

TRIPLE-M REGISTER BULLETIN

February-March 2023



THE MG CAR CLUB LTD

Forward vision somewhat lacking as the Chatto's launch their M-type during the Cotswold Trial without any respect for the car's 90+ years!



BULLETIN No 131 February-March 2023

Front Cover Picture:

Derek and Gillian Chatto enjoying the Autumn sunshine in 2M2620 on one of the Prescott hills during the VSCC Cotswold Trial.

Editorial:

Welcome to the first Bulletin of 2023. Thank you to all who have renewed their subscriptions and welcome to any new subscribers. If you have not yet renewed then please do so as quickly as possible as it helps Paul White to make sure that no one misses out; we only have a few extra copies printed and these quickly run out.



The first big event of the year, MG & Triumph Spares, will have happened by the time you read this. Always a great opportunity for meeting up with Triple-M folk from far and wide; hopefully many of you will have visited our stand and renewed acquaintances after the enforced break.

In this issue we have one of the promised “corrections” from previous issues; a particularly interesting feature on J2635 now residing in Switzerland in the care of Thomas Fiedler. The article on Phil Staddon’s F-type is also as a consequence of a request for information printed in a past Bulletin and the response from a reader. As always, our Australian friends have come up with some interesting items to amuse and inform; I am indebted to them for their continued input.



The build-up to the MG Centenary is well underway; the main events are listed in Forthcoming Events but keep an eye on the Forum for any other events as they are announced. The K3 anniversary will also be celebrated in a big way this year, plans are well developed and should provide plenty of scope for photos and articles in future issues.

Digby Gibbs

Secretary's Update

Regular readers of these jottings have probably noticed that several themes tend to recur. That may be partly because of your secretary's lack of imagination in what to place before you, but nevertheless some of them do bear repeating. That's particularly so when events are borne in upon us which impact the well-being and future of the Register.



It is with that opening thought that I must mention the sad demise of Mike Linward, who died from cardiac illness on the 20th of January. Mike had been our Competition Secretary and a devoted Committee member from February 1975 until the time of his death. He was an active and enthusiastic competitor in his J2 and an inspiration to many of us. His passing leaves a distinct gap which we will struggle to fill - and must do so. A tribute by Mike's friends will appear in a future issue of the Bulletin.

Our Triple-M community derives from a shared love of our delightful, occasionally infuriating but ultimately rewarding cars. The legacy of much important history resides in the cars and it's remarkable that so many of them have survived for getting on for a century to bring enjoyment to us all. Long may that continue.

But our community would be nothing without members to keep the cars running, organise the events that we all enjoy so much and steer the good-ship Triple-M. As we approach a very busy year, with the MG100 celebrations at the fore, we need all hands "on deck", so I make no apology for calling upon the community to assist our efforts in any way possible.

To give you a taster of what lies ahead, by the time you read these notes the Stoneleigh show will be behind us and I'm grateful for the team of volunteers who stepped up to help in the advance planning and on the day.

We have made great progress in putting together an informal touring event which will take place in early June and running into MG100 at Silverstone. The tour, which is a Vintage Register/Triple-M Register collaboration, will be based at the Hilton Garden Hotel in Abingdon where participants can stay for anything up to five nights. Various excursions and will feature visits selected for MG interest and relevance; the key thing being that entrants will have flexibility of choice. We plan to have a Friday evening set-piece dinner at the hotel after which the group will head off on Saturday morning (June 10th) to MG100 at Silverstone, where Triple-M cars will have prominence. More about that later, but in the meantime please look out for details of the tour and the hotel booking arrangements and make sure that you tell us if you'd like to take part.

MG100 at Silverstone will be a big event for us. The Register has been directly involved in a dialogue with the MGCC to ensure that we and our cars can be positioned to maximum effect. We should have a very large marquee – again this will be an MMM/VR collaboration, in which Duncan Potter expects to assemble an array of K3s and other cars for which 2023 is an anniversary year. We have also re-confirmed that Triple-M cars will be racing at MG100 on the GP circuit and Duncan has been pivotal in gaining support for this.

There will be a 100-year timeline of cars in which Triple-M will be an important element. Andrew Taylor is kindly coordinating this for us, so anyone who would like their car to feature should please contact Andrew (or Elizabeth) Taylor – contact details at the back of this edition.

So, as you can see, there is a lot to look forward to and we already know that many of our fraternity from Europe, North American and the Antipodes will be making the trek to the UK to share in these, and other scheduled 2023 events. Please make sure you join them!

There has been some very welcome news on the volunteer front. I have been “holding the fort” as acting treasurer along with everything else but Tim Sharp has come to our rescue with an offer to maintain all the book-keeping and the management accounting records for us. He will not be a committee member but will be supported by one of our team who will be ‘the cashier’, handling the receipt and payment of monies. Huge thanks are due!

There’s so much going on I have had very little time to do more than just glance at my PA from time to time. It has had a very untroubled winter resting on supports and with the battery gently conditioned to keep it on the mark. Came the day to turn the engine over and the battery died! It was one of those massive Lincoln ones which resemble the original type. They may well be high-capacity units, but they weigh a ton and are difficult to manoeuvre, so I’ve replaced it with a more modern sealed lead acid unit which can be lifted into place with one hand and has the added benefit of lightening the car!

I’ll conclude these notes by sharing with you something which I have briefed the Committee about. I’ve been advised that for health and other reasons I must cut back on some of my activities, so this is to let you know that I will not be seeking re-election as Committee Secretary at this year’s AGM. This is a great opportunity for any Member with an interest in our cars; the task is neither onerous nor complicated and you would be a member of a small, enthusiastic, friendly and unstuffy team. It’s probably time for change anyway, so we would especially welcome somebody with ideas and ambitions to help invigorate the Register whilst at the same time ‘Maintaining the Breed’. Do please contact me or any committee member to find out more - and to offer to help?? Thank you.

Until next time, be safe and be kind!

Dick Morbey



Introduction by Ian Grace:

"What was noteworthy from the Sunday Tour was that George and Marguerite Morgan's C-type failed on Sunday near Bourton-on-the-Water with a distributor points open circuit. We stopped to help but could not diagnose the problem on the roadside. The following is George Morgan's explanation and solution."

Anyhow, Greg Smith was at his daughter's place at Woodstock when the call for help went out and he was somewhat closer to us than our trailer that was at Chinnor.

Greg's daughter had the brilliant idea of contacting the interesting car museum in Bourton and asking if there was a secure place we could leave the car overnight; "Yes no problem" was the reply. So, Greg came and towed us for what was less than a mile to the Museum, secured the car for the night and then we went on home to Chinnor.

Next morning, we unloaded the car that was on the trailer, hitched up and travelled back to the C-type with spare coil, etc. We first changed the coil; no go, no change! Got the Multi-meter out again and traced the voltage as we had done on the side of the road, the only difference this time was that I continued further on to the brass lug on the points end of the condenser lead and then onto the points leaf spring. Unbelievable! There was no contact across the riveted joint but it looked quite fine visually. This was the only step we did not do the day before on the side of the road!!

We installed the old spare set of points and it fired instantly and sat there idling as if nothing had happened!! Thoughts of "it would have been so easy the day before to just change the points and be on our way." After shaking our collective heads, we closed everything up, had a quick look at the Museum, and then had an excellent and spirited run back to Chinnor, following Greg with the empty trailer.

I have been fiddling with points since the late 1950's and have never come across this particular problem before??? So, one never seems to stop learning!!

The electron flow is NOT occurring between the two arrows in the photo.

Many thanks to all that helped and especially Greg and his family, who put up with our crazy antics.

This article should have appeared in Bulletin 128 so apologies to anyone who wondered where it was!



BARRY WALKER

Estd. 1968



.....for the very best in vintage MGs.....

**Thinking of buying or selling a pre-war
or early post-war MG?**

**We offer a professional, no hassle service
to both buyers and sellers alike.**

ADVICE, INFORMATION, COLLECTIONS, DELIVERIES

PLUS Commission Sales: Our highly regarded service is always available to you.

