

TRIPLE-M REGISTER BULLETIN

August/September 2016



CLASSIC LE MANS 2016



BULLETIN No 92 AUGUST/SEPTEMBER

Front Cover Picture:

The PA of P. Grau and J. Gaignard at Classic Le Mans

Photo by Colin Murrell

Editorial:

Although I have not been able to attend many events this year, those that I have been to have been a real treat and demonstrate the strength and breadth of the Register family. It has been particularly interesting to meet a number of the visitors from abroad and one has to admire their enthusiasm for the marque.

I think that we sometimes take for granted the number and variety of events that we have access to in the UK so I am particularly pleased that I was able to persuade John and Helen Gillett to provide an Australian perspective by contributing articles to the Bulletin.



This is one time of year when the Editor has to decide what to leave out of the Bulletin rather than struggling for content so I can only apologise if anyone is disappointed not to see their favourite events featured. In particular I have had to leave out the promised Ulster Tour report and Pre-war Prescott. Both of these are too important to try to squeeze in so will feature in full next time. Similarly some competition events are missing but hopefully will be covered soon. However, I hope that the mix of articles is what people want but I am very happy to receive comment and advice.

There have also been changes within the Register with the appointment of Simon Johnston as Yearbook Editor; he has big shoes to fill in following on from Cat but he certainly has dedication and enthusiasm for the Register as demonstrated by the hugely successful Ulster Tour. The Committee is also looking for new blood to replace some of the long-serving officers. Full details in Dick and George's reports.

Hard to believe, but the next issue will be October/November but many more events to look forward to before then.

Digby Gibbs

Future Events: 2016

Kop Hill Climb	17 th /18 th September
VSCC Mallory Park Race Meeting	24 th September
VSCC Castle Combe Autumn Classic	1 st October
VSCC Goodwood Autumn Sprint	22 nd October
VSCC Lakeland Trial	5 th November
VSCC Cotswold Trial	19 th November
VSCC Bicester Winter Driving Tests	3 rd December

Chairman's Jottings

By Dick Morbey

Welcome to the August/September edition of our Register Bulletin.

AGM and Committee.

There have been several notable events since the previous edition: the Register's AGM was sparsely attended by a loyal few - where were you? Perhaps next time?!

The committee officers were re-elected for another one year term, although Hon Treasurer Bob signalled that he wishes to retire from the post after the 2016 accounts have been finalised, so the search is now on for his successor. The

person we need in this role does not necessarily need to be an accountant, and it is ideally suited to a person with an acquaintance of financial matters, able to use a simple spreadsheet and above all possessed of responsibility and common sense. Please will you consider whether your skills match the requirement. Bob can give guidance so if you are even remotely interested do please contact him. His details are later in this Bulletin.



Also at the AGM, as George says in his report, Simon Johnston was voted onto the Committee where he will be taking over from Cathelijne Spoelstra as Yearbook Editor. We also have a volunteer interested in taking over from Peter Hemmings as Librarian, so the succession plan is starting to take shape. However the door is still wide open for any further volunteers to come forward!

Register and other events.

The enjoyment of our cars at social and competitive events is made possible by the dedication of the many people who organise them. Special thanks are therefore due to Peter Green and his family and helpers for the hard work they put into the organisation of the annual Register Summer Gathering in July which was an outstanding success. In addition to the usual bonhomie and fun, a 'bring and buy' spares stall run by Philip and Rosemary Bayne-Powell raised a worthwhile amount for sellers, with 10% of the sales proceeds going to charity.

Triple-M racing has witnessed a resurgence thanks to the sterling efforts of Mark Dolton. This was recognised by the MG Car Club's board with the award of the Geoff Coles Trophy to Mark as 'MGCC Member of the Year'. Our representative director George Wilder, supported by Club Chairman Ian Quarrington made the presentation to a surprised Mark at the Summer Gathering. Ian was also the recipient of a £1,500 donation from the Register towards installations in the Bill Wallis archive at Kimber House.

I made a belated first attendance at Ian Grace's recent pre-war Prescott event where it was impossible to overlook that Triple-M cars outnumbered vintage Minors! We took the opportunity to present the 2015 Speed Championship cup to Frank Ashley.

Racing.

And then the racing! Triple-M cars participated in the recent VSCC race meeting at Cadwell Park. The main event for us was the Triple-M v Austin challenge race which attracted the largest grid of the day - much appreciated by the VSCC! In addition Triple-M cars competed in five further races at the event - a fantastic showing!

Plans are progressing for the Register's touring 2017 event in west Cornwall from 3-6 October 2017. Details will be announced when all the loose ends have been tied up but in the meantime if you are interested in taking part please contact me to record your interest.

The Register database

As you will know, a great deal of work has been going on to develop the database framework and populate it with information about owners and cars. We have found that there is a need to reconcile some of the information that has been brought into the database from various sources. When that has been done we will proceed to Stage 2 of the Project. That is the stage at we will be contacting owners to offer them the exclusive facility to view the database record of their car/s. The invitation and all aspects of this will be handled by via e-mail, so it is imperative that we have a record of your current e-mail address. It's surprising how often people change their e-mail addresses without telling us, so if in doubt please ping a message to me from your current one. That should do the trick!

Until next time....

Dick Morbey



Chairman Dick Morbey presents the Speed Championship Cup to Frank Ashley at Pre-War Prescott



Mark Dolton with the Geoff Coles Trophy at the Summer Gathering

Secretary's Update

Committee meeting and AGM held on 26th June 2016

Chairman Dick Morbey updated the Committee on progress made with the new **Data base**. The project team held another session on 1st April attended by all including John Emmett who had taken on the J2s. The manual was re-drafted and updated; the data base went live for limited public access on 1st May. There was also a lot of discussion concerning the data used to produce the printed Register. There are discrepancies between the information held by Mike Linward and that on the data base, these will be audited by the sub-Registrars.



The Club is to review the procedure for applications to the **DVLA** following a glitch in the arrangements – the Register will have an input. **MG Live 2016**. Although member attendance was lower than usual and despite a rather small number of volunteers, the Register put on a good show. Thanks to George Eagle for displaying his L2 and to all who assisted. Some useful contacts were made, including T Wilson (a multiple owner from the USA, and John Gillett who has brought K3030 over from Australia.

Racing. Mark Dolton continues to do a fantastic job in stimulating interest amongst Triple-M racers – he is also doing well with his PB! Brands Hatch on 1st May was an outstanding success, with VSCC Oulton Park following and the Castle Combe track day. **The Ulster Tour** was undoubtedly a great success and thanks are due to Simon Johnston for his meticulous planning and interesting route. **Succession planning**. Dick Morbey reminded the Committee should be thinking about identifying a new Chairman and committee succession in general.

Secretary George Eagle helped to organise and man the Triple-M stand in the main marquee at **MG Live! Silverstone** including having L2023 on display. Library sales totalled £1834 with 56 pre-orders taken for the 2015 Yearbook – the printing was unavoidably delayed. Thanks are due to Dick Morbey, Bob Milton, Paul White and his friend Megan for their assistance on Saturday and to Dick Morbey and Graham Arrondelle for their assistance on Sunday. The presence of Triple-M cars in the car park was very low but there were a lot of visitors to the stand including many from overseas. The main activity has been the task of **sub-Registrar** for the F/L/N models, this has been time consuming with contact being made with quite a few owners and requests being made for photographs; surprisingly some owners have failed to respond. All photographs have been downloaded and a start made on downloading the paper files. **Pre-war Prescott**. Organiser Ian Grace reported that to-date 48 Triple-M cars had been entered with more anticipated, and he enquired if the Register would consider awarding a prize. The Committee decided it was too late to do anything for 2016 but may re-consider next year..

Treasurer Bob Milton provided the Committee with his usual full report on the Register's finances. Simon Johnston had collected all the entry fees etc for the Ulster tour and was in the process of submitting the final financial report which will indicate a subsidy of £500 will be needed to achieve break even net of VAT. Costs in respect of Brands Hatch include transponders at a cost of £630 and refreshments £492 – figures include £175 VAT. The Register has agreed to make a £1500 donation to the Club's new **Archive facility**.

