

TRIPLE-M REGISTER BULLETIN



April/May 2016





MG's on Track: Goodwood February 2016
 Photograph by Colin Murrell

BULLETIN No 90

April/May 2016

Front Cover Picture:

Car of the Year 2016: GX 9693

A rare view of Duncan Potter and Emma Withers in GX9693 at the same time and without racing overalls. Congratulations to them for a very consistent performance throughout the year and a well deserved award for the hard working car.

Editorial

Welcome to the second Bulletin of 2016. The Triple-M scene is already up and running and a number of events will be history by the time you read this.

I should probably explain why the last Bulletin was late in arriving and why this edition may also be late. The February/March edition was the first produced using new software, a move that was forced on us and meant that Bob could no longer do his editorial magic. It has been a steep learning curve and all the hard work has been done by Lyn Handy who



has the misfortune to work with me and made the mistake of showing an interest in the process of producing the Bulletin. She is also an MG owner, albeit a 'modern' MGF Trophy.

To make up for the lack of UK events through the winter we have another taste of MG life in Australia. This time we have an excellent report from our President on his visit to the Bathurst event last year. We also have some notes and photographs from Peter Kerr giving the 'Aussie' view of the same event.

Other highlights are the promised follow-up to the centre-spread photo of MG 3880 and a technical article on cylinder head lubrication from Barry Foster.

In anticipation of the much awaited Ulster Tour we have a fascinating article about the 1938 Circuit of Ireland winning PB. This is particularly appropriate as the same car has recently been put back on the road and has been entered in the Ulster Tour. Many thanks to Simon Johnson for providing the original article and for pointing me in the right direction to make contact with the current owner, Martin Gratte.

Corrections:

We have been advised of a few corrections and amendments to the last issue:

- *Albury Invitation: We have been advised that the e-mail address is printed wrongly and should have a full stop after the number 1: richard@hinton1.fsbusiness.co.uk*
- *Manx Article: Christian Hoptner has provided the following corrections: Mansell was incorrectly referred to as Dennis Marshall; the Midget was J.4004 and in case anyone is interested in Bugattis the totals should have read 1 x Type 37 and 2 x Type 51.*
- *Bob Richard's email: please note that Bob has had to change his email. The new address is now included on Page 46.*
- *Apologies to George Eagle for cropping his first paragraph*

Future Events: 2016

Brands Hatch: Triple-M racing
MGCC Silverstone
Register Tour: Ulster
Register AGM: Abingdon
Register Summer Gathering
Pre-war Prescott
Cadwell Park: Triple-M racing
VSCC Prescott
VSCC Pembray
MGCC Wiscombe Hill Climb

Sunday 1st May
4th/5th June
7th-12th June
Sunday 26th June
Sunday 10th July
Saturday 16th July
Sunday 24th July
5th/6th/7th August
20th/21st August
10th September

TRIPLE-M REGISTER SUMMER GATHERING

Sunday 10th July 2016

The Triple-M Register's annual Summer Gathering with BBQ lunch is again being organised by Peter Green and will take place at his home in Farnham Royal on Sunday 10th July, commencing at 11.30 a.m. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. The event will be run on similar lines to previous years, there will be a self-judging pride of ownership and a light hearted gymkhana for those who want to take part, as well as some other fun competitions to keep everyone amused. Also after its success last year there will again be a 'Bring and Buy' stall for those that have parts or memorabilia to sell.

The cost of entry is £15 per person which includes the BBQ lunch and drinks throughout the day. Peter regrets that it will not be possible to enter on the day as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone. Please also note that the number of participants is restricted to 120, so please enter in plenty of time to avoid disappointment.

An entry form is included with this Bulletin and can, if necessary, be downloaded from the 'Document Downloads' page of the Triple-M website www.triple-mregister.org



Chairman's Jottings

By Dick Morbey

Welcome to the April edition of our Register Bulletin. It is in the nature of things that contributions to these pages have to be written some time before the publication appears in print, and may therefore have limited predictive power. For example, in the previous edition I promised that this month we would let you have details of how to access the details of you and your car on the new Register database. The good news is that the database project is steaming ahead; we shall be having an all day working seminar for the Registrar and



database administrators on 1st April (some might say an appropriate date). This should be the final proving session, following which I hope the committee will be able to sign the project off and unleash it on an eagerly expectant membership.