**In addition we can offer nose-mounted and side-mounted superchargers,
tool kits and mascots for the cars we sell.**

www.barrywalker.com

Tel: 01789 400181/Fax: 01789 400230/Mob: 07836 244103

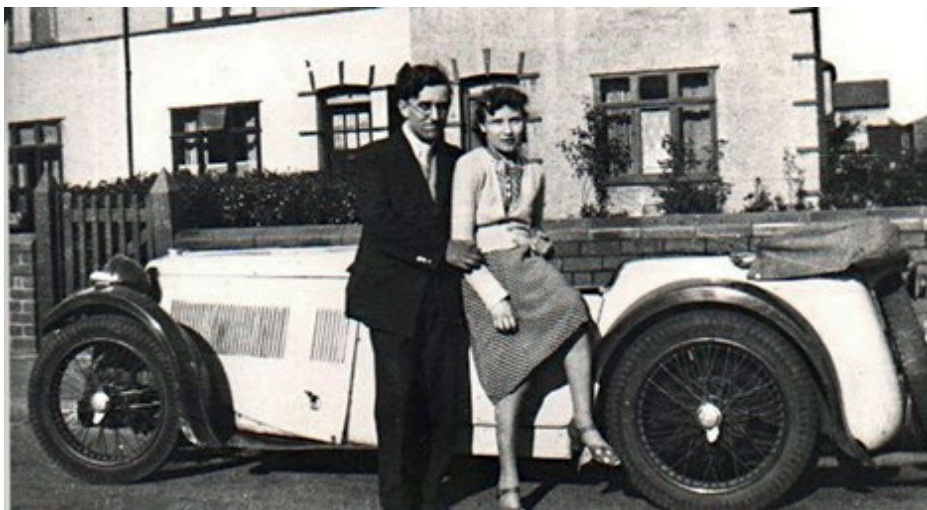
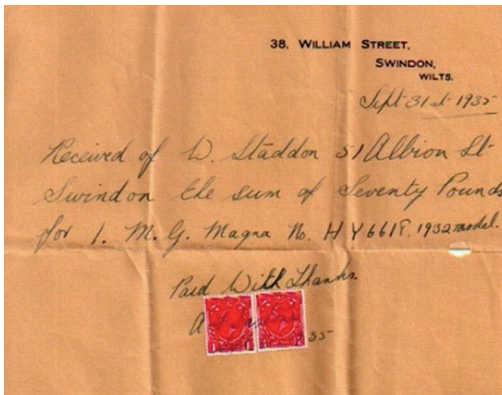
Email: barry@barrywalker.com Web: www.barrywalker.com

**Please phone
before visiting**

F1288: Alive and Well and Still in the Family Notes and Photos supplied by Phil and Judith Staddon

In Bulletin 128, I published a photo of F1288 at Newark Park with a request for information on the current owner. I am indebted to J2 owner John Roantree for confirming that Phil Staddon is still the owner and provided the contact details. Phil provided some initial information and I then had the opportunity to visit Phil and his wife Judith to view the car and some of the information he has from the early days when the car was owned by his father.

My Dad bought the car in 1935 and used it until 1941 when he changed his job and lost his petrol allowance. The car then languished from then until 1972 when I took it to my home in South Wales and started a major rebuild. This was finished in 1981 in time for my parents' 40th wedding anniversary (sadly they never got to their 50th).



William and Joyce Staddon with F1288

Page 1. R.F. 60.

ROADS ACT, 1920.

REGISTRATION BOOK

Mechanically Propelled Road Vehicle.

Read carefully the following instructions.

1. Upon the first issue of this Book sign your name in the top space provided on page 2.

2. Keep your Book in a safe place not on the Vehicle. If you lose the book, you may have trouble and delay in getting the licence or disposing of the vehicle; and you should report the loss at once to your Registration Authority.

3. If the particulars on page 6 are not correct, inform the Registration Authority at once.

4. If you make any change in your vehicle which affects the particulars on page 6 (e.g., wheel weight, seating capacity, colour or type of body, or if you change the class (e.g., private to hackney, goods to private, etc.) or if not already licensed, desire to draw a trailer, you must at once inform your Registration Authority and send this book to them. (It is an offence not to notify any change of the registrable particulars.) You must at the same time send the licence when the alteration affects any of the particulars therein. If the alteration made increases the amount of licence duty payable, you should send a cheque for the amount of the additional duty.

Renewal of Licence. (See Note on page 2).

5. When your licence expires, if the vehicle has not changed hands since the licence was issued, get a Renewal Form (R.F. 1A) from your Registration Authority or from a Money Order Post Office, if it is so sent either—

(1) Sent to the Registration Authority or

(2) Taken to a principal Post Office or the area of your Registration Authority—

(a) of the completed Form R.F. 1A,

(b) this book,

(c) of the licence duty,

(d) the certificate of insurance,

and you will get this book back with a new licence. Where renewal is effected at a Post Office, the old licence must be surrendered at the time of application; in other cases it must be destroyed on expiry.

6. If the last licence was not taken out by you, the vehicle must be fully declared on the appropriate Declaration Form, before a new licence can be obtained. (Continued on page 2.)

(NOTE: R.F. REGISTRATION BOOKS ARE NOT FOR SALE.)

Page 2.

Address of Registration Authority with whom this Vehicle is Registered.

LOCAL TAXATION LICENCES DEPT.
THE CIVIL LIBRARY, FOR
THE ROAD AND TRAMWAY DEPARTMENT,
1, COLLEGE STREET,
BRISTOL.

LOCAL TAXATION DEPT.
GLOUCESTERSHIRE COUNTY COUNCIL,
8, COLLEGE STREET,
GLOUCESTER, G.L.R.

**Taxation Officer,
County Offices,
Trambridge, Wilts.**

MG
x Rome

Page 3.

Name and Address of the Person Registered with the Council, whose Duty Stamp is affixed hereto, as the Person licensed to use the Vehicle, the particulars of which are given on page 6.

Geoffrey Goodenough Taylor
10, SION HILL, CLIFTON, BRISTOL.

FRANCIS DAVID ROME
14, DESS ST., SWINDON, GLOS.

A.F. INSTONE
22, WILMOT ST., SWINDON, GLOS.

WILLIAM C. STADDON
ST. ALBION ST., WILTON, WILTS.

IMPORTANT—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE.

The original Log-book for F1288 showing the first owner in August 1932 as Geoffrey Goodenough Taylor of Sion Hill, Clifton in Bristol. The car then moved in 1933 to Kempford in Gloucestershire with Francis Rome. June 1934 and the car moves to Swindon (A.F. Instone) before being sold to Phil's father, William Staddon, in September 1935.

Page 6.

Extract from Registration Particulars.

Index Mark and No. **HY 6618**

(a) Taxation Class *Private*

(b) Type of Body *Four Seater*

(c) Colour *Green & Yellow*

(d) Proprietor *R.C.*

(e) MANUFACTURER *MG*

Description of Vehicle *Open Top*

Classified Type *71288*

Letter & No. *71288*

Type or Model *MG 14*

Engines No. *5457*

Frame No. (Cycle) *5457*

(f) Year of Building (if manufactured prior to 14 January, 1913) *12*

(g) Rated H.P. *12*

(h) Seating Capacity *4*

(i) Unladen Weight *1025* lbs

(j) Date of original registration under the Roads Act, 1920 *16/8/32*

DATE STAMP AND INITIALS OF ISSUING OFFICE *18/9/35*

Page 7. Note: Annual Rate of Duty *8/9*

RECORD OF LICENCES ISSUED

Issued	Class	Duty Stamp and Initials of Issuing Office	Amount Paid in Licence Duty	Over Stamp and Initials of Issuing Office
24/8/32	Private	[Stamp]	8/9	[Stamp]
23/6/33	Private	[Stamp]	8/9	[Stamp]
24/3/34	Private	[Stamp]	8/9	[Stamp]
25/6/34	Private	[Stamp]	8/9	[Stamp]
31/12/35	Private	[Stamp]	8/9	[Stamp]

Page 8.

For use by Registration Authority only.

Colour Ivory & Green

new boot added 15/7/35

WILTSHIRE CO. 14 00 3/6 GLOS.

When the last space is filled, apply to your Registration Authority for a new book.

Any presending this Book should hand it over the counter of a Money Order Post Office.