Registrar Graham Arrondelle reported business has progressed much as normal, however he had some significant problems to report one of which concerned applying to the DVLA for an age related plate. There is a concern about the apparent discrepancies between the Online Register, the Master version of the Register and the printed Register. It was agreed that the Sub-Registrars would reconcile the records by comparing an exception report printed from the Online Register with the latest printed version. **Sub-Registrars**. A procedure will be devised to cover the handling of information between Registrar and sub-Registrars, e.g. the Registrar will deal with "new" cars before handing the information to the appropriate sub-Registrar who will deal with the car from then on.

Competition Secretary Mike Linward mentioned Frank Ashley, Colin McLachlan and Christian Hopner took part in the Manx Classic events, sprint and hill climb in April, the Kimber trial also took place in April and was well supported despite the weather – there were a lot of retirements. The various tables are printed in the Bulletin. The major undertaking was to complete the Competition Report for the 2015 Yearbook. Another task was to update the information used to produce the printed version of the Register. This was achieved in time for MG Live! Thanks to the printers and to John Reid who delivered them to George Eagle on 3rd June. **Brands Hatch 2016 – Mark Dolton** reported this was a great success both on and off the track. There were a few ongoing decisions about the Mary Harris Trophy handicapping where there might need to be a small change? The track day at **Castle Combe** was enjoyed by all despite the wet weather, and incredibly the grid for the **VSCC Cadwell v Austins** is oversubscribed. **Brands 2017** – the target is 30 plus cars, 5 drivers who did not race in 2016 have stated they plan to join.

Librarian Peter Hemmings reported that sales to the end of May 2016 stand at circa £2625 (includes Stoneleigh) and are slightly up on last year (£2159). The total number of web shop transactions at 943 since inception some of which were abandoned by customers before completion. As already noted above 56 pre-orders were taken for the 2015 Yearbook; the 2014 issue continues to sell but at a reduced rate with 359 sold to-date. With the aid of Terry Hartley Peter has made investigations into re-producing two very rare publicity brochures "A chequered career" and "Action". The Committee agreed that an order be made for 200 copies of each. **A Yearbook review** has been approved for distribution to various magazines/clubs.

Bulletin Editor Digby Gibbs apologised for the slight delay in posting the latest issue the content of which is good. He also posed the question "Should there be a Bulletin section on the web pages?" – this could lead to general interest feedback and lead to more competition for the cartoon.

Safety Fast Scribe Jeremy Hawke renewed his appeal for all those who attend an event to nominate someone to submit “a few lines and a photo or two” for inclusion in Safety Fast.

Yearbook Editor Cat Spoelstra has completed her last Yearbook. The Committee passed a unanimous vote of thanks to her for serving a successful 7 years in the role and also noted she is prepared to assist her successor Simon Johnston to produce the 2016 edition. She has also volunteered to continue to assist Michael Linward in the task of searching the internet for suitable photos.

Web Master Nick Feakes reported Forum now has 1530 members of which 975 have made at least one post. In the last month there has been 11,841 visits to the web site with 3,433 unique visitors.

AGM. Richard Morbey opened the meeting at 3 pm by welcoming Mike Allison, President Triple-M Register, Frank Ashley, Marguerite Morgan, Greg Smith and Richard Stott (who was attending the meeting following his expression of interest in taking on the role of Librarian from Peter Hemmings who wishes to stand down). He highlighted the main events of the last year, and also re-iterated the Register is a section of the MG Car Club and exists first and foremost to support Triple-M owners, and has done so for 55 years. There are no staff – the Committee are enthusiasts whose aim is to support fellow enthusiasts in their spare time. The door is wide open for more to join. He also thanked all the members of the Committee for their continuing support and hard work.

George Eagle mentioned the work done in having a stand at both the Stoneleigh MG and Triumph spares day and at MG Live, Silverstone. There were many visitors and thanks are due to all those who helped man the stands. The sale of the Triple-M metal car badges continues at a steady rate. A big vote of thanks is also due to Dick Morbey who continues to be a very hands on Chairman including overseeing of the Register's move to the new web site.

Bob Milton gave a resume of the accounts including income, expenditure, stock and the amounts paid out to subsidise events such as the Brands Hatch race meeting and the Ulster Touring event. It was also noted that the Register will make a £1500 donation to the Club's new archive facility. Adoption of the accounts was unanimous. Bob also gave notice of his intention to stand down at the 2017 AGM.

Election of Officers. Mike Allison proposed that Richard Morbey, Bob Milton and George Eagle be re-elected as Chairman, Treasurer and Secretary, seconded by Peter Green and carried unanimously.

Election of Committee. Mark Dolton and Peter Hemmings were due to stand down on a 3 year rotation basis, whilst Cat Spoelstra had expressed a wish to stand down as Yearbook Editor. Simon Johnston has volunteered to take over the role. Richard Morbey proposed Mark Dolton and Peter Hemmings be re-elected and Simon Johnston be elected as Yearbook Editor, seconded by Bob Milton and carried unanimously.

AOB. Frank Ashley raised two matters, firstly a vote of thanks to S Johnston and his team for organising the very enjoyable and interesting Tour of Ulster, and secondly he enquired if the Committee would consider re-instating an Annual Dinner. Greg Smith stated he was prepared to assist the Register in some future role – he had previously served as Chairman of the Abingdon Works Centre.

Richard Morbey thanked everyone for attending and closed the meeting at 4.05pm.

G Eagle

Hon Sec, 23rd July 2016.

TRIPLE-M REGISTER SUMMER GATHERING - 10th JULY 2016



Photo by Andrew Taylor

Helen and I were delighted to be invited to join the 12th year MG MMM Summer Gathering at the home of Peter and Thelma Green in Farnham Royal, Buckinghamshire on Sunday 10th July. As in previous years in mid-summer, cars and owners from the MMM register gathered for an afternoon of friendship and activities. Peter and Thelma provided their beautifully cut deep green grass back garden for the MMM crew to get together and to enjoy each other's cars. There was opportunity to further cut Peter's grass with tight MG circle work in pursuit of the rewards of the motorkana events devised by Peter and his supportive family team, and the opportunity to look in garages full of lovely MGs and interesting projects. Mention has to be made of the wonderful lunch provided and the hospitality of Elizabeth, Andrew, Diane and grand-daughter Katherine. Philip and Rosemary Bayne-Powell ran the "bring and buy" stall with tempting things for the parts hungry MMM fraternity to acquire.

The Chairman of the MGCC Ian Quarrington, and the Chair of the MMM Register Dick Morbey were present; Dick and Gill with their PA/PB. We were pleased to be invited with our ex-Bira K3, which most members present had not seen before, because since John Snow took MG K3030 to Australia for the 1936/37 Australian Grand Prix, it has only returned to the UK once before, briefly in 1994, in the hands of Phillip Bradey. It was great to be in the company of two of the well-known UK based K3s, Peter Green's ex-Whitney Straight K3011 and the ex Goldie Gardner/Mike Hawke K3007, now in the custody of Jeremy Hawke. Virtually every MMM model and most of the varied body styles were represented among the about 70 cars present; a wonderful sight of beautifully prepared cars in the sunshine. The "peoples choice" selected was the original and correct L1 of Colin Henderson (L0383); well deserved. As L1 owners, Helen and I approved.

Over 110 enthusiasts were present to enjoy the day. The best part was the family atmosphere for renewal of MG friendships, which in most cases go back many years, and for Helen and I to renew acquaintances and make new friends. We made many contacts that we intend to follow up, and hope to meet again this summer before we return to Australia. In particular I was pleased to meet Phillipe Douchet (K3026) from Switzerland, Gunter Stamm (K3017) from Germany, and Mark Dolton who has been a leader in reviving MMM racing. It was also good to meet again with many of the participants in the MMM Ulster Rally, which we had enjoyed together in June in Northern Ireland. We were pleased to see fellow Australian Marguerite Morgan there with her C type Montlhery, and were sorry George was not able to come. We welcome any MMM owners who may like to visit Australia to contact us; please think about our next MMM rally in November 2017.