Those of you who were able to see an early version of the database in action at the Stoneleigh show did say how useful and impressive you found it. So please bear with us for just a little longer - we're nearly there!

But in the meantime do please remember to tell us whenever:

- You buy a Triple-M car
- Sell a car (in which case please give us details of the buyer!)
- Change your address or telephone number or your e-mail address

Competition

Preparations for the 2016 UK competition scene continue apace. Mark Dolton has been particularly active in promoting Triple-M racing interests, which this year have already included an MGs on track session at Goodwood race circuit in February. The Parnell K3 was in action at the Goodwood Members' Meeting on 20th March and acquitted itself well.

On Sunday, 1 May we have the Triple-M race at the MGCC race meeting on the Indy circuit at Brands Hatch where the Mary Harris Trophy will be competed for. 12 cars have already entered and more entries are 'in the post'. Mark's target is 20. Quite apart from the competitive aspect, this event should be an occasion for fun and celebration, including the presentation of the 2015 competition awards, so do please come along to support your Club and Register on this important occasion.

On 24th July there will be a Triple-M vs Austins race at the VSCC Cadwell Park meeting, followed on 20/21 August by a team relay race at VSCC Pembrey.

Social Events

On Sunday 10th July we have Peter Green's very popular Summer Gathering. Application forms should be in this edition of the Bulletin.

A reccy of West Cornwall will take place later this month with an eye to a Register touring event there in the first week of October 2017. So far expressions of interest have been received for 23 cars but to be viable we need to more than double that, so please let us know if you may wish to take part. Watch this space for further news.

Your Committee

Those of us who are fortunate enough to own a Triple-M car may not always stop to think about the service we receive from the Register committee and its volunteer members. We have now reached a stage when several of the committee wish to take a break - particularly those who have been in office for very many years or indeed decades. As of now:

- The 2015 **Yearbook** will be the final one which Cathelijne Spoelstra will be editing, so our most pressing requirement is to find a volunteer to take over from her;
- Our long-serving **Librarian** Peter Hemmings wishes to pass on his responsibilities to a successor; and
- Graham Arrondelle is looking to reduce his overall duties as **Registrar** and focus on just the PB model.

We will be working on a succession plan to refresh the committee in stages, in order that owners' interests can be supported into the future. However right now is a critically important time for the Register and we really do need some new blood. With all the talent that is out there amongst you owners there will be many ways in which you could contribute, so may I urge you to get in touch with any of the committee (details in the back in this edition) to offer your skills? Just think of the thrill of being able to put something back into our little community! Let's be 'aving you!

The AGM

All of the above and much more will be up for discussion at our AGM which will take place at Kimber House, Abingdon at 3 p.m. on Sunday 26th June. All MGCC members are encouraged to attend and non-members are also welcome as observers. Go on, you know you want to

And finally, a PA 'replica' arrives

The 'R' word is of course banned in almost all Triple-M circles but this version of a PA was spotted at a recent birthday celebration.....



Secretary's Report

Committee Meeting held in March 2016

Chairman Dick Morbey stated the activity on the **Register data base**, which is aimed to go live in either March or April, had entailed a huge amount of work on the part of the Registrar, sub-Registrars and Koen Struijk. The opportunity to demonstrate the new web pages at the Stoneleigh Show was useful, thus it was possible to update much data about owners cars. As a result of the work already carried out on the project some inconsistencies have emerged – identity issues, duplicate vehicles etc. These are being dealt with - difficult cases will be referred to the Committee unless they can be resolved by the Registrar. Ongoing work will include creating a manual, a second meeting of the sub-Registrars and Koen and work by Koen on creating a new front end/interface between the Register's main web site. John Emmett, who has assisted at Stoneleigh in the last 2 years, has indicated an interest in acting as sub-Registrar for the J2s. **The MG & Triumph Spares day at Stoneleigh, 21st February**, was well supported and highly successful. Thanks are due to all who assisted including Andy and Angie King for bringing their Cream Cracker PB JB7521, and to Barry Walker who supplied the NB. The theft of a sample metal car badge was disappointing. **Racing** – Mark Dolton continues to press forward organising, participating and promoting events for 2016. Thanks are due to him; it is good the Club is showing increasing enthusiasm.



