

# TRIPLE-M REGISTER BULLETIN

June/July 2016





The view through Bob Walker's rear view mirror at Cultra



Fish-tail exhausts - photographed by Tony Margel

**'Stop Press' photos from the successful Ulster Tour - a full report in next issue.**

## BULLETIN No 91 June/July 2016

### **Front Cover Picture:**

*The late Ralph Clarke in the famous C-type 'Hoodoo' that remains a great tribute to Ralph's engineering expertise.*

*Photograph taken at the Franschoek Motor Museum circuit in 2015 (DGG)*

### **Editorial:**

As I write this, the longest day has passed and the Triple-M season of social events and racing is well underway. MG Live has passed and the Trials boys are enjoying the Summer break. The ever-popular Summer Gathering and Vintage Prescott are fast approaching and we have to hope that the weather will start to behave. Hail storms on the Kimber and a very wet Castle Combe should be enough bad weather for one season.

It is sad to have to acknowledge the passing of two well known members of the Triple-M Community, Brian Bassett from Earley and Ralph Clarke from

South Africa. I am fortunate to have met both; Ralph when we visited South Africa last year and Brian from whom I purchased a PA kit of parts. We have a tribute to Ralph in this issue and I hope to be able to publish an article about Brian, his cars and vintage motor bikes in a future issue. I would like to offer the condolences of the Triple-M community to Brian's wife Linda and to Hilda in South Africa.

On a positive note, I am pleased to be able to report that Barry Foster continues to make a good recovery and as many of you know, has been mixing it with the racers at Brands Hatch in the 18/80. The Rat is also making good progress and I have included some photographs taken recently in the "intensive care unit" at Butleigh.

I hope you will agree that we have a good mix of articles in this issue; I am very happy to receive comment and criticism if anyone feels that the mix needs to be reviewed and conversely would be delighted to receive contributions from readers on any MMM related subject.

Due to pressure on the space available, we have had to delay the promised article on David Rushton's 2015 Trials campaign; this will feature in the next issue.

Once again my grateful thanks to all who have contributed the articles, information and photographs that are so essential. Also to Bob Richards for his editorial guidance and to Lyn Handy for her continued patience and hard work in making the whole thing work.

Digby Gibbs

### **Corrections:**

In the last issue I inadvertently elevated Philip Bayne-Powell to President; my apologies to Mike Allison and to Philip for any embarrassment caused. I also managed to convert Bob Richards to the singular form with some mis-placed apostrophes; my apologies to those who, like me, object to incorrect use of the apostrophe.



## Chairman's Jottings

### By Dick Morbey

Welcome to the June/July edition of our Register Bulletin. As your Editor has cracked the whip to get this edition out more promptly I will be brief!

The year is flashing by. The MGCC Triple-M races at Brands Hatch on 1 May, foreshadowed in my previous jottings, were a great success. Mark Dolton managed to assemble a grid of 23 Triple-M cars and the attrition rate during competition was very low indeed, a tribute to owners and mechanics alike. Bouyed by the success of the event we are considering making next year's Brands Hatch meeting even more of a Register jamboree - please watch for details.



Our cars also performed creditably at the recent VSCC Oulton Park race meeting and by the time you read this there will have been track day at Castle Coombe. Then on 24 July the boys and girls will be out again - this time at Cadwell Park in a VSCC Triple-M vs Austin challenge race. At the time of writing we are expecting a grid of at least 27 cars - do come along if you can to support our racers!

### Social events

Silverstone. It was good to meet old and new friends of the fraternity at MG Live! which continues to be a magnet for many of us, even if its field is perhaps not quite as powerful as in former times. The committee put on a good show. Our stand was based around the life cycle of L-type models and won a 'Highly Commended' award from the judges.



The Ulster tour was an outstanding success and has attracted praise from participants and the local community alike. Great thanks are due to Simon Johnston who was responsible for organising this event with great imagination and attention to detail.

You may just be in time to apply to attend Peter Green's Summer Gathering on Sunday 10 July, but hurry!

After a successful reccy of the area, we can confirm that the Register's touring 2017 event will be based in west Cornwall from 3-6 October. We are tying down the commercial terms with the hotel and in the meantime already have expressions of interest from 32 cars' worth of people (if you know what I mean!) Please contact me to record your interest if you are considering taking part - at this stage this carries no commitment on your part. A word of thanks here to Charlie Cartwright and Ian Goddard who are assisting with the planning and other arrangements.

### **Your Committee**

Our AGM is 10 days away as I pen these notes and I hope that some of you will have responded to the exhortations to come along and see your committee at work. I will not risk predicting the outcome of the committee elections, although there is one person whom I really should mention. Cathelijne Spoelstra has been successful in recruiting Simon Johnson as her successor as Yearbook Editor, so she intends to stand down from the committee at the AGM. Cat has done a remarkable job in juggling the Yearbook Editorship with her busy day job and, recently, a particularly testing few months overcoming serious illness. On your behalf I'd like to record sincere thanks and appreciation for her dedication for the past 7 years and wish her all the very best - and the time to work on her beloved book about the C-types. And of course in the meantime the 2015 Yearbook is now available for you to purchase via our Library!

We are still looking for volunteers to involve themselves in the work of the committee and we'd be very happy to chat with interested parties - so don't be bashful, please step forward. When I read Tom Metcalf's recent description of the 'venerable chairman' I realise that we really do need to plan for the future!

### **The Register database!**

Good progress is being made in rolling out the electronic database of cars and their registered owners. Renewed thanks go to Koen Struijk for his invaluable work on the project, which has earned him the John Kidder Trophy. You can now see brief details and pictures of all registered cars via the Register website.

(just go to 'Pictures\members' cars to view them).

We will soon be offering you owners the exclusive facility of seeing the database record of your cars and receiving from you details and pictures of them. As we prepare for this step it is imperative that we have a record of your current e-mail address, because we shall be contacting owners shortly by e-mail to invite you to apply for an access ID and password. As we often say, there are around 4,000 surviving Triple-M cars, so the task of keeping tabs on them and their owners is a real challenge - so will you please do your bit by ensuring that we have your contact details? Thank you.

The Register motto is 'Laudes Augete Priores'. Loosely translated = 'Maintain the Breed', which we must surely all aim to do!

Until next time....

Dick Morbey

## Secretary's Update

As I write this we are just over a week away from our next Committee meeting and AGM. Unfortunately I did not receive any response or nominations to the AGM Notice published both in the last issue of Safety Fast! and on our web site.

Silverstone this year was a bit mixed, there were fewer cars in the allocated Triple-M parking area and some familiar faces were absent. The theme for the meeting was 'Heritage' and our Chairman Dick Morbey organised a very large banner depicting the L types, from a photo of a car on the production line having the brakes adjusted, an action shot of one of the Alpine L2s, one of A Ashton-Rigby making adjustments to his L2 at Brooklands and finally one of an L2 barn find. We also had my L2 on display. Both Dick and Bob Milton looked resplendent in very period attire – result we won an award!



The benefit of having a stand is that it acts as a meeting point and we get to meet a lot of owners and many former owners keen to know if their treasured Triple-M car had survived. One such visitor had a small collection of photos of his PA which survives. Dick took photos of these and promised to pass them on to the lucky current owner. We were also pleased to welcome many visitors from abroad, some of whom were en route to Northern Ireland for the tour.

The latter included Walter and Brigitte Kallenberg , George and Marguerite Morgan, John Gillett and his wife who had shipped K3030 over for the summer. Tom Metcalf was also a welcome visitor; he was in the UK to check on his NA Airline, being rebuilt alongside Doug Harris' PA Airline which is also having work done to its original body and is serving as a pattern for the NA.

The library sales were a little down but still totalled almost £2000. Thanks must go to Committee members Dick, Bob, Graham, Digby and also Paul White and his friend Megan for their help in manning the stand in the absence of our Librarian Peter who was unable to attend this year due to a clash of dates. The Bayne-Powell equipe entered an M and the NA Allingham in the Sprint, Oliver Richardson also entered his C type whilst Barry Foster used his 18/80 (road sweeper!).

Some recent postings on the web have been made under the title the next generation. Well we are much the same as my eldest daughter Sarah has owned a Blaze RWA Midget for many years; photo is of us both on the Triple-M stand this year.

