

TRIPLE-M REGISTER BULLETIN



August/September 2015





Above: In contrast to the PBs shown racing on the cover and in the centre-spread, a very original looking PB (PB 0771) belonging to Alex Bowyer, is shown here at Pre-war Prescott on 18th July. - Photo: Digby Gibbs
Below: A rare shot of another original looking car, this time the ND (NA0471) of Malcom Bailey, at Oulton Park also on 18th July - Photo: Bob Richards





BULLETIN No. 86

August/September 2015

Front Cover Picture: In celebration of the PB reaching 80 years of age, this is Rachael Holdsworth in her PB at Vintage Revival Montlhery being chased by a Brescia Bugatti which she really did pass! NB Although the radiator grille is not a PB type, the car is actually PB0602. (Photo from Vintage Revival Montlhery)

Editorial

While many of you were enjoying Pre-war Prescott and the Summer Gathering, the VSCC was host to another Triple-M contingent at Oulton Park. I hope all these events will be reported in the next Bulletin but suffice to say for now that I enjoyed watching six Triple-M cars competing in the Team Relay Race and several more in other races on the Saturday at Oulton. In addition I spotted some splendid MGs in the spectators' car parks (see photo opposite). Although I was not present on the Sunday, I believe that our marque was also represented in the Auto-solo and Concours events.



As you may read in the Chairman's Jottings and Secretary's Report, Digby Gibbs was officially appointed editor of the Bulletin at the AGM and will be taking over the driving seat as soon as the appropriate software is running sweetly on his computer. Until then, I will continue to put the pages together and after that supply help and support for as long as required. I very much appreciate Digby's coming forward to this task and give him a very warm welcome. I also appreciate the help and support that the committee and contributors have given me over my last four years as editor and I am confident that you will encourage Digby in the same way. Please remember that it is your Bulletin and the editor merely puts it together! With editorial holidays in prospect during September, please send in all articles for the October Bulletin by September 1st. (Chairman's Jottings plus Committee and Championship Reports would be acceptable up to the 20th.)

- BR

Future Events

12th August	Gerrards Cross Classic Car Event	07790 928535
18-21st Aug	Register Annual Touring Event	See Chairman's Jottings
22nd Aug	VSCC Mallory Park Triple-M Race	01608 644777
23rd Aug	VSCC Madresfield Driving Tests	01608 644777
12th Sept	MGCC Race Meeting, Oulton Park	01235 555552



Chairman's Jottings

It's that time of year – you know, the time when events are happening faster than we can keep up with them. Since the previous Bulletin we have had MG Live (Silverstone) which although lacking a Triple-M race was nevertheless a magnet for very many Register enthusiasts. Our stand in the main Club marquee – a recreation of a Brooklands pit, graced by Geoff Enoch's tool room copy of an R-Type – was an especially popular feature.



Perhaps slightly less well supported was the Register's AGM which we took to Silverstone this year, knowing that many of you would be there. But where were you all?! There is a report on the meeting in George Eagle's notes later in this edition. Two committee changes were approved: after almost 4 years as editor of the Bulletin, Bob Richards is preparing to hand over the job to Digby Gibbs, who has been 'shadowing' him for some months now and will shortly take over. We owe Bob a big vote of thanks for his hard work and enterprise; under his stewardship the Bulletin has improved considerably.

Succession was a theme of the AGM. Your Chairman's 5 year term ends in March 2017, so in readiness for that an understudy is needed! Also, sooner or later our Yearbook Editor Cat Spoelstra would quite like to hand over her responsibilities to someone else. So the general message I'd like to convey is that the Committee is on the lookout for volunteers to become involved and to keep the Committee refreshed and lively. So it's over to you, please!

Speaking of the Yearbook, have you bought your copy yet? If not, it's available via the Register Library – details of this and all our other offerings are on our website.

Looking further ahead, expressions of interest are now sought for the 2016 Ulster Triple-M Tour. Organised by Simon Johnston, the event takes place from 7 – 12th June 2016 and you can contact Simon for details at ulstermmtour@gmail.com. Entries will open some time in January 2016.

As I write, Peter Green's annual Register Summer Gathering is just a few days away. On the same weekend Triple-M cars will have been out at the VSCC's race meeting at Oulton Park. Hard on their heels comes the Register's touring event in the Lincolnshire Wolds from 18th to 21st August. A day later (22nd August) thanks to yet more hard work by Mark Dolton and his supporters, Triple-M cars will have their own scratch race at the VSCC's meeting at Mallory Park. Do please support them there if you can.

You'll be able to read about all this and more in the next edition.

Until then, best wishes to you and yours,
Dick Morbey



Secretary's Bulletin Report on the Triple-M Committee Meeting held on 7th June 2015, and AGM held in garage zero MGCC Silverstone on 20th June 2015.



Chairman D. Morbey was pleased to report the success of the Triple-M race meeting at Brands and expressed thanks to M. Dolton and his co-sponsor D. Potter. A great atmosphere pervaded the event with the Register making many new friends. The MGCC have invited the Register to return in 2016. **Register:** Following a conference call with K. Struijk during the last Committee meeting, the Committee agreed to his basic approach to transferring the Register data to the programme he has developed. The steps would include gathering requirements, functionality (views reports etc), additional data fields required, build and migration of data, testing and debugging and a "soft" go live. The next stage was to arrange a meeting with K. Struijk at MGCC Silverstone. Thanks to G. Arrondelle and M. Linward the annual listing of cars will be printed, this will include some of the previously voided cars. **Silverstone:** Preparations for the Register's marquee display were well under way thanks to P. Green. The display car will be G. Enoch's R type copy. Catering arrangements for the AGM to be held in garage zero will be organised by Mrs S. Gammons. It was agreed the Register should purchase an urn to generate hot water, this can be used at future events such as the Summer Gathering.

Secretary G. Eagle There were the usual queries and contacts with members including the owner of L2004 which had not been heard of since the 1930s. Photos of the chassis proved this to be an original car which has been given a Register number. Another call was from the owner of a "new" J2, chassis J2076, who had been restoring the car on and off for the last 50 years and now wished to complete the project for his Grandson. A new stock of metal badges has been purchased. The AGM notice was placed in the May issue of Safety Fast - as usual there has been no response from any member.

Treasurer B. Milton gave a summary of the Register's finances including the balances held in the current and deposit accounts. There are possible costs associated with the Silverstone "pits" and the AGM. There is a commitment to supply a further 4 issues of the Bulletin of approximately £4k. The franking machine previously used by P. White had been returned and the rental cancelled. Surplus funds have been used to subsidise the Brands Hatch £300 transponder hire and awards ceremony, also the printing of 1000 flyers for the Northern Ireland event in 2016. P. Hemmings has been issued with a Barclaycard for use with Library transactions.



Registrar G. Arrondelle reported there had been 50 recorded changes since the last meeting, including 6 new cars (3 J2s, PA and 2 NBs) and one previously voided car rediscovered. It was agreed that voided cars will be included in the new printed Register, with the note “unconfirmed information”, where they have not actually been rediscovered. It is hoped there can be a reduction in the responsibilities of the role of Registrar. One possibility is the suggestion that the role be split with one person responsible for vehicles and the other doing background research.

Competition Secretary M. Linward has been involved in ongoing work which included the report for the 2014 Yearbook and the forthcoming tour to Lincolnshire. He has also produced the 2015 printed Register which now includes the addition of 433 re-entries for the previously voided cars. This has resulted in an extra 8 pages being printed and consequent increase in printing costs to £369 (No VAT) for the 100 issues. B. Bennett (J2-PAs) leads the COTY to 7th May followed by D Rushton (M) and M. Smith (J2). The same trio lead the Slade Trophy whilst D Potter (C/s) leads the Racing Challenge Trophy from O. Richardson (C/s) and M. Dolton (PB/s).

Librarian P. Hemmings reported total sales to the end of May 2015 stood at circa £2159. The 2013 Yearbook continues to sell but has generally slowed down with 332 sold including Silverstone. The overall response to the 10 review copies sent out in the summer has been disappointing with only the VSCC and Classic & Sportscar responding – these produced a small increase in sales. 12 copies of the 100 2014 printed Register remained unsold whilst sales of the USB version were slow. The second re-print of the Mille Miglia booklet is progressing well; the special paper used is on order from Italy. Technical problems with Broadband have caused some problems in running the Library.

Bulletin. D. Gibbs has indicated his willingness to take over as Editor as soon as possible and is researching the most suitable software the cost of which will require Committee’s approval. There are now 424 subscribers to the Bulletin, consisting of 320 in the UK, 66 in Europe and 38 Rest of the World. Articles of general interest are being received but there is still a shortage of technical articles. It was also suggested the deadline for material be included in the Bulletin.

Safety Fast. J. Hawke mentioned there has been a generally poor response to his request for reports on “grass roots” events. Any reports of such events would be welcomed.

