my Mquette carried MG-1934. Adam is now a successful company director, and is also a responsible custodian of this wonderful K3 with its continuous Australian history going back to 1934.



*The K3 at the Kimber run in South Australia
- Photo from Peter Kerr*

From Digby Gibbs:

Auto-Biographies

As a relative newcomer to the Triple-M world I find the old editions of the Yearbook fascinating, not just to see how things have changed over the years but also how many well known names and cars of today feature in the articles. The cars remain



much the same but the fashions change, as does the colour and amount of hair of the owners!

I enjoy talking to people about the history of their cars and, although so much is well known to the elder statesmen of the Register, I think it would be interesting to record this information in a light-hearted way and make it available to other members to read. I would therefore like to organise a regular series of short “histories” to go in the Bulletin.

I would propose that the articles be as much about the owners and their past involvement with cars as the car itself. Knowing that most people have more than one MMM car it would be better if each car could be treated separately to help give variety. Information that would be good to include could be: purchase, restoration, special events, interesting history, etc. If members could supply brief notes and good photos I would be happy to assemble an article. Paper documents would also be of interest now that the Bulletin is printed on better paper.

There can be as much interest in the history of an “ordinary” car as there is about the more exotic models and it would be nice to have a good spread of types. It would be particularly interesting to know the cost of the cars when purchased, particularly for those cars that only cost a few pounds or have been in long-term ownership.

I appreciate that it is hard to find time to gather this sort of information but I believe it could make for fascinating reading and be a good way to record the history of these vehicles and their owners. It will also help the long-suffering editor of the Bulletin by giving him a greater choice of articles to feature. If anyone would like to participate then please send any information direct to me by email if possible, otherwise send hard copy to Bob Richards as normal. dg-digbygibbs@btconnect.com

Your Bulletin needs YOU so please hunt out those photos and get writing!

Hints and Tips

From Martin White

Having read the article on steering geometry, perhaps it would be useful for people to know that if a car wanders all over the road, or conversely has heavy steering, the problem is the castor angle, not the six inches of free play at the steering wheel. Always tamper with the castor angle first, by wedging the axle or the spring with some packing pieces such as strips of $\frac{1}{8}$ inch thick steel and see if that helps before spending a fortune rebuilding the steering box (which will probably prove unnecessary).

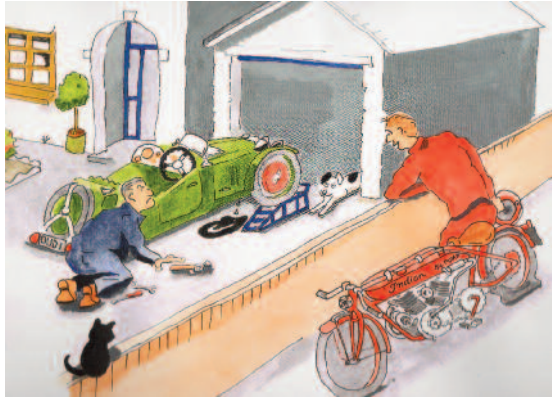


Cartoon Competition

Congratulations to Chris Wallace, who is the winner of the April cartoon (shown on the right).

Chris's winning caption is: "Would you like to try your MG on the wall of death against my Indian."

Chris will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



Sadly there were no entries for the June competition, so, in response to all the effort that Ged has put in to produce our cartoons, please put on your thinking caps for the cartoon below. Send your caption by e-mail to: triple.m.caption.competition@gmail.com.

For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: www.triple-mregister.org.





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*The Gunn Family PB Special in the country at Shelsley Walsh
- Photo: Dennis Rushton*



Dave Cooksey (C-type) at VSCC Pembrey- Poto: Peter McFadyen



Above: Some Participants in the Highland Stravaig - Photo: Karen Niven
Below: Philip Coombs in the Sprint at MG90- Photo: Graham Arrondelle