Secretary George Eagle reported the work on the new web site has been by far the busiest activity. His role as sub-Registrar in the last quarter has included downloading all the Register's F/L/N photographs as well as starting to download the documents commencing with the L2s. The task has generated contact with a few owners some of whom have responded to a request for more information on their cars and to include photos. Denis Jury, who owns L0658, has submitted an interesting piece on his car which was exported in chassis form to Australia and has a competition history. He has kindly agreed the Register can use this article in the Yearbook. The sale of metal car badges continues at a steady rate. **Archives**. There has been some contact with members regarding material which may be suitable to be included in any Triple-M archive created within the Club's new building extension. The Officers of the Committee agreed the Register should donate £1000 to the Archive for cabinet/display unit to store/display Triple-M related material. As noted by Dick Morbey in his Chairman's notes the **Stoneleigh Show** was a great success with Library takings of £902. We have indicated to the organisers that we would like to be allocated the same stand 13 in Hall 3 for 2017.

Treasurer Bob Milton presented the accounts for the year ended 31st December; these were discussed and signed off. The Committee thanked Bob for keeping the Register's accounts in such good order. With regards to events it was agreed the Register should subsidise the **Ulster Touring** event with approximately £500/£600, and also to again subsidise the **Brand Hatch** event by paying £300 for transponders and also a sum not exceeding £500 to cover the costs of the BBQ lunch and champagne victory celebrations. Finally it was also agreed the Register should make a suitable donation to the **MGCC Archive project**.

Registrar Graham Arrondelle had tendered his apologies for not being able to attend the meeting but tabled his thanks to fellow Committee members in coming forward to help spread the load. Work had continued apace with many updates and changes since the December 2015 Committee meeting; this included 37 entries, many owner changes but only two new cars – one Jarvis bodied M Type and a PB which is soon to go to Canada with owner T Neilson. Although the move to the new web site is progressing well the parallel system will continue to be operated until the Committee agrees it should cease. As is the norm with most Committee meetings quite a lot of time was taken up with discussions over questions regarding the identity of some cars etc.

Competition Secretary Mike Linward also tendered his apology for absence. The final competition tables for 2015 was published in latest issue of the Bulletin. The main work has been to complete the Yearbook report, the text is complete leaving the photographs and captions to be finalised. **The printed Register** should be generated from the new data base in time for Silverstone. As last year Mike will be arranging for the printing in time for sale at MGCC Silverstone.

Bulletin – the February issue had just been distributed before the date of the Committee meeting and it has been very well received. Editor Digby Gibbs has received articles which are ok to print but would welcome more in the way of technical articles. The Committee agreed to Digby's suggestion that details of cars changing hands can be noted without mention of the owners.

Yearbook Editor Cathelijne Spoelstra was also unable to attend the meeting but reported that all articles have been submitted including two technical ones; she is currently busy editing these. As is the custom it is planned to have the new Yearbook on sale at MGCC Silverstone.

Web site. The search facility was still down but web master Nick Feakes has been working to fix the problem. Post the meeting it was agreed he could investigate the matter of acquiring suitable SQL software to update the facility.

AGM – as Dick Morbey has indicated in his report the AGM will take place in Abingdon at 3pm on 26th June following the Committee meeting, and that volunteers are needed to replace the two long standing members who wish to stand down. The usual AGM Notice will be placed in the May issue of Safety Fast.

Events 2016.

Brands Hatch 1st May There will be two 15 minute races and Mark Dolton is making good progress in organising the entry. The target is 20 and to-date 15 entrants, including Mark, have confirmed their intention to enter. Discussions have also been held with a further 13 possible entrants who have confirmed interest but have yet to enter.

Silverstone 4th – 5th June. The Register will again be present in the main marquee where the Registers are asked to arrange their display to fit the theme 'Heritage'.

The Northern Ireland Tour 7th to 12th June has been fully booked.

Summer Gathering will take place on 10th July at Greenacres.

VSCC Cadwell Park 24th July - MGs v Austin Challenge. 13 racers have expressed interest so far.

VSCC Pembury 20th/21st August team relay race.

Date of next Committee meeting 26th June 2016.

G Eagle

Hon Sec

30th March 2016.