To keep minds and cars occupied, Peter and his team laid out two driving test events which succeeded in sorting the experts, triers and conversationalists, and provided mind games to be enjoyed by all. Awards for achievements were given as another source of amusement and rivalry. All in all a great day. Peter kindly looked after our car overnight in his garage to keep it safe; thanks Peter and your helpers. It is a pleasure to be part of this world wide circle of MMM MG friends.

Thanks for having us.
John and Helen Gillett (K3030)
jagillett@bigpond.com



**The Editor squeezing into K.3030 for the gymkhana.
Photo by Chris Salmon**

SUMMER GATHERING 2016



Regular Bulletin contributor Bob Walker with wife Beth getting tangled up with the canes on Test 1. Photo by Digby Gibbs



Roger Tushingham in NA.0356 under instruction from Colin Henderson at the start of Test 2. Photo by Digby Gibbs

SUMMER GATHERING 2016

The infamous "what is it?" quiz.



This is the contents of the bags as dreamt up by the Green family to test the visitors. Best score, inevitably, was Oliver Richardson (11/12) with Bill Cullen as the first non-professional taking away the bottle of wine with an excellent 8/12.

Other winners in the various competitions were:

Gymkhana:

- Test 1 Andrew Taylor
- Test 2 Andy King

Pride of Ownership:

- 6 cylinder: Colin Henderson (L1);
- 4 cylinder: Richard Hinton (J1).

Ladies quiz: Jaquie Abbott

Brands: Chris Salmon/Alex and Sarah Reid (1st equal).

Herbs: Alex and Sarah Reid.

Items in bottle: Colin Henderson.



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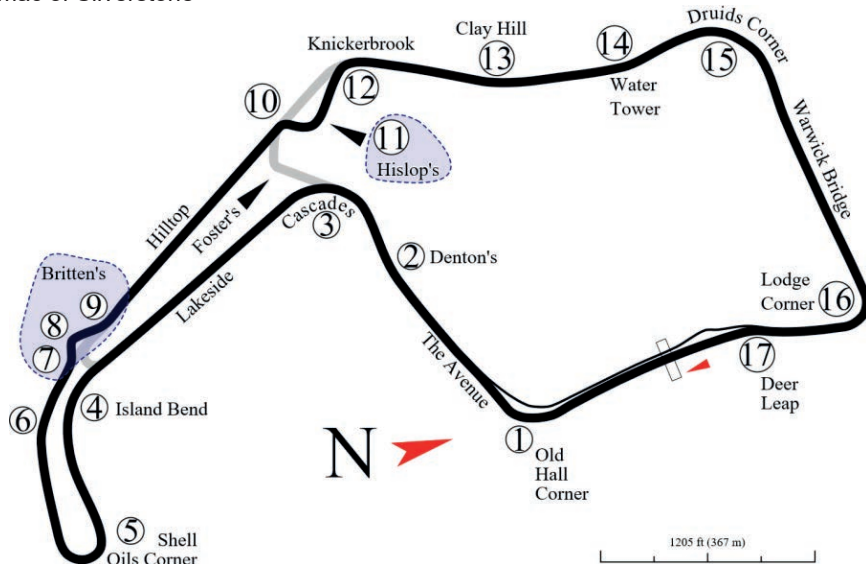
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VSCC OULTON PARK - May 21st 2016

By Mark Dolton

Photos by Dennis Rushton

The VSCC had changed to the long course for 2016, a wonderful circuit albeit with 2 chicanes in use down the long back straights. However, these make the Midgets far more competitive against the bigger machinery. It's a wonderful circuit, immaculately presented by MSV once again, twists through the trees and past the lake...a far cry from the tarmac of Silverstone



A brilliant MG entry once again. 9 cars out in force, with another debutant in the shape of Michael Barber in his P-type. Tom Harman was back in the Bellevue after the crank failure at Goodwood Revival. Set 3 was brimming with Midgets, and we had entries in 6 of the day's races.

Saturday morning was wet, and I mean really wet. So we attached our armbands and went out for an early paddle for a rather early 8:30am practise. I was actually very surprised by the grip levels and had a rather good blast in the P Type, qualifying right up with the big boys for the set 3 race.

We had 6 MG's huddled in a Pit Garage, cowering from the rain. It certainly makes for a wonderful atmosphere amongst friends; especially when the rowdy Bellevue finishes its warm-up routine!



Charles Jones was first up in the all comers scratch race. After his unsuccessful Brands Hatch rain dance, the heavens finally opened and he pushed the L brilliantly in the slippery conditions. Taking 8th place behind two ERA's and a host of other racing cars. The track was pretty much dry for Race 4, set 3 Standard and modified. I found myself high up on the grid between some pretty large machinery after my morning fun in the rain and was never going to keep them at bay in the dry conditions. So déjà vu kicked in and the pesky Boothby J2 was soon on my tail. The J2 had more top end speed and Fred nipped by me up the hill and down the start finish straight. But I managed to carry more speed though the first corner and whistled back past down the hill through Dentons. The PB was superb through the corners but through the traffic Fred managed to squeeze past again going up Hill top. Despite all my efforts I had to settle for a close up view of the J2's derriere for the last lap as Fred pipped me by just over 1 second. Revenge for Brands! Further back, Duncan got trapped in traffic but showed his pace with a rocket of a 2:41 second lap. Andrew Morland had the P running really well and Annie Boursot held off a challenge from the TB.

Mike Painter showed his usual consistent pace and took the Kayne to another Podium finish in the handicaps as did Duncan Potter in the final race of the day in the slightly misleadingly named Novice race! Oh and David Rushton won the auto-solo in the M type.

PLACE	NAME	CAR	FASTEST LAP
All comers Scratch Race (wet)			
8/23	Charles Jones	L Magna	2:39.84
21	Tom Hardman	Bellevue Special	2:41.94
Standard and Modified Sports Cars – Set 3			
12/31	Fred Boothby	J2	2:43.72
13	Mark Dolton	PB	2:42.94
18	Duncan Potter	C type	2:41.35
20	Andrew Morland	PA	2:48.13
29	Annie Boursot	PA	3:16.73
Handicap Race 1			
17/22	Hamish McNinch	PA	2:57.86
Special Sports Cars Scratch Race			
9/18	Charles Jones	L Magna	2:25.08
16	Michael Barber	P	2:58.24
Handicap Race 2			
2/17	Mike Painter	Kayne Special	2:26.00
9	Fred Boothby	J2	2:42.73
Novice Scratch Race			
3/10	Duncan Potter	C type	2:43.64
8	Michael Barber	P	2:54.00

STILES BODIED TYPE F.0739 (GW 6890)
Continued from Bulletin 91
Notes and photographs by Roger Emmett

The following additional notes have been provided by Roger Emmett, the current owner of GW 6890, who has also provided photographs showing progress on the restoration of the car:



In 1982 the car was owned by Alex Bray which he purchased from Rolland Duce; incidentally the car seized up on his way back home after taking delivery. We both raced the car in 1983/84 with some success. The following year, Alex agreed to sell the car to me. As I recall, at this time the car had been upgraded by Bob Jones with work on the head and a new block from Colvin Gunn. It still had the N-type front axle, 12" brakes hydraulic brakes all round and a Panhard rod.

The following years I did very little to the car; work and family commitments meant the the car went into a period of hibernation.

About 1998 Theun Ahoogmeod, with an entourage of Dutch friends, descended on me to see my Stiles bodied car and this visit inspired me to turn my attention to GW 6890. There was a worrying amount of wobble to the rear bodywork just behind the seats so I thought it would be just a simple case of peeling back a little of the bodywork, replace the offending woodwork and, job done! Oh no such luck, it ended up a complete restoration with 40% of the woodwork needing to be replaced. I then decided that my racing days were over and a more original restoration would be the goal. The problem was that it did have a history that ought to be preserved. I therefore discarded the larger petrol tank and replaced it with an original pattern tank and restored the dickie woodwork. An N-type supercharger inlet manifold was acquired (to pull the supercharger closer into the bodywork), the 12" hydraulic brakes were replaced with cable brakes and a larger SU carburettor was bought from Ron Grant. 18" wheels were replaced with 19". I also acquired a Wilson pre-selector box from Paul Jaye following a meeting at a VSCC event.