Yearbook. The 600 copies of the 2014 Yearbook were delivered in time for MGCC Silverstone; 50% of the articles received come from members submitting material and the balance from the Editor’s encouragement to authors to produce articles. C. Spoelstra has indicated a wish to stand down after one more issue and any volunteers would be welcome. D. Morbey has written a critique on the new Yearbook which will be sent to classic car magazines, VSCC and as many others as possible. Advertising income from the 2014 Yearbook will be £2385 excluding VAT. One



advertiser was lost (W. Collingburn), one gained (MG Workshop in Holland) and R. Hardy decided to place 2 adverts.

Future Events – Summer Gathering 19th July 2015, Lincolnshire Touring event 18th – 21st August 2015 and in 2016 a return to Brands Hatch and Northern Ireland touring event possible dates being 7th – 12th June 2016.

Date of next Committee meeting - 6th September 2015.

AGM

Chairman D. Morbey opened the meeting by welcoming the 12 members who attended and mentioning apologies for absence. The minutes of the last AGM were agreed. Under matters arising D Morbey advised the meeting that the Committee will not be issuing any membership list.

Chairman's Report. In his report D. Morbey covered the events of 2014 with a glimpse of the present and the future. 2014 followed the largely familiar pattern. Following the success of the previous year the Register again exhibited at Stoneleigh 2015. In April 2014 the AGM was held away from Abingdon for the first time in many years and coincided with the Annual Dinner and prize giving at the Ship Hotel, Weybridge. The attendance was good and this year the variation continued with the current AGM at Silverstone. There were many Triple-M motoring activities during 2014, most described in the Yearbook. C. McLachlan was awarded the John Kidder Trophy in recognition of his organising the very successful Highland Stravaig in Scotland.

D. Morbey then highlighted the work done by the members of the Committee and thanked them for their efforts. During the last year G. Arrondelle took over the role of Registrar from R. Hamblett. He has registered 12 newly discovered cars taking the latest total on the Register to 3,577 – a further 400 cars which are known about but do not have Register numbers are not included.

Chairman. The Club's Articles stipulate that Chairmen must stand down after 5 years in office, and as D. Morbey will have to step down in March 2017 there is a need for successor planning.

Secretary's Report. G. Eagle noted that firstly thanks are due to D. Morbey, Chairman, for his tireless work on behalf of both the Register and the Car Club, the latter included assisting in the re-writing of the Club's Articles of Association and rules and playing a large part in organising the two Triple-M races. During the year the Committee re-wrote the Register's Guidelines for registering cars.

Metal badges. A new stock has been purchased. In the last 12 months 15 badges were sold – to USA, Australia, Netherlands, France, Portugal and 6 in the UK.

Stoneleigh. Thanks are due to T. Hardman for exhibiting the Bellevue N monoposto. As M. Dowley's Q type was not ready, the second display car was L2023. The library stall was a success with sales totalling £510, the most popular items were the 2013 Yearbook and printed Register. Thanks are due to those who assisted including P. Scott, Bob Walker, P. Green and D. Morbey. **Competition:** Well done and thanks are



due to all those who enjoy racing their MGs, and as the Chairman has noted, well done M. Dolton for organising the entry etc. Attended, with D Morbey, the Club's Council meetings/AGM.

Treasurer's Report. B. Milton echoed the thanks expressed to D. Morbey. In the past year the Committee have been very mindful of the instructions in the MGCC's Treasurer's manual that surplus income should not be excessive and where possible used for the benefit of the individual Centre/Register/Branch (CRB). The 2014 excess of income over expenditure was £355 against £5.3K last year which indicates some success in achieving this target. As an example of funds used in this manner the Register subsidised members who lent their cars to the "time line" and the CRB display at MG90 Silverstone. **Income:** As in previous years the major source of income is derived from Library sales of books, publications and regalia such as Key rings and lapel badges. The surplus was £1.74k. **Expenditure:** Silverstone MG90 apart, a further subsidy was made towards the cost of the Register's stand at Stoneleigh Spares day, coupled with a subsidy paid to the owners of the two cars on display. Two display banners bearing the Register's logo were purchased for use at events. Apart the £1588 cost of the new metal badges, shown in the accounts at cost, other new items purchased included key ring and lapel badges whose costs have been absorbed in the year. The Library invested in two hardback books, P. Thelander's NE book and G. Cocks' Mighty Magnettes, the former virtually sold out and the latter's remaining stocks written down. **Stock:** Apart from a small stock of Mighty Magnettes and a M. Green book all other stock has been written down in accordance with MGCC guidelines. Fixed Assets comprised two computers being written down over 3 years and the Mary Harris and Slade trophies valued at £2800.

D. Morbey proposed the accounts, copies of which had been circulated, be accepted, seconded by P Scott and carried unanimously.

Election of Officers. P. Green took the chair and proposed that the existing officers D. Morbey, G. Eagle and B. Milton be re-elected as Chairman, Secretary and Treasurer respectively. Seconded by B. Foster and carried unanimously.

Election of Committee. Two members of the Committee P. Green and B. Richards were due to stand down on a 3 year rotation basis with G Arrondelle being co-opted onto the Committee during the year. B. Richards wanted to stand down as Bulletin Editor and D. Gibbs, who has gradually been taking over the role, was to be elected as Bulletin Editor. D. Morbey proposed P. Green be re-elected and G. Arrondelle and D. Gibbs be elected. Seconded by C. Spoelstra and carried unanimously.

AOB. There was no AOB.

In closing the meeting at 3.18pm D. Morbey thanked everyone for attending the AGM.

G. Eagle, Hon Sec
22nd July 2015.

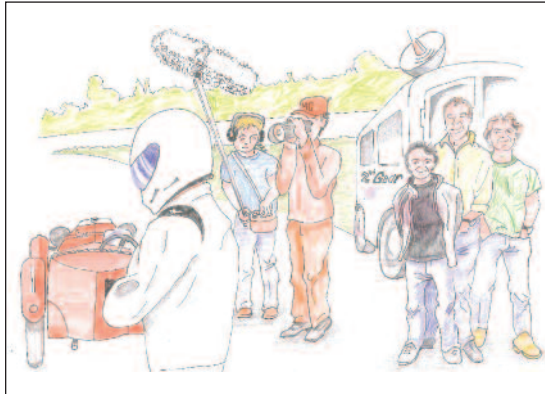


Cartoon Competition

Congratulations to Gil Collins who is the winner of the last cartoon (shown on the right).

Gil's caption is: Should he drive the MG with that gearbox ? With the visor down he is a-stigmatic.'

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



Please put on your thinking caps and produce a caption for the cartoon below. Send your caption by e-mail to: triple.m.caption.competition@gmail.com.

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





MG Triple-M Workshop April 2015 by Roy Case

There's more to Belgium than chocolates, chips with mayonnaise and strong beer.....

On Saturday, April 18, 2015 Stefaan Vernyns held his annual 'MG Triple-M Workshop' at his home in the ancient university city of Leuven, Belgium.

The day started with coffee, croissants and cookies for around 72 Triple-M enthusiasts from all over Europe. Around 9:00am Stefaan welcomed all present and outlined the day's agenda which comprised six presentations and demonstrations given by specialists in their fields. To ensure a degree of discipline, 6 sets of 12 colour coded octagonal key ring fobs were provided. The idea being that the 12 people who picked the same colour fobs would stay together as they progressed through the 6 sessions, each lasting around 45 minutes. The key rings and engraved fobs doubled as take-home Workshop mementos.

These activities were punctuated by coffee breaks, al-fresco aperitifs and soup before lunch, which was then taken inside. There was also a mini swap, a regular feature of the Workshops, with books and parts on offer, plus a beautifully prepared F type engine complete with pre-selector gearbox (no enquiries please, it's sold). The swap was held around midday under a cherry tree, in full magnificent bloom. The weather was warm and sunny, which Stefaan has managed to arrange for most of his Triple-M Workshops (he has organized around 20 to date).

The Workshop addressed the following subjects.

(1) Ignition coils, distributors and timing for Triple-M cars by Hans Vooijs. He explained how modern fuels affect the timing specifications (and SU carburetor needles) in the original manuals and instruction books, written at a time when fuels were quite different to today's. He also demonstrated the differences between various 'period' ignition systems, in new and worn conditions, and how they compare to electronic systems.

(2) Eccentric turning and making clamps for cables and pipes by Gerard Van Putten who showed how both can be done quickly, with high quality, at low cost and simply. Simple ideas being often the best.

(3) Using the English wheel by Paul Stalenberg. Paul explained wheeling techniques lucidly and his practical demonstrations made even compound curves look so easy. Several enthusiasts were invited to 'have a go' and found it not quite as easy as Paul, a recognized expert, made it seem.

(4) Triple-M rear axle/differential types, adjustments and settings were explained and demonstrated by Thijs De Groot resulting in active Q&A exchanges (a common feature of all sessions).





(5) Triple-M (and other marques) brake types, operation and adjustment were described, compared and demonstrated, using hardware, in an easy to understand way by Weil Claessen.

(6) MG DNA Design Cues was the intriguing subject for John Day who illustrated his presentation with material originally prepared for a Chinese audience. Luckily it was in English.

On the subject of language, Flemish (Dutch), German and English could be heard throughout the day, but it all seemed to work well, language was never an issue.