A promotional poster for the VSCC Cadwell Park MG MMM vs Austin Challenge. The poster features a central image of a race track with a large 'VS' in the middle. On the left is the Triple-M Register logo, a yellow shield with a black 'M' and 'R' and the text 'LAUDIS ALGITE PRIORIS' and 'TRIPLE-M REGISTER'. On the right is the Austin logo, a winged car with the word 'Austin' in script. The background of the central image shows a race track with spectators. The text 'VSCC Cadwell Park' and 'MG MMM vs Austin Challenge' is at the top in white on a black background. The date 'July 24th 2016' is at the bottom left. At the bottom, on a black background, it says 'Entries are now open at www.vsc.co.uk' and 'For info contact: mdjdolton@gmail.com'.



Gerrards Cross Annual Classic Cars & Motorcycle Event



**The Memorial Centre
Gerrards Cross**

**Wednesday 10th August 2016
from 12.00pm**

www.gxclassiccars.co.uk

**A wonderful opportunity to bring your family and
friends to see an amazing collection of vintage cars and
motorbikes (Pre 1989)**

Entry fees for vehicles as follows: Car £5.00: Motor Cycles £3.00

Spectator entry - £1.00

(Children under 14 – free!)

All net proceeds to charity

Light Refreshments & Licensed Bar Available

**A Charity Event in aid of Abbeyfield (GX) Society,
Rotary Club of Gerrards Cross & Chalfont St Peter and Gerrards Cross Community Association**

THE 2015 MG PRE-WAR RALLY BATHURST

Report and photos by Philip Bayne-Powell

Two years ago I was sent the review publication of the previous rally also held at Bathurst, which looked such a great event, that I decided we must take part in the 2015 event.

We therefore planned a 6-week visit down under around this event, visiting New Zealand's South Island beforehand and Tasmania afterwards.

We know quite a few Aussies, as they are often over here for our Triple-M rallies, and often in cars that we have lent them. Consequently our good friend Ed Taylor kindly offered us the use of his recently restored NA 2-seater to go to the rally, whilst he would be in his J3.



J.3762 and NA.0303

The rally took place from signing-on on Friday 13th to Sunday 15th November. As we had some 500 miles to get there from Melbourne, we set off on the Wednesday for a leisurely scenic route run.

We linked up with Tony Basham with his well travelled PA, as well as Graham Steinfort who was trailering his Aspinall-bodied PA, together with Graeme Jackson with his TA, substituting for his P-type, which was playing up. As the trailers and PA were slower than our two supercharged cars, Ed Taylor and ourselves went on to the designated coffee or lunch stop, where we met up with the others for a chinwag. We stopped off at Beechworth, where the 2011 pre-war MG rally had been held amongst the lovely old buildings, most of which dated back to the 1860s.

The roads were wonderfully empty, so we went at our own pace of 55-60mph for miles (kilometres out there) on end, with 3200-3500revs on the clock. Once in New South Wales, we noticed that the roads were worse than in Victoria, but 'our' N-type easily soaked most of them up, although we found out a few days later that the front nearside shocker bracket had sheared right through! The maximum speed in Australia is 100 km/hr, which is 62 mph, which is relatively slow in a country with nice empty roads.

Our cars had red "Historic" registration plates, issued by the Victoria state which allow the car to be used for 90 days a year, but a log book has to be filled in before each journey. There is also a cheaper option of a 45-day usage. The historic status has to be verified by the appropriate club beforehand. However, this system hasn't been adopted by all the other States, some of which restrict the car for use only to official rallies. But the news is that they will soon be following Victoria, however the other states (but NOT Western Australia) do recognise the red Victorian plates, allowing cross border usage.

Our first overnight stay was at a caravan park in Howlong (yes - that is its actual name!), which was enhanced by an old-type scrap yard opposite, which of course had to be investigated. We had covered a useful 200 miles that day.

The next night we stayed in a lovely old pub, where we had to share the toilets and showers, but the excellent evening meal made up for it. We were joined by Ed Taylor's son, Aaron, and Graeme Jackson's son, Tim, who had trailed up the Jackson L1 that day.

