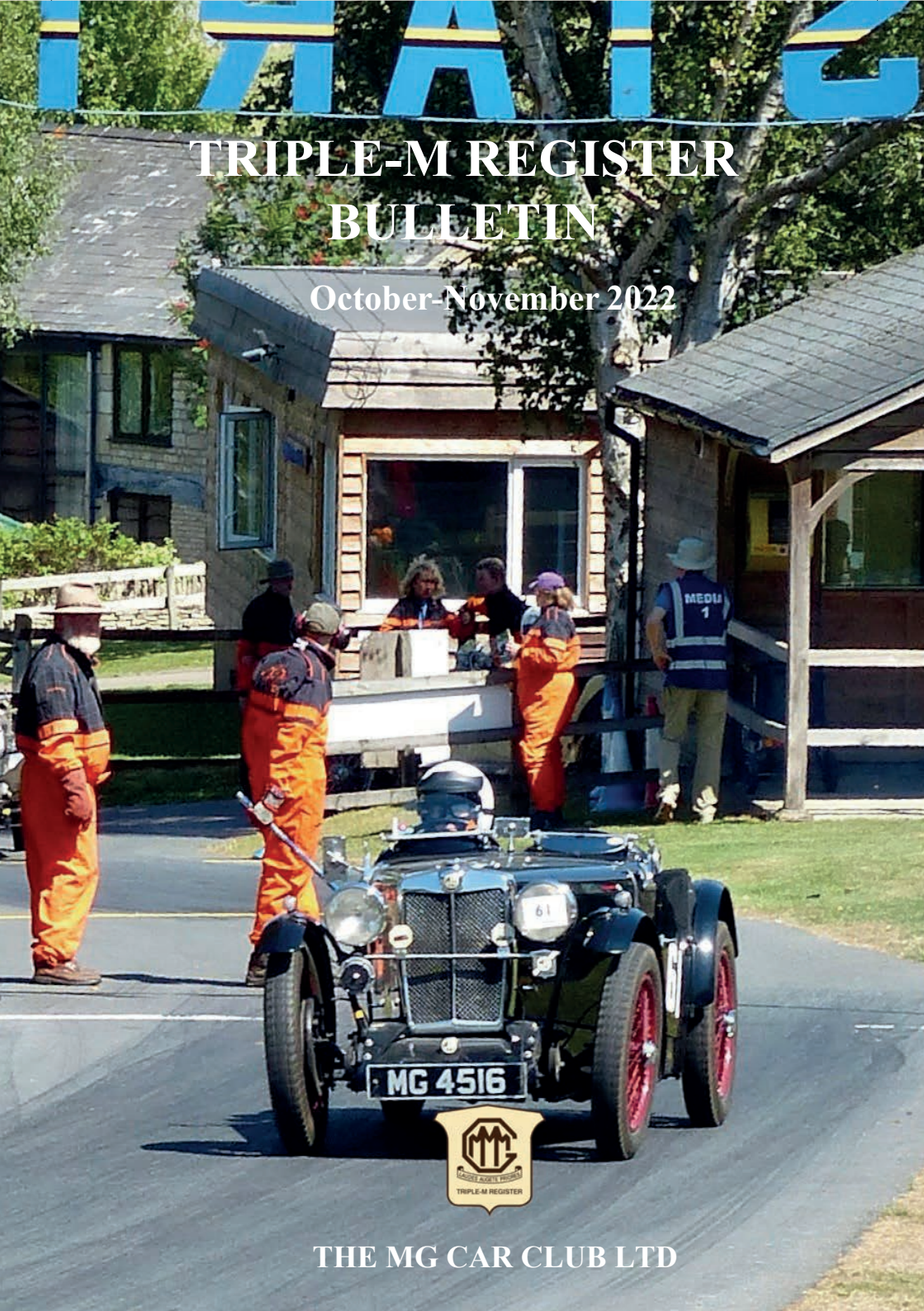


TRIPLE-M REGISTER BULLETIN

October-November 2022



THE MG CAR CLUB LTD



VSCC Prescott Short Course Hill-climb.
Above: Charles McEvoy's F1 Magna Special (Digby Gibbs)
Below: Sarah Davies (PB) rounds Pardon Hairpin (Colin Murrell)



BULLETIN No 129 October-November 2022

Front Cover Picture:

The familiar PB of Rachel Holdsworth heads off from the start line at Prescott during the VSCC Short Course Hill Climb meeting in August.

Photo: Digby Gibbs

Editorial:

And so, a very full year of Triple-M and old-car events is drawing to a close; the results tables are almost finalised with some of the awards already decided, and thoughts are now being directed to winter maintenance or rebuilds and next year's activities. As you will read elsewhere, the Committee is seeking suggestions and expressions of interest for activities in the new year.



The good news is that the racing programme is looking very positive and the Summer Gathering even has a provisional date (Sunday 25th June).

2023 is going to be a momentous year for the Club and the Register. The 100th anniversary of the MG Car Company will be orchestrated by the main Club and the Register will obviously be playing its part as well as celebrating the introduction of the K-types. There are more details in Dick's notes but also keep an eye on the website for developments.

At this time of year there is, unusually, an embarrassment of riches in terms of events to report on. However, not all readers are interested in the competition side of things, so I have endeavoured to provide a balanced mix of articles. Even the Mallory report, by Mike Davies-Colley, takes a different approach by giving a very personal, and entertaining, view of racing from the driver's perspective.

And finally, following on from my comments in the last issue about time speeding up with age, I was intrigued to read the following in the January 1964 MMM Newsletter:

"It is said that the apparent increase in the rate of passage of time is a sign of the onset of old age. If this is so, your editor must be far older than the 32 years to which he admits."

The Editor at the time was, I believe, Irving Bramson.

Digby Gibbs

Renewals:

Now is the time to sign up for next year's Bulletin by renewing your subscription so you can continue to enjoy the bi-monthly issues.

The cost of producing the Bulletin increased earlier in the year which we were able to absorb. Paper and ink costs are continuing to rise, and the printers advised us in October of a further cost increase, and we anticipate further increases next year. Postal charges also increased in November by at least 15%.

Due to these known and anticipated increased costs, we are having to review the subscription rates for 2023. We are endeavouring to keep the increase to the minimum and, once this has been finalised, notice of the new rates will be posted on the General Information section of the MMM website as soon as possible. Please watch out for the announcement and then adjust your payments accordingly. If you do not have access to the website please contact

Paul White by email and he will be able to help (mmmbulletin.sub@btinternet.com).

Future Events:

The calendar for next year's events is still fluid but the following are worth adding to your 2023 diary, or electronic gadgets:

12 February 2023	MG & Triumph Spares Day	Kenilworth
1 April 2023	MGCC Race Meeting (MMM)	Brands Hatch
1 June 2023	MG100 Launch by MGCC	Oxford
10-11 June 2023	MGLive!	Silverstone
25 June 2023	Summer Gathering	Farnham Royal
2-4 August 2023	European Event of the Year	Denmark

Farewells:

Sadly, we have had news of MMM stalwarts who have passed away since the last Bulletin including Bob Jones, Bob Milton and Peter Kerr from Australia; it is hoped that full tributes will appear in future issues and your contributions would be appreciated.

And Finally:

In the Classified Ads of The Sports Car of February 1937 under "Sporting Motorists' Bargains", both advertised by the Cresta Motor Co of Worthing:

J4 type, Chas. No. J4003 £250. First Reg May 1933 2-seater green/green. Regulation racing body.

J4 type, Chas. No. J4007, £295. First reg May 1933. Single seater cream and blue/cream. Special single seating racing body.

Secretary's Update

More scribblings from the secretary.

It's been a fairly busy time lately. Our resumed AGM took place on the 9th of October and it is to be hoped that the small number of people who turned up found it interesting and helpful.

As in the past two years, the meeting took place on Zoom which is a really good way of gathering people together across the great geographical divide of our movement.



However, we had 17 (yes just 17) people in the meeting, two of whom (praise the Lord!) were from the USA. The draft minutes of the meeting can now be seen on our website forum, so do please seek them out and read them to get a full view of what we discussed, which will add a little colour to the following potted summary. The meeting was also video recorded and any Member wishing to see the recording should please contact yours truly for access details.