**Above: The car in 1936 looking very smart.
Below: Not so smart; prior to and during restoration in the 1970s.**



F1288

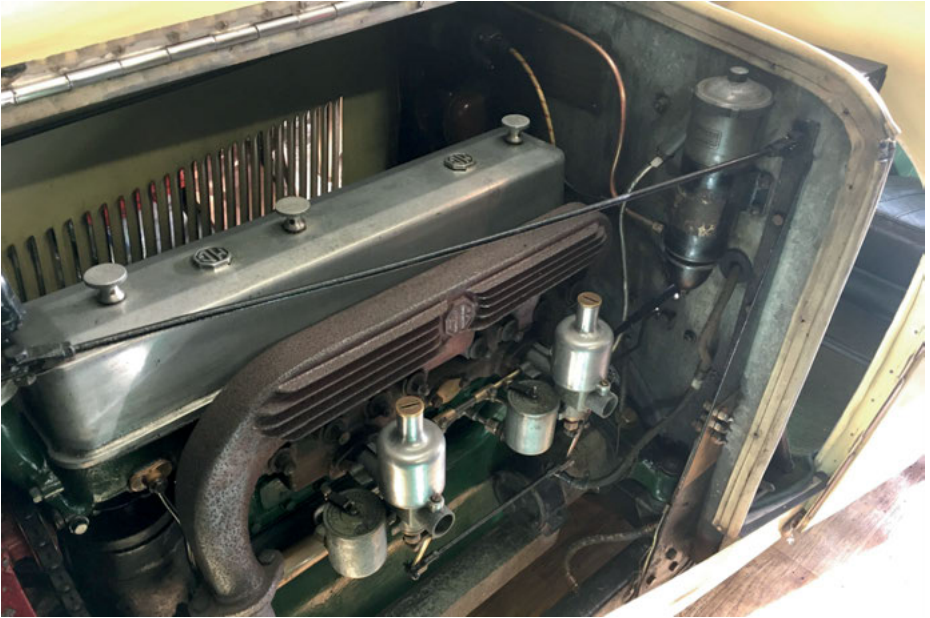


Top: The accident with a Standard Saloon in 1935 that left William Staddon badly injured and F1288 in a sorry state.

Below: Petrol coupons for the F-type from 1941; a change of job meant the loss of this vital petrol ration and led to F1288 being laid-up until 1972.



F1288



Some original features on the F-type: bottom-fed float chambers, Petrolift pump and tool box.



F1288



Very original interior
(leather is mostly original)
and the correct strapping
for the hood.



F1288 leaving Newark Park after an A7 Club gathering in August 2021
Photo courtesy of Barry Batchelor and with thanks to the National Trust

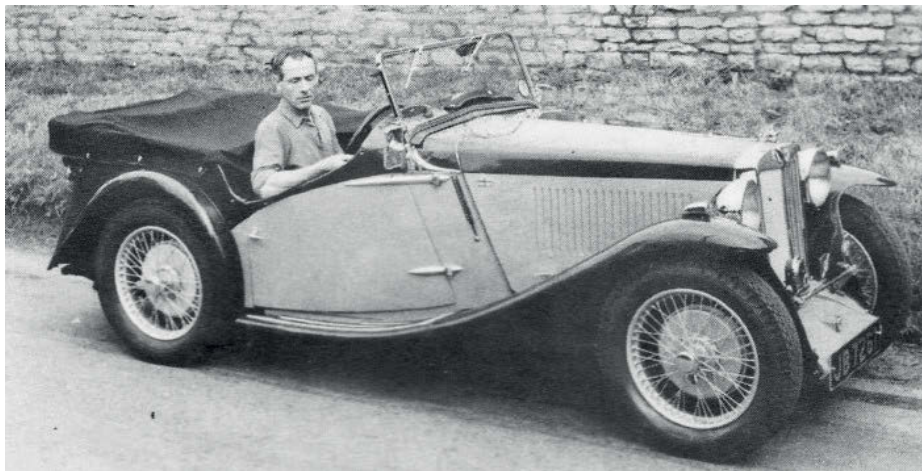
Len Goff: Tributes

Many will be aware of the passing of Len Goff in December 2022 and there are several heartfelt and personal tributes on the Website. George Eagle who had known Len for many years has provided his personal thoughts as have Philip Bayne-Powell and Frank Ashley. I have also reprinted the tributes from the website.

George Eagle:

I had known Len for over 40 years and used to visit him quite regularly as he lived only 10 miles or so from here. I have several of his paintings and drawings including two originals.

Len was a very private person who did not use the internet and, as such, there are few photos! I attach one which shows Len in NA0859, the caption states it was in the 25th Anniversary Register listing book 1986.



NA0859

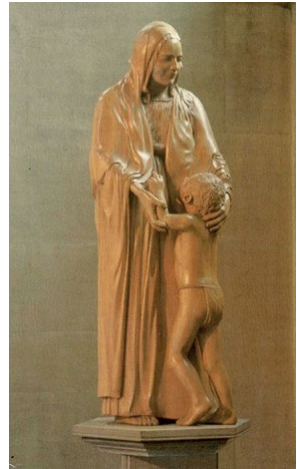
Len owned a variety of MGs over the years, starting with a TC. The Triple-M cars he owned included PA1554, NA0859, K2015, K3015/2 and NA0509. The latter is the well-known ND owned by Philip Bayne-Powell who sold it to Len and then repurchased it! Another car was the Jensen bodied K-type which the Committee agreed could be numbered K2021 because the car was built on a genuine un-numbered ex works chassis using the Jensen body which is ex K3025.

At the time of his death, Len owned a very nice TC and a Bristol-engined AC Aceca which was, coincidentally, once owned by the well-known AC enthusiast Miss Goff who was not related!

As noted on the MMM Website, Len was a very talented self-taught artist who produced numerous paintings, including many limited editions, a superb wood carver and an expert carpenter. Len built bodies for various triple-M cars - including the one for K3003. He also restored antique furniture, produced high quality furniture, made the detailed wood cases for Mercer chronometers, and much more. He also collected old fountain pens, watches and historic racing bikes was a good poet.

A carving by Len of the Madonna and Child is on display in Bury St Edmunds Cathedral; the amazing skill and attention to detail is self-evident.

I have a copy of the book "US" which Len wrote following the sudden death of his beloved wife Chris in 2008. Len kept very detailed diaries and the book covers a lot of local historical information as well as a chronicle of his family life. Len was a devoted father to daughters Kimberley, Melanie and Lindsay and Grandfather to their children. Len's last project was a very accurate 1/3rd scale model of the old horse-drawn mail coach that from London on what is now the A5. When I spoke to Len last week, he was worried that he would not be



As you can see Len was a uniquely talented person.

Philip Bayne-Powell:

I can add a few details about Len Goff, who built the timber body frame for me for K3003, amongst other skills he had.

He bought my old ND (N0509) off Nigel Musselwhite, to whom I sold the car once I had bought the K3. I had restored the ND in the 60s, but it wasn't good enough for Len who then completely re-restored it. He then sold it to Tim Jackson-Stops (the estate agent) who used it for a few years until Len bought it back. Len's wife, Christine developed a bad back, so the car was put up for sale and Len was about to sell it to a Swedish collector when I heard about this and bought the ND back. It is still with our family, being owned by my son, Jeremy. At one stage, Len had the Jensen bodied K2, and then a genuine K3 (K3015/2) which is now owned by Teifion Salisbury. He also had a bicycle for every day of the week!

Having started life as a builder's carpenter, he soon became an expert in producing antique woodwork, including a new door for a monastery for English Heritage. This had to be made exactly as it was originally, so no planted mouldings - they all had to be crafted with a hand scraper out of the solid Oak. He also produced many boxes for gyro compasses for a client. He was a brilliant painter and his commissioned works sold for £2000+. This just goes to show that he was supremely talented in many fields.



NA0509, the ex. Shaw Trials car, when in Philip's ownership at the Summer Gathering in 2019 shows the superb finish of Len's restoration.
Photo George Eagle.

John James:

Len told me a few weeks ago that he was not quite feeling himself for a day or two and his daughters were insisting that he go for a "MOT". Brian and Rosie Rainbow, who have known Len for over 60 years, called on him on the Sunday but couldn't make themselves heard. Brian phoned Len later that evening and Len apologised, saying that he was asleep in his new chair. He had been having trouble sleeping in a bed, so his daughters had bought him a special chair so sleep in.

A few years ago, Len gave me a copy of his book "US" which I have read and re-read; I'll no doubt read it again to remind me of Len.
RIP Len.

Terry Holden:

What sad news. I first met Len about 40 or so years ago. He was a great enthusiast and an incredibly nice guy. He was a very skilled craftsman in wood and the ash frames he made for our cars were a work of art. His drawings and artwork are brilliant and I am proud to have one of his 1993 prints of the K3 in the pits on the wall of my study.

A very sad loss to the Triple-M community; my condolences to all his family.

Halbe Tjepkema:

My father had some very nice moments with Len after purchasing his lovely drawing of the Mille Miglia K3 and even sending him his book "US".

My sincere condolences to his family.