For ladies accompanying Triple-M enthusiasts, but not taking part in the workshop, a visit was arranged to the historic city of Diest, 35km from Leuven. There they had guided tours of the Scherpenheuvel Basilica, still a destination for pilgrims, and Averbode Abbey.

While the Workshop was a great credit to Stefaan and the volunteer presenters, its success also depended on the very efficient support and catering team led by Hilde, Stefaan's wife. The team included some young people who were active throughout the day, dispensing service with much appreciated smiles and deserving a very special 'thank you'. Will they be future Triple-M owners and drivers? Hopefully they were encouraged (and not put off by so much grey hair).

It should be mentioned that Stefaan's contribution to the Triple-M world goes far beyond the annual Workshop. As well as the MG Car Club, he is an active member of the local 'Leuven Oldtimer Friends' Club and regularly campaigns his F type around Europe. He is always ready to respond positively, expertly, with patience and good humour to requests for technical advice and practical assistance, whether from old hands or, perhaps more importantly, from inexperienced newcomers to the Triple-M world. While his automotive focus is almost entirely directed to MG Triple-M cars, a tiny, perfectly formed, MEP single seat racer, originating from France in the 1960s, has been seen tucked away in a corner of his property, but that's another story....

Although the Workshop certainly provides useful technical and other Triple-M related information, the social aspects of the gathering and the networking it facilitates are just as important. Enabling Triple-M friends, from different European countries to get together to renew contacts and swap experiences, even just once a year, is well worthwhile and much appreciated.And after all, MG is the 'Marque of Friendship'.

P.S. The day after the Workshop, Francine (my wife) and I trailered our 1933 J2 the 1000km from our home in Lommel, Belgium to Concarneau on the coast of Finistere, France. This was for a four day rally superbly organized, as usual, by Didier and Danielle Olivier of the French club L'Automobile de Grand Papa. The weather was fine with cold starts and warm evenings, and the J2 covered a totally trouble free, exhilarating 600+km over winding, virtually traffic free secondary roads running through picturesque rolling countryside.J2 heaven....

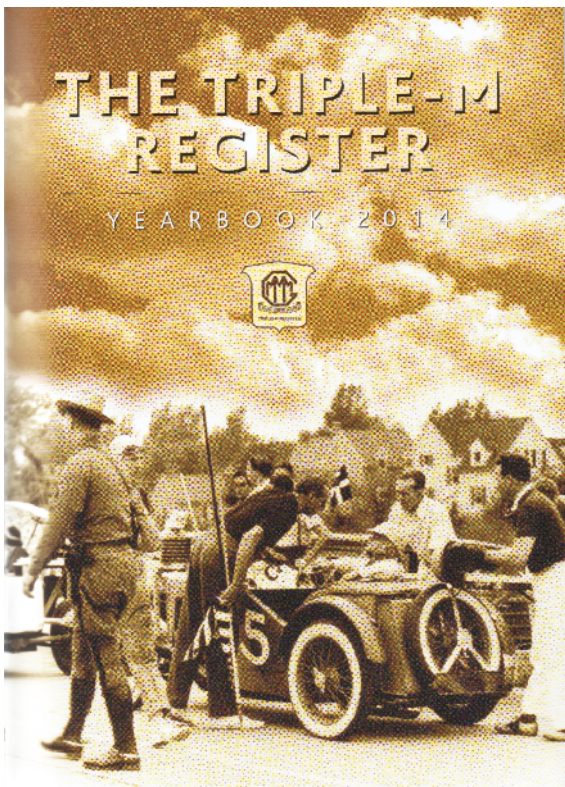


The newly published 2014 Triple-M Register Yearbook!

The Register's eagerly awaited 2014 Yearbook, published in June 2015, continues the tradition of providing readers with historic, technical and other information which will appeal not only to the owners of these splendid cars, but also to the wider vintage motoring fraternity and M.G. enthusiasts generally.

Triple-M cars are increasingly active in competition and at least half of the 80 pages of this full colour glossy A4 publication are given over to an account of their exploits during 2014.

As usual, the Yearbook also includes a number of articles offering insights into significant, but perhaps lesser known parts of the Triple-M story.



There is a fascinating 12 page contribution by Peter Ross detailing how the Collier Brothers introduced America to MGs from 1933 through racing and hill climbing exploits – starting with a J2 and progressing through much of the Triple-M gamut.

Geoff Godwin gives an insight into the discovery and revival of his beautiful streamlined Williams and Pritchard special-bodied N-type;

Wiard Krook has contributed an item of significance: a previously unpublished chronicle of 1945/46 correspondence between 'Goldie' Gardner and the Dutchman Hans Hugenholtz. This concerned plans for EX135, equipped with an all-enveloping Reid Railton streamlined body, to make record-breaking attempts on roads in the newly-liberated Europe and their eventual outcome.

Register President Mike Allison provides a detailed account of M.G. production in the



early days, including an analysis of the sourcing and development of the major components as well as production and financial statistics.

Triple-M guru and racer Barry Foster offers a welcome technical insight into the complexities of engine and radiator mounting across the model range.

There is something for everyone in this varied and entertaining publication, a limited number of which have been printed, so now is the ideal time to add it to your bookshelf.

Price: RRP £12 + P&P from The Triple-M Register's online Library Shop at <http://www.triple-mshop.org/> or contact info@triple-mshop.org for details. If you are not on-line, see page 44 for our librarian's contact details.

Edited by Cathelijne Spoelstra info@mgworkshop.nl
Design by Louis T. Koehorst ted@happyted.co.uk

J2 Exhaust Modification

Text and Photos by Simon Cauthery

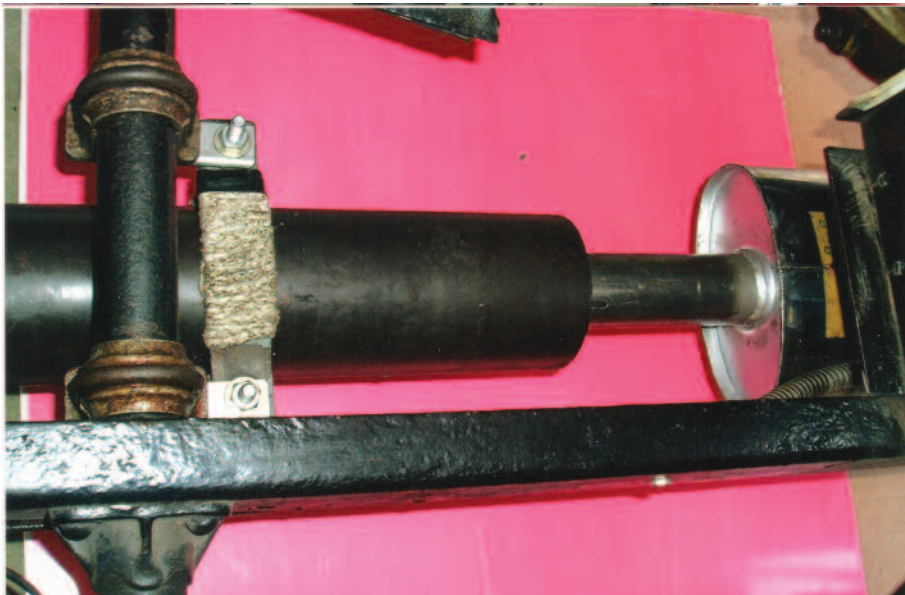
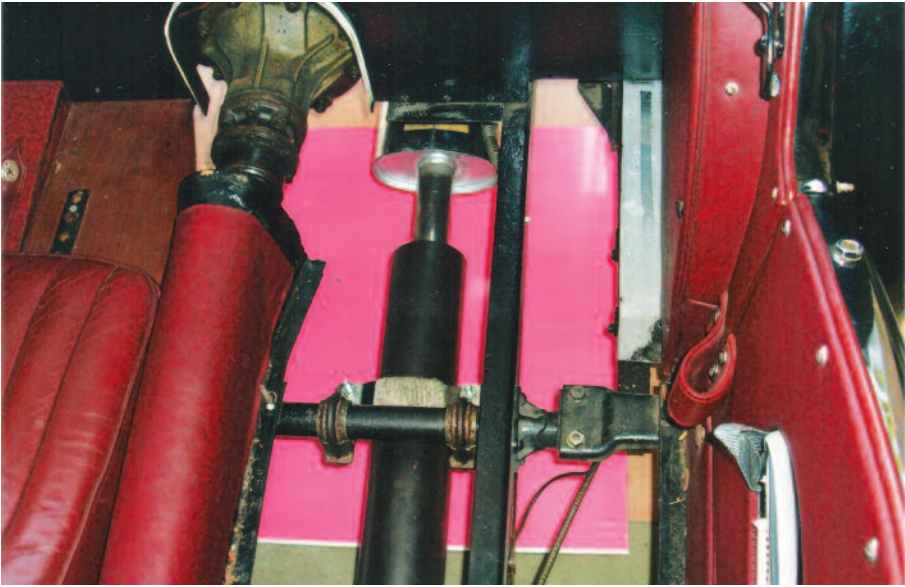
I do realise it does seem rather a shame to stifle that "sporty" exhaust note from a J2 but after a few years I had come to realise that it wasn't doing my hearing much good (already affected by many sessions on the ranges firing off .303s and Bren guns during National Service – no ear defenders in those days!)