One big problem I had is that for some strange reason the original windscreen was missing (*Editor's note: Trevor's notes in the previous Bullin say that a Jaguar C-type screen was used*). With the grateful help of Theun's son Rene, I copied the Stiles windscreen from his late father's car. It is now finished and only needs chroming.



The photographs showing progress to date confirm that this is a very high quality restoration and we hope to have more details of the work undertaken and some extra photographs to feature in a later issue.

'TECHNICAL HOLD FAST A TALE OF TWO BOLTS

By Ian Goddard

I am not an engineer, as the many MMM members who have helped me in the past will readily agree, and so I have no recommendations to make. What follows is what happened to me and what I did about it. Whether it has relevance to you is for you to decide.

It started one summer Sunday. On the Saturday son Charles and I did a VSCC rally somewhere near Thirsk in my F type MG 1313. Towards the end I could detect a clicking noise, not unlike a noisy tappet.

On Sunday morning, Charles and I drove about 10 miles to see Bob Walker. Performance was deteriorating. By the time we arrived there was no problem detecting the noise, most of the neighbourhood could hear it. Our call at Bob's was intended to be a social one, but it was clear that his expertise was required to analyse the problem.

Bob got a piece of wood and, with the engine on tickover, started pressing one end to the engine and the other to his ear (useful if there is no stethoscope handy). I had already gone into crisis mode and was flapping about, assuming it was a disaster, leading to a lot of time off the road and a big bill.

After what seemed like an age Bob, in his Yorkshire burr, said something which has gone down in Goddard family history and is now regularly used when a big problem arises:

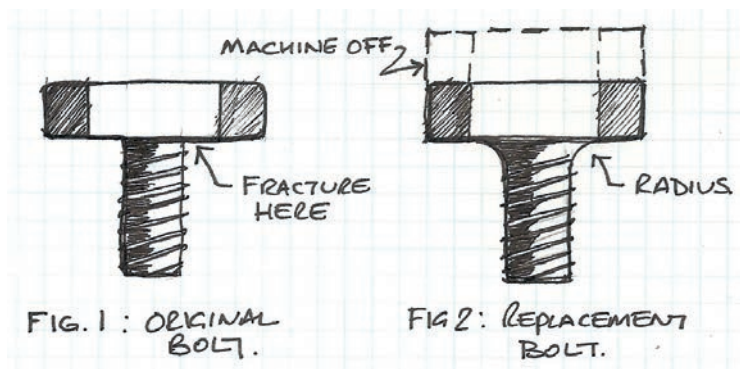
"Now, Ian, you're not thinking of driving this any further, are you?"

What a wonderful way to give bad news.

Bob did identify that the cause was likely to be in the vertical drive.

Once home, upon removing the dynamo, the cause was obvious: the head of the bolt which retains the bevel gear on the bottom of the dynamo was lying in the bottom of the housing, together with the lock washer, while the threaded part of the bolt was still in the dynamo shaft. The gear was only in place because it was resting on the crankshaft gear and couldn't fall off, and only went round and round because the Woodruff key was still in place, albeit well worn. Indeed, that was what was making the noise.

The bolt and locking tab were the standard items (see photo 1). The bolt had sheared very neatly across the top of the threaded part (see fig. 1).



I wish I could claim that what follows were my ideas, but I can't. I took the dynamo and new parts which I had bought to a trusted engineer in order to make a new and accurate key for the gear.

Once he had finished a short sermon about the inadequacy of locking tabs, he pointed out that because of the diameter of the dynamo shaft, and therefore the centre of the gear, it is only the outer edge of the bolt head which bears on the face of the gear. The area where the original-type bolt bears on the gear can be seen as the clear area on the face of the gear in photo 2. I could see immediately that this meant that the pressure on the bolt was taken over a relatively small area several millimetres from the threaded part and this was acting like a lever on the head. That then sets up stresses beyond the norm, worse still if overtightened.

He also pointed out that there was a lot more area on the face of the gear which was available; that there was space in the centre of the gear and that things had moved on since 1931 in the technology of locking bolts in place.

He suggested that he would make a new retaining bolt from a high tensile bolt with a much larger head, turned down to the correct thread, but radiused under the head to eliminate the sharp corner where the original bolt sheared (see fig. 2). He also suggested that I throw away the locking tab and used Loctite instead.

When he came to make the new bolt he reduced the thickness of the head (see fig 2 again) to ensure that it was clear of all moving parts. Even so, it was thicker than the original.



The result is that the new bolt is stronger, in contact with the gear over a larger area, has a greater margin before being overstressed and removes the 'sharp corner' point of failure of the original.

However, even though there is a bigger bolt, it cannot be tightened more than the original should be: the thread in the dynamo is no stronger. I torqued it up to 25 ft.lbs (33nm) and secured it with Loctite 2701, which has a breakaway force of 28 ft.lbs. (38nm). Clearly the new thread must be cut in a lathe as it has to be precisely square to the face of the bolt so that the bolt head exerts even pressure on the gear. Given that the new bolt is straight off the lathe and does not have the thickness of the tab washer, it would also be wise to check that the bolt does not 'bottom out' in the dynamo shaft before it has engaged with the gear.

That was 4 years ago. The gear hasn't fallen off again and it still goes round and round. While the job does require an engineer and a machine shop, it has given me peace of mind.

I haven't named the engineer because he has not read this to endorse it; and even at the time he said to me as I say to you, 'That's what I'd do, but it's up to you'.

SHELSEY WALSH - 3rd JULY 2016



**Text by John and Helen Gillett
Photos by Dennis Rushton**

K3030 on the start line

The sun shone brightly on the Midlands Automobile Club's annual Vintage and PVT hillclimb on 3 July at Shelsley Walsh. Helen and I were so pleased to be there with our K3 MG which, despite its original driver Prince Bira using the car at Brooklands and Donington in 1935/36, to my knowledge the car has never been to the famous Shelsley venue.

We found our way there via back lanes guided by the Satnav to arrive to find the paddock full of a wonderful array of well-prepared real motor cars ready for their turn at the challenging hill. I was pleased to be garaged in the well-known historic shelters next to a friendly driver from Switzerland who flies in most weekends to compete in his Riley. Also two cunning drivers experienced at the hill, with their own personal competition in two almost identical Wolsley Hornets.

The venue is a great place to be; the history of the hill is proudly recorded by the plaque reminding visitors it is the oldest motor event venue in the world (1905), and other memorials and stories dot the hill, including one recording Raymond Mays' exploits in his ERA. I recalled my earlier visits to Shelsley some years ago with an old friend in his MG TC in which I explored the hill. I was very impressed with the restoration of the site since my last visit. The MAC has done a wonderful job of restoring the old buildings, now incorporating modern offices, a bar, terrace with umbrellas to protect visitors from the sun, and a café. The old mill has been restored and overlooks the start line and the eating tables. The viewing places along the steep walking track up to the "esses" provide vantage points for the whole track, trees overhang the "cutting" and displays of split times allow good comparisons between competitors. The seating along the track is close to bar

service, snacks and ice cream vendors; all very civilised. Helen found a great viewing spot in line with the approach to the sharp left hander at the start of the esses, and I made the walk up to see her twice....my exercise for the week!

The day was so well organised, although some on-track delays meant I only got one practice, a slight disadvantage for a foreign newcomer to the hill. Practice was in batches, so some had two practice runs, and some only one. The VSCC put me in Class 3 up to 1500cc sports, and the class comprised four Frazer Nash, one Aston Martin, one Morgan and one MGK3 (me). Apparently this class has been won for many years by the Frazer Nash fraternity, so I did not have great expectations, and was pleased to come second in the Class. There were three other MGs entered : Class 2; Chris Cadman and Duncan Potter in their C type Monthlery Midgets, and Class 10 Tony Wood in his PA Special. I admire how Duncan and Chris have their cars tuned to perform so well on what is recognised as a "power" hill, and appreciate their friendship and guidance.

Fastest times were in Class 15, Nick Topliss in ERA R4D with FTD at 34.01 sec, just outside the course record of Mac Hulbert in the same car in 2004. Mac was there signing copies of his new book on the ERA, so it was a good day for him to be there with his new book. Terry Crabb in the smaller engine ex-Prince Bira ERA C type also did a respectable 35.93 secs but was just beaten in Class 14 by Rob Cobden at 35.22 in the Riley Falcon Special.