Teifion Salisbury:

I'm extremely saddened to hear this, Len had a marked effect on Diane and I when we met him the few times we did after purchasing K3015/2. He kindly passed us treasured possessions including his proof-copy of "Magnetised" and a copy of "US".

A gentle lovely man, tremendously skilled in wood and other mediums; his kind are rare indeed.

Thoughts and prayers are with his family.

Frank Ashley:

I first met Len some 50 years ago when I was taken to see a man who was making M-type bodies, and that was the start of a lasting friendship. Over the years I discovered the story of how the Goff family came to Pury End and the harshness of Len's childhood and how his career as a self-taught cabinet-maker developed. As the years passed, the other talents skills emerged; drawing and painting, poetry, music, writing and sculpture in wood; he excelled at all. Anyone who has received a letter from Len instantly recognises his immaculate writing in mid-blue ink.

Len was a kind and most generous person, ready to help where he could. My own amateur woodworking benefitted from his guidance on several occasions, and I am honoured to have received several full sized and miniature prints of his drawings and paintings as well as copies of his books "US", "Magnet-ized" and his last, "Shared Daydreams".

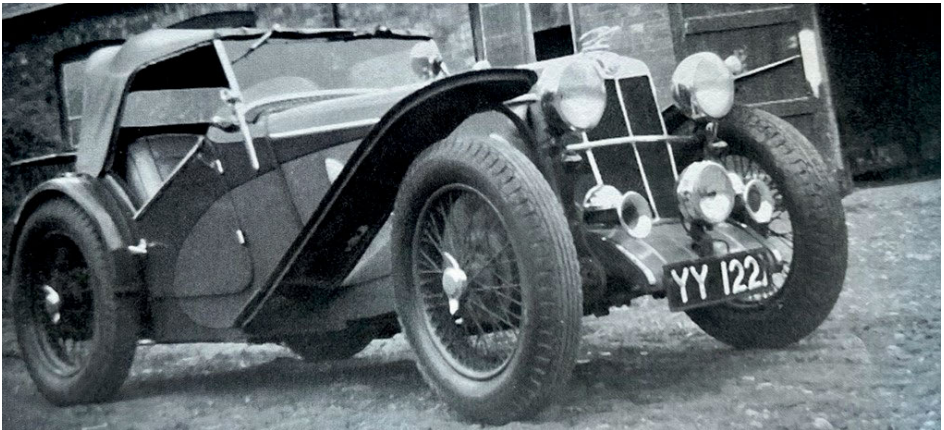
As well as his life-long love of MGs, his other passion was cycling and has been a member of the A5 Road Club since childhood. He had a very fine collection of 50s classic bikes, all immaculately restored to his very high standards. His hero was Fausto Coppi and one of his treasured machines was the frame of Coppi's last bike before retiring. Back in the 80's, having bought a tandem, I mentioned

this to Len saying that we would like to have single bikes as well, and within a few days had sourced two frames as well as wheels and other parts to complete their restoration. Another example of his generosity.
Along with many of our community, I shall miss Len greatly; RIP my old friend.

Mike Dowley:

I would concur with all the comments about Len's extraordinary expertise in so many fields. He was a Master Craftsman and truly unique. I was asked by the family to let all the MG people know of his passing but, of course, bad news travels fast and this made my involvement unnecessary.
Rest in peace Len.

The funeral took place on 2nd February 2023 at St James Church, Paulerspury, near Towcester.



Len also contributed to the Yearbook. An article in the 1999 edition entitled "From the Passenger Seat" chronicles his early adventures, and misadventures, with MGs including this J-type; a more learned article appeared in the 1986/87 issue that delves into the history of the ND model aptly titled "No Ordinary N-type".



Len Bull and Mike Linward in Len's old PA in 1979.
Photo by Jan Scholten from the 1988/89 Yearbook.

Brian Rainbow:

As these tributes were being assembled, Frank Ashley pointed me to Brian Rainbow who had been a life-long friend of Len and provided the following:

I knew Len for over 60 years, initially through cycling then MG cars. We belonged to two local cycling clubs, Len in the Towcester based A5 Rangers Cycling Club, I was in the Wolverton Cycling Club. We used to meet up regularly whilst riding evening time-trials and often rode home together. When I was 17, I acquired a MG TA that sometimes was used to transport my bike to the time-trial starts. During one of these meets, Len volunteered to repair a section of the timber ash frame on my TA, I think at the time Len & Christine had a TC. Len was super guy, and immensely talented. He left school at 14 and became a farm worker in the village of Pury End where he lived all his life. His great passion was woodwork and he eventually found work as a carpenter. This passion for woodworking led to him becoming a self-taught cabinetmaker and wood sculptor. He tendered for the making of hardwood/brass boxes for Mercer Chronometers and made several hundred for them; he also made all the furniture for the library in Bury St Edmunds Cathedral. Later, he was commissioned to produce several wooden sculptures for the same Cathedral. He also made wooden patterns so that his friend Mike Dowley could get MG parts made!

Len was also a very talented self-taught artist and produced many fantastic water colours and had limited edition prints made. His artistic talents also extended to the literary world; he wrote several books, all superbly illustrated, and he also wrote poetry. For someone who left school at 14 to work as a farmhand, his later life talents are unbelievable to us lesser but perhaps more educated individuals.

Through his life he retained his love of cycling and MG cars. At one point in the early 2000's he owned K3015-2 as well as a K2. Sadly, when his wife Christine who he had first met at Paulerspury School at the age of 7 died, he could no longer bear to go out in either of the K-types on his own, so they were sold. He maintained his interest in MGs until his death; he still owned a TC which he kept in his barn workshop alongside his AC Aceca. I would occasionally help Len with his TC and, as I still owned a TA, could supply him with parts like kingpins, reamers etc when he needed them. He had a fantastic collection of rare and historic lightweight racing cycles, including Fausto Coppi's Bianchi that Fausto had ridden on a Tour de France in the 60's.

Every year during July we would both watch the daily coverage of the Tour de France, and Len would regularly ring me up in the evening to talk enthusiastically about the day's stage, especially when there was a British stage winner!

Robin Lawton

Vintage & Classic car specialist | Over 50 years experience
SURREY/HAMPSHIRE/SUSSEX BORDERS

WE ARE ALWAYS KEEN TO ACQUIRE QUALITY VINTAGE & CLASSIC MOTOR CRAS ESPECIALLY MG, ALVIS, RILEY & AUSTIN

We offer outright purchase or our highly competitive brokerage service

If you are considering selling your motor car, please telephone us to discuss. Having been involved with 'our sort of cars' for more than 50 years, you can be assured of an informed quality service.

THINKING OF SELLING YOUR VINTAGE, PVT OR CLASSIC CAR?

Talk to us First

- World-Wide Sales
- Trusted Expertise and Extensive Network
- Numerous 5 Star Google Reviews

Having sold over 65 quality cars in the last 12 months - we deliver what we promise






VSCC, Riley Register & MGCC Members
Tel: 01420-474919 or 07710-364945
www.robinlawton.com - enquiries@robinlawton.com
We are located on the Hampshire/Surrey/Sussex Borders

www.robinlawton.com

Fiat Lux*, or How to Beat the Prince of Darkness!

*Or Let There be Light

Andrew Fock

It might surprise MMM owners to know that, before the Second World War, the products of Messrs Joseph Lucas were thought to be of the finest quality. Of course, by the 1950s, the torrents of oil pouring over the generators of our MMM cars had quenched any idea of the “electrickery” getting to the battery and, combined with the woeful quality control issues of the 1970s, Lucas Electrics developed an unenviable reputation for unreliability.



When considering MMM electrics, it must be remembered that electric lights in cars were only some two decades old at the time our cars were built and that, in towns in the UK, only the sidelights would normally be used. Even if the headlights were in use, one would be turned off unless ‘high beam’ was selected.

In the late 1920s and early 1930s, drive belt technology had not been developed so generators were almost always driven via a gear drive. Without proper voltage regulators, designers used the rather ingenious 3-brush system to automatically regulate the generator output. However, output was limited due to the lack of cooling, giving a maximum of between 8-10 amps depending on the unit. Above this output, the dynamo overheated and the solder in the commutator melted and it was game over.

If one does the sums, with normal incandescent globes in a MMM car and all lights on, the total draw on the system is approximately the same as the theoretical maximum output of the generator. Of course, the reality is generally such that with all lights on, the system is in a permanent state of discharge which can be anything up to some 10 amps if stopped at traffic lights. Even for later cars such as T-types the situation is only marginally better.