George Eagle  
Hon Sec



### **Future Events: 2016**

Register Summer Gathering  
Pre-war Prescott  
Cadwell Park: Triple-M racing  
VSCC Prescott  
VSCC Pembray  
MGCC Wiscombe Hill Climb

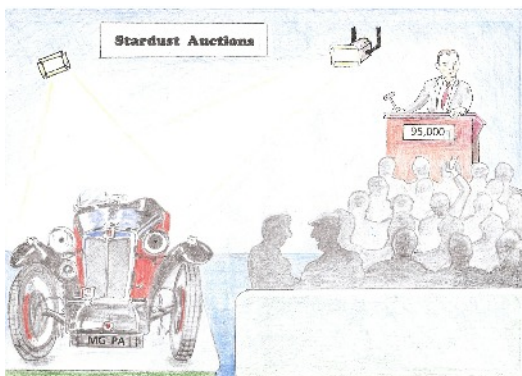
Sunday 10<sup>th</sup> July  
Saturday 16<sup>th</sup> July  
Sunday 24<sup>th</sup> July  
5<sup>th</sup>/6<sup>th</sup>/7<sup>th</sup> August  
20<sup>th</sup>/21<sup>st</sup> August  
10<sup>th</sup> September

## Cartoon Competition

Congratulations to Peter Scully who is the winner of the last cartoon (shown on the right). His caption is:

***“Do you get the barn that the car was found in as well for the Money?”***

Peter 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@gymail.com](mailto:triple.m.caption.competition@gymail.com)

For details of the Competition Rules, please refer to the August 2012 bulletin or the web page: [www.triple.m.caption.register@gmail.com](http://www.triple.m.caption.register@gmail.com)





## RALPH CLARKE – A TRIBUTE

*When I heard the news of Ralph Clarke's death I asked Ted Borchards in South Africa to provide a suitable tribute to publish in the Bulletin. Although Ralph may not have been well known in the UK it is a measure of his status within the MMM community in South Africa that I received at least four different articles. On balance, I felt that this article, written by his son Robin when Ralph was still very active in the Triple-M world, was the most appropriate. The article first appeared in the brochure for the Triple-M Gathering in 2013. Photographs have been gleaned from various sources and I apologise for any missing credits.*

### **RALPH CLARKE – A LIFELONG PASSION FOR TRIPLE-M by Robin Clarke.**

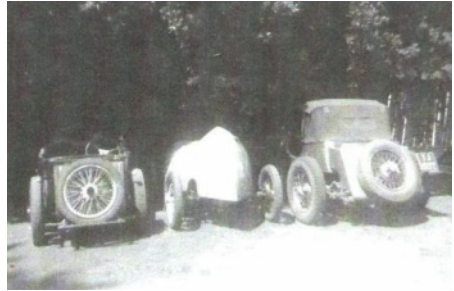


Ralph Clarke was born in Cape Town in 1928. His father Harold owned Rendezvous Garage in Voortreker Road, Parow and from this ran a transport business, fuel station and car repair workshop. Ralph's interest in the automotive field was a foregone conclusion since Ralph and his brothers, Magnus and Harold junior, became interested in the haulage trucks and customer cars. At the age of 7, Ralph laid eyes on a new MG P-type on the forecourt and was smitten!

Having saved some pocket money, aged 14 he bought and restored an Austin/Wolsley hybrid. On completing school some years later Ralph, longing for MG ownership, bought some parts. This led to the creation of a hill-climb special; in essence just an F-type chassis with a J2 engine that was used in hillclimbs at Parow, Camps Bay and Paarl in the mid 1940's. In 1948, Ralph and his friend Boet van de Merwe travelled to Johannesburg in Boet's P-type, fastidiously opening and closing each farm gate on the gravel roads along the way! In Johannesburg they met up with Sam Tingle and, finding the remains of a P-type in Sam's garden, a deal was struck. This became Ralph's first road car of sorts.



The P-type had heavily modified ports, lightened valve gear, large valves and modified carburation. The car went like stink and was used at various local race meetings and acceleration tests at such places as Paarden Eiland in the late 1940's and later at Gunners Circle, Eerste River Airfield and Killarney. Over and above the engine modifications Ralph predated the Colin Chapman philosophy of "less is more" by running the car as light as possible, often racing with all wings removed! The garage assistants at Rendezvous promptly nicknamed the car "Sleeveless".



These were heady days with many amateur racers and friends from Cape Town and Paarl arriving at Rendezvous Garage to have their MG's tuned. Ralph at this point, an apprentice at the Tramways, had also started to date Hilda, his wife to be. Sleeveless needed to be smartened up to suitably impress the girlfriend on dates. The new incarnation was promptly re-christened "Jerry" by Hilda.

Ralph at this time had won a bursary to study Mechanical Engineering at UCT. "Jerry" was used as daily transport to University, dating Hilda and frequent trips to Hermanus for weekend brakes. A large group of MG friends regularly met for runs around the Cape Peninsula in what could loosely be considered as the precursor to the official formation of the Cape Town Centre of the MG Car Club.

IN 1956 "Jerry" was sold. Marriage and a job with the Austin Motor Company, inclusive of access to a company car, had made "Jerry" surplus to requirements.



In 1962 Ralph became aware of a very rare single-seater R-type for sale in Rhodesia and successfully bid on the car. On arrival of the car in Cape Town the extent of previous modifications and missing bits combined with the arrival of a newborn caused the rebuild project to be moth-balled for 20 years. In 1962/3 Ralph also bid on a K3 chassis (K3031) but unfortunately the deal did not materialize.

The following five years were professionally exciting times. Ralph was tasked with project managing the first manufacturing plant to be built in South Africa. MG motoring took a back seat at this time.

Fast forward to 1968, when Ralph's father decided to retire and the family garage was sold. The cleanout of Rendezvous Garage yielded a gold mine of MMM parts and Ralph was back in business with enough parts to start a rebuild on a P-type chassis (0791). This fastidious rebuild was completed in 1970. In parallel with the rebuild, assistance was also given to work colleagues, Ron Ott and Ivor Dovey who were also engaged in P-type restorations.

P-type chassis number 0791 is still owned and driven by Ralph on a regular basis. The remnants of the rebuild, inclusive of a chassis, suspension components, some body panels, motor gearbox, axle and wheels now reside with Ralph's son Robin. Ralph's next project?

In 1981 the R-type was pulled out of storage. Original works drawings from Abingdon had been copied over the years, research into the car's history was documented and the extensive rebuild began. Chassis legs had to be remade/repaired, new parts cast, complex body panels recreated, modifications undone and the engine and supercharger built and tuned.



The rebuild was completed in time for the car to appear at the MG Car Club Indaba at Pietermaritzburg in 1982. Two years of fine-tuning followed with small detailing completing the package. The R-type was sold into the UK in 2000 and has made some spectacular appearances in Historic racing, notably the Goodwood Revival.

In 1985 Ralph met Jim Stephenson who had been rebuilding an MG NA for several years. Jim was a superb craftsman who chose to construct his own bodywork and made many subtle and well-engineered modifications to the NA. Jim eventually relented to Ralph's overtures and the NA, chassis number 0607, changed ownership to Ralph. Over a period of four years the finishing touches were applied. This beautifully bodied special still resides with Ralph.



**Ralph & Hilda leading the MMM cars at the 2013 gathering**  
**Photo Viv James**

During the mid-1940's Ralph had befriended Phil Costa who was part of the MG racing fraternity at that time. This friendship lasted over the decades until Phil's death in 2005. During that time Phil had collected an impressive fleet of MMM cars. One vehicle in particular is of notable historic significance; MG C-type C.0257, nicknamed "Hoodoo". It was with great honour that Ralph, after Phil's passing, accepted the challenge from Phil's son Guido to get "Hoodoo" up and running in memory of his father. The project again proved a significant challenge with the Clarke/Costa team bringing in many parts from the UK to ensure a robust bottom-end; the basis for any reliable high revving MMM engine.



**Ralph in Hoodoo - 2015**  
**Photo Viv James**

An interesting footnote is that Ralph had, in 1948, unknowingly come to own the Powerplus supercharger originally fitted to "Hoodoo". Consequently, engine and supercharger were reunited 62 years later during the rebuild. The C-type remains under Ralph's care and ministrations on behalf of the Costa family.

In their mid-80's Ralph and Hilda remain blessed with good health and still enjoy MG motoring. Both Ralph and Hilda are looking forward to the Franschoek gathering. Many, if not most of the MG's at the 2013 gathering will have been directly or indirectly known to Ralph and his cronies from the Rendezvous Garage days!