Chris Cadman - C.0263



Mike Painter: Kayne Special



Tony Wood: PA Special



Chris Cadman: C-type



Duncan Potter: C-type

Different cornering techniques captured by DennisRushton's camera

The MG best times which I understand everyone was pleased with were:

Potter: 47.12

Wood: 47.13

Cadman: 54.69

Gillett: 42.65

We stayed to the end, enjoyed a beer on the terrace and thanked our good fortune to have been there for such a wonderful day. We will come again.

John and Helen Gillett (MG K3030)

Australian visitor John Gillett demonstrating the acceleration of the ex. Bira K3 (K.3030) at Pre-war Prescott.
A full report on this wonderful event will appear in the next issue.
Photograph by Colin Murrell.





A TRIALLING SEASON - DAVE RUSHTON'S 2015 SEASON

Notes by Dave Rushton. Photos as credited.



John Harris Derbyshire Trial - Photo Gary Clarke

It was good to have the MG back out again after the Cotswold Trial and Winter Driving Tests. Class 1a (for standard spec SWB cars) seemed really interesting this year on the Exmoor with none of the usual Class Winners in their normal cars. Charles Gillet was in a Morris Minor instead of the Brescia, (guess this left the door open for us).

We hadn't been to the Exmoor for quite a few years, as on the last visit when Dad was still alive, we'd had a disaster spinning out both rear wheels trying to get out of one section. I had always said I would never return as it wasn't suitable for a little standard car like ours. However having had to rebuild the engine over the last two years the trials bug had once again bitten me and I could not resist giving it another try and I am so glad I did. The Exmoor fell nicely into my Half Term Holidays (as a Primary School Teacher).

As for the day, things didn't exactly get off to the best start as when I went to the car in the morning the fuel was seriously low. Enough to get to Dulverton though, being a sleepy Exmoor town, the fuel station didn't open until quite late. Eventually we arrived at our start hill which also happened to be one that my mum and fellow member John Butler (who had brought the car down on the trailer for me the previous night) were marshalling. It was a good start, struggling to get round the corner to the stop and re-start but we managed in the end and went well. We then hit the queues for the infamous Hill 4 (later

cancelled). We flew up this hill (actually really liked it) then on to some of the other sections - a few were sticky and boggy but we gave it a good go.



Exmoor Trial - Corinne Davies-Griffith bouncing
Photo: Stuart Mathews: Lightview Photographic

The clutch started making very funny noises and on one hill we barely made it to the start and thought the trial may be over! However inspection under the bonnet revealed a plug lead had fallen off and, with thanks to Ian Webb, that was quickly sorted. We then went on to other hills marshalled by Paul Tebbet. This was an interesting concept as Standard cars had a different route from the Modified Cars (although it looked harder than the, supposedly, harder route). Anyway after much slipping and sliding and much to my surprise, we managed to clear the hill. This may have been one of the main difference makers in our Class.

The afternoon didn't get off to the best start. We got a little lost on the Moors and then, on parking at the new hill (13 or 14), the handbrake pulled through (not ideal on a steep hill). After quite a bit of crawling round underneath and peering through gloopy mud I managed to bodge it back together but we only managed 23 on this hill when we should have cleared it (a little too much heavy right foot in frustration).



Exmoor Trial
Photo: Stuart Mathews, Lightview Photographic

The afternoon was finished off with the Hills in the Ringcombe sections. I was glad there was no walking as they were long and steep and my legs were tired by now. Thankfully, in spite of the clutch and gearbox sounding worse and worse, the car flew up the hills (think we may have been looking at FTD on a few) with the handbrake managing to hold as well. We opted not to do the optional stop and restart. I was a little too eager to start this hill though and took a stern, but well deserved, telling off from the marshal. Once the hill was clear we raced to the top. My girlfriend Corinne described this hill as a roller-coaster and was convinced we were heading for the trees, however it was all under control. I can't remember which one of the Ringcombe Hills it was but it was my favourite!

Then back to Exbridge to hand in the score cards. When the results were posted I was surprised to learn of our Class win but happy with the weekend.

Felt the Exmoor was a much changed event since our last visit and it now ranks as one of my favourite events. The hills weren't bonkers for Standard cars and as such it makes you feel better getting some 25s along the way. I really like the idea of an optional stop and restart and also the different route for Standard cars. I hope this is something that can be looked into on other trials.

Back home after the Exmoor the MG was on its 3rd Jet wash and still not clean and I just needed to decide what to do about the odd noises before the Derbyshire- take apart or follow the old adage "if it ain't broke don't fix it".



**On the Derbyshire Trial with Rachel Bottom-King bouncing
Photo: Stuart Matthews, Lightview Photographic**

Hot on the heels of the Exmoor came the Derbyshire. After Corinne's introduction in the Exmoor I knew this was going to be a much rougher event and didn't want to scare her too soon so it was back to my former bouncer, Rachel Bolton King. The trial included many of the now well established sections including a blast up the increasingly bumpy Beely Plantation. This would be the last year of using the hills in the Butts Quarry

sections so it was a farewell to these hills. Onwards and upwards and we went of to find the new hills. Sadly these didn't work out that well for us as ground clearance was an issue even in the M Type.

In between the Exmoor and Derbyshire I had changed the clutch release bearings; sadly this didn't help the noises (we would find out why on the Herefordshire).

And so to the Herefordshire. It was Corinne back in the passenger seat for this 2 day event. Day 1 started well and we were flying up the hills. When the half-way results were presented on Saturday evening we were well clear of the rest of the competitors in the class. However all was not well with the MG. On the return from the last hill of the day there was a lot of clutch slip. This did clear but, on arrival at How Caple, a large puddle of oil was forming under the car. Much head scratching later we decided to risk the next day as we only needed to complete 2 hills to qualify for the results.



VSCC Hereford Trial Photo: Phillip Jones

So Sunday morning started and we set of to our first hill of the day, Herbert's Hump.

Things seemed okay; no more oil and we performed well on the hill. However, when turning out of the hill we took a wrong turn down instead of up the dual carriageway and it was as we turned around and headed back up the hill that disaster struck. Almost at the top there was a loud bang and the car came to a shuddering stop. Initial inspection wasn't good. The oil puddle returned and smoke was pouring out of every possible hole in the engine. A phone call and explanation to Andy King confirmed this wasn't okay and the trial was sadly over.

Help was offered by fellow M Type campaigner Dave Rolfe who said he though it may have been the flywheel. However on closer inspection after the event the problems were much worse. Once back home the head was lifted to reveal 3 pistons all sitting at the top. In actual fact what had happened was that one of the con rods had let go. Thankfully it hadn't damaged the block, however the flywheel had also slipped on the end of the

crank causing what turned out to be irreparable damage. This meant another lengthy return to the stable of M-Types and an engine rebuild.

Although the car wasn't ready for the Lakes and Cotswold Trials at the end of the year, it was complete in time to take part in the first event of 2016. So far we have completed the Exmoor, Derbyshire, Herefordshire and Scottish trials, all without any upset this time.

So far we've achieved a first in the Exmoor and Herefordshire and a second in the Derbyshire. In the Scottish we were only beaten by the Bugatti, but what a car to be beaten by! I'm also really excited that the Cream Cracker is back on the scene with Andy King and I'm looking forward to competing with him this year. It is already 1-0 to the M-type so maybe he rebuilt my engine too well.



Editor's note: this article is an expanded version of the notes on the Exmoor that Dave prepared for the VSCC and was up-dated for the Bulletin in April this year.

In spite of missing the last two trials of the year, David achieved a very creditable 1st in Class 1a in the 2015 VSCC Trials competition. The 2016 season started well and at the half-way stage the little M-type again tops Class 1a.