Over the years there have been various ‘fixes’ for this situation. Some of the more recent include replacing the 3-brush system with a 2-brush generator and voltage regulator and, most recently, the hiding of a small alternator within the body of the dynamo. However, while these solutions may ‘fix’ the problem, it’s a bit like putting a synco-gearbox in... these cars are now heading for 100 years old and are museum pieces, so in some respects, keeping the basics of the engineering of the time is good if possible.

1. Although this doesn't necessarily fix the output issue unless a ventilated unit is used, it does prevent the battery boiling dry!

One solution is to use LED lights. A variety of LEDs have become available, many with the correct bayonet type fittings for the early cars. Unfortunately, while LED headlight globes have been available for a while, getting a decent beam with them when using the original reflectors was problematic.

This problem has now been solved by using “projector” LEDs that have their own focused beam and do not rely on the reflectors of the car.

I recently bought a pair of these from “Classic Dynamo and Regulator Conversions” in the UK. Called the CDRC Double Dipper Pro, these LEDs go straight into the BA15d bulb holders in the LBD14/15 of the early MGs.



CDRC Double Dipper Pro BA15d version.

Fitting is very straight forward requiring no modification..... but you do need to get them the right way up(!) but there's a line on them to help you. There is no need to move the bulb holder in and out to focus the beam.



CDRC globe in the P type's LBD140 headlight.

Once the original lens is back in place it is extremely difficult to tell that it isn't an original style globe in the light. Obviously, these globes will not be suitable for lights with the tripod reflectors.

And the results?



High beam



Low beam

These globes produce a very sharp cut-off beam typical of modern headlights producing a good pattern lighting up the road ahead when dipped as well as excellent illumination for high beam. Each globe draws 0.6A on 12V and will work independent of polarity and independent of the state of the original reflectors. The light colour is 4300K.

Having had the opportunity to use the car now a few times at night I have been very impressed. It seems that a real lighting solution is now at last available for the older cars.

These globes are also available in other types, notably the pre-focus P36d/ Lucas 312/414 suitable for TFs and MGAs.

Disclaimer: Please note that I have no affiliation with CDRC other than as a satisfied customer.



The K-type of Berhard Kalutza (K0343) was invited to Dubai and, during a golf match, was allowed onto the hallowed turf of the golf course. Photo supplied by Walter Kallenberg



The Joy of Mistakes!

Back in Bulletin 128 I hinted at the occasional positive outcomes that come from the errors that unfortunately occur from time to time. One such was in the report on the Swiss Gathering in Bulletin 124. In that, Martin Fiedler's J2 was listed as J3635 but reader Richard Pettman was swift to respond:

"The image of the Swiss J2 has been incorrectly listed as J3365 when the correct number should be J2635. I should know as I owned this car from 1968 to 1983 and was responsible for re-instating the original registration of JO 5842 from AMA 709. Attached is a photo taken in the 1970s." (Below)



Inevitably, I could not leave it there so requested further information from Richard and he came up trumps! Some of the information may well have already been published but it is such a charming story of how old cars were treated in the 60s that I feel it is well worth recording; Richard's original notes and documents appear on the following pages:

J2635

Information and Photos supplied by Richard Pettman.

Summary: I have some history of my J2 known pre-war as "Mephistopheles II" by Mr Cooke its owner and trials competitor. I have the original registration application for AMA 709 which shows the first owner as Mr Lucas living at Tushingham Vicarage in Whitchurch. The chassis number is shown as J3387.

In the early summer of 1968, I purchased a swept-wing J2, registration number DK 9062, chassis number J4233. It was fitted with a Ford E93A engine of 1172cc (a popular conversion given the weakness in the original 2-bearing crankshaft) and hydraulic brakes from a Morris.

I wanted to fit an original and running J2 engine and, through the MMM Register, I contacted John Reid (owner of Aramis) who was selling an engine (35369A) from chassis no. J2635 – although this was not the original engine fitted by the factory. To view the engine, I had to drive up to the house of the Rector of Exeter College in Boars Hill, Oxford where John kept his cars (undergraduates were not allowed to keep them at the University).

I had planned to remove the engine from the car, which was in terrible condition lying in brambles and nettles. It was missing headlights, front axle and brakes, road springs, shock absorbers, wheels, windscreen, spare wheel carrier, hood, dashboard and instruments. As a bonus, one of the doors came complete with bullet holes! To see such a fine car, now past its prime and abandoned, in such a way must have triggered something within me as I decided there and then to buy the whole car for £60 and use parts from my other J2 to restore it to running condition.

As purchased from Boars Hill but with front axle and wheels fitted temporarily and dashboard in place. Note the bullet holes in the door.



The following weekend I fitted a temporary dashboard, devoid of instruments but with switches to take the loose wires, a front axle with wheels and springs and the missing radiator. The plan was to drive it back to South London. One of the benefits of youth is the optimism that nothing is impossible but, in this case, there was too much work to do to make it roadworthy and so this part of the plan was abandoned!

I decided to hire a Hertz Rent-a-Van and, with the help of some friends, I drove up to Boars Hill to collect it and bring it home. What I thought was a simple job was impossible and no amount of effort could get the car in the back of the van. We were on the point of giving up when we heard some whistling in the distance and down the lane came a Scout Group. With their help, the car was soon loaded up and we were on our way!

Over the next few months, the car was extensively overhauled with missing parts fitted and worn parts replaced. I rewired the whole car (in just one colour of wire!), fitted new tyres with re-conditioned wheels and then repainted the body in red coach paint with a brush. The engine ran well and on Castrol-R created a most intoxicating odour.

In the late 1960s, some new J2 type parts could still be found but I remember that most new parts came from Toulmins and second-hand from the Bones at Greenwich.

The car stayed in London until August Bank Holiday 1970 when it was driven back to Cumberland where I was then living and working. Until I sold it in 1983 (for £3,500), I continued to improve the car and in 1981 I carried out a complete engine re-build using one of the new counter-balanced crankshafts supplied by the Register.

1983 in
Cumbria



In 1979, the MG Car Club traced some original Factory service records and, with the help of these, I found that chassis J2635 which was currently registered with me as AMA 709, was originally allocated the Oxford number of JO 5842. When I bought the car in 1968, I received a continuation log-book which showed previous owners only as far back as 1967 but did not reveal any of the earlier history of the car or when the registration was changed. I was always aware that the chassis number showed as J3387 in this document was different from the one stamped on the chassis.

I always felt that, from the excessive wear in the rear suspension, the car had received a very hard life. This was later confirmed when it's pre-war Trials history was discovered. Sometime, early in its life it may have needed an extensive overhaul, particularly to the bodywork, and the owner may have fitted the later swept-wing bodywork from another car onto J2635 and, for some reason which is not clear to me, used the registration of the donor car (AMA 709) rather than returning the original registration of JO 5842.

Without my intervention in 1968, JO 5842 would have almost certainly been scrapped and lost forever. Although it exists today, probably in excellent condition, its chequered history means that very few of its original parts remain. The exception is the chassis which in the early days of my ownership, clearly displayed its identity through the original factory stamping of "J2635" on the dumb-iron.

On receipt of this card, duly completed, we shall be pleased to forward a Certificate of Guarantee and Instruction Book.
(It is particularly requested that the names be inserted in block capitals, and your best attention to this will be appreciated.)

Name: Mr. J. J. LUCAS
 Address: 3 Stoneleigh Avenue, Coventry
 Date of Purchase: Dec. 1932
(i.e., date on which you took delivery of car from the Dealer's Showroom)
 Name and Address of Dealer from whom car was actually purchased: Morris Garages Ltd, Oxford
OK Ford

Year	Model	Chassis No.	Engine No.	Body
1932	1296 A J	J2635	1296 A J	761842 1935

The model, year and engine number will be found on the plate which is fixed to the dash underneath the instrument.

TO: SERVICES DEPARTMENT, PERHIS SALES DEPARTMENT.

Classic Number: J.2635
 Type and Model: 1296 J2 two-seater
 Colour: Black-White Green
 Delivered to: Morris Garages Ltd, Oxford.
 ** Date Delivered: 29-11-32.
 * MAIN AGENT:

Included with Richard's notes was this interesting email relating to the previous owner S.A.Cooke:

Email from Dr Marcus Cooke 29/10/2010:

As promised, here's an excerpt from my Grandfather's notes "50 Years of Motoring" that relates to his MGs. I've transcribed this from his original handwritten notes and, where I have been unable to decipher his handwriting, I've inserted [...].