There has been some Forum discussion on this topic with a few suggestions on silencer construction and add-on items which I bore in mind.

As it happened, as I was leaving the annual Steam Fair at Yeovil early this May I noticed on the ground in front of one of those general old car/tractor spares stalls a stainless steel exhaust box with attached pipework "new old stock" It appeared to be the right sort of size so I took a gamble on it thinking that at £10 it was worth a go as a possible secondary silencer.

Having removed the existing J2 system I had to figure out how it was all going to work as the new box had to clear the chassis side frame and sit in front of the battery box. I couldn't move the existing S&V silencer forward more than about 2 inches which means it now sits just behind the undertray. Although there is a semicircular upstand in the undertray the exhaust front pipe position wasn't in the right alignment to allow the silencer to move further forward without forcing it over towards the nearside.

As to the new item, to my extreme surprise it all fitted in place very well; the 1 3/4" OD inlet stub slid neatly over the S&V outlet, the outlet pipe was the right length with 2





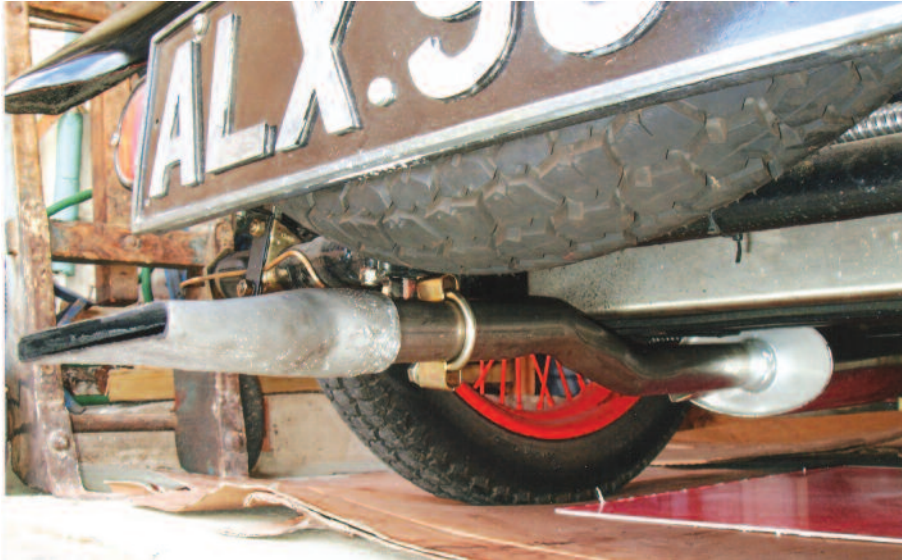
small bends to bring the pipe below the battery box and up again to run out and be clamped to the rear cross tube where the flared end was the right diameter to take my home made "Fishtail". Nothing had to be cut except for the bit off the front pipe leading to the S&V box.

The system is no lower than the original silencer as the whole assembly is parallel to the ground anyway. The tailpipe continues in a straight line in plan and is not angled to the nearside. The main box is hung from the cross tube using a spare pair of bodywork clamps in such a way that it is not held too rigidly.

Then to the vital bit – does it make any difference? Yes, it does. Certainly it's lost that really aggressive note, still quite noisy but once cruising at 40 to 50 mph quite acceptable and I can now discard the ear defenders!

The silencer had the reference number DN 161/2 made by "Guaranteed Exhaust Systems" which I learned has recently ceased trading. However, I am told that this number refers to the middle part of a Nissan Micra system of the late 1980s. It is of oval section, 8" long, 4" deep and 6" wide with the tail pipe length of 18 1/2".

So, in conclusion I can say that a secondary silencer is a definite and practical possibility and makes the J2 a rather more pleasant drive than it was anyway.





MG and the M.C.C. Edinburgh Trial by Malcolm Green

(This is a shortened version of an article that first appeared in *Enjoying MG* and was especially prepared for the *Bulletin* by Malcolm Green)

As we know, the foremost club organising trials in the pre-war years and still involved today is the Motor Cycling Club. This was formed in 1901 and by the time the MG sports cars came on the scene trials were the most accessible form of motor sport for the amateur club competitor and there were a large number from which to choose. The three most significant MCC events in the calendar were the Exeter, Land's End and Edinburgh Trials. Earning premier, or gold, awards in all three in a year entitled the skilled and lucky driver the coveted triple award, every competitor's dream. The first Edinburgh Trial took place on May 20th 1904 and forty-six competitors set out in the late evening, after a ceremonial supper, to ride their motorcycles from the London GPO building to the Scottish capital. Club officials took the more comfortable option of a ride in the midnight express train so as to be there to meet the successful riders at the end of their journey.



H.S. Linfield driving an M-type Midget achieved a gold medal in the 1930 event and later wrote of the experience in *The Autocar*. Note the spare wheel repositioned on the tail, perhaps to give more room in the boot.

Light cars joined the motorcycle entry in 1906 and until 1930 the event was called the London-Edinburgh Run, with trial suffix coming into general use after that date. MGs participated right from the early days of the marque, Russell Chiesman, for example, earning a gold medal driving the factory MG 14/28 demonstrator in the 1925 event. However, it was with the introduction of the popular M-type Midget that the entry lists



started to feature a large number of MG sports models.

For the twenty-second Edinburgh held on 17/18 May 1929, of the 138 cars and ten cyclecars that started from Wrotham Park, Barnet, North London, eight were MGs and three of these were the brand new Midgets. Having breakfasted at Ilkley and completed the four observed hill sections, seven of the MG drivers arrived in Edinburgh with five gaining gold medals and the others silver. The three M-types all earned their drivers the top award, attracting a lot of attention and favourable press comment in the process.

Motor Sport magazine carried a full report of the 1930 event held on 6/7th June and the number of competitors who started the trial driving an MG had increased to no



By 1933 the J2 Midgets were filling the entry lists in production car trials and here J.W.S. Utley tackles the stop and restart test at West Stonesdale.

less than twenty-one, seventeen of which were Midgets. The start at half-minute intervals was from the private grounds of Wrotham Park, Barnet, a grand mansion with a 2,500 acre estate now a desirable venue for weddings and corporate events. The route first took competitors through Grantham to Stamford, where supper was laid on. By dawn the participants had reached Yorkshire and breakfasted at the Middleton Hotel in Ilkley. Having driven through the night they must have welcomed the break before tackling the first of the hills, Park Rash. Here a large crowd gathered hoping to witness drivers struggling with the rough surface of the steep climb. However, fine



weather made the hill easier than expected and only a small proportion of the entry failed to make a clean ascent. Particular mention was made of the impressive driving of Lewis Welch in one of the Midgets.



One of the most successful of the private entrants was A.W.F. Smith who drove his J2 with the distinctive registration number YY4 to take a premier award in the 1933 Edinburgh Trial. This car still survives.

The route then took the competitors to Askrigg and West Stonesdale, with Tan Hill the venue for the stop and re-start test. After this they headed to Brough and then on to Carlisle for the lunch stop, followed by Moffat in the Borders for tea. The final stage was a drive to the Edinburgh capital. Given the fairly undemanding nature of the route that year, it is not surprising that there were eighteen gold and two silver medals for the MG contingent.

Having had good weather in 1930, the competitors the following year were faced with much more challenging conditions with the mud on Park Rash causing a number of failures. The route was as the previous year and, despite inclement weather, the other hills did not cause any real difficulties. There were twenty-one MGs entered, all Midgets except for a couple of 18/80s. The only non-starter was a Jarvis bodied Midget and three of the rest failed to finish the course. The MG contingent earned just five gold medals and a couple of the drivers failed to gain any award, with the rest taking home silver or bronze medals.



Lewis Walsh in Athos, one of the NE Mignettes used by the 1935 Musketeer team, tackles the Wrynose Pass hill in the Edinburgh Trial.

The 1932 start was Wrotham Park with the first car leaving at 9pm. Breakfast early the following morning was served at the Granby Hotel, Harrogate, now a care home, with the first car away from there by 5.30am. In a slight variation to the route a new hill, Middle Tongue, was included before the cars reached Park Rash. Approached through a stream, the new hill became increasingly wet and slippery as each car carried water up the slope on its wheels. As previously, Park Rash caused some difficulties. The first section comprised a very steep straight ascent, followed by a very tight S-bend. The top section was grassy, but the locals had diverted a stream over part of this to make it more interesting viewing and a number of cars became bogged down in the resulting mud bath. Most of the failures, however, occurred on the first part of the hill with a very loose surface and once stalled cars were given a push by the marshals the drivers usually managed to get right up to the top.