*Editor's note: This article was written in 2013 and for the sake of record I have not changed any references to bring it up to date. I can confirm that Ralph and Hilda were still enjoying their MG motoring two years later at the 2015 Gathering when Ralph took great pride in taking Hoodoo out on the Franschoek Motor Museum demonstration track and also enjoyed driving that other famous C-type, The Rat!*



**Driving 'The Rat' Franschoek 2015**  
**Photo Viv James**

**Invitation:**

Register members have been invited to the annual Petwood Concours d'Elegance. Space restrictions mean that we are unable to print the full invitation but the event takes place at the Petwood Hotel, Woodhall Spa, Lincs on Sunday 14<sup>th</sup> August from 10 am. Entry is £7.00 per cars and £5.00 per motorcycle. Full details and entry forms can be seen online at [orchardlodge@yahoo.co.uk](mailto:orchardlodge@yahoo.co.uk) or by contacting the organisers on 01526388680 or 07949031818 (Mike Hewson, Norman Fisher and Stewart Parker).

**The Kimber Classic Trial seen from behind the wheel of Kim Jenkins' M type.  
Words by Kim Jenkins, Photographs by Alex Reid**



You would guess that we all know the stories of old cars and their quirks, yet each year we turn out to revitalise our memories. I swear each time I jump willingly into chaos, jumping traffic lights and swerving past cars with MOT's on roundabouts seems the norm when your brakes are from a 1930's bicycle. Aside from tarmac roads, the Kimber tests skill, at all levels starting with navigation; following Keith Hall in his M type for a bit was slightly manic. It seemed that his passenger Min Mather would give the direction after he turned down the lane opposite to the instructions, the pair of them slightly amused us. Saying we couldn't make judgement as it seemed that either my co-pilot Adam Swallow needed glasses, the hail got the better of us or the instructions were outdated we seemed to be desperate to add extra miles to the trial.

I swore blindly to myself when we were caught in the hail without a hood with ice stones hitting our skin at 50mph. But of course, to be seen as a keen triallist one must be brave and foolhardy, this is to say a hood up is cheating. Saying that, Adam and I had sourced a support car with Valerie and Ian Davison who kindly carried our spare wheel and hood. Needless to say there were many cheaters on the course, one being Jenkins Senior who got as far as the first section before deciding that himself and Peter Sullivan deserved a cream tea for their efforts, so headed home.

Two more skills are mud and water. I was given kind advice from my co-driver to storm through the mud as though my life is at stake at Stoney Lane. However, it seems he wasn't kind enough to inform the line of cars stuck in the mud who we observed as we zoomed past them waving. Though it might have been that they confused the mud advice for water as Patrick Gardner and Mackay Junior, both in fancy J2's, took the same tactic of achieving personal bests in the race to be a yellow submarine at Alhams Splash, only to be saved by a generous bare footed man in shorts, known by the name of Alexander Reid and the amazing organisation from the marshals at Land Rovers. But I am skipping ahead as the main reason for considering to enter the Kimber trial is knowing that there is a beer and butty midday.



Staff at the Camelot this year were amazing for lending us a laundry line in the shape of a bowling alley for us to dry off and tell our tales of the course so far. Whether what came next was due to our overall understanding of 'go hard or go home' or if it was due to the non-mechanics of Jenkins Senior to Little M nobody knows. Our first breakdown crew at the end of Pitcombe were ready for us though, after being presented with a finishing certificate. Two lovely mechanics in a red car, potentially a J2, wangled together to bodge the suspension together with a screw driver banged into place with precision and elegance to hold down the spring. Now I can only tell you half the tale as to be honest my version of what happened goes as so: there were perhaps 6 muddy men surrounding 'Little M' all keen to help but only 2 who knew what they were doing. Ideas were discussed excitedly in great length, the incident attracted attention from all but for only short periods of time, as wanderers came in and left. At this point I couldn't have told you what was wrong other than that the car was broken and I am a girl. The screwdriver made it to Sparkford and whether it was due to my beauty or Adam's, a young guy called Ben (our second breakdown crew) offered to help us further bodge the car. After perhaps 2 hours of bodging I spotted the problem at last, the trouble was the parts of the car all look the same and its hard to distinguish the mud from Jenkins Senior's mechanical errors from the broken and unbroken parts. Nonetheless, our third saviour of the day, James Mather arrived with a trailer to rescue me from Adam's mechanics lessons.

Perhaps what I have learnt this year is that if you want to properly fix a problem seek out the Mackay's and Mike Linward (as long as the problem isn't in Watford) and invite Jenkins Senior to make the tea and locate tools that you will never need, so that he feels included.

*Thanks to Allan Grassam for encouraging Kim to provide this amusing impression of the Kimber from the driver's seat. Allan also provided the following amplification:*

Note: The problem with Kim's M was that the front offside rear spring pin had disappeared at the start of Pitcombe Hill. Consequently the spring twisted upwards, locking the brakes on. It was only returned to its normal place with great difficulty and held in place by a screwdriver and a block of wood. Fortunately a knight in shining armour appeared the next day in the shape of local vintage car restorer Tim Miller. He just happened to have a spare pin in his odds and sods box. However the thread on the chassis casting had also disappeared so the aforementioned piece of wood was used to wedge the pin in place. Kim then drove the car the 50 odd miles to Chateau Jenkins there to await the ministrations of that top restoration firm MacWard. Congratulations Kim on a brave performance!



*The Kimber Trial is always popular with the Triple-M contingent and this year's event saw no fewer than 23 MMM cars braving the weather. All the cars fitted into Class 2 and the mix of models was a fair representation of the numbers on the Register with 6 M-types, 8 J-types, 3 PA's, 4 PB's and 2 N-types.*

*Ollie Richardson, with Cat Spoelstra doing the bouncing, came away with 1<sup>st</sup> place in Class 2. John Haine, also in an M-type, won the Charles Shepstone Trophy and the author of our article, Kim Jenkins, was awarded the "Bits and Pieces" Trophy. The much prized team award went to "The Roosters" comprising John Haine, Kim Jenkins and Ollie Richardson.*



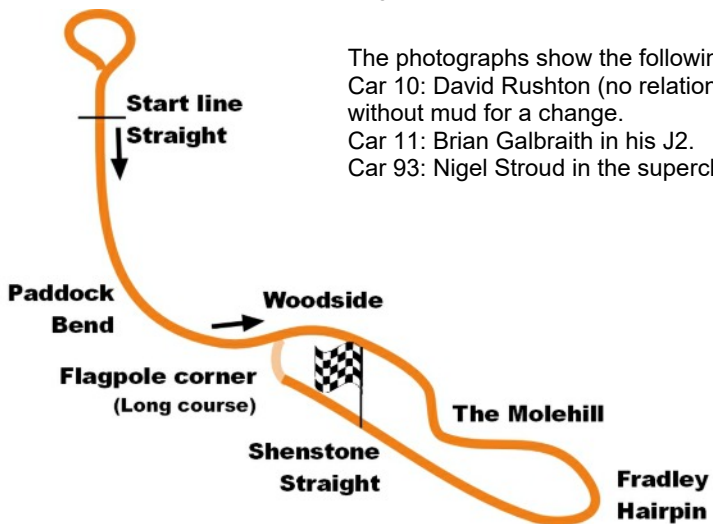
## Kimber 2016

Further images from the camera of Alex Reid showing the fun and the folly of the ever-popular Kimber Classic Trial.



## VSCC Curborough Speed Trials 1<sup>st</sup> May 2016

Thanks to Dennis Rushton's excellent photos we are able to feature Triple-M cars in action in sunshine for a change.





## RIVAL RACE CARS RE-UNITE 80 YEARS LATER

By Pete Thelander



As you stroll through the pits, take a good look at the Pre-War group. You may find two old rival cars now turned friends. They first met eighty years ago on the famous Brooklands race track outside of London. The first would be the red 1930 Morgan Aero three wheeler of Larry Ayres, while the second is the 1934 MG NE of Pete Thelander, also red. Incidentally, both owners have written books about their cars.

Larry and Pete had been vintage racing together nearly fifteen years before Pete noticed a photo on Larry's display board that looked rather similar to one he had of the MG. After a bit of discussion, it was discovered that both cars had been in the Light Car Club Relay race in 1934!! The Ayres Morgan had four years of racing under its bonnet by the time it was entered into the Light Car Club's Relay race on July 21 1934, as part of the factory sponsored team. The race required teams of three cars, each car to run thirty laps with drivers passing a baton to the next driver at the end of their allotted laps.