Chairman Jeremy Hawke dealt with the business with good dispatch. The 2021 accounts were well received. We have very healthy financial reserves; the Chairman and Secretary were re-elected for a further one year and two of the committee members who retired by rotation, namely Elizabeth Taylor and Digby Gibbs were duly re-elected. So much for the formal business.

The main thrust of the meeting was giving responses to questions which had been posed about the relationship between the Register and the MG Car Club. Stating the obvious, of course, our Register is an integral part of the MGCC. Our assets and funds are the Club's and are there to be deployed for the benefit of MGCC MEMBERS – with particular emphasis on Triple-M Register Members!

There was considerable discussion about the degree to which the Register should support owners and encourage their participation if at the same time these good people don't choose to become or remain MGCC Members! Should we differentiate between Members and non-Members in the support we give? Should we have different access gateways to our facilities? Should we adopt differential pricing?

Are the benefits of Club Membership sufficiently understood by owners? Is there anything more we could do to find out what people expect of their Club? The committee continues to grapple with these issues as we seek ways to stimulate interest and support for the Club.

The newly energised Club management team is doing a great deal to ensure that Triple-M activities receive the coverage, support and exposure that they deserve – take a look and you'll see what I mean!

As we look toward 2023, we can all participate in the Club's MG100 celebrations at Silverstone in June 2023. These will run in parallel with some special anniversaries for our own Register, notably the 90th anniversary of the stupendous successes of the K3s in the 1933 Mille Miglia. The K3 anniversary will witness an assemblage of a significant number of these wonderful cars at race meetings, including at MG100, Silverstone in June and at other Register events. We are hoping to push the boat out also by producing a special publication, as a welcome successor to the popular (and now out of print) commemorative publication that we issued for the Register's 40th anniversary of 2001. This should be a nice addition to our library and yours! Incidentally, have you bought your 2021 Yearbook yet? It was newly issued in April and we still have some available.

Our racing maestro Duncan Potter has plans for Triple-M racing at two or possibly even three MGCC race meetings next year as well as at the usual VSCC meetings. There may well be a dedicated Triple- M presence in a Prince Bira invitation race at Angoulême in September 2023. And, of course, there will be speed-related as well as social events where our cars can be given pride of place.

Speaking of social events, we are still hoping to be able to organise the tour in Suffolk next year, but plans are making glacial progress, largely because I just have too much going on to be able to handle it. So, if it is to happen, additional offers of involvement, local guidance etc would be greatly appreciated, please. A more definite date for your diaries is the resumed MG/Triumph Spares day. This returns to its traditional location of Stoneleigh Park in Warwickshire on Sunday the 12th of February 2023. The Register will be there – will you? We hope so!

I mentioned last time that we're currently working without a formally appointed treasurer. The finances are in good order, accounts are being maintained and VAT accounted for, but the position does need to be filled, please.

Although it's the cars that bring us all together, the friendships we make along the way are just as important. Thoughts of Suffolk and our financial accounts take me immediately to the very sad news of the recent death of our good friend Bob Milton. I first met Bob when he joined our committee in 2009 to become our treasurer, a position which he held until 2017 when the beginnings of his motor neurone disease meant that he could no longer continue in office. Bob was a warm-hearted man who combined the traits of geniality with resolve and fairness. He was an accomplished engineer and was most particularly associated with the R-types, as in former years he owned two of them - RA0278 and RA0279. The legacy of his knowledge and experience lives on through the information and research which he shared with successive custodians of these cars and the wider fraternity around the world. He was also of inestimable help when Geoff Enoch set about an ambitious project to create a 'toolroom copy' of the R-type. Whilst we mourn Bob's passing and send sympathies to Joan and the family, we can be thankful to Bob that much of his research and other material will be passed to the Register where it can be curated and held securely. And a final word to send good wishes to Ian and Judith Judd. They are both recovering from serious injuries caused when their M-type was T-Boned and overturned at a roundabout by a delinquent speeding juvenile driver in late September.

Please all look after yourselves and as Cat Spoelstra is wont to say: "be kind".

Dick Morbey



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VSCC MALLORY PARK: 21st August 2022



**A personal View by Mike Davies-Colley.
Photos by Colin Murrell.**

Racing a 1930's MGs is, one can say with some certainty, about as niche as it gets in modern life in 2022, and it proves difficult to relate an experience in the pursuit of this, to those who care to listen, with any real hope of success. The visceral experience with all the sights, sounds and smells of our cars operating near the limits in an environment for which they were designed, and in extremely close proximity, is difficult to convey. On this occasion we were at Mallory Park for the final race of the 2022 season.

Arrived Mallory Park early on the Sunday morning, in good time for the bureaucratic rituals imposed, and as usual met by broad smiles and post-Covid hugs as the chaps assembled in our allocated paddock zone. I'm not alone in usually being unable to stomach my bacon butty before the practice session, but this time the lateness of my appointment with the track made me throw caution to the wind and, once I'd queued to sign on and get my transponder from race control, I strolled over to the diner and avoided the upsell to a 'full English in a bap'.

The next challenge often presents itself in the shape of another queue, this time with the car to the scrutineering bay, and experienced racers keep an eye out for a lull in proceedings to 'nip in' when the wait is shorter. Barry Foster had taken to the queue, so we joined in cordial conversation about exhaust pipes whilst I relaxed in the soft morning sunshine. It didn't even seem to matter that it took longer than usual despite the queue being short, as VSCC "royalty" were jumping to the front ad hoc, the benefit of which allowed me to exchange wry smiles with fellow queuing competitors and the bonus of conversations with several cross marque compadres I had not met before. It's one of my priorities to get to know other racers, especially those with cars of similar performance from other marques. Anyhow, my turn came, and I made use of gravity to descend, almost under full control, down into the large covered bay area, being careful not to scare anyone in authority.

There is a certain routine to this, where respect and confidence is important, and it is good to have the race romper suit, fireproof gloves and boots, and helmet, all ready and unwrapped in the cockpit ready to be checked. I find it appropriate to call the esteemed scrutineer "sir" as they have invariably earned their role, and I always enjoy the engagement. There is, for example, a shiny holographic label located low down on the fireproof race suit, inside the zip, and this can easily become the subject of an embarrassing anecdote unsuitable for the dinner table if one decides to wear the thing before presenting oneself. Anyhow, clothing inspection is followed by systematic raising of bonnet panels, synchronised peering inside to check for seepage and catch tanks, occasionally followed by hanging off the top of the wheels and shaking and, usually, testing of the mandatory rear rain lights. "Rain lights?" I shouted, above the noise of a Crossly OX5 fired up a few feet away, "nah, it's not going to rain today" he said assuringly. So off he trots to get the vital little sticker, which I enjoy peeling and neatly placing below the others inside the cockpit on the passenger side.

Back at my paddock spot it's all go with just time to finish the butty, don the race suit and boots and circle the car checking oil, water, add fuel (4 gallons on the dip stick) and adjust tyre pressures before sitting on the deck chair to recover composure. Being a seasoned 'hill climb and sprint' competitor in the past, I'm really interested in tyre pressures, and there is a wide variance in approach amongst us, front to rear as well as overall pressure levels. Basic principle for me is usually lower at the front than the rear because I find the Triple-M's I've driven tend to understeer at race speed in some corners, and I much prefer oversteer for control. Some use the "scando flick" to induce oversteer, some go for out-and-out grip with posh Dunlop racing tyres, it's all good.

Practice Session 7, which incorporated all the MGs apart from Andrew Moorland and Andy King (who I suppose were ODM candidates), comes soon enough, and as I rarely hear the tannoy call, I just keep an eye on Fred Boothby's car and simply go when he does. Some like to get to "assembly" early (for the uninitiated, this is an area beside the track where the marshalls assemble the cars ready to enter the track) but I'm not really bothered. However, experience has taught me to be there with enough time in case the car fails the dreaded noise test, which is always at the entrance to this area. Two-thirds revs is required, a level that few actually apply in all honesty. "121" the marshall yelled at her senior colleague. This was a surprise to both of us, and would have meant a dramatic test failure, but experience reassured me it was impossibly wrong. A remeasurement was prescribed, which I approached with a little more caution on the right foot, resulting in the correct reading of 98Db, and a pass. The wise amongst us bring an extra silencer with us just in case, but it's an awful faff to add this in a panic in time to make the practice session.