Cartoon Competition

Congratulations to Graham Le Lay who is the winner of the last cartoon (shown on the right). His caption is:

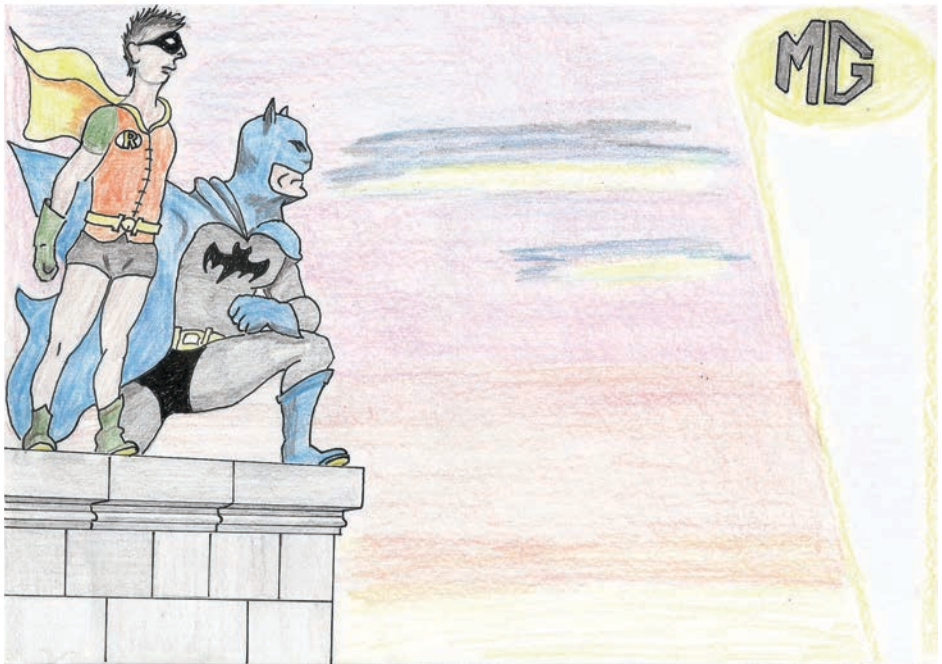
“Philip doesn’t adjust my carb anymore”

Graham 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

For details of the Competition Rules, please refer to the August 2012 bulletin or the web page: www.triple-m.caption.register@gmail.com





M-TYPE RADIATOR REFURBISHMENT

Article and photographs by Ian T Coxen

Ian's article that follows refers to Barry Foster's article in the 2014 Yearbook which deals with the various permutations of radiator and radiator fixings used in Triple-M cars. The 2014 Yearbook is still available through the MMM Librarian but for ease of reference I have reproduced the introductory paragraphs of the article that Ian refers to:

"The M-type Midget had both radiator and engine mounted in the 'vintage style' of the Morris Motors empire. The radiator, which was a thin decorative shell enclosing the separate wet core, was mounted directly to the top of the chassis rail. The mounting bracket is riveted to the shell and then bolted down to the chassis. The radiator is shorter than that of all subsequent cars except for the C-type."

In Barry Foster's Yearbook article he remarks that, with the exception of the C-type, the radiator for the M-type is shorter than all others and has a wet core enclosed in a thin shell that is riveted to a bracket attached to the chassis. When it comes to refurbishment, there are several matters that need to be dealt with and this article details my experience of this recently completed task. The core of my radiator was like a colander, the shell was twisted by some $\frac{3}{4}$ ", the centre "V" chrome moulding was broken off and the heavy radiator/chassis bracket was found to be bent when removed from the chassis.



Tatty shell after removal of core. Cuts in side brass, stop water inlet fitting



Shell showing top fittings, cut on brass inside and centre bolt fitting

After removal of the radiator, the first job was to detach the bracket from the shell by grinding off the ten copper rivets extremely carefully. This revealed some tears in the shell at each corner. There was also a $\frac{1}{2}$ " rivet in the centre of the bracket which was not attached to my shell. The up-stand is angled and is part of a right-angled bracket with five rivets each side attaching it to the shell sides. The first job was to replace the bracket with a solid piece of metal (24" x 2" approximately) and weld on small plates at each end. Then make individual angled up-stands, copying the hole positions but making them 2 mm higher than the old 2 $\frac{1}{2}$ " and this will just lift the shell off the base. I then welded this to the base piece and used five nuts and bolts each side to attach the shell. I ended up grinding off the majority of the nut heads and black painting them. Whilst inside the shell, a cut needs to be made in the brass running alongside the shell sides, some 1" up, to allow access to the nut heads.



Bottom corner showing bolt heads, cut in side brass and new mounting bar



External bolt heads before grinding

I mentioned that my shell had cracks and Barry's article emphasises how thin the shell is. I can confirm that it truly is! What I believe caused the splits, beyond the twisted shell, was the fact that the bottom two rivets on each side cause pressure on the corner curvature. This is easily seen when you remove them with the shell 'springing' as a result. Using nuts and bolts helped reduce this tension as it was possible to ease the bottom two on each side.

The shell has no ties for a grill, so if you want a grill this is the time to do that. For me, this was also the opportunity to re-attach the broken central 'V' bar. Heat could not be used as I did not want to re-chrome. An easy solution was a product called Idealseal Polyflex HM. This is promoted as an auto-marine polyurethane adhesive sealant for cars, boats and construction applications and is made by Ideal Chemical Products of Warrington. I borrowed some from a neighbour who told me that when car windscreens are put in using it they are rock solid twelve hours later. In fact I found that after 12 hours a fingerprint was just possible but after 24 hours it was perfect. You only need a few 'blobs' but I gather it is expensive – so find a friend or trade person.



Repair to centre 'V', wire Tab. Note soldered top piece holding badge

For the 'V' chromed bar I used some brazing wire that I had in stock. I carefully formed a loop at each end of about $\frac{3}{4}$ " and fed the rod into the 'V' chromed front-piece. Weight it down and let it dry, then put it in place in the shell with the loops pushed into the sealant and let them dry off. At the same time apply the sealant in a few strategic places along the sides and base and press in the grill-wire. I found a suitable small grid wire from a garden centre for £4 which is ideal and cheap to replace if called for.

he core had been rebuilt some 8 years ago and was yet another nightmare. When parted from the shell it was discovered that the metal braces from the header to the core were welded, in a fashion, directly to the main matrix and possibly the shell, and had well and truly failed and rusted whilst the rest of the core was little better. The bottom of the header had an extra sheet soldered on. Thank heavens, at least, that this company isn't trading now !

A word of warning whilst you are taking things apart, unlike other shells the central bit holding the badge is silver soldered to the shell before chroming so the neck of the water inlet is held by a brass ring which goes down the threaded inlet pipe and is tightened by tapping one of two slots with a blunt drift. Unless you have a suitably sized 'C' spanner it is easy to do damage. It took my new radiator restorer two days to get mine off in one whole undamaged piece.

Now a new bit of fun is getting it all back together; the shell is straightened and the nuts and bolts are in place and tightened but will it go in? No way! The problem is that the core is a very tight fit but, unlike other radiators, there are brass pieces soldered in that run down the sides of the shell from top to bottom. I found that after judiciously tapping of the high spots and heavily coating all the inside with Waxoyl we started getting there. Eventually, with persuasion, the water inlet slid into its' allotted hole whilst very thin blades just held the shell base off the bottom of the radiator as I pushed downwards. Eventually with a very satisfying 'clunk' it was in. In reality it took trial and error over a good space of days to work it out.



New radiator core. Note incorrectly angled water inlet.

My only regret was to find that the water inlet was let into the header tank at a slight angle instead of being bolt upright (see photos). However I prefer not to correct that as damage could easily be done elsewhere and the thought of going through all of the procedure again with associated time, cost and transport was beyond me particularly when I have other MMM cars to get sorted.



COMPLETE RADIATOR

READERS ADVERTS:

Readers' private adverts are published free of charge but they are encouraged to contribute a Technical Tip or article.

FOR SALE:



Peter Giblin is reluctantly settling his nearly complete but fully useable D-type VU 9232. The car was purchased as a rolling chassis in 1986 and has been the subject of a thorough chassis-up restoration. The car comes complete with a new steering wheel and 'Midge' mascot as well as full rebuild history.

Offers in the region of £20,000.