For the first time the MG entry included a number of the new six-cylinder F-type Magna models, some of which strangely appear as Wolseleys in the entry lists. Magazines reported that they generally performed well, although a lack of adequate ground clearance seemed to cause trouble for some drivers. The organisers had introduced a stop and restart test at Askrigg and as a nasty gully was chosen as the



H.G. Symonds carefully assembled the engine of his P-type and had a Marshall 75 supercharger installed and also fitted a pre-selector gearbox. Unusually for a trials driver, he had the hood up when tackling the 1935 event, but nevertheless took a premier award. The car survives today still carrying its MG registration number (MG5000).

area for the restart this caused a number of failures. After that, the rest of the route was plain sailing as after Carlisle late in the day there was just a long, boring run to reach the finish line. There were twenty-four MG entries, two of which non-started. Despite the conditions, eleven premier awards went to MG drivers and all the others earned silver or bronze medals.

The 1933 route was the same as the one used the previous year but, following the problems in 1932, the stop and restart test was moved from Askrigg to the final hill, West Stonesdale. Conditions were good and of the total of 196 cars that started the event, 134 gained premier awards, these now being handed out instead of gold medals. MG drivers earned thirty-one of the awards and the MG entrants, Bastock, Langley and Pitt, took the team prize. J2 Midgets had become the car of choice for the serious MG enthusiast and were supplanting the M-types in the entry lists. F-type and L-type Magnas were also in evidence.

A major change for 1934 was the choice of Hatfield Aerodrome for the start. Although situated as close to the Great North Road as Wrotham Park, this was just a temporary move as the club returned to the park in 1935. The first cars left at 8.30pm on the Friday and were able to get breakfast at Harrogate from 2.56am. One wonders what



other hotel guests would have thought about cars and competitors arriving and leaving at such an early hour. That year there were two stop and restart tests and another new hill, the spectacular Honister Pass in the Lake District. MGs were very numerous in the entry, with fifty-one listed. Welch, Chiesman and Kindell in the new N-type Midgets took the team prize and the majority of MG drivers gained premier awards.



Beef Tubs Pass on the 1936 event with G.F. Stocks driving his PB Midget. He gained a premier award.

In 1935 the M.C.C. made some alterations. Instead of the single starting point north of London, competitors could also begin the trial from Carlisle or Stratford-on-Avon. The three routes were devised to be of similar length and to converge on Harrogate for breakfast, with the first car due in at 3.44am. From that point all competitors followed the same route and had to tackle some new hills with Summer Lodge, Wrynose Pass and Hard Knott Pass joining the usual Park Rash ascent. Despite the changes, there were slightly fewer starters than the previous year, but there were still thirty-seven MGs taking part and of these twenty took first class awards.

In 1936 the format and hills introduced the previous year were retained, but proceedings for the 460-mile run were enlivened by wet and wintry weather, despite the event being staged at the end of May. After breakfast at the Marquis of Granby in Harrogate, the first climb was Park Rash where all the MGs, bar two, made clean ascents. The next hill was Summer Lodge, where all the MG entrants were un-



penalised, but at the Wrynose Pass Lieutenant Buckley rolled his Midget. He was carted off to hospital with a broken thighbone and his passenger, who was his sister, cut her head. The rest of the trial went off without serious mishap and of the thirty-eight MGs entered twenty-four secured premier awards.

The Motor Sport report of the 1937 Edinburgh Trial said that it was relatively easy as the weather was good and the hills less muddy than they could have been. However, even with these favourable conditions, those entering in unmodified cars on standard road tyres found things challenging. There were two new hills, both near the end of the route. The first, Costerton, was narrow and steep and had it been wet would have presented a few problems. In dry conditions it was easy, if a bit tight for the larger saloon cars. The second, Humble, was in part muddy and stopped a few cars, including R.G.M Paul's MG VA. Most of the MG sports cars and the trials specials made short work of the hill. By the finish twenty MG drivers had earned premier awards and the Musketeers, Macdermid, Bastock and Langley in their TA Midgets took the team award.

On the subject of the premier awards, it is interesting to note that they could take a number of different forms as members achieving this goal were given a choice when it came to the actual prizes. In 1932, for example, the selection comprised silver ashtrays, matchboxes, cigarette boxes, cigarette cases and a tankard, all with badges attached showing the award achieved. There was nothing on offer for teetotal non-smokers, a situation remedied in later years when one could have a set of silver-plated club spoons or an 8-day clock. For a time those gaining gold awards could purchase a special car badge and these occasionally turn up at autojumbles or on e-bay.

Before the war closed down such activities for a time, Edinburgh trials were staged in both 1938 and 1939 and both events included some new hills. The MG factory supported trials cars took the team award in both events, the Cream Crackers, Toulmin, Crawford and Jones in 1938 and the Musketeers, Langley, Bastock and Green, in 1939.

Editor's Note: *As a regular marshal on the Edinburgh Trial and sometime competitor during a period of over 20 years from 1980 onwards, I was thrilled to find the original of this article in a copy of Enjoying MG that I came across in a local tyre fitter's waiting room. Although with regard to road mileage, the post-war Edinburgh Trial is but a shadow of its former self, it continues to be held over some challenging sections in the Peak District of Derbyshire and Staffordshire and various Triple M cars have taken part. The most recent Edinburgh programme I have to hand is for the 2005 event, when apart from Dudley Sterry in his XPAG engined J2, the only Triple-M entrants were Messrs Bennett, Burridge and Williamson whose team was called 'Half Crackers' (an expression which could be considered a suitable epithet for all who are involved in trialling). It would be interesting to detail the performance of other Triple-M cars in the post war Edinburgh, and if anyone would like to produce an article, it would be most welcome. - BR*



Continuing the 80th anniversary theme of the PB and as a tribute to Mark Dolton in respect of his momentous efforts to re-energise the Triple-M racing scene, here is Mark in his PB at the VSCC 2015 Spring Start Event. Interestingly, this car has a consecutive chassis number (PB0601) to the one on the front cover and they both have PA style radiator grilles. (Photo: Colin Murell)



Vintage Revival Montlhery 2015

by Graham Holdsworth

This was our third visit to this wonderful vintage event. Along with three other British entries, we trailed our car down to the Autodrome Linas-Montlhery. Past experience has shown that this bumpy circuit is hard on our cars. However, Russell Thomas, on holiday from his job with Force India F1 Team, drove his dad's PA/s there and back as well as doing the two days of circuit laps.

In all there were nine MMM cars taking part and we also saw other French MMMs in the vintage car park. During the two days of glorious weather, the 240 entered cars and 70 motorcycles, all pre-war, had four 15 minute sessions of track time. Cars were divided into 8 'Plateaux', depending roughly on performance. Although not a race, you would not know it by the speed and dicing of some of the more competitive cars. The sight of a Maserati 8CM and Bugatti Type 59 near the top of the banking was very impressive. Also the session for Morgan 3-wheelers appeared to be an out and out race, with the cars shooting to the top of the banking after leaving the chicanes and their passengers hanging out at precarious angles.

The circuit is currently used by the French motor industry for testing and has therefore seen many repairs. The lap consists of about 2/3rds of the steeply banked oval with two chicanes introduced in the 1960's when GT racing proved so very fast. The rest of the 2.15 mile lap uses part of the old original 7 mile road circuit through the forest. The British contingent consisted of Gil Collins and Nick Dean, J2/s, Rachael Holdsworth, PB/s, Paul Farrina, PA/s, Russell Thomas, PA/s, Tim Blackburn, J2/s (French domiciled), and Roger Thomas with his newly completed Bugatti Type 37R. The feature marque this year was Salmson and there were over 30 of these cars on the track plus many displayed statically. Other prolific marques were Amilcar, Rally, BNC and, of course, Bugatti, from type 13 Brescia to type 59 GP. There were a number of spectacular Edwardians, including the Leyland-Thomas 1 recreation and the Mors Curtiss Aero. There were many cars familiar with the British VSCC scene. I know little about vintage motorcycles, but the huge variety of machines, all sounding very raucous, was truly amazing, as was the attire of some of the 'pilotes'.

The future of the Autodrome seems more secure these days and they have even built a modern oval shaped exhibition centre where this weekend, vintage dealer, Tom Hardman, was displaying a variety of interesting cars including the MG Bellevue Special. He took part in one session with the car which looked and sounded glorious. This all added up to a truly magical, eccentric and laid back weekend that could only happen in France.

By the way, the lunches were pretty good too! Roll on 2017.



The pit lane at Montlhéry - Photo: Graham Holdsworth

L2004 **by George Eagle**

This car was delivered to the first owner Lloyd Cowdy, who lived in Banbridge, County Down in Ireland, on 8th March 1933. It was black with green upholstery and the Registration number BZ1695. The chassis file states that a special petrol gauge was fitted.

The chassis file also records that following an accident the car was back at Abingdon for work on the front axle and bent chassis. On 26th July 1934 a new factory block was fitted – also K3 valves. On 1st September 1934 there is reference to a letter regarding a compression ratio of 8.2:1, use of 50/50 Benzol-Ethyl and also reference to the TT. The last entry on the file mentions the fitting of a sump distance piece.



Simon Johnston has been doing some research on MGs used in competition in N Ireland and found that Lloyd Cowdy used the car in trials in and around Belfast in 1933 and 1934 at least; he also found some photographs from the newspaper reports. Lloyd Cowdy's sister Hilda competed in the car at Craigtlet in 1936 but there is no record of him hill climbing or racing L2004.