Next day we drove to Bathurst where we parked up in the Rydes hotel at the Mount Panorama circuit, and signed in, collecting our documents for the weekend. The covered car park was seething with pre-war cars arriving, and I caught up with a lot of people including George and Marguerite Morgan, who had brought their team of K1 tourer, K3 rep, and TD, as their N-engined F-type wasn't well.

In the evening we had a buffet reception held in amongst the cars of the National Motor Racing Museum, just a stone's throw from the hotel. The mayor of Bathurst made a welcoming speech, saying how much they were pleased to see us again.

We were staying in a 5-bed self-catering cottage on the edge of town, where we went back for an early night.



J.3762, J.3763, QA.0257,
C.0261

Next morning was the first day of the rally and all the cars were assembled in the closed off Russell Street in front of the town hall. There were 73 cars entered, although some of them didn't make it, including the two K3s. Peter Brigg's K3003 was still on the high sea returning from its UK excursion, despite being promised that it would be docking in Sydney in time for Bathurst. John Gillett's ex-Bira K3030 was still at Vintage & Historic Restorations having its engine sorted out, and although they were working hard on a number of Triple-M cars to get them to Bathurst, K3030 didn't make it. However John's other cars came up driven by friends –his NA, L1 and his TA Tickford. The SVW cars were out in force celebrating the launch of their cars 80 years before. Twenty of them made a fine sight.

It was also nice to meet up with Arthur Ruediger with his ND (NA 0333); I had been helping him out with his restoration and parts. This car was previously owned by Harry Hickling (of Peking to Paris fame), who had started the restoration, and which I had been to see when we were last in Australia, six years ago, when I helped him identify what all the holes in the firewall were for!

The star of the show was undoubtedly John Lackey's beautiful Q-type (QA 0257), which had been comprehensively restored by Richard Moore, the previous owner. John was driving it on the roads without wings or lights, as he had assured the authorities that this is how it was originally sold. John is a racing man, so this car will be seeing a lot of track time.



**John Lackey's recently
restored QA.0257
(ex Richard Moore)**

There were also six F-types, which was a good turnout, as well as 5 M-types; the one owned by Jim Thompson was halfway through its restoration, so had to be pushed around. The oldest car there was Julie Craig's beautifully original 1925 4-seater 14/28, which she uses a great deal. This is probably the oldest MG on the roads today.



Consecutively numbered J3's in the Hotel car park at Bathurst. Ed Taylor's J.3762 on left with Ed at the wheel. Ross Kelly in his recently restored J.3763 on right. Ross' car is fitted with J4 gearbox, 12" brakes and an outside exhaust; all fitted by the factory in 1934 before the car went to Australia.



The Pit Lane at Mount Panorama Circuit with two rare Aspinall bodied cars. Walter Magilton's NA.0281 in front of Graeme Steinfort's red PA.1298

The rally was also host to the Wolseley Hornet Club, one of which had an Australian Airline body, which was alongside the TA Airline coupe, both cars being owned by Col Schiller. There was also a Whittingham and Mitchell bodied Wolseley, and another looking just like an L-type saloonette.

The rally was enlivened by some early Quadracycles and Penny Farthing bicycles being demonstrated.

After lunch we drove the short distance to the Mount Panorama race circuit, which is actually a public road, but closed on race days. We were therefore able to drive round this exciting 6 kilometre track, albeit at the 100km/hr speed limit.

This circuit is more like a hill climb and race track combined, as it rises (and falls) over 170 metres, with some very tight downhill bends. The race cars take these at over 100mph – we were struggling round them at the 100km/hr limit, so engendering great respect for the racers.

There is also a very long straight called Conrod Straight, due to the propensity for con rods to fly out when the cars are at full chat for a sustained period! In the N-type we needed to overtake some of the SVW guys, always checking for oncoming traffic. At one point we were on the Conrod Straight when the sound of a blown 750cc Q-type announced it was coming past. We quickly tucked in behind John Lakey, and were rewarded with the sound of this lovely car, as it poured on the coals. How often does one have the opportunity to travel behind a Q-type on the road?!!