Hope you find it of interest, and I'd welcome any other information you might have:

“Back in England it was soon Whitsun with the London-Edinburgh again and among the cars entered was a brand-new model called the MG Midget, just beginning to get on the roads. I went to the control at Norman Cross and when these six works cars arrived, they created a sensation. Nothing like them had ever been seen here before. Next morning I went straight to [...]Garage and put one on order, although they were not yet in production and I had to wait until 1929 before I got mine (FL 8076). This was one of the first purchased and had a nickel radiator as the makers had not yet got round to chrome.

Whenever I left this car crowds gathered to look at it, as Midgets had just won the Double-Twelve long distance race at Brooklands and were headline news. Soon afterwards a young MG enthusiast, John Thornley asked in the motoring press for Midget owners to meet and form a club. This John Thornley eventually became Managing Director of MG Cars.

The meeting was held at the Roebuck Inn near Stevenage on the Great North Road and the MG Car Club was formed. I was at the meeting and joined to become the 7th member. For many years my membership number of MGCC was 7. Under John's guidance as Secretary, the Club soon began to hold Reliability Trials and I competed in in them all, collecting numerous awards, including the ...Class win in the 1932 Abingdon-[...] in the Cotswolds. This was one of the very few periods in my motoring when I was not a PBPO. The works were too fully involved in racing and record-breaking to be able to support Trials and we private owners had [...]. I ran the car completely standard, except for [...] [...] and stronger valve-springs and like many cars, the early models were far superior to the later ones. In the Midgets, the later models were much heavier and could not compete against the early models with their light and [...] bodies. I had little or no trouble, except for the usual oil leak from the OH camshaft onto the [...] dynamo, which was [...] of the camshaft drive.

My motorcycles, for many years, had been named “Mephistopheles”-the name for the Devil in the opera Faust-and my Midgets had “Mephistopheles II” written on the bonnet sides. By this time, the famous J2 Midgets had come on the market, the very latest in small [...] cars and, when I was offered a slightly used model with low mileage, I rather reluctantly traded in my faithful M-type. These early J2s, which didn't come up to the claims by the makers as to the performance figures given in the motoring press, were disappointing but I knew they could be made to perform. Firstly, I moved the headlights [closer] to the radiator-later models were produced like this-as with the original position the airstream covered the windscreen with mud from the front wheels on a wet day. Moving the headlamps [...], completely [...] this [...], but the skimpy cycle-wings were [...] very effective. Next, I wrote to MG stating I wished to do competition work with my car and giving my record to date with the M-type.

They had the car back at the works and when it returned the performance was as it should be. No charge was made for this work-you got co-operation in those days! I began to do some Trials, but found I was still down on performance compared to most other J2s being used for the same purpose, so I sent the car to London to [...] Motors for tuning. This firm seemed to be getting the best results from MGs at that time”.



Table of Events for J2635/JO 5842.

11/11/32	Build commenced, engine 1296AJ issued. Colour black body, white upholstery, green wheels.
29/11/32	Delivered to Morris Garags, Oxford.
01/12/32	Sold to AJ Lucas, registration number JO 5842
??/07/33	New owner SA Cooke (MGCC membership no. 7), named “Mephistopeles II”.
21/04/33	MGCC Abingdon Trial
13/01/35	MGCC Chiltern Trial. 1 st Class Award.
??/03/35	Great Western Motor Club London-Bournemouth Trial.
04/05/35	MGCC Abingdon Trial
10/05/35	Photo in <i>The Light Car</i> . Page 759
19/01/36	MGCC Chiltern Trial, 2 nd Class Award.
1936	GWLMC Spring Trial
09/05/36	MGCC Abingdon Trial
By 1967	Owner John Reid, Sutton Coldfield.
C. 1979	Owner Richard Pettman. By now registration number AMA 709 (ex J3387) affixed. Engine number 35369A fitted (ex. Morris Minor).
1983	Sold to Terry and Barry Bone (dealers).
22/06/01	Photo in MGCC Abingdon Trial programme.
30/06/04	Owner Thomas Fielder, Switzerland.

Forthcoming Events 2023:

(see Events section of MMM, MGCC and VSCC Websites for updates. Events marked * are Triple-M Race events.)

18-19 March	VSCC Herefordshire Trial
1 April	VSCC Scottish Trial
1-2 April	*MGCC Brands Hatch Race meeting.
2 April	Hammerwich Pre-war Car Gathering, Burntwood, Staffs.
22 April	*VSCC Silverstone Race & Autosolo.
29-30 April	Centenary Kimber Touring Assembly, Somerset.
30 April	VSCC Curborough Speed Trials
21 May	Wiscombe Park Hill Climb.
27 May	MG100 launch event, Gaydon.
1 June	MG100 Celebration launch, Oxford.
1-6 June	MG Club de France Tour.
3 June	VSCC Harewood Hill Climb.
10-11 June	*MGCC Silverstone 100 th Anniversary & Mary Harris Trophy.
10-11 June	MGCC "MG Live!" event, Silverstone.
18 June	*VSCC Cadwell Park Race.
25 June	MMM Summer Gathering, Greenacres.
2 July	VSCC Shelsley Walsh Hill Climb.
9 July	*VSCC Donington Park Race & Autosolo.
15-16 July	VMR Pre-war Prescott, Gloucestershire.
29-30 July	*Oulton Park Gold Cup Meeting (2 VSCC races).
2-8 August	MGCC European Event of the Year, Denmark.
5-6 August	VSCC Prescott Hill Climb, Gloucestershire.
9 & 10 September	VSCC Loton Park Hill Climb, Shropshire.
23 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
26 August	*VSCC Mallory Park Race Meeting.
16-17 September	Kop Hill Climb, Aylesbury
16-17 September	*Angouleme Circuit des Ramparts + MG100 feature race.
14-15 October	VSCC Welsh Trial
28-29 October	VSCC Cotswold Trial, Gloucestershire.
11 November	VSCC Lakeland Trial, Keswick.
3 December	VSCC Winter Driving Tests

Invitations:

From M-type owner Malcolm Watts, an invitation to join a charity event for pre-war cars to be held at the Hammerwich Cricket Club near Burntwood, Staffs (WS7 0JQ). Details as below:



Would you be interested in attending an event that celebrates pre-war cars?

The motoring calendar is filled with events catering for 'classics'. The problem is that the term classic is not defined and so they could have been built last year. This event is different.

It will only be open to veteran, vintage and early classic vehicles and not be competitive. It is an opportunity to share knowledge and experience with others for whom cars built before WWII hold a particular fascination.

This will be a ticketed event to control numbers, but tickets will be free. There would be no restriction on make, model or place of origin and other vehicles such as motorcycles and commercials will also be welcome. It will be held in Hammerwich, famous as the site of the largest hoard of Saxon gold and silver ever found and centrally located in the UK.

The event will be raising money for the Lions through voluntary charitable donations and the initial trial event will take place on 2nd April 2023. If it is successful, a bigger event will be planned for September 2023.

Help us to make it successful.

2 April 2023

**Hammerwich
Cricket Club**

Burntwood Road
Hammerwich
Burntwood
WS7 0JQ

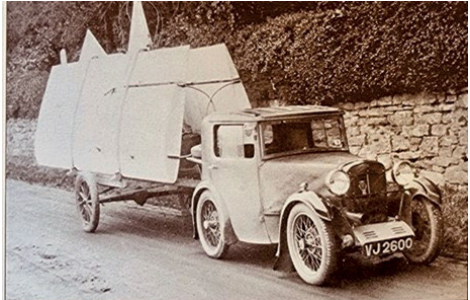
You can contact us
by email at
kiaxonhoard@gmail.com

To join our
Facebook group
scan the QRcode
or search for
'Hammerwich
Pre-War Car
Gathering'.