Assembly time is used to ensure the engine is suitably warmed up and once Practice 6 ended and the track wiped down from the usual Frazer Nash juice and bits of chain, we were waved forward in single file, and blasted away with marshalls waving green flags around the track. In order to race later, one has to complete three full laps in practice, so I decided to tuck myself in for a cruise behind Richard Stott for a couple of laps and see how it felt. That done, I "dropped the hammer" somewhat, gradually increasing the revs lap by lap, and learning how late to leave braking at each of the corners. Mallory is a short circuit at just over a mile in length, and at first sight does not seem too difficult to learn, but seconds can be gained or lost through small adjustments. I found that leaving the braking too late after the long Stebbe back straight was quite "exciting" as the rear of the car twitched about making a bid to go ahead, whilst making poor positioning for the Lake Esses. Carrying more speed into the approach to Shaw's, the hairpin at the top, was an ambition mostly because my brakes seemed to be working. After frightening myself a couple of times, I remembered to cool my head near the end and cruised the last and seventh lap observing the chequered flag indicating a rather early end to what was meant to be a 15-minute session.

Almost all of my Triple-M compatriots came through practice unscathed, but Teifion Salisbury sought an early bath and came in after 5 laps; Ian Goddard dropped 10 seconds on lap 6 along with Chris Edmondson, which leads me to suspect either, an impromptu formation crowd-waving lap, or some "squeaky bum" event might have occurred, who knows?



Above: Andrew Harrington in his well-travelled J2
Below: Andrew Long in his N-Magnette achieved 2nd in Race 6.



Race 2 saw yours truly and Teifion (K3) in action surrounded by some rather eclectic vintage metal including single seaters in what they call the "Allcomers Scratch". Personally, I had no expectation other than good solid track time, and true enough my 6th place on the grid was followed by the same position at the end of an unexpectedly exhausting 14 laps. Honestly, by the end I was fairly glad it was over after a futile chase with the overpowered and lairy GN Thunderbug and feeling quite isolated for a lot of the race. Teifion followed me home after his battle with a Frazer Nash for much of the race, gloriously prevailing to finish 7th.

MGs were next in action in the Mallory Mug Race, for Standard and Modified Sports Cars (with wings and lights) including a staunch effort from Andrew Harrington who had piloted his J2 a great distance from the North to compete. Race 4 followed, featuring the fully subscribed "VSCC Specials", and Charles Goddard took the PA/B "Red Mist" to a laudable 5th after putting the GN Piglet to the MG sword. Andrew Long barely had time to towel off and refuel his six-cylinder beast ready for the main event; the Triple-M Register Race.

When someone told me my position on the grid as I relaxed in the shade, I nearly fell off my deck chair. First time ever on the front row of the grid, goodness me. Not pole but qualified as second MG for the race which amazed me considering the quality of those present. The extraordinarily quick Charles Goddard had superior qualifying times in "Red Mist" (blown PA special, Colvin Gunn body), but had chosen to compete in the Specials Race as mentioned above, swapping with Goddard senior and granting me the unexpected privilege. This being the smallest Triple-M grid of the season thanks to some AWOL, not least Mark "Dolts" Dolton soaking in some villa pool and Duncan "Potts" Potter on a cheese tasting tour of Europe with spouse racer Emma in one of his many C-types. Frankly, I'm used to being further back in the throng, happily witnessing the faster boys and girls storming off into the horizon. Not this time because opportunity had knocked, and I would have 10 straining thoroughbreds behind me at the start.

So, the aforementioned assembly routine was followed by the formation lap, around to the start finish straight where the grid slots were gradually taken up with the help of the marshalls with yellow flags pointing at the painted lines. Happily, the dozen of us obediently settled quickly in position, and my attention shifted from checking the rear view mirror as they gathered, to the vista ahead. A clear track! The musical cacophony of twelve pre-war engines rose in volume like a hive of angry bees as the 5 second board was held high.

The row of red lamps above us were lit, my own focus was on my right foot blipping the throttle to achieve over 4000rpm, hand on the gearstick, second gear, mentally rehearsing the change, ready to drop the clutch and go as soon as the warm glow dimmed.



Start line

Superb start, I got away very efficiently for a change, with revs building instantly as second gear screamed to its limits, I could tell it was good as I glanced right to see a space where Mike “pole sitter” Painter should be, and with a kick of the clutch flicked her into third at about fifty feet down-track and actually in the lead! Not for long, as the shift to third engaged, the Kayne Special stormed past as fate had decreed on the inside just as the idea of closing the door had entered my mind, followed by Andrew Long who had also had a great start and cleverly tucked in behind him. So, we entered Gerards at the limit of grip in line-astern formation and perhaps 60-odd mph. Looking in my blurry mirror, I honestly wondered where everyone else had got to. As the corner unwound, Mike decided to fade into the future down Stebbe straight, as I nipped at the heels of Andrew, me at least conscious of the rev counter as 6500 approached.

Subsequent laps found me consistently getting to within a few inches at Shaws hairpin, only to have time to literally wave goodbye as he disappeared down the straight. Strategy soon emerged by itself which was to follow closely and hope for a rare mistake, but to no avail. Mike’s Kayne Special had shaken off its recent reliability issues to deliver an emphatic victory, lapping at a rate of 4 seconds quicker than everyone else. Further down the field, Teifion Salisbury and Ian Goddard were having a battle for 4th and lapping at the same pace, suggesting had it not been for a less strong start by these two, there would have been a four way battle for second.

The middle order delivered entertainment and chimed their way through thirteen laps with average speeds around 66mph, with Chris Edmondson (C-type rep) winning the VSCC Race Handicap Prize, his very first VSCC tankard. Barry Foster was the only retiree, troubling the pit lane after 10 strong laps; unusual for Foz. Richard Stott acted as rear guard, with yet another solid finish, cementing plans to visit the rolling road; another one to watch next season.

Yet another new experience awaited after the wind-down lap, where one cools the engine and returns enthusiastic waves from the marshalls at their posts and the crowd, trying not to forget to stay on the track whilst doing 50mph one handed. Marshalls in the paddock directed the top three finishers for a “podium” photo below the numbers painted on the white rendered toilet block wall (it’s all glamour at Mallory) but the posh red wine and a bottle of beer were gratefully accepted.

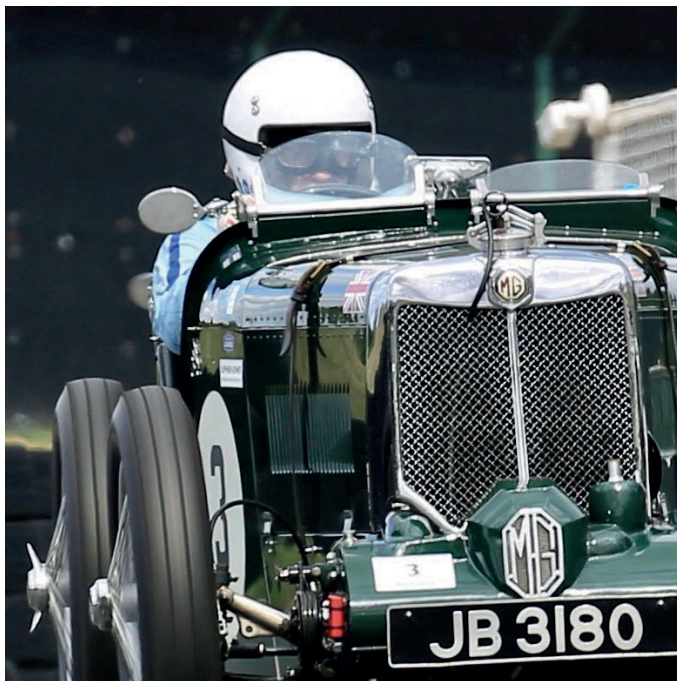


The no-expense-spared podium at Mallory with the Race 6 winners (L to R): Andrew Long, Mike Painter and Mike Davies-Colley.