Contact Peter Giblin for more information (07880 555563. Peter.giblin@cwj.co.uk

FOR SALE:



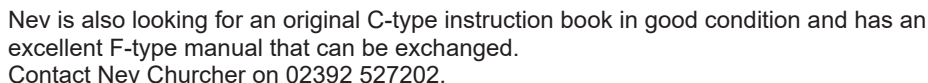
Print of the well known painting by Michael Turner of Nuvolari winning the 1933 TT in a K3.

Print is framed to a high standard in a 'works' green frame with green-edged mount.

£45.00 + postage at cost

Contact Nev Churcher 02392 527202

Nev Churcher is seeking a print or good copy of a picture of a J2 by Peter Alan Davis, thought to date from late 60's/early 70's. Nev has a C-type print by the same artist (see below) that he would be willing to exchange.



MG-800

Owned by Derek Woods from 1958 to 1961, described as a red 6-cylinder 4-seater. Derek can be contacted on 01908 6154456 but please pass any information to the Bulletin as well so that we can keep readers informed.

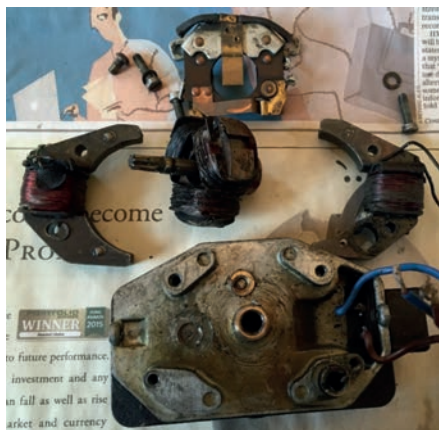
www.triple-mregister.org

AN EXERCISE IN BODGERING: THE FRANKEN-WIPER MOTOR

By Barny Creaser

When I first started playing with Lea Francis cars, building a minimalist body on a 14hp saloon chassis, Roger East occasionally chided me for being heavy handed with the spanner. Over the years I have always remembered that good advice and have sought to restrain a rather hasty side to my nature which has sometimes led to silly mistakes when doing that 'one last thing' at the end of a long evening in the garage.

So nowadays, as a non-engineer type, when faced with bits that need fixing, I try to stay within the limits of my competence and send off those delicate things that are beyond me to the relevant experts, and pay the price with a smile (actually Gill does the paying so I don't need to know).



Violently dis-assembled motor



Geared motor purchased on Ebay

When things have to be mended, I like to have them put back as they were, and resist the siren voices urging 'upgrade' or 'modernise'. So, for example, I don't use electronic ignition units, I have not fitted an alternator and I haven't replaced all the bulbs with LED's.

There are some exceptions to the rule. I have fitted flashing indicators and the buzzer that is vital on a non-self-cancelling set-up. When I re-wired the car I used relays for the headlight and horn circuits. I have also just had the radiator rebuilt with a modern core.

And another exception to my rule is the **STUPID** Lucas CWX wiper motor, fitted to both the LeaF and the MG, that I would happily attack with a lump hammer! I have built up a small collection of these motors, all working when acquired, a couple professionally rebuilt, but each failing at inconvenient moments. It seems the poor little blighters just can't stand the rigours of the outdoors life, burning themselves up given the slightest opportunity.

When starting to search for a replacement motor, I originally looked for one compact enough to directly replace the armature and so leave all the rest of the components 'as-is'. I did find a motor that allowed this, but although it was a very neat solution, it was simply not powerful enough for the job.

It was clear that a geared motor was necessary to provide the torque, and I couldn't find anything that would fit into the available space. After a little more research, I ordered (for £9.90 and free postage) the example pictured, made in China in their billions, designed for use in household appliances that require high torque motors. The one I used is a 50 RPM model. This turned out to be quite fast, so maybe a 30 RPM one would be a better bet.

The original CWX armature drives the wiper gears with teeth formed at the end of its shaft. Clearly I wouldn't be able to replicate this, but after a little thinking I worked out that the motor could drive the main 'crank' cog wheel directly. The 'crank cog' itself could be replaced with anything that could perform the function of a crank, and I found an old Meccano cog that would do the job nicely, as it had a collar complete with a set screw that could hold against the flat key of the motor shaft. In my experimental attempts, I found that the most difficult thing is to secure the cog to the shaft, so the set screw arrangement is ideal.

The motor located on the wiper body and one of the two wires soldered into place



Next is where the butchery becomes necessary. Having dismantled the CWX motor, I took the body, which is made of soft cast metal, and removed two of the motor mounts and also the armature bearing, using a hacksaw and file to create a flush surface. This created the space to mount the motor on the body. Using my drill press, I drilled out the shaft for the 'crank cog', completely removing it. The webs on the other side of the motor body, which had supported the 'crank cog' shaft, were tidied up as well as possible with pliers and a small file. Having performed this act of vandalism, it's then possible to mount the motor onto the body, drilling holes to allow the motor lugs to be secured with screws



The Meccano cog located onto the Motor shaft and the connecting rod and motion in place

The Meccano cog needs to be modified to accept the shaft of the motor and it also needs to be drilled to accept the connecting rod, both modifications made easy with a drill press,

and the position of the connecting rod hole should be taken from the original cog as it is quite critical. Then the cog can be assembled onto the shaft. It's not possible in the space available to screw up the set screw in situ, but it can be pre tightened to give a snug fit, and then the cog can be permanently secured in place using Loctite.

It's important to check the clearance between the connecting rod and the face of the cover. If necessary, the clearance can be increased by adding small washers under the motor mounts, which moves everything backwards.

When it comes to the wiring, a very clever person might be able to arrange an alternative to the now redundant switch on the motor cover, and I should think that a microswitch, such as those supplied by Maplin, could be glued in place and made to work. But I opted for a simpler approach and have wired the new motor directly to the wiper body terminals and have then used a spare dashboard switch in the feed from the loom to the motor. This has the advantage of avoiding the stretch to activate the motor.

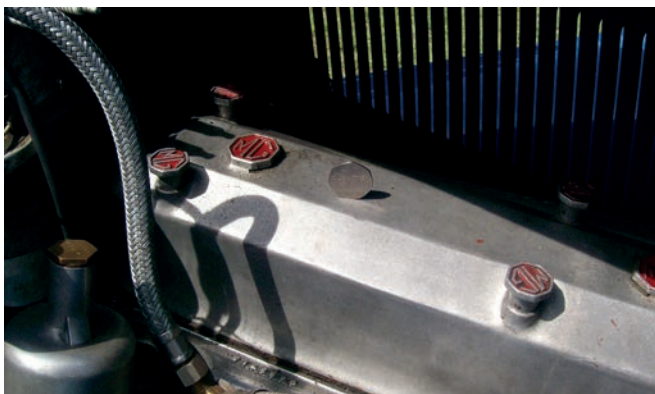
Once all put back together, the outside appearance of the wiper motor is unchanged, and the new motor is capable of hauling the wiper blades across the screen without committing self-immolation. I have to admit to not having rushed out at every opportunity in the rain to test the new arrangement, so I cannot attest to the longevity of the motor under strenuous circumstances. However, so far, all is well.

Postscript : having taken the MG to Ireland, I had ample opportunity to try the new wiper motor, and it performed excellently, not even registering on the ammeter when running. However, having returned home, the next time I tried it, it would not start. Taking off the cover, I found water had collected in it. The modern motor doesn't take kindly to sitting in puddles, but worked OK when it dried out. So I have drilled a small hole under the cover so that water cannot collect. Probably this is something that would help the original motors as well.

This article was first published in the Len Francis Owners' Club magazine and we are indebted to Barry for allowing it to be published in the bulletin

80 Year old precision:

This photograph taken by Bob Richards last year at Oulton Park shows a 50 pence piece balanced on Malcolm Bailey's ND with the engine running. A testament to the smooth running of a well maintained 6-cylinder engine.



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

From a competition point of view, we are now approaching the busiest time of the year with some event taking place, or more than one event, every weekend up until the end of September. If you think your event has not been adequately 'points scored' please send an e-mail to the Comp. Sec. preferably with a set of results, or a pointer to an on line results page, so that your achievements can be recorded.