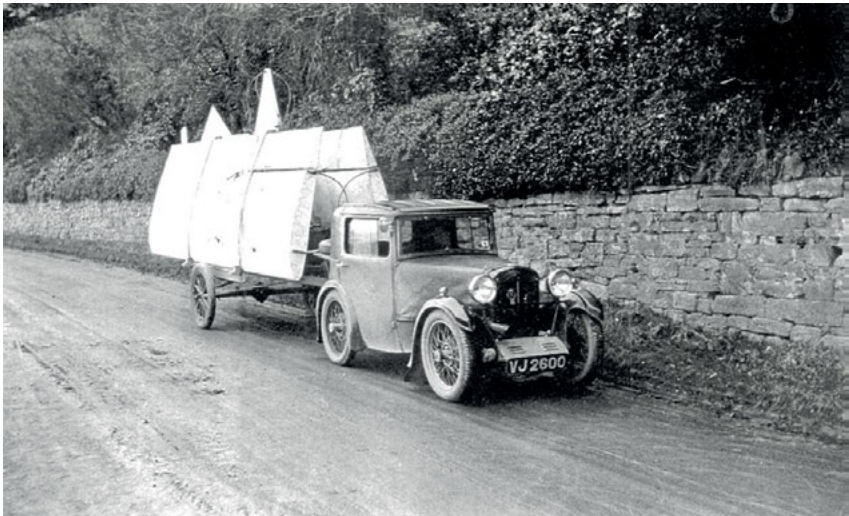
Correspondence: An Unlikely Tow-car From Graeme Jackson

We don't often see a M-type Coupe towing an aeroplane nowadays. I saw this image in a soft-covered booklet "Motoring Around Hereford, Worcester and The Welsh Marches" by AB Demaus published in 2001 by Tempus Publishing Limited. It is a splendid collection of early motoring and cycling photographs, intelligently captioned by Brian Demaus who, incidentally, owned a rare vintage Super-Sports Arab car designed by Reid Railton.



This M-type MG saloonette reveals several interesting features. Note the transparent roof panels, an additional refinement for a sliding roof. A leather radiator muff is fitted but much more unusual, so is a leather or rexine bonnet cover. The car's owner was an aviation enthusiast and the MG is towing a pair of wing sections on a trailer that looks distinctly home made. The trailer axle appears to be from a Model T Ford.

If we are not going over old ground, the photo is worthy of the Bulletin. No doubt a reader will identify the MG and perhaps tell us which flying machine was fitted with those pattern wings, unless of course they were intended for the M-type; they can be made to fly!



This light-hearted contribution from Graeme led me to contact Ian Grace as he is a keen flyer as well as Vintage Minor enthusiast. To my surprise, he not only identified the glider but also advised that the same photo appeared in the VMR magazine twenty years ago (M110) and supplied the photo that came to him from Bev Hicks. The original caption reads as follows:

This M-type saloonette reveals several interesting features. Note the transparent roof panels, an additional refinement for a sliding roof. A leather radiator muff is fitted but much more unusual, so is a Rexine bonnet cover. The car's owner was an aviation enthusiast, and the MG is towing a pair of wing sections on a trailer that looks distinctly home-made. The trailer axle appears to be from a Model T Ford.

Ian also sought to correct the caption "that's not just a pair of wings, but the entire primary glider!"

From the MMM Database, the car is CM1187 and the first owner was Percy Pritchard from Hereford who was, reportedly, a photographer which may explain the quality of this picture. The Factory file shows it as being originally painted black but subsequent works included blue paintwork, the fitting of a front fairing, double wipers and external mirrors. There are also pictures of the same car towing a caravan, so it obviously had a busy early life. Sadly, there are no further owners listed and there is nothing on the DVLA website so it probably has not survived.

As this was being assembled, the January issue of Safety Fast popped through the letter box and, to my surprise, had yet another "MG towing glider" feature; this time the MGC of Gavin Short.



For those who also have an interest in flying machines, Gavin has provided some more information:

“The trailer is German and comprises fibreglass honeycomb panels and aluminium and only weighs 400Kgs. The glider is a 1971 Standard Cirrus 15m single-seat glider weighing 228Kgs. The loaded trailer is well within the 762Kg towing capacity of the MGC. The wings and tailplane are removed and stowed in the trailer separately; the fuselage is in the middle, the wings on either side and the tailplane is then attached to the roof of the trailer.”



The MG is known as “The Dutchman” having spent some time in Holland before I repatriated it in 2020 and is now my daily driver. It has a modified engine (162 BHP), 5-speed gearbox and modified suspension. Towing the trailer at 60mph (2000 rpm in 5th gear) returns 26.3 mpg.”

Further bizarre cars with aeronautical connections have been highlighted by Graeme and I trust that readers do not object to this slight deviation from Triple-M matters:

“From the same book, a screw-propelled car built by Walter Jones in 1912 using parts from a crashed Bleriot monoplane. We can imagine it transporting him along the laneways of Wales, trimming the hedgerows at the same time! Not a machine to drive through town on a busy market day. Sadly, there is no photograph of the device, perhaps a photographer got too close!”*

**Thanks to the magic of the Internet, some photos of his creations can be accessed on the Abergavenny Museum website:*

Is this the screw-propelled car described by Graeme?





The No.1 2-seater cyclecar made from the fuselage and landing chassis off a 'Bleriot' monoplane. The propulsion is by means of a motor-cycle twin cylinder engine and rear belt-driven wheel, the steering is by cable and bobbin to the front wheels. This car is very comfortable to ride in over rough ground. Built in 1911 for Sir E Channing Wills from old parts by WH Jones.

Photographs and captions courtesy of the Abergavenny Museum.

	MIDGET		MAGNETTE		MAGNA
50 YEARS OF SERVICE	MMM				50 YEARS OF SERVICE
THE SPARES SERVICE YOU CAN RELY ON !					
Phone on 01948 840899 Fax on 01948 840897					
For prompt despatch of stock orders					
Parts for all OHC Models 1929 to 1936					
View our Website www.sportsandvintage.co.uk					
which is regularly updated with special offers					
Illustrated Catalogue			Visa - Mastercard Welcome		
		 SPORTS & VINTAGE MOTORS LIMITED		Gorse House, Whitchurch Road, Prees, Shropshire, SY 13 3JZ  	

MG CENTENARY KIMBER TOURING ASSEMBLY

29-30 APRIL 2023

An Invitation from Alan Grassam

The Kimber Trial is dead, Long Live the Kimber! Well, not exactly. For a variety of good reasons, the Kimber Trial will not be run again. However, the main MG Car Club asked us, in the Southwest Centre, if we would put on an event to take its place which would celebrate the centenary of the MG marque.

So here you have it, ladies and gentlemen, a touring assembly but not just any old touring assembly; one that is based at the same hotel where we have traditionally held the Kimber trial. It covers the same ground as the trial but here is the big difference. The whole route, approximately 90 miles, is on tarmac roads. Yes, that's right, tarmac roads. No Alham Splash and yet the scenic route will pass right by several of the old Trials hills. So, if you wish, you can get out of your car and walk back into the past.

The lunch stop is at the Haynes Motor Museum. If you wish to take an extended break you can visit the museum at the specially reduced rate of £15. On Saturday evening, there will be an informal dinner at The Lanes Hotel. Non-residents who wish to attend must order their dinner on the official entry form.

On Sunday, we drive to our traditional venue in Butleigh. For those not in the know, here is the home of Barry Foster and Hamish McNinch. As usual, we are very grateful to those two worthy gentlemen for giving us permission to hold a gymkhana in their large field during the morning.

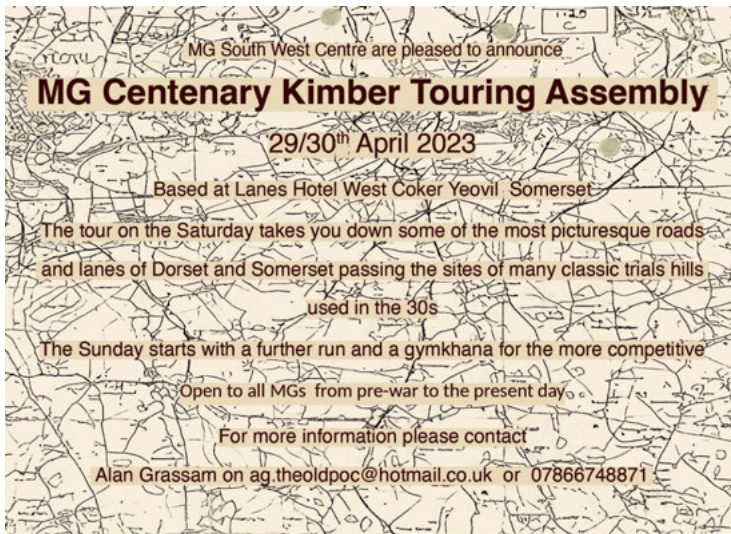
We are happy to accept all MG's to this event but do hope that the majority of entrants will be in proper "square rigger" cars. The MGCC Southwest Centre looks forward to welcoming friends old and new to celebrate 100 years of the MG Marque.