Ronnie Adams bought the car from Lloyd Cowdy in 1938. Simon found an article in the Ulster Vintage Car Club Newsletter about the 1938 Circuit of Ireland Rally (won by a PB registration number BZ3433) which states another MG came second and was part of a winning team. In cross checking with Ronnie Adam's book Simon has said "it would seem it was him in L2004 who came second". Simon has been in touch with Ronnie Adam's son who had no information of what became of the car.

There has been no record of the car surviving until an email was received earlier this year from the current owner who stated the car was given as a present to her Grandmother in 1951 and that it is still owned by the family.

The current owner of L2004 has sent me the picture (above) of the car as it is today – what a lovely original L2!



The 2015 Kimber Trial

by James Mather



*Car is Neil MacKay's J.2834. Driver James Mather; Navigator Ewan Graham
Dog is "Kiah"*

Photograph by Natalie Thompson-Vasse

As I sat at the start of the 80th MG Anniversary Kimber Classic Trial I felt slightly apprehensive about how the day would develop. This was my first trial as a driver and with over 80 miles of green lanes, blind bends and unsettled weather ahead I wondered what must Ian MacKay have been thinking when he handed me the keys to a car he has owned for almost 50 years. Ian's father bought the car back in 1966 for the princely sum of £12.00. Two years later Ian wrote it off driving along a dual carriageway when a car came from a side road without stopping. Since then it has been in numerous pieces across garages in Bristol and North London until the project to bring it back to life was completed in 2013. It really was a proud moment to be able to drive such a fantastic car, and with only 400 miles on the clock I was just running it in, fingers crossed we would return it in one piece! My practice was achieved on the drive down from London to East Coker via an overnight stop in Wedmore.

Saturday morning dawned with busy car preparation and scrutineering; note to self – must remind Ian to properly attach the fire extinguisher before next year! '...and Go', off we went down the drive of the Lanes Hotel, thankfully choosing the correct turning at the end.



Andrew Smith, PB, on Seldon
Photo by Ian Davison

We arrived a few miles later at Special Test 1: I recalled from being a navigator last year that this was a case of carefully balancing tyre pressure, gears and power in an aim to make it past the twelfth marker in the steep field. Without touching the tyre pressures and not knowing what gear to start in, with my foot to the floor we made it past the sixth.

With a bit of a helping hand out of the field we headed off to Special Test 2. This one was slightly more complicated, having to make sure we got our stops astride or across in the correct order. Well, I don't know what happened, but better luck next year, perhaps I'll set some cones up as a practice!

On we went towards Test 3. With the car running well, the rain holding off and the fantastic Somerset countryside rolling by, it was a perfect time to catch up with my old friend and navigator Ewan Graham. Pottering along and putting the world to rights everything felt like it was going a bit too well, until we cruised around a sharp left hand bend and were confronted with a stationary M Type. Reality suddenly came back into focus as the brakes on a 1933 MG J2 aren't quite as efficient as those on a modern car; off to the wrong side of the road we went, thankfully nothing was coming the other way!

During our stop for lunch I remembered that the infamous Alham Splash was the next major challenge. 'Which gear should I select, how fast should I approach?' I asked Neil MacKay and Mike Linward over a pint of Somerset ale. I decided I would take Mike's slow and steady, 1st gear, high revs approach rather than Neil's, hit it at about 60 and hope for the best! However, all of this seemed to pale into insignificance when



we were heading down the track towards the murky Alham water. Splash, the front wheels were in, right, keep the revs high. Once we got past half way I thought: 'This is it, we're nearly there,' the car spluttered onto three cylinders, then two, we limped about an inch across the line and stalled, but still clearly a better approach than Neil's who had to be pushed out of the water! My fears of getting water into the carburettors proved to not be the problem, water had leaked into the distributor so after some kitchen roll and help from a marshal, we were up and running again.

This really is a trial for cars of such an impressive age, the rest of the course involving some very steep hills and rough terrain best suited to tractors and Land Rovers. Crunch, crash we went, I was amazed that the car seemed to sail up the hills until the final few metres of Hell Ladder Lane where I think the water sitting in the bottom of the distributor got the better of us. As we left the trial the rain started to come down, I had forgotten how painful drops of rain are as they hit your eyes at 40mph!



Charlie Cartwright, J2, on Hell's Ladder
Photo by Ian Davison

The following day, after the wonderful Saturday night Gala Dinner at the Lanes Hotel we took part in the annual Gymkhana. This is something I hadn't experienced before and I was half expecting there to be some horses present! What great fun it was and a brilliant setting at the homes and workshops of Barry Foster and Hamish McNinch, I think the best stage was Loopy where the task was to drive as fast as possible around a series of cones, my navigator Ewan told me that going as fast as possible in circles wasn't great for a hangover!



1935 MGPB Special – Chassis No PB0660

Text and photos by Mike Pancheri

When I bought my 'PA' from Nigel Reilly in 2003, the deal included a large number of spares, 2 full estate car loads in fact, and having acquired a decent steel racking unit with 5 shelves to hold them (most of them), and taken stock, I felt it would be a shame not to use some of them in a second car. Nigel had a complete spare engine which I was also able to buy, the block of which he had warned me was no good but there was a virtually unused Phoenix crank, a set of brand new Carillo rods, still in their wrappers, and plenty of other good, usable smaller bits.

Although I loved the 'PA', I always felt she was a bit slow, especially in first and second, and even with the blower her performance was still fairly pedestrian. This was perhaps just as well as the brakes were fairly pedestrian as well, and jamming the nearside front wheel against the kerb to help scrub off some of the speed, while at the same time hauling on the hand-brake as well as standing on the pedal, wasn't such a good idea. I thought a blown 'PB' would probably be better, and looked around for a 'PB' chassis, a front axle beam and rear axle banjo. As luck would have it, Peter Green had just these items for sale, and in addition was able to provide a rebuilt high ratio diff, stub axles and steering arms, a pair of track-rods, a hand- brake cross-shaft assembly, 4 back-plates and brake drums, 8 brake shoes and a rebuilt radiator matrix. The front axle, stub axles and steering arms were all crack-tested and rebuilt professionally with new king-pins and bushes. I had to get a new drop arm however because the spare I had failed the crack test.

From my pile of spares, I had a complete steering column with steering box, and 2 PA gearboxes complete with bell-housings. The steering box was rebuilt with a new sector shaft, and a set of brand new close-ratio gears was fitted to one of the gearboxes. At some stage I had acquired a new cylinder block, a new radiator shell, and a very good Volumex blower.

My initial problem was that I didn't have anywhere to get on with the project. My garage at home held the PA and the MGBGT, and for about a year I suppose, the PB chassis stood against the garage wall, while the other bits took their chances wherever I could find room for them on the steel racking and other shelving around the garage at home.

Shortly before all this happened, my sister had moved from Cheshire to Chipping Warden, a village near Banbury, and I found that she had a splendid double width garage complete with a substantial solid timber workbench, but apart from that it contained very little else. She was very happy to allow me to use her garage to work on the project, and she had a key to the garage cut for me in case she was not in when I wanted to work on the car. From home at Milton Keynes to Chipping Warden is about 30 miles through some lovely countryside and villages, so not too far to go



and return in an afternoon, but clearly not possible for me to pop out and do an hour or so on the car after supper.

It must have been the Autumn of 2006 before I was actually able to move the chassis and everything else over to Chipping Warden, and start work. My sister's friend whose business fabricates all sorts of structures for industrial buildings, kindly provided some light aluminium 'click and connect' uprights and rails which made a sturdy frame on which to place the chassis at a comfortable height at which to work on it (photo 1)



Photo 1: Chassis with axles on the 'click and connect' frame

I was fortunate in having a lot of help from my mate Geoff Hamilton, a fellow MGBGT owner, who accompanied me on most of my trips over to Chipping Warden, and whose sound engineering knowledge and experience was extremely valuable. Both he and Ian Willis, who was rebuilding a 4 seater 'PA' at the same time, contributed very much in practical help, machining and fabricating bits for me, giving sound advice and showing extreme patience over my clumsy attempts to move things on too quickly. I owe both of these terrific guys a huge debt of gratitude.

I quickly acquired a set of new road springs, Andre Hartford shocks all round, a set of bronze trunnions and a front cross-member. I found in one of the boxes of



miscellaneous small bits that came with the PA a pair of good front spring trunnion boxes. I needed a steering column cross shaft and was able to find a good second hand one on a stall at VSCC April Silverstone. Rubber trunnion gaiters were obtained, and armed with all my new bits I set to with Geoff to start building up the chassis. I found the front spring eyes were too big, not big enough to fit bronze bushes but too big for the ends of the front chassis tie-bar, so these had to be closed up before I could go much further. Being still working, and with family commitments, not every weekend gave me a free afternoon, so progress was slow. It was a bit of a milestone when I had a complete rolling chassis standing on its wheels.

In the meantime I delivered my new PB block and all my precious engine bits, many of which were sourced from my various boxes of spares, some of whose purposes were at that stage still a mystery, to Ken Robinson who had agreed to build the engine for me. Ken meantime had rebuilt my hand-brake cross-shaft so that the lever no longer flopped about, and had also keyed the blower gears onto their shafts.