We were then congratulated by the VSCC Racing Secretary for being the only race of the weekend to complete without incident, track spill or vehicles to recover. Almost, but not quite it seems, worthy of a mention in the glossy club periodical!

Entry List and Results (from VSCC information)

No	Driver	Car	Results	Race 6
3	Teifion Salisbury	K3	Race 2: 7 th	4 th
23	Mike Davies-Colley	PA	Race 2: 6 th	3 rd
50	Andrew Long	N Magnette	Race 4: 13 th	2 nd
57	Fred Boothby	J2		6 th
58	Andrew Morland	PA	Race 3: 11 th	7 th
68	Chris Cadman	Monthery Midget	Race 3: 14 th	8 th
73	Chris Edmondson	D-type Special	Race 7: 14 th	9 th
90	Andy King	PB Cream Cracker	Race 7: 8 th	10 th
93	Ian Goddard	PA-PB		5 th
104	Richard Stott	PA	Race 2: 11 th	11 th
107	Andrew Harrington	J2	Race 3: N/C	
114	Barry Foster	Monthery Midget	Race 3: 8 th	N/C
123	Mike Painter	Kayne Special		1 st +FL
193	Charles Goddard	PA-PB	Race 4: 4 th	
723	James Painter	Kayne Special	Race 10: 3 rd	



Next year will be the 90th anniversary of the introduction of the K3; not much respite for this 89-year old machine as Teifion Salisbury pushes hard at Mallory.

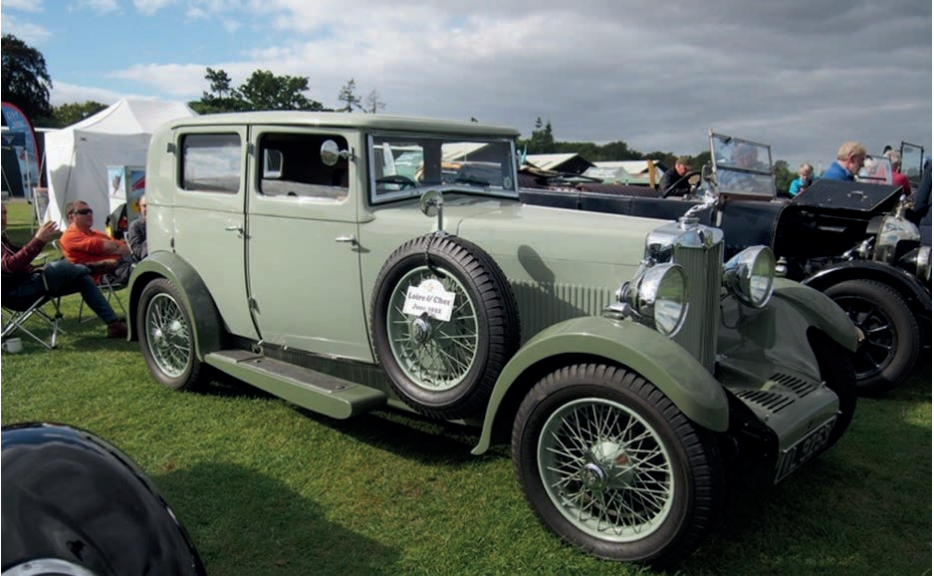
SHUTTLEWORTH RACE DAY AIR SHOW: 2022



MMM Librarian and PA racer, Rich Stott, has supplied the two photos (below and opposite) taken at the recent Race Day held at the Shuttleworth Collection at Biggleswade. The entry list is very diverse and looks to be an interesting event; one to look out for next year.

Above: Colin Warrington's very original 1932 K2 with some interesting cars in the background. The cut-away driver's door and cycle wings date back to at least 1937, when it was photographed at the Gosport Speed Trials when driven by G.H. Alexander. The car also competed in the JCC Rally & Driving Tests at Brooklands in 1938.

Opposite: Not Triple-M but this 1930s 18/80 makes an interesting comparison with the K2; these early MGs were large, luxurious vehicles. This one is of particular interest and Rob Constant of the Vintage Register has provided the following information: "the car is A0255, despatched from the works in April 1930 to one F. Gordon Crosby the famed illustrator who Kimber had depict the MG range at the time in *Autocar* etc. It is a special version of the Mk.II Saloon with the aerofoil section running boards and louvred valences and front apron. (see page 47 of 'Magic of MG'). For a long time the car lived in the US with the late Gerry Goguen before returning to the UK to complete a stalled restoration with the current owner, Keith Herkes."



18/80 Mk. II Saloon. Photo Rich Stott.

* * * * *

Parts for Sale:

Martin White has the following Lucas Headlamp pairs for sale:

Lucas 150 Biflex, flat glass. Suit K-type, etc	9" dia	£180
Lucas 140, flat glass. Suit D,J,F,L, etc.	8" dia	£220
Lucas R57, flat glass. Lovely original patinated condition. Would fit M-type but somewhat larger; may fit vintage models.	8" dia	£250

Would part-exchange for any late XPAG parts, eg sump, oil pump, aluminium rocker box cover, round hole TF head.

Contact for Martin is 01344 424258 or by post: 71 Deepfield Road, Bracknell, Berks. RG12 2NN.

The Way We Were – 50 Years ago MGCC Meeting Beaulieu 1972



This event comprised a Concours competition and Gymkhana with commentary by Wilson McComb.

The introduction to the Programme is almost apologetic for the inclusion of “modern” cars such as the MGA and Z Magnettes and the entry list included a section for even more modern cars including Midgets, MGBs and MGCs. A notable entry in the “modern” cars is one BT Foster of South Petherton in an MGA!

The Secretary’s Message includes comments that reflect some of the current concerns about the impact of the “modern” cars on the Club and the events.

Some extracts below:

“The last 15 years has seen an ever increasing interest in the pre-war and immediate post-war cars and this interest has been fostered by the MG Car Club by the formation of Registers to assist and encourage the restoration of these cars to their original glory....once again these Registers and owners of modern cars are taking part in this meeting that can claim to show MG history through the ages – from the earliest to the latest. This annual pilgrimage is probably the largest gathering of MGs in the world....”

"The really competitive types have many events that they can enter and attend, and we must always remember that there are many whose main interest is in the social sphere of the Club and in presenting the motor cars they have so lovingly restored for the admiration of other people."

"Beaulieu for several years now has been the venue for an all-Registers meeting....as time has passed the number and quality of the turnout has increased considerably and is now supported not only from members of the home Centres but also from overseas."

<u>BEAULIEU 1972</u>						
No.	Name	Place	Car	Year	Gym.	Conc. Prem.
<u>VENTAGE</u>						
1	J.H.Brooks	Ashton-U-Line	14/23	'26	X	X
2	W.K.Marshall	Bristol	18/80	'30	X	X
3	R.W.Stanbury	Bristol	18/80	'30	X	
4	B.H.Morgans	Wallington	18/80	'30	X	X
			Mc II			
<u>MMM</u>						
5	K.Portsmouth	Borough Green	M	'30	X	X
6	A.B.Gravestock	Tylers Green	M	'31	X	X
7	E.S.Sapcote	Birmingham	F2	'32	X	X
8	R.Bateman	Broxbourne	J2	'32	X	
9	M.B.Hawke	Bradford/Avon	J2	'32	X	X
10	T.Hunt	Ha,ling Island	J2	'32	X	
11	P. Lang	Warrington	J2	'33	X	
12	D.Maylor	Leeds	J2	'33	X	X
13	R.Smith	Great Missendon	J2	'33	X	X
14	J.C.Wilkinson	Guildford	J2	'33	X	
15	R.Whitcher	Kintbury	K2	'33		X
16	F.Ernst	Clacton	KN	'35	X	X
17	P.D.Mace	Storrington	KN	'35	X	X
18	R.Mace	Ascot	NA	'34	X	X
19	Mrs.R.Bayne-Powell	Normandy	NA	'35	X	X
20	N.VanKoningsveld	London	NA	'34	X	X
21	L.Goff	Towcester	EB	'35		X
22	L.Bull	Brentwood	PA	'34	X	X
23	M. Green	Hayes	PA	'34		X
24	R.W.Novis	Leeds	PA	'35	X	X
25	N.A.Scott	Woodfalls	PA	'34	X	X
26	J.L.Simmons-Hodge	Hurst,Berks	PA	'35	X	
27	C.W.Westwood	Bromley	PA	'34	X	X
28	R.J.Bishop	Sutton	EB	'35	X	X
29	A.Smith	Aylesbury	EB	'36	X	X
30	P.Bayne-Fowell	Normandy	NA	'36	X	X
85	H. Boreboom	Holland	F		X	X

There are probably some useful lessons for the organisers of MG Live! to be found in how these old events were organised and appreciated by the members, regardless of the type of car. Perhaps it is time to abandon Silverstone and return to simpler events such as this?