The MG, on the other hand, was a brand new design created to comply with the super-charger ban that had been imposed by the RAC for the up-coming Ulster Tourist Trophy race outside Belfast on September 1st. This relatively minor LCC event was to be a trial outing for the new cars, and hopefully little notice would be made of their debut. To further down-play their importance as TT entries, MG entered them with lady drivers, hoping to capture the award for the highest placed ladies team. No one was fooled and everyone knew these were the cars with which MG would try to win their third TT in four years.



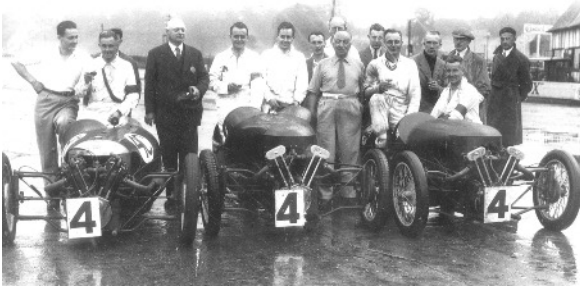
The photo gives a glimpse of the MG (No.3C) on the far left and the Morgan (No.4B) in the centre, probably in the holding area for the "B" and "C" relay cars. The Ayers' Morgan was driven by brothers Henry and Richard Laird while Thelander's MG was driven by Doreen Evans, of the well known Evans family trio which included her brothers Kenneth and Denis.

The Morgan team finished second at an average speed of 90.91 mph and the MGs third at 87.85 mph in a race lasting three and a half hours. Heavy rain in the last half hour slowed down most cars allowing Miss Evans to gain rapidly to finish in third place. Contemporary reporting cited Miss Evans, and Clive Lones of the Morgan team, as being the two fastest cars in the rain.

The tell-tale photos of the Morgan and MG teams after the race show both teams on a very wet tarmac area. The Laird brothers are in the centre car in the photo of the Morgan team with H.F.S. Morgan himself behind the car in the dark suit. The photo of the MG team has Miss Evans on the right accepting the congratulatory handshake from well known MG enthusiast and driver, Captain George Eyston.

Fast forward six decades to 1993....Pete had restored the MG and launched a long postponed urge to do a bit of racing. He has appeared at Monterey nearly every year since and in 1995, Larry showed up with the Morgan. They have raced together quite regularly at Laguna Seca, Buttonwillow, Sonoma (formerly Sears Point) and Coronado. But it was only a couple of years ago that the Relay Race connection was made. Jay Miller's photo shows them still battling it out.

You may notice the Morgan has special bronze air cooled cylinder heads. Since a radiator was not required, it was removed by the factory in 1936 to make room for a blower and gives the car its unique snub-nosed appearance.



The Morgan team photo after the Light Car Club Race, July 1934. H.F.S. Morgan is standing behind the cars.

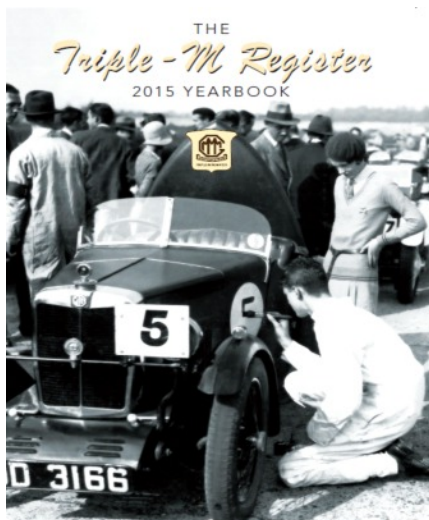


The MG Team after the race with Doreen Evans (right) shaking hands with George Eyston



Pete Thelander and Larry Ayres reviving the team rivalry. Photo by Jay Miller  
*I am indebted to Peter Kerr for providing this article*

## The 2015 Triple-M Register Yearbook is available!



The Register's eagerly awaited 2015 Yearbook is now available to purchase. Thanks are due to the Editor, Cathelijne Spoelstra and the many contributors for their work in creating it.

### Highlights include:

- A fully detailed and lavishly illustrated report by Mike Linward on racing and other competitive and social events during 2015;
- An account by Mike Dalby of the early racing years of the M-type and some notable drivers of the era. Drawing on previously unpublished material, he gives an illuminating insight into the competitive successes of Michael Scott, Gerald Dunham and Michael Collier;
- A fascinating piece by Colin Butchers telling the story of the evolution of hill climbs in 'Metro-land' and the successes that M.G.s - piloted by some of the leading drivers of the day - enjoyed in these events;
- Triple-M Register President Mike Allison analyses the rationale of M.G.'s export marketing efforts between 1930-1936 and how this affected M.G. sports cars of the period;
- Technical guru Barry Foster draws on many years of practical experience in 'Spare a Copper for the Gasket' - a clear to follow, closely illustrated, step by step guide on preparing, treating, installing and re-using solid copper cylinder head gaskets;
- The M-type features in a piece by Peter Thornley, who considers the design and installation of side screens for this model.

Price: RRP £12 + P&P from The Triple-M Register's online Library Shop at [www.triple-mshop.org](http://www.triple-mshop.org) or contact [info@triple-mshop.org](mailto:info@triple-mshop.org) for further details.



Not a Triple-M car but a worthy centre-spread. An excellent opportunity to celebrate the return of Barry Foster to the racetrack with this superb photo taken by Colin Murrell at Brands Hatch.







CW 6890

## STILES BODIED F-TYPE F.0739 (GW 6890)

*A chance meeting at the Triple-M gathering at Franschoek in 2015 has enabled us to provide the following fascinating notes about one of the rarer MMM models. Trevor Komaromy gave me brief details of his past ownership of an F Magna that he raced before selling it in the 1970's and subsequently provided more details*

*GW 6890 is a Stiles bodied F Magna that Trevor purchased in 1962. Then it was on chassis number F.0703 but, as was common in those days, it was swapped to another F-type chassis that Trevor owned and the chassis number changed to F.0739.*

*I am indebted to Trevor and to the current owner, Roger Emmerson, for the following notes and photographs. I have adapted and edited Trevor's notes to suit the Bulletin so any errors are mine.*



The car was, I suppose, my first love and I do have many fond memories of it. As far as I know, it was not raced until I put the NE engine in and then I only did a couple of MGCC events at Silverstone. I sold the car to Mr Jaye and Mr Warrington who then did more serious racing.

I have a faded photocopy of what is probably the second (or perhaps even a 3rd) Registration Book No 311119. Stamped by East Sussex CC on 27/3/54.

It lists Chassis as F.0703 and Engine 979AF (Later in my personal notes, F.0703 is crossed out and replaced by F.0739 but have no note on when I swapped the chassis with a second F type that I owned).

The first owner in this 1954 record is listed as Peter Antony Lans, 23 Lloyd Road Hove  
2nd is Aubrey John Raylor of 64 The Ridings, Ealing W5 dated 27 July 54  
3rd is B & G Motors of Early Mews Camden Town NW1 no date stamp  
Next is Gerald Boxall, "Gilridge" Sandy Lane, Kingswood Surrey dated 14th Jan 1955  
(\*see below)

Next is Pamela June Wallis of 69 Harvest Bank Road, West Wickham Kent dated 20th Oct 1959.

Then my name & address being 328 Wickham Road Shirley Croydon Surrey dated 9th May 1962.

Date of original registration listed as 11th March 1932. Duty was £15 pa or £5:10 for 4 months

When I bought it the car appeared to be almost original and a photo of it when in Pamela Wallis' ownership appeared in Safety First in the 1960's. The central lubrication and all of the Dickey seat and trim in the rear were missing. The seats did not appear to be original. There were 8 inch hydraulic brakes on the front, (probably ex Hornet) which were useless.

**Photo from Safety Fast:**

This photograph appeared in Safety Fast when owned by Pamela Wallis. The original caption demonstrates how far the knowledge of these special-bodied cars has improved since then.

"Miss Pamela Wallis of West Wickham, Kent owns this F-type Magna – but what coach builder produced the smart non standard body? We think it's a Corsica job, but we're not sure. Can you identify it?"