Colin McLachlan has been particularly successful with his P type in various speed events including the Monklands Sporting Car Club's Forrestburn Hill Climbs. Worryingly, a small loss of oil pressure in the PA's engine maybe a foretaste of a rebuild to come but Colin will continue as long as possible this year and rely on an engine investigation over the Winter. Trialing re-starts in September so the competition at the top of the COTY table is due to intensify as Bill Bennett starts the second half of his trialing year, you have been warned!

SPEED CHAMPIONSHIP 2016 - SCORES TO 25th JULY

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	PA	Colin McLachlan	33
2 nd	C/s	Duncan Potter	29
3 rd	M	Frank Ashley	25
	K3/s	John Gillett	22
	C/s	Chris Cadman	18
	PA/s	Andrew Morland	16
	J2/s	Christian Höptner	13
	PB/s	Rachael Holdsworth	9
	J2	Philip Coombs	8
	M	Colin Reynolds	8
	J2-PA/s	Mike Painter	8
	J2	Brian Galbraith	7
	PA	Mike Davies-Colley	7
	PB	Simon Jackson	7
	PA/s	Harry Painter	6
	M	Oliver Richardson	5
	M	David Rushton	5
	J2/s	Nigel Stroud	5
	J1/s	Stuart Evans	4
	L1/s	Andrew Briggs	3
	M	Roger Corry	1

CAR OF THE YEAR 2016 - SCORES TO 25th JULY

Position	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2591	PA	MG 3242	Colin McLachlan	109
2 nd	2912	C/s	GX 9693	David Potter Duncan Potter	97
3 rd	909	J2-PA/s	FW 3909	Bill Bennett	88
4 th	3303	M	LS 2464	Oliver Richardson	78
5 th	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	76
6 th	545	K3/s	K 3030	John Gillett	71
7 th	2694	J2-PB/s	Kayne Spl.	Mike Painter	68
8 th	2170	PB/s	CLX 112	Mark Dolton	61
9 th	2215	PB/s C/C	JB 7525	Andy King	60
=10 th	2200	C/s	RX 8306	Chris Cadman	58
"	2913	PA/s	MG 3855	Andrew Morland	58
12 th	1595	M	PG 1045	Frank Ashley	53
13 th	250	PA	MG 3294	Mike Davies-Colley	48
14 th	2931	D/s	UG 4653	Chris Edmundson	46
15 th	3534	J2/s	WF 5494	Fred Boothby	43
16 th	423	J2/s	DU-FG-86 H	Christian Höptner	37
17 th	909	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	36
18 th	1164	PA	YSV 703	Hamish McNinch Anne Boursot	34
19 th	2063	PA/s	RSJ 380	Harry Painter	33
=20 th	3514	PA	BKJ 626	Tony Dolton	32
"	2226	NA/s	MG 3701	David Reynaga Roger Tushingham	32

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:

4 th June	MGCC Silverstone California Cup Driving Tests	Full
4 th June	BARC Vintage Harewood Hill Climb	Full
5 th June	MGCC Silverstone Stowe Sprint	Full
11 th June	Thoroughbred Sports Car Club (NI) Cultra Hill Climb	Full
18 th June	VSCC Brooklands Double Twelve Sprint	Full
19 th June	VSCC Brooklands Double Twelve Driving Tests	Full
18 th /19 th June	VSCC Brooklands Double Twelve Concours	Full
25 th /26 th June	Monklands Sporting Car Club Forrestburn Hill Climb	Full
3 rd July	MAC Shelsley Walsh Clubmans Hill Climb	Full
10 th July	Triple-M Summer Gathering	Full
24 th July	VSCC Cadwell Park Race Meeting	Full
24 th July	Monklands Sporting Car Club Autotest	Full

SLADE TROPHY 2016 - SCORES TO 28th JULY

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	34
2 nd	M	David Rushton	17
3 rd	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 25th JULY

	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 st	J2-PA/s	Mike Painter		0.125
2 nd	J2/s	Fred Boothby		0.314
3 rd	C/s	Duncan Potter		0.406
4 th	PB/s	Mark Dolton		0.415
5 th	L1, PA/s	Andrew Morland		0.516
6 th	PA	Hamish McNinch		0.634
7 th	C/s	Chris Cadman		0.686
	L1/s	Charles Jones	4	0.382
	PB	Simon Jackson	4	0.979
	PA	Mike Davies-Colley	3	0.687
	KN/s	Richard Jenkins	3	0.858
	PA	Anne Boursot	3	0.892
	PA/s	Harry Painter	2	0.179
	PA/s	Thijs de Groot	2	0.250
	NB/s	Jane Metcalfe	2	0.688
	C/s	Dave Cooksey	2	0.813
	PB/s	Andy King	2	0.900
	PA/s	Michael Barber	2	0.944
	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
	J2/s	Christian Höptner	1	0.966
	NA/s ss	Thomas Hardman	1	1.000

PA.2131 - BDU 9
By A.E. Gregory

A vintage photograph showing a car, likely a 1929 Singer Porlock Saloon, driving on a dirt road that curves through a mountainous landscape. The car is in the distance, and the road is dusty. The mountains are rugged and partially covered in snow or light-colored rock. The sky is overcast.

**Recollections of owning
Sage Green PA.2131**

My first car was a 1929 Singer Porlock Saloon for which I paid £9.00 in 1940 in London. This car I converted into a sports model by cutting the top off, lowering the seats, extending the bonnet and lowering the steering column. This car was used for six years and sold for £20.00. My second car was a Triumph Gloria Saloon. This was kept for five years and then sold to buy the MG.

The MG was used daily to work at the boatyard at Balloch where I was a mechanic to a fleet of launches. No alterations were made to her apart from twin tail lights as required by law. She was always kept under cover at night and as I had the use of a ramp I could keep the underside in good repair.

In October 1964, I decided to have a holiday in Ireland and booked a passage on the Burns Laird boat from Glasgow to Belfast. On arriving at the loading bay the car was left in the hands of the loaders who shoved it under the crane, placing lifting bars under the front and rear springs. They lifted her up to chest height and, not very sure about the position of the front bar, stopped the crane, then gave the bar a pull to test the security. As a result, the bar flew out and the car crashed nose down onto the ground, pulling the front valance and number plate up at right angles. All this I saw from the deck of the boat. My first thoughts were that the holiday was a non-event as I felt sure that some damage had been done. However, a lifting net was brought out and she was lifted on board and lowered into the hold. I reported the matter to the purser and a form was filled in.

On arrival at Belfast, she was lifted out in the same net and deposited on the dock wall. I had a good inspection for likely damage but could see none apart from the valance. I started her up and drove to a local garage where they straightened out the part and said that if I left it with them they would re-spray it and I could collect it on my return to Belfast. This I did and it cost £2.10s. I never bothered to claim damages.

The little caravan in the photo I made myself from marine ply and aluminium angle with a tubular steel chassis. Many a happy time was had touring the country in it.

On the death of my father I was left with his car, an Austin Cambridge, my mother, now in her 80's was not fit for MG's so I had to reluctantly part with what had been a fine little car. I had collected quite a few spare parts including a spare engine and gearbox, also a complete rear axle. All included, I sold for £200.00, exactly the figure I had paid for her sixteen years before. It is good to know that she is still going and listed in the MMM Registers.

A.E. Gregory, Dumbarton (written about 1995).

These notes were provided by Douglas Dick, via Graham Arrondelle. The car is currently shown on the Register as being owned by John Curl. Any other information on the car would be welcome.



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A sparkling line-up of 4-cylinder MG's await judging in the Pride of Ownership competition
Photo by Digby Gibbs



The Reid family trying to beat the record for number of people in an MG (6!) but don't tell Ian MacKay
Photo by Digby Gibbs



This excellent cartoon by Rob Waller from Australia is probably closer to the truth than many of us would care to accept but family and friends will, no doubt, be nodding in agreement. However, for those for whom it is too late, Elaine Richards has provided the following parody of a well known verse:

***The kiss of the sun for sunburn,
A shower of rain for mirth,
You are nearer to God's humour in a sports car,
Than anywhere else on earth.***

The cartoon was commissioned by Richard Hinton for a recent MG event that he organised. Many thanks to Richard for permission to reproduce the cartoon and to Elaine for the verse.