Although a few years later, this magazine included a two-page report on the 1975 MGCC Beaulieu meeting. Interestingly, some of the comments have a resonance with today: *“The numbers were down slightly this year but it wasn’t known whether this was as a result of higher petrol prices or whether last year’s Golden Anniversary of MG was the real top.”*



Certain cars of particular interest were highlighted including: *“There were two NAs in the Concours with different bodywork and it was easy to compare the non-standard coachwork that was available in 1934. Roger Bishop had brought a Cresta bodied car while Rosemary Bayne-Powell’s car was an Allingham. Patrick Green arrived in his NE. This car has been rebodied but was the car in which Charlie Dodson won the Ulster Tourist Trophy in 1934 and later became well known as ‘Aramis’ on the trials scene.”*

Hampton Court Concours of Elegance: 3rd September 2022 Report by Colin Henderson

This year 2022 was the second time the Triple-M Register was invited to attend and display our cars at Hampton Court Palace for the Concours of Elegance.

9 Triple-M cars attended:

Elizabeth Taylor	PB Cream Cracker	JB 7524
Katherine and Andrew Taylor	K-type	MG 3570
Catherine and Peter Parry	L1	OC 2640
Chris Wood and Adrienne Adkins	L1	MG 2606
Chris Edmondson	J2	MG 2686
Diane and Teifion Salisbury	J4	JB 3185
Grace and Lesley Henderson	J2	OB 5374
Colin Henderson	N-type	WG 2675
Jack Westbrook and Maisie McCulloch	J2	JB 877

Yes, I know we were looking for a full-house of J-types (J1, J2, J3 & J4) to celebrate the 90th Anniversary but, looking at the Triple-M cars above, I think we gave a good account of the range of MMM Register cars.

I would like to thank all of the entrants for taking the time and effort to bring their cars to Hampton Court Palace.

Knowing that it was an early start on Saturday morning, some stayed at Burnham Beeches Hotel on Friday night with one team making a weekend of it by staying Saturday night too. We all had to be at Hampton Court Palace by 09.15 for a roll-call; only joking but I did think I saw Peter Parry sliding out the side door of the Breakfast room of the Hotel with a piece of toast in his hand heading for the car. Other members lived locally so we arranged to all meet at Stage Gate; I think it's a nicer drive early in the morning.



Photo: Elizabeth Taylor

As you can imagine, there is a lot to see at the Palace, House and Gardens including the challenge of the maze and many other attractions, not to mention the opportunity to inspect the array of prestige cars on display and attend the auction scheduled for later in the afternoon.

There were good coffee and tea outlets and, for those who did not bring picnics, there were mobile units offering an array of food as well as an in-house restaurant, all without making too much of a hole in your pocket! For those with picnics, it was just nice to sit beside the cars and watch the world go by.

I did try to book the weather but obviously we were not the only ones praying that day for good weather. Still, we were lucky the clouds came and went. I think I can say all of us had a good walk around some fantastic cars that no doubt had values to match.



The Triple-M cars line-up in front of Hampton Court Palace

Later in the afternoon there was the auction by Gooding & Company which was well attended by those who wished to bid for the 45 lots on offer. These included a nice little 1934 Riley Sports two-seater that went for £250,000; a 1953 Bentley R-type Continental (£570,000); a 1987 Citroen 2CV6 Dolly which sold for £40,000 with all the money going to the Ukraine charity; and the list goes on!

On the way back, I grabbed a coffee and sat by the car for a bit, thinking how lucky I was to be the one driving my car back home. However, knowing and seeing all those fabulous cars, you have to ask yourself how many times do they see the sunlight or get driven down the road with the sun in their eyes and the wind blowing in their hair?

At the end of the day, the Triple-M contingent got organised and, all together and one by one, sloped off to head home. As you can imagine, there was slow traffic getting out of Hampton Court so inevitably cars started to over-heat but once we had the chance to get going, the radiators cooled down and we were on our way at the end of a great day out.

Not sure if we will get an invitation for next year's event but, hey-ho, let's see.....

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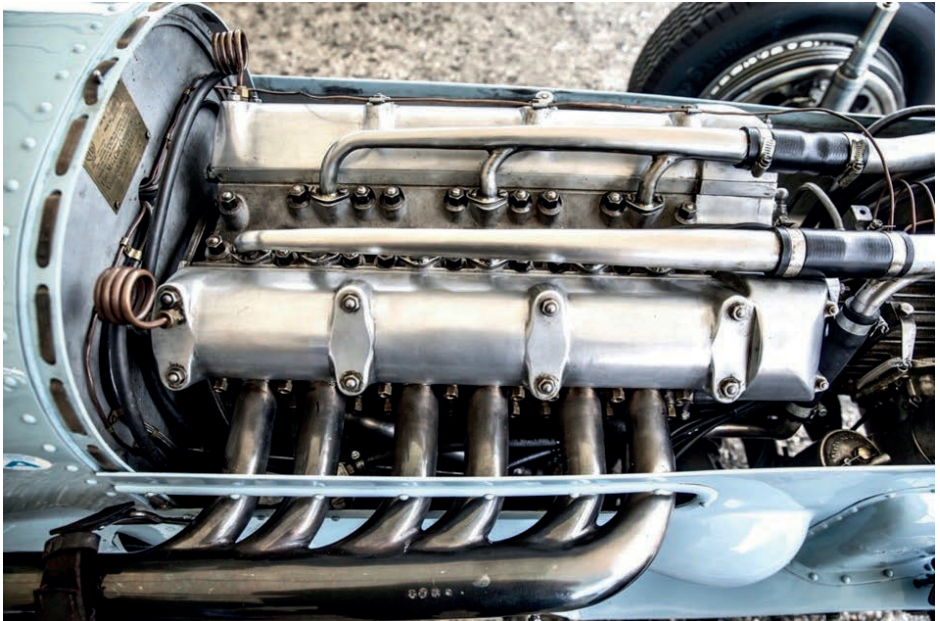
Roland Wettstein in the Parnell K3 at Donington Park in July; see notes overleaf.

K3009: The Parnell MG

Observant reader Rob Dunsterville, recently drew my attention to the fact that, in the photo of K3009 on page 15 of Bulletin 127, the exhaust is on the left side of the car whereas it is on the opposite side in the older photos. Not being steeped in minutiae of K3 history, I assumed that Coys may have reversed the picture to suit the layout of their catalogue. However, I then recalled some information on a twin-cam head so asked Roland for clarification and he provided a lot of background information that I hope can be used in the future. In brief, the car carried a single cam head when sold by Coys; the original twin-cam engine having ended up in a KN single-seat racing car.

The car now sports an exact replica of the original twin-cam head and hence the exhaust pipes are back in their unique position as illustrated in Colin Murrell's excellent photo on previous page (Donington Park).

The photo below, supplied by Roland Wettstein, shows the twin-cam head and the tell-tale configuration of the exhaust pipes.



Snippets: From Triple-M Newsletters

The following snippets, extracted from the Newsletters, have been selected for their period interest and to provide an insight into how the cars were valued over 50 years ago and in the early years of the Register.

January 1964: Cars for Sale.