Pam bought GW6890 from Gerald Boxall who lived in Norwood Hill a village near Gatwick Airport and I brought from him an L type L2076 registration no. AUL 442 or 244, which was a bare chassis. Also from Gerry (I think) I bought F0739 with engine 616AF which was painted green. This had a very incomplete basic two seat aluminium body which I scrapped.

GW 6890 did have the original engine painted post office red at the time and I drove it daily the 10 plus miles to the centre of London where I was a student, and made frequent weekend runs to Devon where I had a girlfriend. The car would cruise beautifully at 50 mph but being very young, I wanted to go faster.

In the 60's on one of my regular visits to old Bill Thompson's MG spares shop in Wimbledon he was reminiscing about preparing engines for racing before the war. He said he had an NE engine 657A 134N 'out the back' which had somewhat larger than normal carburettors but it had put a rod through the side.

After a bit of haggling I purchased it and when I took the head off found it had Aerolite C45 solid skirt pistons with two compression rings and a scraper. The pistons were wedge shape and the edge bit projected out of the block. It also had a large crack on the nearside above the oil filter. I have always wondered if the block was from a genuine works NE engine and would welcome any information that can be provided.

I also purchased another N Type basic engine 649A 134N from Trevor Wells of Bromley which I used for spares and commenced test with my local machine shop to see how much I could enlarge the bore using a mix of wet and dry liners. This engine was eventually scrapped. I also bought from hi a spare NA front axle. The axle was polished before fitting. To this mix was added P-type brakes and an aero-screen from a C-type that Pam gave me. I then went racing, unsuccessfully but it was fun!

The dynamo drive shaft always seemed to break but I eventually cured it by careful alignment and the use of roller bearings and modern oil seals.

The 657A 134N engine was supported at the rear by a 0.125" thick steel plate bolted to the original F type gearbox. 0.97 thick washers between the gear box and the plate were used to adjust the thrust release clearance. The MG clutch was incredibly heavy and I was constantly bending the clutch release forks so I changed it for a Borg & Beck 7 ¼ " type FD34 and had the crank and the lightened flywheel balanced by Guislers (in Islington at a cost of £3.00) My notes record the Flywheel + starter ring + clutch nuts weighted 11lbs 9oz.

Ignition was by Scintilla Distributor replacing he previous Lucas one which was well worn. The felt Oil Filter was changed to a paper element Fram CH 03 PL using a different top washer and longer, 31mm spring.

In 1968 new slightly domed Hornet Pistons RS 7811 with split skirts were fitted. Head was lapped to the block and 0010 thick solid copper gasket fitted. Compression ratio calculated to be 8.35:1

The half shafts then suffered repeated breakage, so I fitted an A35 rear axle which I modified to take the 12" MG back plate and MG hubs. The 19" wheels were changed to 16" x 5½ J ex Aston Martin DB3 with Dunlop R6 tyres. Rear track was 47¼" Overall width was 57".

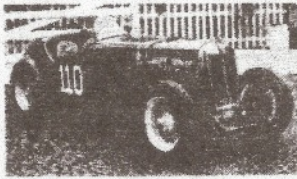
Hardy Spicer in Birmingham made me a new prop-shaft 35¼" long with a six bolt adaptor plate to fit the F gearbox.

It made a very quick road car and I raced it a couple of times but was always plagued with unreliability and I eventually sold the car in the early 1970's for £1,000 to Messrs Jaye and Warrington of Woburn Sands Beds, who raced the car at numerous VSCC events.

About twenty years ago, at a chance meeting with Phillip Bayne-Powell, he told me the car then went to America and was later put up for sale by a dealer in Oregon. Then I heard of it being with a UK dealer Rolland Duce of Leicester and bought by Alex Bray with Roger Emmerson who raced it with some success in the early 80's. I was last in contact with Roger some two years ago and he was carrying out extensive restoration.

I have noted other F types with the same body. One owned in the 1960's by Peter Rose of Norfolk (GG 7531) and another owned by Thomas North late of Trinity College Cambridge (no record of number).

## 1932 Supercharged MG Six-Cylinder Racing Car



F-type chassis. Stiles all aluminum coachwork (see page 84 Magic of MG), N-type engine (1286cc) with Marshall Blower, ENV-MG gearbox with reverse lock-out. All original touring parts with car: wings, dash, instruments, lamps, windshield, etc. Quick release gas & radiator caps. 12-inch hydraulic brakes, twin exhausts from 6 branch exhaust, honeycomb radiator. Excellent mechanically and as raced 1970-73 by Paul Jaye in VSCC events, aero screen, racing tires. Loud, fast, hairy. \$6,500. Part trade considered.

**Robert Ames,**

12000 S.W. Bull Mt. Rd., Tigard, Oregon 97223  
(503) 838-5686 nites  
223-2233 days  
Photo set \$7.00

I note also that F0750 Stiles Magna was advertised in "The Sports Car" Feb 1939 for £42-10-00 and April '52 reg by Triangle Garage Queens Road Clifton Bristol.

I subsequently vowed never to modify a classic car again and now derive great pleasure from originality and still run a 1927 20 hp Rolls Royce which I brought after selling the MG.

*The notes that Trevor made at the time make interesting reading:*

My notes commence on 4<sup>th</sup> March 1962 when the car arrived at my father's house on a trailer (delivered by local garage owner Gordon Lee who raced a Lister Jaguar).

The MG would barely run so by the 16<sup>th</sup> I had fitted new Tranco 662 R MM10 valve and new Terry double valve (VS1999). This was combined with some minor head polishing, new gaskets and a re-conditioned dynamo.

The car's first run was on 9<sup>th</sup> May 1962, mileage reading 9764.6

By June 19<sup>th</sup> the dynamo had again failed and there was serious play in the bottom keyway; no doubt I failed to align correctly.

The car was originally on 4.00x 19 tyres with a 4.78 axle. The hydraulic brakes were useless and in July 1962 I bought a set of 12" brakes from a PA.

Modifications:

*Trevor's note also record the following list of spares, some of which would be like gold dust today but sadly he records that his father sent everything to the scrap yard in 1963*

- P-type brakes
- Large fuel tank
- Water pump
- Luvas dampers on rear
- Telescopic dampers to front
- Derrington cycle wings
- PA Steering box
- F Chassis and springs  
(the chassis number is listed in my 'missing' record book and I think it is actually an L2).
- J2 front axle and spings
- P type rear axle and casing
- Various hubs and stub axles
- F type engine
- NA gearbox

*Roger Emmerson, the current owner of GW 6890, has provided some additional additional notes on the history of the car and photographs of the current rebuild. These will be featured in the next issue.*



*A detailed article on the Stiles-bodied F-types appears in the 2006 Yearbook which is still available from the Register Librarian.*

## **Brands Hatch May 1<sup>st</sup> MGCC Triple-M Races**

After the success of our first Mary Harris visit to Brands in 2015 we were confident that we could put on an even greater show in 2016. A number of new faces and cars were ready for the season and after the successful track day at Goodwood they were ready to line up for their first crack at the Mary Harris. It's been so encouraging to see the enthusiasm grow and our efforts are being rewarded.

The Triple-M paddock was one of the highlights. Having all cars together creates a great focal point and the social family atmosphere makes the weekend so enjoyable. I'd like to express my thanks to the MGCC for their flexibility and support especially in allowing us to maintain the tradition of the awards presentations in the paddock. It was wonderful to see so many of the Triple-m Community on the Saturday evening for our welcome BBQ and as ever the feast was plentiful!

Despite a few hours of rain on the Saturday evening, race day was superb. A perfect Bright and warm day. The grid line up was quite simply brilliant. 23 cars. Last year we had 15, we targeted 20 for 2016 so why not target a max grid of 32 for 2017. As I type we are currently oversubscribed for the MG Austin challenge race at Cadwell Park in July, so expect the momentum to continue for next season. I have to say helping the VSCC create a sold out grid has gone down very very well!

So 20 Triple-M machines, one enormous 18/80 and 2 super quick hornets lined up for the double header race on the Brands Indy Circuit. A track equally enjoyed by drivers and spectators. MSV once again doing a great job to have the circuit in tip top condition.

Not only did we provide a show piece in the paddock and on the track, but we had some incredibly tight racing all the way down the grid. IN Race 1, Rod Seber picked his way to the front to take 1<sup>st</sup> place in the Hornet Special. Fantastic to see the Seber family out in full with us, they have supported the Triple-M race for many years and will always be welcome. Last years race winner Charles Jones still retained the Kimber trophy after holding off Mike Painter in the Kayne Special, a battle that would continue for every lap of race 2 as well.