I had always liked the pointed tail bodies seen on various 'TA/Q Type' replicas, some K3s and proper 'Q' Types, and so set about finding someone who could make one for me. I found that building from scratch was prohibitively expensive, but the late Peter Gregory had put me in touch with Ray Pettit who makes the replica bodies found on many of the 'T' Type specials. These are slightly too long for a 'P' Type, and although Ray was unable to vary the size, the price of the complete kit of body, tail, tank, seats dash, mounting rails and cycle wings was a lot more affordable, even with the additional work in fitting it all onto the 'PB' chassis (photo 2).



Photo 2: Body kit



A further milestone was reached late in October when Ken Robinson delivered the completed engine and blower with the manifolds and carburettor all assembled on it, and between us we fitted it all to the chassis during what was quite a long day (photo 3)..



Photo 3: Rolling chassis

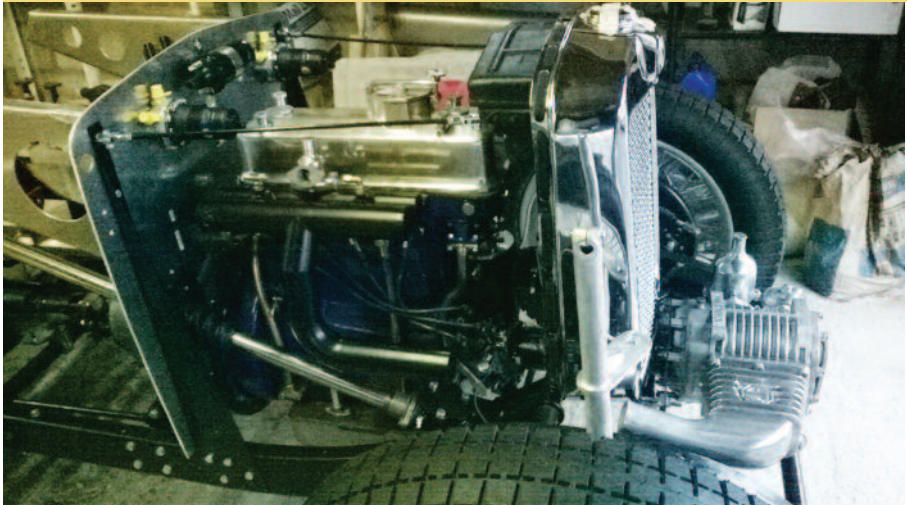


Photo 4: Engine with Jackson manifold in place

It was left to me to fit the Jackson manifold, for which a pipe to connect it to the blower manifold is currently being made (photo4).



Photo 5: Complete chassis about to be transported to Worksop for the body to be fitted.

As most of you who have completed an amateur rebuild know, things take much longer than expected, but by February I had a complete rolling chassis with engine, gearbox and blower all in place ready for the body to be fitted. I had a false start with a body man, who had assured me he could start work during February, but then told me he wouldn't be able to do it at all. I tried a few alternatives and found Alan Floyd in Worksop who agreed to undertake the assembly of the body for me, and arranged to transport the rolling chassis and all the ancillaries to his workshop. This happened towards the end of March, and work is progressing well (photo 5).

To be continued

Editor's Note: Mike also commented that it was not his father racing the Bentley on page 24 of Bulletin No 84 (he did not think he ever looked as young as that, certainly not in 1973!). It was actually Mike in what was probably only his second ever VSCC race which was won by the late Alan Clark, later a cabinet minister in Margaret Thatcher's government - Apologies for that mistake.



Brooklands 12/12 - 13/14th June

by Philip Bayne-Powell

The Current Brooklands 12/12 event is somewhat different from the original 12/12 of the 1930s, which basically was the English answer to the Le Mans 24 hour race. However to keep the local residents happy it was run in two 12 hour sessions, with the cars being held in a "park ferme" overnight.

The current 12/12 is made up of three events, the Sprint on the Mercedes Benz test track on the Saturday, and the Driving Tests around the museum site on the Sunday, with the third event being the Concours, which takes place on both days.

The winner of the overall event is the person who does best in their two chosen events out of the three. Originally, when this event started five years ago, the idea was to have 12 classes with 12 cars in each, but this has now been changed with different classes for each event.

This year I had entered our Jarvis-bodied M-type for the Driving Tests and the Concours, having hung up my racing overalls at the end of last year. The M-type is a nippy little car suitable for tight tests. However about five miles from home, the ammeter went to full charge, and smoke started coming out from behind the ammeter. I quickly pulled into the next layby and turned everything off. There was obviously a dead short somewhere, so I needed a tow home.

Unfortunately due to the early start, I had forgotten to collect the essential mobile phone. I managed to get a passing motorist to stop and lend me his phone to ring Rosemary up, who duly turned up with the tow rope. We then proceeded to take it to my tame 84-year old electrician, who was only about two miles away. We left the MG in his drive with an explanatory note, as he wasn't at home.

Once we got home, I decided to get our ND out to take instead of the M-type. This has just had its blower overhauled and hadn't been out on the road after it was refitted. Unfortunately the car refused to start, so I ended up taking our RV8 up to deliver the goods required for our SE Centre stand, being organised by John Davies. I then came straight home and managed to get the ND going ready for the driving tests on Sunday. Result at last!

Sunday arrived a bit wet, but soon cleared. We had to get the car scrutineered on the Finishing Straight before we were allowed to sign on. This involved checking the battery was secure and that we had a second return throttle spring. I had arranged for my friend, Martyn Phillis, to act as my passenger, as required by the regulations, and he and I duly signed in and collected the relevant wrist bands. There were different colours for drivers and passengers, which were sometimes checked by the marshals. Another MG member, Mark Hanson, was entered in his ex-Dick Jacobs Y-type, and



collared Martyn to act as his passenger too. We thought that this would work, as he was likely to be running in a much later class. As well as Mark Hanson, the Triple-M Register was also represented by Colin Reynolds in his replica 12/12 M-type, Chris Edmondson in his nice swept-wing J2. Nigel Stroud had entered his M-type in the Driving Tests only, but Christopher Hobbs unfortunately non started in his ex-Peter Card K1.

The first test was on the Finishing Straight, which involved going into garages made out of straw bales. Whilst waiting, we saw Chris Edmondson frantically hunting for a passenger for his swept-wing J2. Eventually Martyn Phillis helped him out, and we proceeded round the next five tests in tandem. Fortunately we had finished our six morning tests before Mark Hanson was called up for his tests. The tests were quite easy, but needed to be correctly remembered, otherwise a wrong test produced maximum penalties.

During the lunch break, I was approached by a chap who had been told to have a word with me about the pre-war MG scene. He turned out to be Paul Denley, whose grandfather was the well-known Bert Denley. Bert was a record breaker on motorbike and also cars. One of his highlights was taking over EX127, after George Eyston found he was too big to fit in the car, and breaking many class records at Montlhery in 1931. He also helped George when he went record breaking in the Speed of the Wind, as well as helping out Leo Villa preparing Malcolm Campbell's record breaker. I then roped Paul in as my passenger, to free up Martyn Phillis, and so Paul had a ride on the track where his grandfather had raced all those years ago in the 1930s. Unfortunately, I got so involved in talking to Paul that on the second afternoon test, I had mental fade and did a wrong test, which immediately put me out of contention. However Paul and his family who were watching us certainly had a good day.

Although I had missed out on the Saturday Concours, I managed to get the substitute ND judged on Sunday, but as I hadn't had time to clean it up, we didn't do well.

The results came through and Colin Reynolds won his class and came 5th overall out of the sixty two 12/12 competitors, whilst I was well down the list, but beaten by Chris Edmondson. It was a good event, although it is not a patch on the earlier days, when our C-type won its class in 2011, and was presented with a lovely pewter trophy by Prince Michael of Kent. A day I will long cherish. The following year I lent our ND to Peter Ross and Chris Nowlan. They ended up also winning their class, and getting a slightly muted pewter trophy. The subsequent years, the class winners, including Colin Reynolds, got a lump of the concrete banking – a truly awful trophy!



The M-Type of Colin Reynolds - Photo: Philip Bayne-Powell

Sackcloth and Ashes Department

Brian Bassett has pointed out to us that there was a line missing from the Soldering section of his Technical Tip article [item (6) on page 37 of Bulletin number 85]. This may have been due to the retiring editor having a senior moment - sorry!. Brian is anxious that readers who are inspired to have a go at soldering for the first time are not misled. Brian's original version of the paragraph is reproduced below with the missing section highlighted:

*Fluxes for soft soldering vary for different metals and as we are talking about mainly copper and brass, Resin flux would be the best one. This is an inert flux that is used for wiring and most copper/brass applications, it leaves a greasy deposit after soldering that is not corrosive which can be cleaned off easily with white spirit or paraffin. If the surface is not responding to the resin then killed spirits may be required, this is an active flux which is corrosive and care needs to be exercised when using it. **Resin flux can be obtained from most good tool shops and goes under the name "Fluxite"**. The killed spirits flux is sold under names of Cannings or Bakers and a good tool shop should also stock this along with tinmans solder either in stick form or on a reel.*

We hope you agree that Technical Tips such as this are very useful and interesting; we would welcome similar contributions from readers so that the huge amount of knowledge and expertise that Triple-M owners have can be shared and recorded for posterity



Brooklands Re-Created

Text by Digby Gibbs, photos by Dick Morbey



Anyone who visited MG Live at Silverstone could not avoid being impressed by the new-look Triple-M Register stand.