- PB four-seater complete with partly rebuilt engine £80. G Mathews (non-member).
- PB two-seater MMM 201 (PB0312). "Sounds good" says Mike. AR Merchant, Nottinghamshire. (PB0312).
- PA four-seater (MMM 82, PA1773): Mike says "sounds quite a reasonable buy" at £85 ono. AR Marchant, Surrey.
- M-type. Probably with an original body but with a F-O-R-D engine. Sale for scrapping. DS Smith (non-member), Pontefract.

February 1964: Cars for Sale.

- M-type Midget, Chassis No.1870, MMM 277. The 'Milton Special'. Stressed skin aluminium 2-seat racing body. Developed as a result of racing, includes: chassis lowered by 4", four-speed close ratio box (and spare cogs), ten spline main-shaft, Hardy-Spicer prop. Shaft, hydraulic brakes with new linings. Engine run in but not raced or modified. New rear tyres. Road equipment available if required. Every assistance will be given to the new owner to get into racing and access to a large stock spares is available. Offers over £100 to Dr SH Milton (Oxford). Stuart Milton says that "it should be possible to DOUBLE the power!

(There is an Editor's note that follows this advert "There was once a rumour that this car was a souped-up ohc Morris Minor but the Hon.Sec. [Mike Allison] has done lots of detective work and verifies that it IS an MG).

- One of the best P-types on the Register is for sale. This car, a Beaulieu Concours winner, has been featured in the December 1962 Safety Fast and is really magnificent. It is in fact PB, number 100 on the Register (PB 0257). The car belongs to Rosemary Turner and, I believe, originated from an early member Paul Chandler. The price has not been stated but I get the impression that £150 is the sort of figure in mind.

(The Forum has a good selection of photos of this car, including one of Nev Churcher sprinting the car at Silverstone in 1967, and the 2018/19 Register has Michael Barber as the owner and notes 'ex Don Pitt, ex University Motors demonstrator'. The car was subsequently advertised for sale by Tom Hardman in 2020. From a personal interest, this car is only one number away from the PB owned, from new, by my Father [PB0259] and they have the same build date (19/08/35).

February 1964: Miscellaneous.

- ...Ray (Masters) also tells of a bogus J3 which he went to see. The Log-book stated that it was a J3 although the engine and chassis numbers bore no relation to such a model – nor indeed did the car have a single feature to distinguish it from the J2 which it undoubtedly was. So potential J3/J4 buyers beware paying out the 'hard-earned' on similar flimsy evidence.

Hon. Secs. Comment – apart from the 750 crank, a blower and a boost gauge there is no difference between a J2 and a J3! I can only repeat – if in doubt, contact me, quoting chassis number.

March 1964: Cars for Sale.

Both from R Smithson of Blackburn:

- NA Tourer (NA795) "would be a good car for somebody with a little time to spare" £75 ono. *(Pencil note states BCR 455 then LAS 368. My most recent Register has it as LAS 368, fitted with NA style 2-seater body and owned by Tony Hay from 2002.)*
- F-type Tourer F0634 "more suitable for spares". *(Pencil note: "not known to have survived". It is intriguing that it does not appear in the 1965 or 1986 Registers but in 2019 F0634 is listed as having had a lightweight body fitted in 1936 and now F2 specification.)*

May 1964: Cars for Sale.

- D-type. Much work done, including complete chassis restoration, reset springs, rebuilt back-axle, king-pins, TR ends and very much more restoration and chroming. 'Any reasonable offer' to John Stott-Haggert, London Colney. *(Pencil note suggests "D0253 JW 1214", this car is now owned by Bill Grayling).*
- K1/KD Saloon: complete but tatty. Cheap and restorable, includes pre-selector gearbox, etc. RW Burke, Sunderland.

PB0257: Photos from the MMM website.



Above: Presumably with the proud owner Rosemary Turner sometime in the 1960s. The car left the factory in blue and there is another picture on the website that appears to be taken abroad, again with Rosemary Turner, in which the car looks to be pale blue.

Below: What would Ms Turner think of this? Her precious car being exercised by Nev Churcher at Silverstone in 1967.



- J2: To be exported to the USA if not sold here by the end of May. Price £100-£120 “and worth it!!” says Mike A “A real cracker, probably one of the best”. KS Ashton, Woking.
- NA0681, two seat open tourer. Much new engine work, rewired, new hood and screens and lots more. Needs re-bushed steering box and prop-shaft bearings. ‘Any reasonable offer’. DE Bolton, Newbury. (*Register shows the car as owned by Tony Wilder from 1998*).
- Re-bodied L-type, alleged to be a Lister body but not proved. Four good tyres-two unused besides the spare. Hydraulics, Reg No. MJ 6190 £70 ono. Mike Chantler, Pontypool. Mike A says “Not eligible for MMM but if anybody can prove history we’ll accept the car.” (*Pencil note states “L0610/MMM 906”; current Register shows it as owned by Steve Hill from 2008 and noted as ‘Lester Body Special’ so presumably the provenance was accepted.*)
- Two/four seat NA (*Allingham? – Ed*) Complete and towable. Any reasonable figure. Corporal Rudd, Royston.
- NA two seat tourer. Not a runner, engine needs assembling. Also, NA parts for sale. No price mentioned. TM Hingley, Richmond, Yorks. (*pencil note says “neither known”*).

September 1966: Cars for Sale.

- Charles Shepstone still has his N-engined K-type four-seater, for sale, in excellent condition. This car will be at Beaulieu so keep an eye out for it. Charles lives at....and he has the biggest collection of MMM spares in Somerset, as well as owning a rare K2 and several other MMM vehicles. He is always pleased to meet MMM members, so look for him when you’re his way. (*Pencil note states “K0395 [BRF 891]”. There is a well-known photo of the car with four-up tackling the Salisbury Trial in 1966 and further details in Bulletin 125*).
- 1935 PB. Very good condition but brakes need attention. Sale to enthusiast only. No dealers or foreigners. RN Fisher, Wirral. (*Interesting to see that dealers were considered to be as bad as “foreigners” when it came to potential purchasers!*)
- 1935 PB Airline. Quite good all-round condition. £80. Ricky Bould, Essex. (*No pencil notes on this one so it would be interesting to know if this car still exists*).

April 1968: Editorial.

Relating to a reprint of a pre-war magazine road test of a 1936 Musketeer:

- General Secretary Wilson McCombe has now written to us pointing out several interesting background facts about the author. The article first appeared in 'The Light Car' on 5th March 1937 and was written by a contributor under the pen-name of 'The Blower'. This gentleman was not, as 90% of us probably thought, Eric Blower of 'Workshop Manual' fame, but FLM (Mit) Harris, who was on the staff of 'Light Car' and, from 1934, was General Secretary of the MG Car Club.

He became Editor of the new Club magazine 'Sports Car' in April 1935, succeeding Alan Hess who was Editor of 'The MG Magazine' which preceded it. 'Mit' Harris was subsequently killed during the War, but had, by 1939, been largely responsible for building up the MGCC to cover 1,500 members by dint of his tremendous enthusiasm.

After the War it was his widow, Mary Harris, who did a terrific job building-up the South-east Centre during the petrol rationing period. It is after this lady, of course, that the 'Mary Harris Trophy' is named, which is presented to the winner of the MMM race at Silverstone each year.

April 1968: Cars for Sale.

- News from ex-Editor Irving Bramson is that he has for sale his two KN saloons (KN0380 and KN0384) at the bargain price of £60 the pair. He tells us that, between the two there is one really good to be made up!

These newsletters are Foolscap pages, presumably produced on a Roneo Gestetner machine, and apparently issued monthly whereas the Bulletin at that time was quarterly; editors in this period included Irving Bramson, Steve Dear, Phil Peckham. These documents were passed on by Graham Arrondelle and I assume that he made the pencil notes as part of his research when he was Registrar.

Team MG does VSCC Prescott!

Colin Murrell and Steffi Broch were on hand at Prescott in August to record the Triple-M activities and Colin provided his usual notes for Facebook:

“This weekend’s Speed Hill Climb at Prescott is one of the VSCC’s premier events and is one of the highlights for many. Prescott is such a stunning location, set in the Cotswold countryside, and is a favourite for both spectators and competitors alike.