Behind the lead pack, I managed to stay close to the Frankel K3 for the opening laps before a misfire forced its retirement. Then I had to contend with the flying Fred Boothby in the J2. We exchanged positions a number of times, with the PB having the advantage though the corners and J2 carrying greater top line speed. A great battle finished with the PB crossing the line ahead of the J2 by less than half a second after 20mins of hard racing. Rather an enjoyable experience!

A special mention to the new comers. Mike Davies-Colley PA finished just behind Hamish in the Don Moore Trophy (Unblown 4 Cylinder cars) and Richard Jenkins despite some teething problems went well in the K. Chris Edmondson had a very good outing in the recently restored D Type ( To C Spec). A shame that Mark Reece retired in practise with a seized supercharger. The great news is that all 4 are entered for Cadwell along with 2 more first time novices.

Barry Foster was incredibly welcome in the very smart 18/80, a wonderful looking machine and Oliver Richardson raced the M type for the very first time after his success on the Kimber Trial earlier in the year. Jane Metcalfe is just getting quicker and quicker in the Magnette. Her significantly improved lap times earned her a 3<sup>rd</sup> Mary Harris Victory on Handicap. The first time anyone has held the award 3 times with the same car.

Race 2's highlight was at the front. Please watch the on-board video from Mike Painter (On the website, [www.triple-mracing.com](http://www.triple-mracing.com)). Mike hounded Charles Jones in the L2 every lap. Incredible to see all kinds of different lines and attempts to overtake, but the fire spitting L held on to take the win by just one second. Once again there were battles across the grid and classes. After a combined time of 40mins of racing plus 15mins practise we still had 18 of the 23 entries still running hard. A tribute to the cars and their mechanics.

I cannot express my gratitude enough to all those involved in making this wonderful event happen. The Triple-M register support and sponsorship is significant, the MGCC have been so accommodating, MSV for the wonderful Brands Hatch, enthusiastic Marshalls, wonderful supporters and of course the brilliant owners and drivers!

Bit of a success really.....roll on 2017!!



Jane Metcalfe receiving the Mary Harris Trophy after the Brands Hatch race meeting.  
Photo Jeremy Hawke

## The MG MMM 3 SPEED GEARBOX.

By John Emmett.

With additional notes by Barry Foster and Hamish McNinch.

If you had ventured into an MG showroom during 1932, you could have been offered an MG using any one of six different gearboxes. According to how well-off you looked, at the top of the range there was the fading 18/80 Mk II, using a four-speed Morris gearbox, and its new successor the K1 with an ENV pre-selector gearbox. Going down a notch in price, the F Magna had a four- speed manual ENV gearbox, the D Midget featured a remote control on the Morris Minor three- speed gearbox, and then came the new J Midgets with their smart four-speed Wolseley gearboxes. Finally, at the bottom of the range was the M Midget in its final year, clinging on with a standard Morris Minor gearbox.

The factory manuals for individual models, and the consolidated "Blower" Edition, cover the MMM four-speed Wolseley gearbox and both of the ENV types pretty well. Even the 18/80 MkII manual usefully shows you how to bypass the Yale gearbox lock, and how to get into reverse (turn the knob clockwise and lift), but somehow the poor old Morris Minor gearbox gets ignored. Maybe it was so simple you didn't need any manual, or maybe it was an embarrassment. Either way, here is one take on it.

### Why a gearbox in the first place?

If you couple the engine up directly to the back axle, you would logically select a crown wheel and pinion ratio that gives you the optimum top speed. You will find on all MMM's that that ratio is just over 5:1, so peak engine power at (say) 5000 rpm would drive the rear wheels about 1000 rpm, corresponding to approximately 75mph

Now Panhard and Levassor had established by 1895 that a workable (but arguably crude) way of starting the car off and climbing steep hills was to insert a clutch and simple gearbox between the engine and back axle. The top gear would normally be 1:1 direct drive as any gearing here would be both noisy and inefficient. On the other hand you need a very low ratio to start off with passengers on a 1 in 4 hill. The smaller (with less torque) the engine, or the heavier the car, the higher that ratio for "bottom" gear needs to be. In the case of most MMM's, a ratio of 4:1 proves to be about right. Maximum speed in bottom gear would therefore be around 20mph, and although a torquey engine could cope with accelerating well in top direct drive from 20mph, I think that only the Model T Ford used a two speed (but very sophisticated) gearbox into the 1920's, and they only got away with that because of the meaty 3 litre engine.

To fill the gap between starting off gear (first) and top gear, a ratio of about 2:1 is needed for a second gear in an MMM, and that will take you up to around 40 mph. In any hilly situation however, you might well find yourself yearning for a gear ratio between this and direct top. That yearning needed to be balanced against the skill needed to change gear in the crash gearbox era. The wider the gear ratio gap, the more the skill needed to change gear<sup>3</sup>. By 1930, the more expensive cars tended to offer four-speed gearboxes with descriptions such as "silent third" or "double-top", implying that quiet helical constant

mesh gears were used for the third gear, and the J1 and J2 received this type of gearbox in mid 1932. All in all, I suspect that in the early 30's even the sporting motorist avoided changing gears constantly if the engine torque would allow

### The Three-Speed Morris Minor Gearbox

Now the MG "M" used a fairly standard Morris Minor chassis with the steering column and gear lever raked back to suit the lower driving seat. That produced a couple of "non-documented" features which are (as far as I know) unique to the M. Firstly, the steering drop arm (or more normally the grease nipple) now fouled the track rod, so the track rod was moved down to hang perilously below the steering arms. Secondly, the bent-back gear stick was fine in the vertical direction but it now tried to rotate the ball joint rather than rock it side to side when moved horizontally. If you have a woolly gear selection, you will often find that the anti-rotation pin (Fig 4) is broken or worn as a result of this.

**FIGURE 1**



Fig 1 shows the gearbox from a 1929 Oxford-built M type. This is quite a fun version because of the self-contained transmission brake, which I believe was there in order to cover the perceived legal need for two separate braking systems. By 1930, and Abingdon assembly, the simpler, later handbrake arrangement had the same type of lever linked to the brake shaft. So there are, in fact, several versions of this gearbox, but the general principles remain the same. You may find a couple of extension gearlevers too. The most popular is the MG "D" version; although Derringtons of Kingston advertised a similar version well into the 1930's.



## Dismantling the gearbox

Drain the oil (*disconnect the brake shoes from the brake lever operating bar at the bottom*) and take the top cover off complete with gear lever and brake shoes, (which are hinged on extensions of the selector rods). Figures 2 and 3 show stages in dismantling the selectors, after removing a wedge strip seen at the very bottom of Fig 2.

Note the position of the two spacers, the different groove patterns on the selector shafts, and the three  $\frac{1}{4}$  inch balls housed across the centre shaft (these ensure that only one fork can move at any one time). Luckily both selector forks are actually the same, with a single  $\frac{1}{4}$  inch ball and spring internally.



**Figure 2**

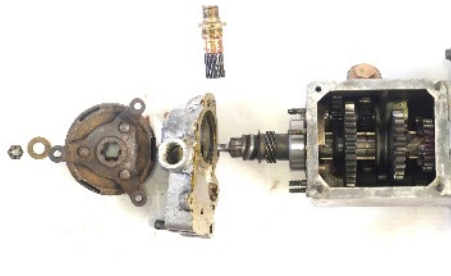


**Figure 3**



**Figure 4**

Turning to the main gearbox body (Fig 5), here the brake drum/drive fork has been pulled off the output shaft, the speedometer drive gear unscrewed and the cover removed.



**Figure 5**

Note the order of the scroll, oil thrower and speedometer gear on the shaft.

Similarly at the front end, slip the clutch shaft bushes out sideways and take the clutch pedal off. You can then take out the clutch release shaft and release bearing (Fig 6)



**Figure 6**

The input shaft (Fig 7) is then extracted from inside the bell housing, and is shown assembled in Fig 8. Note the bearing retainer has a left hand thread and a spring wire locking ring.