Those of you who used to receive regs for the Kimber Trial will automatically receive them in February. Otherwise, you should email Andre Owst or Alan Grassam.

andrewowst@hotmail.com

ag.theoldpoc@hotmail.co.uk





Yorkshire Dales Tour: A Postscript. Notes and Photos by Bob Walker.

Inspired by the report in Issue 130, Bob Walker has provided some extra F-type related information:

There were three F-types on the Tour; Beth and I in F1335, Ian Goddard's F0283 and Peter Westhead's recently acquired F0736 (previously owned by Charlie Cartwright).

Thanks to Terry Hartley's monitoring of the website, I was able to contact Peter and make the usual offers of mechanical (and psychiatric!) help. It turns out that this was just what was needed as he had understandable trepidation, never having encountered a ninety-year-old MG before! He was persuaded to do the Event and had a great time, just as we thought he would.

I tried to get a photo of the three F-types together, but it was rather like herding cats! To cap it all, when I got my camera out of the car, where it had been overnight, condensation produced this rather mystical view.

See photos on page 40



The photo below was taken outside the Robert Fuller Gallery and shows Peter in high spirits in his new steed, with “Egremont” alongside.





Slip and Grip
Barry Foster

Heading photo by Colin Murrell shows Barry and The Rat before technical problems intervened.

The 2022 Mallory Park Race meeting with the VSCC featured a Triple-M race. The Rat had run well in a previous race that day and was in a reasonable position on the starting grid. The “quick” sixes and “lightweight” fours were ahead; the Rat was the first road equipped car and was running well, all going as one would hope.....

Round the hairpin at Gerrard’s was a long oil slick, starting wide at the entry to the corner, crossing the apex and then running out to the left. On lap 9 I crossed this slick under braking and then out when putting the power down. Soon after, I had a noise from the rear of the car and spent the lap assessing what it was ... first thoughts were a slow puncture, but the handling had not changed. Through Gerrard’s again and the noise got worse and sounded like the offside rear wheel was breaking up but looking back and over the side I could just see the wheel behaving as it should. With the power and revs building through Devil’s Elbow the noise got very much louder and I was able to identify it as the differential... not the usual loud bang as teeth were extracted but a clattering. It got worse so I slowed and went round into the Pit Lane.

At a slow speed, it was clear that teeth had parted company with either the crown wheel and/or the pinion. Retirement was inevitable so a slow run out across the paddock, making use of the gentle slope, and down to the trailer. I had left the trailer ramps down, so was able to load without any problems.

At home, when I tried to unload, I found that the rear axle had seized, and I could not move the car off the trailer! With jacks, blocks and planks I was able to raise the rear wheels and slide the car off the trailer a foot or so at a time until I had it on the ground and was able to pull it back into the workshop. Stripping the rear axle revealed the damage; the picture tells it all!



The nearside half-shaft had also suffered and is close to breaking. This is the result of slip and grip of the tyre under power and load as the friction between tyre and tarmac changed suddenly. This can also happen when there is standing water on the track and one wheel can spin the grip. Particularly annoying as all the bearings were good and the setting between crown-wheel and pinion on the remaining good bits was correct.

More work!

Correspondence: J2064 (Bulletin 129) From Graeme Jackson

This email was received from Graeme before Christmas, hence the Christmas greetings. It just missed being included in Issue 130 but worth including here as may hopefully trigger someone else to add to the information on this car.

When we were trendy youngsters we used to say "Have a Cool Yule"

Thanks for all your good work producing the Bulletin which is much enjoyed; I am looking forward to 2023 for our MG Centennial Year and 90th Anniversary of the K-type and also the L-type. A thing of beauty is a joy for ever.

Editors love feedback so, here goes: I am gazing at Andrew Fock's photo from Andrew Gall of the J-type for identification on page 38 of the October-November edition of the MMM Bulletin, and would like to have my two pennies worth, if you please.

My guess is that the allocation of chassis number J2064 to MJ 3518 as recorded on the MMM Register database is incorrect. Simon Johnston points out the fitment of 1933, and later, pattern windscreen supports. The amateur ironmongery which holds the headlights and front cycle wings and the lack of the cross bar, indicates to me a car which has been converted in a back shed from a later, swept wing, MG J2. Then, can the DVLA's allocation of MJ 3518 to a 1934 car registered in February 1934 be wrong? On the flimsy (but now expert) evidence, it is "London to a Brick" that it is not J2064.

So there!

Prompted by Graeme's ruminations, further research of the Database proves interesting. Other cars with MJ registrations either side of J2064, with one exception, were distributed by Messrs A.Gell in Bedford; MJ being a Bedfordshire registration. See table below.

Reg No	Chassis	Built	Registered	Distributor
MJ 2941	J4127	07.10.1933	01.12.1933	A.Gell Bedford
MJ 3111	J4227	23.10.1933	02.12.1933	A.Gell Bedford
MJ 3114	J4347	11.11.1933	01.12.1933	A.Gell Bedford
MJ 3518	J2064	06.09.1932	30.09.1932	York Ward & Rowlatt, Wellingborough.
?????	<i>J4352</i>	<i>13.11.1933</i>	<i>20.01.1934</i>	<i>A.Gell Bedford</i>
MJ 3888	PA0419	07.03.1934	21.03.1934	University Motors
MJ3898	PA0412	07.03.1934	25.03.1934	A.Gell Bedford
MJ 4380	PA0677	10.04.1934	28.05.1934	A.Gell Bedford
MJ 4554	PA0980	01.06.1934	01.06.1934	A.Gell Bedford

J2064 stands out as being out of sequence with the registration numbers, build date and first registration dates of the other cars in the sequence.

The youngest J-type on the Register (J4431) has a build date of 10.01.1934 and first registration as 02.02.1934. One candidate for MJ 3518 could be J4352 which was built 13.11.1933, first registered 20.01.1934 and distributed by A. Gell (Registration is unknown).

This tallies quite well with the DVLA record of first registered February 1934, but Factory File shows colour as Red/Black whereas DVLA has Blue. If anyone has further thoughts or information about the current owner, please contact the Bulletin.

	MIDGET		MAGNETTE		MAGNA
50 YEARS OF SERVICE	MMM				50 YEARS OF SERVICE
THE SPARES SERVICE YOU CAN RELY ON !					
Phone on 01948 840899 Fax on 01948 840897					
For prompt despatch of stock orders					
Parts for all OHC Models 1929 to 1936					
View our Website www.sportsandvintage.co.uk					
which is regularly updated with special offers					
Illustrated Catalogue			Visa - Mastercard Welcome		
		 SPORTS & VINTAGE MOTORS LIMITED		Gorse House, Whitchurch Road, Prees, Shropshire, SY 13 3JZ  	

TRIPLE-M REGISTER CHAMPIONSHIPS

Just as this issue was being finalised, we received the very sad news of the sudden death of Mike Linward. Mike had been the Competitions Secretary ever since joining the Committee in 1985 and his detailed compilation and commentary on the various championship results was an important part of the Bulletin and his contribution will be greatly missed.

Photos supplied by Cat Spoelstra



DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register

CONTACTS:

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

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

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

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

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

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

TREASURER - Situation vacant

COMPETITIONS SECRETARY -

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

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

YEARBOOK EDITOR – Simon Johnston, 7 Tullynagardy Green,

Newtonards, B23 4DL

(Tel: +44 (0)2891 312963 Mob: +44(0)7711636554

E-mail: mmmyearbookeditor@gmail.com)

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

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

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

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

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

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

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

(Tel: +44 (0)1978 790652

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

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

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



Terry Hartley's PB0447 looking very smart after a recent repaint in black and Jaguar Regency Red and is nearly ready for the road.
Photo supplied by Bob Walker.

Photo overleaf by Nigel Blackham:

An appropriately vintage look to this photo by Nigel Blackham of two of his grandchildren, Jacob and Ariella, achieving "fastest time of day" in PA1999. Nigel explains that he was sitting in a deckchair in the garage trying to minimise any damage to the PA while they participated in an imaginary "Grand Prix at Silverstone". He thought that a victory photo was appropriate and, not wanting to disturb them, used the view through the rear-view mirror. Apparently, Jacob did not appreciate his "observer" in the passenger seat making enthusiastic use of the gear lever so he was often in the wrong gear and therefore not the fastest!

Nigel's eldest daughter (50 this year), who he delivered to school in PA1999 on many occasions over 40 years ago, would regularly ask for the near-side bonnet to be opened so she could see "The Claw"!

Nigel added that this photo demonstrates the maxim that, the best camera is the one you have on you at the time.