A few committee stalwarts decided to make an effort and enter the competition for the best display; this year's theme being 'A Day at the Races'. The 5 metre wide pit was based on those iconic B&W pictures of the pits at Brooklands in the 30s and the result was a much-admired re-creation in a very limited space.

The stand was master minded by Messrs Morbey and Green with stylistic input from across the Channel by Cat Spoelstra. The CKD kit of parts was precision engineered by Peter Green ably assisted (or hindered) by Dick Morbey.

Although there was no sign of seasoned Ash framing and some of the bolts looked suspiciously "metric", the impression created in a very tight space was much admired. The layout did cause some operational problems for the "staff" behind the counter but the positive comments and interest generated made the effort worthwhile.



The atmosphere of the stand was much enhanced by racing equipment and signs loaned by the Fawley Hill collection, Peter Green and Peter Hemmings. The whole experience was completed by Geoff Enott's impressive tool-room copy of an R-type displayed in front of the "pits".



There is a possibility that the stand may re-appear at the Summer Gathering; perhaps a "Pits Cocktail Bar" will be included in the attractions.





Triple-M Register Championships

- Mike Linward, Competition Secretary

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2015 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:

9th/10th January	MCC Exeter Trial	Full Results
25th January	North Devon Motor Club Exmoor Trial	Full
1st February	Stroud & District Motor Club Cotswold Clouds Trial	Full
1st February	VSCC New Year Driving Tests	Full
14th February	Fell Side Auto Club Northern Classic Trial	Full
14th February	VSCC Exmoor Fringe Trial	Full
7th March	VSCC John Harris Trial	Full
14th/15th March	VSCC Herefordshire Trial	Full
22nd March	Torbay Motor Club Torbay Trial	Full
11th April	VSCC Scottish Trial	Full
12th April	Ross & District Motor Sports Kyrle Trial	Full
18th April	VSCC Silverstone 'Spring Start' Race Meeting	Full
23rd April	Manx Classic Governor's Sprint	Full
24th April	Manx Classic Creg Willey's Hill Climb	Full
25th April	Manx Classic Lhergy Frissell Hill Climb	Full
25th April	MGCC SW Centre Kimber Classic Trial	Full
25th April	VSCC Spring Rally	Full
26th April	MGCC Kimber Classic Driving Tests	Full
2nd/3rd May	Plymouth Motor Club Werrington Park Hill Climb	Full
3rd May	MGCC Brands Hatch Race Meeting	Full
3rd May	VSCC Curborough Speed Trials	Full
10th May	VSCC Wiscombe Park Hill Climb	Full
10th May	Airedale & Pennine MCC Yorkshire Dales Classic Trial	Full
6th June	BARC Yorkshire Centre Harewood Speed Hill Climb	Full
7th June	VSCC Cadwell Park Race Meeting	Full
13th June	VSCC Brooklands 12/12 Speed Trials	Full
13th/14th June	VSCC Brooklands 12/12 Concours	Full
14th June	VSCC Brooklands 12/12 Driving Tests	Full
18th July	VSCC Oulton Park Race Meeting	Full

C.O.T.Y. 2015 Scores to 23rd July

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	66



2nd	2272	C/s	LJ 4444	Oliver Richardson	59
3rd	2912	C/s	GX 9693	Duncan Potter	52
4th	1595	M	PG 1045	Frank Ashley	48
5th	2594	J2	MG 1949	Mark Smith	41
6th	3064	M	VC 8174	Colin Reynolds	37
7th	82	M	PO 1357	Nigel Stroud	33
=8th	949	L1	OD 6008	Andrew Morland	32
"	2694	J2-PA/s	Kayne Spl.	Mike Painter	
			Harry Painter		32
10th	3515	J2/s	WG 1622	Peter Tierney	31
11th	341	M	PJ 7970	David Rushton	29
=12th	605	L1/s	MG 2802	Charles Jones	28
"	3534	J2/s	WF 5494	Fred Boothby	28
14th	1164	PA	YSV 703	Hamish McNinch	
			Anne Boursot		26
15th	423	J2/s	DU-FG 86 H	Christian Höptner	23
16th	1931	C/s	VD 30	Barry Foster	22
=17th	3454	PA/s	AXT 370	Thijs de Groot	21
"	1463	NA/s	BUU 964	David Downes	21
"	2170	PB/s	CLX 112	Mark Dolton	21
20th	2692	J2	SW 4156	Brian Galbraith	19
21st	1894	M	GC 7705	Kim Jenkins	18
=22nd	2028	NB/s	MG 3694	Jane Metcalfe	17
"	2200	C/s	RX 8306	Chris Cadman	17
"	3525	J2	MG 2686	Chris Edmundson	17
25th	2215	PB/s C/C	JB 7525	Andy King	16
=26th	108	M	OU 4824	Mike Dalby	15
"	85	PA	BGH 295	Colin Butchers	15
28th	1140	J2	JL 753	Mike Linward	14
29th	571	PB	CKT 829	Andrew Smith	13
=30th	1883	J2	PO 8865	Patrick Gardner	12
"	907	K1	ADH 360	Neil MacKay	12
"	2631	K3/s	JB 1472	Richard Frankel	12
=33rd	1027	L2	AKL 840	John Rogers	11
"	3	J2	DG 5404	Jeremy Hawke	11
"	353	K3/s	AGW 37	Clinton Smith	11
"	158	PA	BJO 800	Peter Down	11
37th	2362	NA	BTT 726	Richard Jenkins	10
=38th	3272	J2/s	APG 718	Colin Bird	9
"	2227	KN	MG 4282	Peter Hemmings	9
"	162	ND/s	BKL 265	Philip Bayne-Powell	9
"	-	PA/s	-	Harry Painter	9

Note: We are sorry that we cannot include scores for the other championships in this issue due to a technical problem. We should be back to normal for next time. - BR



Correspondence

From Ian Coxen

In the April edition of the Triple M Bulletin it was great to see Richard Hinton's J salonette but I would like to pick up on one small matter. He states 117 were made on the 9 months in 1933. Not quite correct as my car, chassis J 0412 was completed on 18th November 1932 and delivered to Scottish Motor Traction Co. on 2nd December 1932.

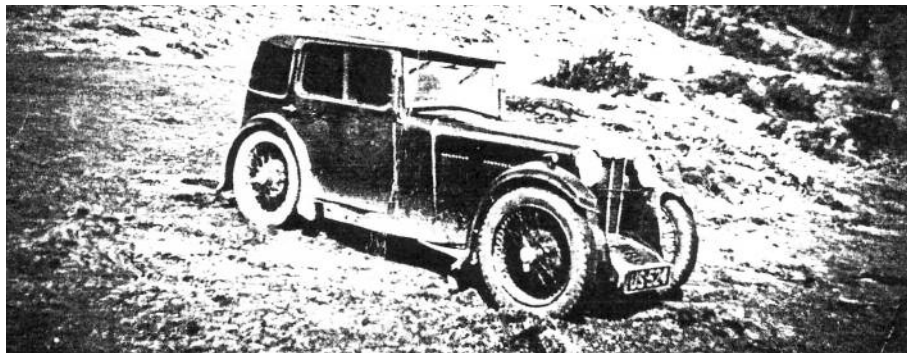
In the 1993 Yearbook J 0371 is the first listed Salonette, some 40 chassis before mine, the last listed being 0495 which is higher than the 117 quoted. However it is unlikely that all these chassis were for salonettes and the only way to prove numbers is to get chassis inspected by owners, a massive task added to by some files being missing as reported in the 1980 Yearbook on the J1, showing approximately 124 Salonettes were built. The only other proof could be if files kept by the Club were inspected. I wonder whether our Historian, Barry could help.

Currently three bodies this year were being made, of which one was to be sold to defray costs. Chris Wallis was the contact here and looking at the 'D' forum you can view one on Ted Hack's car.

I have had drawings for a body for some time now which was to be made in lightweight form, but time marches on, and to date we still cannot find original Salonette body plans similar to the J2/F ones we know.

Years ago in the infoletter of October 1987, forerunner of our Bulletin, Mike Hawke set out some of the differences on J1 and J2 4 seaters and salonettes, as known then. Chassis, petrol tanks, many other things, tunnel etc. all varied and indeed my chassis had extra holes at the front to take the bent 'U' section wing support rather than that used on the 2 seater. My car, as a J, uses all the original components as laid down in 1932 from starter, dynamo, axles, engine and gearbox.

(Below is a photo of my car in 1945 when owned by Mrs Bessie Taylor with whom I kept in touch until her death in recent times)





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Below: The retiring bulletin proofreader and editor (Elaine and Bob Richards) take their leave in PA 1052 - Photo: Edward Richards (aged 8)