Prescott has many great viewing vantage points and is always a great day out. Practice runs take place on the Saturday, with competitive runs on the Sunday. The hot summer’s weekend was the icing on the cake!”

Amongst the varied entry list, the following MGs were competing:

No.	Class	Driver	Car
31	2	Sarah Davies	PB
32	2	Steve Rees	J2
61	3	Rachel Holdsworth	PB
63	3	Colin Davies	PB
92	5	Geoff Radford	19/100 MkIII Tigress
178	9	Nigel Harper	J2
198	10	Charles McEvoy	F1 Magna Special
203	10	Roy Newton	J2/Riley
248	13	Michael Barber	PB Monoposto
250	13	James Burmester	PA Monoposto Special
274	14	Andrew Craven	MG/Riley
275	14	Steve McEvoy	NA Bellevue Special
774	14	Julian Hindle	MG/Riley
792	5	Andrew Radford	18/100 MkIII Tigress

Seen at VSCC Prescott:



Above: A non-MG highlight was the sight and sound of the ERAs warming up in the paddock, complete with cheap clothes drying racks to keep spectators away from spinning rear wheels (see insert)!

Below: Part of the appeal of Prescott is the variety of interesting cars in the Orchard car park. J3569 belonging to Rod Broadhurst contrasts with the adjacent Triumph.

Photos Digby Gibbs



Frank's Finale

Frank Ashley Bows Out at Prescott.

At the Prescott Season Finale on 1st October, Frank Ashley finally hung up his driving gloves after competing in the Pre-1947 Handicap Class. A familiar figure at many events, and often the lone Triple-M competitor, in his venerable M-type that was always immaculately presented.



The Prescott programme featured Frank and M-type on the cover and had a special appreciation inside prepared by Scott Dolby of the Bugatti Owners Club. This is reproduced below with his agreement.

“It is with a heavy heart that we announce that one of our long-term stalwarts of the Club is retiring from competition in motorsport, a true competitor, volunteer and all-round wonderful person, Frank Ashley. We’re delighted that he will still be coming to Prescott as a Member and friend. Frank began marshalling in 1964 and has been competing since 1995, longer than some our current office staff have been with us on this earth.

When Frank started to think about competing, his ambition was to compete here at Prescott and at Curborough. As we know, Frank achieved his goal and competed here and at Curborough, he also competed in events all over the country and abroad during his 27-year career.

Although occasionally being one of the slower cars on the Hill, due to the handicap system, Frank has walked away with many awards and displays them proudly in his home.



You may recognise Frank from his many attendances as a competitor or during his time volunteering here in our Club Shop with his lovely partner Thelma. We wish the couple many more happy years attending events here at Prescott.”

Frank entertains the onlookers in his usual fashion, complete with the teddy bear that always accompanies him in the M-type. Photo Steffi Broch.



Frank and M-type in action at VSCC Wiscombe in 2016. Photo Colin Murrell.

Information Required: Abingdon Trials



Mike Dalby is continuing his research into the Abingdon Trials of the 1930s and is aiming to compile all the 'gen' about the participating cars in this period. He wants to be able to list the model and chassis number and driver's names, date of birth, etc. for all the MGs taking part. To this end, he still needs the entry lists for the following years: 1933; 1937; 1938 and 1939.

If anyone can help by supplying copies or scans of any documents relating to these events, then Mike would be extremely grateful.

Once Mike has completed his research, it will provide a valuable resource for anyone interested in the Trials of this period as well as adding to the historical record of MG.

The best contact for Mike is his email: mikedatum@sky.com

Heading: this well-known photo appears on the MMM website and shows Kenneth Evans in J2193 on the 1939 Trial.

Technical – 60 years ago. Heavy Steering on a KN

This comes from the January 1964 Triple-M Newsletter and worth repeating as it may help someone:

Mike Hawke has answered my query re heavy steering on the KN when all is seemingly well and the steering is OK over the middle of the arc. It may be remembered that I requested an answer “in a dozen words”. Mike responded as follows: “Greater wear on middle of worm than ends, therefore too many shims removed.”

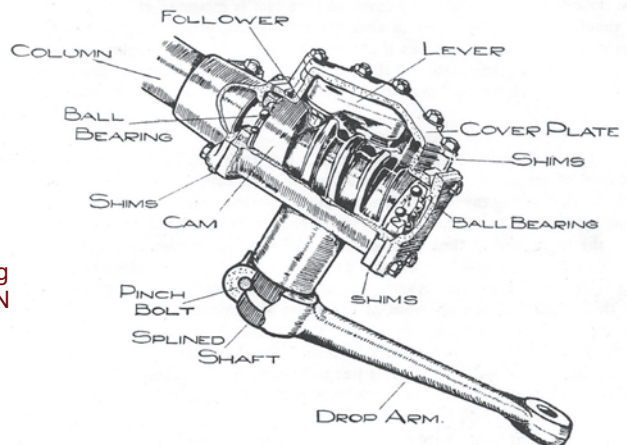
He then elaborated: “The steering spends the majority of its life on the centre portion of the cam track in the steering box. Thus, this part wears more than the rest of the track which are only used on full lock. The follower and track are tapered so that, when shims are removed, the cover of the steering box forces the follower deeper into the track; ok on centre lock but NOT at the ends where comparatively little wear has taken place (the relieving at the ends of the tracks is not sufficient to cope with 30 years wear.)”

Mike goes on to suggest that it MAY be possible to stone down the ends of the cam track.

Member MJ Mason wrote to suggest that the above phenomenon is due to wear on the cam follower but I feel that this would not affect the steering in this way as the follower’s wear is a constant at any given instant. Besides – it’s a new one. In fact, I have greatly (but accidentally) improved the situation by fitting smaller (PA-type) wheels at the front.

MORE QUERIES LIKE THIS FOR MIKE, PLEASE!

Bishops Cam steering
box as fitted to the KN



SEEKING INFORMATION: MJ 3518



This photograph was posted on the Forum by Andrew Fock from Australia on behalf of Andrew Gall who is seeking information on this car that was once owned by his father.

Andrew Gall wrote:

I wonder if you can help identifying the MG in the photo, said to be a 1934 MG. It is my father in the photo, snapped in 1957 when in the UK. He looks like he is touching up the paint. He would have been about 20 at the time.

I note the friction dampers and after-market horns. Radiator doesn't look T-type and nice 'make-do' headlights.

Which model, PA or J-type?

Quick as a flash, Simon Johnston was able to supply the chassis number (J2064) and advise "not on current printed Register but allocated number 1689. The car dates from September 1932 but interestingly has the strengthened windscreen with the additional side supports on the frame that doesn't appear until January 1933. But anything could have happened to it in the 35 years before the picture was taken."

Ian Bowers and John Cooper also commented on the headlights.

The 1982 printed Register has the car owned by Keith Dalby (from December 1986) and is recorded as such up to the 2017 Register where it shows as "current owner unknown". Interestingly, DVLA has it as Blue, manufactured 1934 and first registered February 1934 whereas the MMM database has the first owner as York, Ward & Rowlatt Ltd (dealers) in Wellingborough, Northants and first registered 20th September 1932. Build date is September 1932 and the release date was the 17th September 1932. It is currently taxed (expires May 2023) and the last V5c (logbook) was issued in April 2012 so presumably that is when it changed ownership.

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Improving J2 Brakes: Update. Martin White

Martin's article in Bulletin 126 generated some interesting comments and even tempted Simon Johnston to do some in-depth research (watch this space!). Martin has provided the following up-date:

"A friend of mine has tried out my brake "bodge" on his P-type and is delighted with the results even though he has only opened-out the cam spindle bush. He also reminded me of the importance of ensuring that the brake cables run as straight as possible as many of the available ones only fit with awkward restricting bends."

The note about the cables is interesting; I am in the process of fitting new cables to the front wheels of my PA. The new ones come with two gaiters, each about 4" whereas the single gaiter on one of my old cables, albeit rather shrivelled with age, is only around 3". I found that the cable fits better if one of the rubber gaiters is removed. See photos below:



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

The second part of the 2022 Trials season started in September but, to date, has not brought forth a large influx of Triple-M entrants. Only the VSCC Welsh trial showed any MG activity and that from Derek Chatto's M-type in Class 1b. He finished tenth out of 63, mainly Austin 7, entrants and gained a 3rd Class Award in the process.