**Figure 7**



**Figure 8**

This arrangement is, in essence, recognisable right through to the present day in the few front engine rear wheel drive cars remaining. On the front of the shaft is a short spigot which pushes into the spigot bearing in the centre of the flywheel, and the splines carry the clutch plate. When you fit the gearbox to the engine, you should line up the clutch plate with the spigot bearing first, using either this shaft or a dummy. Even so, fitting a gearbox can be quite a fiddle, and the one thing not to do is to tighten up the bell housing bolts until you are sure that it is all in place, otherwise you can snap lugs off the bell housing (often called the clutch pit in 1930 manuals).

### **Taking Stock**

You should now have two halves of the mainshaft joined by a needle roller bearing or a bronze bush, and a gearcase containing two linked layshafts (*the layshaft and reverse idler*), see Fig 9. These can be removed by removing the locking bolts and pulling out the shafts



**Figure 9A**



**Figure 9 B**

And there you are. I tend to fix a rod magnet in the drain plug, (I think that dates back to Mini practice) the idea being to catch any gear slivers. Otherwise, new bearings are quite cheap and I think rubber sealed versions are OK. Layshafts can be made from silver steel rod, drilled for oilways and then hardened<sup>7</sup>.

Footnotes:

1. The other gearbox is the C-type with ENV cross-tube manual box. (BF/HM)
2. Small does not necessarily equate to less torque (BF/HM)
3. For that reason, you often still see in the UK "low gear now" notices before a steep winding downhill run. (JRE)
4. This is one of the reasons that heavy flywheels were used. (BF/HM)
5. This brake should only be used for parking. Using it while moving at any speed is not recommended. It is also grossly inefficient as the linkage mechanism is poorly designed. (BF/HM)
6. Odd Interesting fact; since the always-coupled Reverse shaft must have a larger reverse gear than the driven pinion off the first gear (in order to clear the main shaft gear), the reverse ratio must be higher than first gear. This appears to make a myth of climbing a hill easier in reverse, although a gravity petrol tank feed would work better that way. (JRE)
7. New bushes would have to be made and fitted into the layshaft gear. (BF/HM)

*Editor's note: with the encouragement of John, the draft text of this excellent article was previewed by Barry and Hamish and their notes and amendments are included in with John's footnotes and noted accordingly. Barry also provided the following post-script:*

The trouble is that the early 3-speed and later 3-speed boxes are different in a number of ways but they are such simple boxes that the general guidelines here will suffice. These instructions refer to the earliest version, the later version is similar in most respects but detailed differences should be noted while dismantling.

## TRIPLE-M REGISTER CHAMPIONSHIPS

**Mike Linward, Competition Secretary**

With the first half of the trial's year finishing at the end of May, it's now time for the speed events to take over and for competitors to try and overhaul the COTY lead set by Bill Bennett and his J2.

The first race meeting of the year, in the UK, was the VSCC Silverstone April 'Spring Start' sensibly operated on their Club circuit. Not hugely successful from an MG point of view but Duncan Potter and Fred Boothby were placed 1st and 2nd respectively on handicap in their SET 3 race for Pre-War Standard & Modified Sports-Cars. Notable in that race too, was Christian Höptner in his supercharged J2, the first time he had ventured from Germany to take part in a British race meeting. Christian was on his way to the Manx Motor Racing Club's classic sprints and hill climbs later in that month on the Isle of Man. By all accounts, a highly enjoyable few days although the weather was not very kind to competitors. Colin McLachlan and Frank Ashley were the other two Triple-M competitors in that event.

The MGCC Brands Hatch Race Meeting at the beginning of May was a great success for Triple-M drivers with twenty-two starters in two races. There was also an entry from Barry Foster in his 18/80 which, from memory, was the first time an 18/80 had taken part at a race meeting since Roger Stansbury's car in the late 1970's or early 80's. There should be a more complete account of this race meeting elsewhere in this Bulletin. Congratulations to Mark Dolton and Duncan Potter for gathering support for this event which is now set to take over from MGCC Silverstone as the Premier Race Meeting for Triple-M cars. The following weekend was the VSCC's Wiscombe Hill Climb at which eight Triple-Ms took part. Best performance was from Duncan Potter's C type in Class 2 for small capacity sports cars.

*Stuart Evans in the supercharged J1  
photographed at Wiscombe Park  
by Colin Murrell*



The VSCC Oulton Park race meeting was another popular event for our cars although no spectacular results were to be recorded apart from Mike Painter's second on handicap in Race 10 with the Kayne Special.

By contrast, MGLive at Silverstone at the beginning of June was a big disappointment. No Triple-M race and only Philip Bayne-Powell entered for the California Cup. Sunday was not much better as only two Triple-M's took part in the Stowe Sprint. In their Class, Mike Davies-Colley's PA was first and Oliver Richardson's M third, sandwiching that 18/80 again driven by Barry Foster.

## Car of the Year 2016

### Scores to 26<sup>th</sup> May

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	909	J2-PA/s	FW 3909	Bill Bennett	88
2 <sup>nd</sup>	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	76
3 <sup>rd</sup>	2912	C/s	GX 9693	Duncan Potter	53
4 <sup>th</sup>	2591	PA	MG 3242	Colin McLachlan	52
5 <sup>th</sup>	3534	J2/s	WF 5494	Fred Boothby	43
6 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	38
7 <sup>th</sup>	423	J2/s	DU-FG-86 H	Christian Höptner	37
8 <sup>th</sup>	2913	PA/s	MG 3855	Andrew Morland	36
9 <sup>th</sup>	2694	J2-PB/s	Kayne Spl.	Mike Painter	34
10 <sup>th</sup>	1164	PA	YSV 703	Hamish McNinch Anne Boursot	30
11 <sup>th</sup>	605	L1/s	MG 2802	Charles Jones	29
12 <sup>th</sup>	3303	M	LS 2464	Oliver Richardson	25
13 <sup>th</sup>	2215	PB/s C/C	JB 7525	Andy King	24
14 <sup>th</sup>	2200	C/s	RX 8306	Chris Cadman	22
=15 <sup>th</sup>	3454	PA/s	AXT 370	Thijs de Groot	20
"	250	PA	MG 3294	Mike Davies-Colley	20
"	82	M	PO 1357	Nigel Stroud	20
"	2170	PB/s	CLX 112	Mark Dolton	20
=19 <sup>th</sup>	909	NA	BYU 271	Rosemary Bayne-Powell	18
"	2692	All'ham J2	SW 4156	Philip Bayne-Powell Brian Galbraith	18

*Note: Only the first 20 places are shown, full results table available on the website*

Listed below are the latest events that have either been submitted or analysed and hence are the only ones that make up the 2016 Car Of The Year scores to date. See previous Bulletins for all the scoring events from January. 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:

13 <sup>th</sup> March	MGCC SE Centre Spring Navisat	Full
25 <sup>th</sup> /26 <sup>th</sup> March	MCC Lands End Trial	Full
26 <sup>th</sup> March	IRC Navigation Rally	Full
3 <sup>rd</sup> April	Newquay Auto Club Treloy Sprint	Full
9 <sup>th</sup> April	MGCC SW Centre Kimber Classic Trial	Full
16 <sup>th</sup> April	VSCC Spring Rally	Full
16 <sup>th</sup> /17 <sup>th</sup> April	Lothian Car Club Doune Hill Climb	Full
23 <sup>rd</sup> April	VSCC Silverstone 'Spring Start' Race Meeting	Full
23 <sup>rd</sup> April	VSCC Silverstone AutoSolo	Full
28 <sup>th</sup> April	MMRC Manx Classic – Governor's Sprint	Full
29 <sup>th</sup> April	MMRC Manx Classic – Creg Willey's Hill Climb	Full
30 <sup>th</sup> April	MMRC Manx Classic Lhergy Frissell Hill Climb	Full
1 <sup>st</sup> May	MGCC Brands Hatch Triple-M Race	Full
8 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
8 <sup>th</sup> May	Airedale & Pennine MCC Yorkshire Dales Classic Trial	Full
21 <sup>st</sup> May	VSCC Oulton Park AutoSolo	Full
21 <sup>st</sup> May	VSCC Oulton Park Race Meeting	Full



**SLADE TROPHY 2016****Scores to 31<sup>st</sup> May**

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	34
2 <sup>nd</sup>	M	David Rushton	17
3 <sup>rd</sup>	M	Oliver Richardson	10
	J2	Jeremy Hawke	9
	PA	George Ward	8
	PB/s	Andy King	7
	M	Kim Jenkins	7
	J2	James Mather	6
	J2	Mark Smith	6
	M	Nigel Stroud	5
	M	John Haine	4
	J2	Neil MacKay	3
	M	Tom Dark	2
	M	Mike Barber	2
	NA	Robert Billson	2
	M	Keith Hall	1
	M	Philip Coombs	1
	PA	Colin Butchers	1