The last reported race meeting to have Triple-M interest was the VSCC Mallory Park meeting back in August so, unless any other events are notified, the current Betty Haig table will be the final one for the year with a clear lead for Charles Goddard's supercharged PA with Andrew Long's NA second and Duncan Potter's C-type third.

Entrants to the MGCC Wiscombe Park hill climb was also disappointing with Keith Riches' PA as the sole Triple-M car. Maybe a clash with the two-day VSCC hill-climb at Loton Park that same weekend may have had an effect but the two events are far enough apart, physically, not to attract the same competitors. But even at Loton Park, there were only three Triple-Ms on Saturday and four on Sunday. The best performance was by Steve McEvoy with the NA single seat Bellevue Special achieving third in his racing car class on both days and Peter Scully's PA claiming a 2nd Handicap Award in his class.

The VSCC 'Long Course' at Prescott in September was better supported with twelve Triple-Ms and two MG-Riley specials. In Class 2, Duncan Potter's C-type was a clear winner, 4 seconds ahead of second placed Riley Brooklands with Steve Rees J2 awarded 1st place on Handicap. In Class 3, Andy King's PB Cream Cracker also achieved 1st on Handicap. There were also handicap awards handed out to Keith Riches' PA in Class 9, Charles Goddard's PA in Class 13 and Steve McEvoy's single seat NA in Class 14. Maybe we have a Guardian Angel on the handicap committee!

The Bugatti Owners Club Finale hill-climb at Prescott in October also saw the final competition for Frank Ashley's M-type which fittingly won his Pre-47 Class. Frank has been a long-time member of the BOC and has regularly attended at Prescott both as competitor and marshal. Anno Domini has finally caught up and Frank has wisely decided that 2022 will be his final competition year. We all send Frank our very best wishes for the future

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

SLADE TROPHY 2022			
Scores to 23rd October			
Position	Car/s	Driver/s	Points
	M	David Rushton	11
	M	Derek Chatto	10
	J2-PA/s	Bill Bennett	5

C.O.T.Y. 2022**Scores to 21st October**

Position	Register Number	Car	Registration Mark	Driver/s	Points
1	1426	NA/s ss Bellevue Spl.	-	Charles McEvoy Steve McEvoy	108
2	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	106
3	1595	M	PG 1045	Frank Ashley	88
4	3527	NA/s	AUO 889	Andrew Long	83
5	2912	C/s	GX 9693	Duncan Potter	76
6	1018	J2	MG 2853	Steven Rees	75
7	48	K3/s	JB 3180	Teifion Salisbury	74
8	2913	PA/s	MG 3855	Andrew Morland	67
9	2931	D/s	UG 281	Christopher Edmundson	66
10	2200	C/s	RX 8306	Chris Cadman	58
11	689	PB/s	CND 973	Mark Dolton	57
11	580	PA/s	JK 3785	Mike Davies-Colley	57
12	2769	M 12/12 Rep.	AM-06-31	Onno Konemann	56
13	3627	PA/s ss	CRF 468	James Burmester	54
14	1931	C/s	VD 30	Barry Foster	52
15	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	51
16	283	M	SVS 374	Stefanie Broch	46
17	1000	PB/s CC	JB 7521	Andy King	43
18	3534	J2/s	WF 5494	Fred Boothby	41
19	2694	J2-PB/s Kayne Spl.	NV 3709	Mike Painter James Painter	39
19	3451	PA-PB/s	FD 9271	Peter Scully	39
19	3301	PA/s	UG 8739	Keith Riches	39
20	3607	M	MG 1930	Derek Chatto Gillian Chatto	34
21	1164	PA	YVS 703	Hamish McNinch Anne Boursot	32
21	359	PA	EG 1451	Richard Stott	32
22	2631	K3/s	JB 1472	Richard Frankel Vernon MacKenzie	31
23	3668	M	KW 7956	Nigel Stroud	29
23	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	29
24	2063	PA/s	RJS 380	Harry Painter Mike Painter	27
24	3303	M	LS 2464	Oliver Richardson	27
24	545	K3/s	K 3030	John Gillett	27

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 2022 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January 2023:

30 th January	VSCC New Year Driving Tests	Full Results
6 th February	Stroud & District Motor Club, Cotswold Clouds Trial	Full
5 th March	VSCC John Harris Trial	Full
19 th March	VSCC Herefordshire Trial	Full
20 th March	MGCC Brands Hatch Race Meeting	Full
2 nd April	VSCC Scottish Trial	Full
3 rd April	MGCC Midland Centre Curborough Sprint	Full
16 th April	VSCC Cadwell Park Race Meeting	Full
23 rd April	VSCC Ralli Eryri	Full
1 st May	VSCC Curborough Speed Trials	Full
8 th May	VSCC Wiscombe Park Hill Climb	Full
28 th May	BOC Prescott Historique Hill Climb	Full
4 th June	BARC Harewood Classic & Vintage Speed Hill Climb	Full
5 th June	VSCC Donington Park Race Meeting	Full
26 th June	Triple-M Register Summer Gathering	Full
2 nd July	MGCC Donington, Triple-M Racing Challenge Races	Full
2 nd July	BOC Prescott Members Meeting Hill Climb	Full
3 rd July	MAC/VSCC Shelsley Walsh Hill Climb	Full
16 th July	VSCC Silverstone Race Meeting	Full
16 th July	VSCC Silverstone AutoSolo	Full
30 th July	VSCC Summer Rally	Full
30 th /31 st July	HSCC Oulton Park 'Gold Cup' Race Meeting	Full
6 th /7 th August	VSCC Prescott 'Short Course' Hill Climb	Full
21 st August	VSCC Mallory Park Race Meeting	Full
10 th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
10 th September	VSCC Loton Park Hill Climb	Full
11 th September	VSCC Loton Park Hill Climb	Full
18 th September	VSCC Madresfield Driving Tests	Full
18 th September	MGCC SE Centre Autumn Concours and POO	Part
24 th September	VSCC Prescott 'Long Course' Hill Climb	Full
1 st October	BOC Prescott Finale Hill Climb	Full
8 th October	VSCC Welsh Trial	Full
9 th October	VSCC Welsh Rally	Full

SPEED CHAMPIONSHIP 2022			
Scores to 23rd October			
Position	Car/s	Driver/s	Points
1	NA/s ss	Steve McEvoy	48
2	PA/s ss	James Burmester	37
3	J2	Stephen Rees	36
4	NA/s ss	Charlie McEvoy	34
5	M	Frank Ashley	22
6	PA-PB	Peter Scully	20
7	PA/s	Keith Riches	19
8	PB/s	Rachael Holdsworth	14
8	C/s	Duncan Potter	14
8	PB/s CC	Andy King	14
9	PA-PB/s	Charles Goddard	13
10	PB/s	Mark Dolton	10
11	PA-PB/s	Ian Goddard	9
12	C/s	Chris Cadman	8
12	D/s	Christopher Edmondson	8
13	M 12/12 R.	Onno Konemann	5
14	M	Nigel Stroud	3
14	PB/s ss	Michael Barber	3
14	PB	Sarah Davies	3
15	J2	Andrew Harrington	2
15	PB/s	Colin Davies	2
15	J2/s	Nigel Harper	2

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The successful drivers line up after MGCC Brands Hatch, the first race meeting of a very full racing year, left to right: Andrew Morland-Class Award; Barry Foster-Class Award; Fred Boothby-Laurel Wreath and bottle as J-type Challenge winner; Andrew Long-Driver of the Race (Race 8) and Race winner Laurels(Races 1); Duncan Potter-Race 2; Driver of the Race; Chris Edmondson; Mark Doulton (kneeling) and Telfion Salisbury.



To conclude the J2 anniversary year, what better than a photograph that says it all. Terry Holden's very smart J2 (J3652), photo by Nikki Holden.