**Racing Challenge Trophy 2016****The Betty Haig Cup****Scores to 30<sup>th</sup> May**

	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 <sup>st</sup>	J2/s	Fred Boothby		0.314
2 <sup>nd</sup>	C/s	Duncan Potter		0.481
	J2-PA/s	Mike Painter	4	0.186
	L1/s	Charles Jones	4	0.382
	L1, PA/s	Andrew Morland	4	0.513
	PB/s	Mark Dolton	3	0.436
	PA	Hamish McNinch	3	0.493
	C/s	Chris Cadman	3	0.630
	PA	Anne Boursot	3	0.892
	PA/s	Thijs de Groot	2	0.250
	PA	Mike Davies-Colley	2	0.583
	NB/s	Jane Metcalfe	2	0.688
	C/s	Dave Cooksey	2	0.813
	KN/s	Richard Jenkins	2	0.938
	PA/s	Michael Barber	2	0.944
	PB	Simon Jackson	2	0.984
	J1/s	Stuart Evans	1	0.344
	K3/s	Richard Frankel	1	0.375
	NB/s	Chris Smith	1	0.500
	M	Oliver Richardson	1	0.750
	PB/s	Andy King	1	0.800
	J2/s	Christian Höptner	1	0.966

## READERS' ADVERTS

### FOR SALE:

J2/F2/L2/EARLY P TYPE

Set door locks, latches and handles

**£250.00**

2 no. small ammeters probably

1950s but look old one is Lucas the other is motometer

**£15.00 each**

P TYPE – petrol tank with lever action filler cap. Reproduction.

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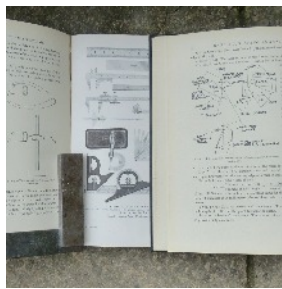
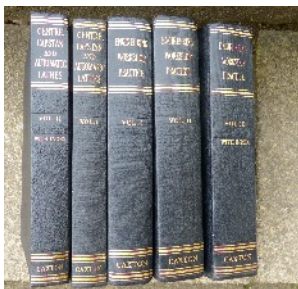
### FOR SALE:

Essential reference books for the historic workshop published by Caxton. Matching hard-bound volumes full of useful and interesting information, diagrams, photographs and tables that will grace library or workshop shelves.

- Engineering Workshop Practice. First published 1936, this edition from 1956.
- Centre, Capstan and Automatic Lathes. First published 1950.

All books in very good condition for their age and virtually unmarked. Offers invited around £20 for both sets, can be collected from Bath or delivered to Summer Gathering, Pre-war Prescott or other events by agreement.

Contact Digby Gibbs on 07836 660182 or email [Digby.gibbs@btconnect.com](mailto:Digby.gibbs@btconnect.com).



## LETTERS TO THE EDITOR:

FROM EWAN HARRIS

I read with interest the article on hydraulic brakes in the February/march bulletin. I fitted my F-type with this system in the early 60s mainly from Morris 8 parts. These were plentiful in the local scrap yard at the time. Some such as the Y-type master cylinder were bought new. Linings were also readily available from spares departments but now can be purchased from Morris 8 people. Choosing a hard or soft lining can affect braking. For a low mileage using a soft one is probably advantageous but the rate of wear will be quicker than for a hard one.

The system on my car is similar to the one outlined in the article but using the Y-type master cylinder enables the reservoir to be mounted remotely on the engine side of the fire wall. The master cylinder has to be angled to the horizontal using wedges so that the pedal/rod arrangement can be kept as original. Morris 8 wheel cylinders are 7/8" in diameter but those fitted to the F are 1" at the rear and 1-1/8" at the front. Both cylinders and pistons are specially made from stainless steel. Using stainless steel greatly reduces the chances of corrosion and the sizes chosen give an approximately 60/40 split front/rear braking force.

Using stainless steel also reduces the chances of pistons seizing. Stainless steel sleeving may also be used for master cylinders and 7/8" wheel cylinders. Sleeving can be done by:

Past Parts

Unit 4 Chase Road, Northern Way Industrial Estate

Bury St Edmonds, Suffolk IP32 6NT

Tel: 01284 750729



## MMM SPEED CHAMPIONSHIP 2015

Frank Ashley was the deserved winner of the Speed Championship in 2015 in his venerable M-type; seen here at this year's VSCC Wiscombe Park Hill Climb. Photographs by Colin Murrell.



### **Sports and Vintage on the Move**

The 50th anniversary of the founding of Triple-M specialists Sports and Vintage Motors of Shrewsbury is to be celebrated this year by a move to more spacious and convenient premises 'just up the road'.

It is hoped to complete the enormous job of transferring 50 years worth of accumulated stock and equipment by the end of June but in the meantime, Mike and Jamie intend to maintain their first class service from the existing location at Upper Battlefield. The new address will be:

Sports and Vintage Motors Ltd  
Gorse House, Prees,Whitchurch,SY13 3JZ  
Phone number: 01948 840899 Fax 01948 840897



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## **CONTACTS:**

**PRESIDENT - Mike Allison**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel: 01635 40724. E-mail: [mgmikeallison@gmail.com](mailto:mgmikeallison@gmail.com))

**CHAIRMAN - Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel: 01494 883112. E-mail: [richard.morbey@gmail.com](mailto:richard.morbey@gmail.com))

**SECRETARY - George Eagle**, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel: 01280 860428 E-mail: [geaglemgl2@dsl.pipex.com](mailto:geaglemgl2@dsl.pipex.com))

**TREASURER - Bob Milton**, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF. (Tel: 01359 221397 E-mail: [treborbardbarn@fsmail.net](mailto:treborbardbarn@fsmail.net))

**REGISTRAR - Graham Arrondelle**, 33 Lechlade Road, Highworth, Wilts, SN6 7HQ. (Tel: 01793763364 E-mail: [grahamarrondelle@yahoo.com](mailto:grahamarrondelle@yahoo.com))

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London, E4 6BZ. (Tel: 0208 529 3241 E-mail: [mikelinward@yahoo.co.uk](mailto:mikelinward@yahoo.co.uk))

**TECHNICAL ADVISOR - Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel: 01753 643468 E-mail: [p.green@mgk3.co.uk](mailto:p.green@mgk3.co.uk))

**YEARBOOK EDITOR - Cathelijne Spoelstra**, Havenstraat 44a, 2681 LC Monster, Netherlands. (mobile tel: 0031-6-41216600

E-mail: [cathelijnespoelstra@outlook.com](mailto:cathelijnespoelstra@outlook.com))

**YEARBOOK ADVERTS - Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel: 01628 665055 E-mail: [e.taylor@oakend.net](mailto:e.taylor@oakend.net))

**LIBRARIAN - Peter Hemmings**, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel: 01635 269260 e-mail: [peter.hemmings@tiscali.co.uk](mailto:peter.hemmings@tiscali.co.uk))

**BULLETIN EDITOR - Digby Gibbs**, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 E-mail: [dg-digbygibbs@btconnect.com](mailto:dg-digbygibbs@btconnect.com))

**BULLETIN ASSISTANT EDITOR - Bob Richards**, 5 Conway Grove, Cheadle, Staffs, ST10 1QG. (Tel: 01538 753010 E-mail: [bob@richardsr.plus.com](mailto:bob@richardsr.plus.com))

**BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652

E-mail: [mmmbulletin.sub@btinternet.com](mailto:mmmbulletin.sub@btinternet.com))

**EVENTS REPORTER - Mark Dolton**, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel: 01442 891358 E-mail: [mdjdolton@googlemail.com](mailto:mdjdolton@googlemail.com))

**SAFETY FAST SCRIBE - Jeremy Hawke**, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel: 01225 863934 E-mail: [mgk3007@btinternet.com](mailto:mgk3007@btinternet.com))

## RESURRECTION OF 'THE RAT'



These recent photographs show that, like its owner, 'The Rat' is well on the way to a full recovery.



**Tailpiece:**

**Above: Guess the car?**

**Below: It's a dog's life when your owner is having fun in the mud and leaves you behind!**

**Photographs by Alex Reid**