Ed Taylor took the Bathurst mayor round in his J3, and we heard that when the V8 racers descend on the town, 200,000 people arrive to watch, generating \$20 million for the town. However the J3's starter decided that it had had enough and so we had to push start the car at each stop until we got back to Melbourne. Normally one could take the starter off and check it out, but the J3 has a 4-branch manifold, which has to be taken off first, so it didn't get sorted. The rally hosted a barbeque that Saturday evening, but the Jacksons said it was not very good last time, so they took us out into the bush to an 1865 staging post/pub, where we had an excellent meal with our Melbourne group, and the locals were out in force and enjoying the bush band with energetic barn dancing.

The Sunday morning was a 50-mile tour to the town of Orange, and the Borrowdell Winery, where we were all parked up on a plateau overlooking the beautiful countryside. There was a singing group to entertain us while we talked MGs and had our buffet lunch.



Borrowdell Winery Lunch Stop
Ed Taylor's NA.0303 used by the Bayne-Powells for the event

We chose a different return route from the official one, and took a detour to the lovely old village of Millthorpe, with timber houses with double storey verandas. Others had decided to do the same, so the streets were lined with rows of pre-war MGs, adding to the period setting.

The rally finished off with a gala dinner at the Rydes hotel, where 200 people sat down to a 3-course meal. Before we sat down we held a minutes silence for the French people who had been in the terrible terrorist attack a few days before – some of us hadn't heard about this, as we were all engrossed in the rally.

A talk was given by the patron of the group, Walter Magilton, covering the past 50 years of the Register. Then it was my turn to take to the stage, as I had been asked to give a review of the past 50 years of early MG motoring in the UK. This seemed to go down well, even if we had trouble getting the right pictures up on the screen!

It was then time to say our farewells to all the lovely people we had met, knowing we were unlikely to see them again.

We decided to stay an extra day and chill out by exploring Bathurst itself more thoroughly. Bathurst was first established in 1815, and was named after Lord Bathurst, who was the Secretary of State for the Colonies. There are still many old buildings dating from the mid-1850s, which we saw on our walking tour, before the rain set in.

Ed Taylor and ourselves then left on the Tuesday for another leisurely tour back to Melbourne, meeting up with Malcolm Robertson in Canberra, as we hadn't had a chance to catch up with all his news at Bathurst. We had pretty good weather for the 3-day journey, although when we were up on the high plains at 3000 feet, the fierce side winds were the worst I have encountered, making driving hard work to stay on the road! We also saw the wonderful sight of yellow mimosa trees lining the road for many miles.

On the last day we called in to see George and Marguerite Morgan, and see the progress on their many MGs. Greg Smith from the Abingdon Centre was also there as he had been helping George get his cars ready for Bathurst, and looks after Marguerite's ex-Bob Hudson C-type which lives in the UK. We got the cars back to Ed Taylor's home on the Friday after 10 days of Triple-M motoring, covering 1200 miles all told. It had been a tremendous event, made even more memorable by being able to take part in Ed's fully sorted NA.



CIRCUIT OF IRELAND - 1935

In recognition of the forthcoming Ulster touring event we are pleased to be able to reproduce these fascinating recollections of the 1938 Circuit of Ireland by the co-driver of the winning car – MG PB 0383, registration BZ 3433

Driver R. Graham Chambers

Co-driver Charles I Hicks

We also have some recent photographs of the car courtesy of the current owner, Martin Gratte who has entered the car for the Ulster Tour.

50 Years on.....

Reminisces of the co-driver of the winning 1935-920 cc M.G. Midget (P.B. Type) in the 1938 Circuit of Ireland Trial.



Figure 1

Venue:- 1000 Mile Complete Circuit of Ireland in 3½ days.

Dates:- Start, Saturday 16 April 1938. Finish, Tuesday, 19 April 1938.

By Charles I Hicks DFC, B.Sc., M.Sc., C.Eng. F.I Mech.E., of Hillsborough, Co. Down, Northern Ireland.

I have never been able to find out from him why my 1st. cousin (once removed) R. Graham Chambers L.D.S., A well-established dentist in the county town of Downpatrick, chose me, a mere 17½ year old schoolboy, as his one and only co-driver in this redoubtable trial.

Since its inception in 1931, this Trial (or Rally, as it is now known) had built up a considerable reputation, so that understanding can be given to my red hot enthusiasm at being offered the chance to participate.

For an over-sight of the history of this Trial, see "The circuit of Ireland Rally-Fifty Years On" by Sammy Hamill, Published 1981 by Tudor Publications, 99 Botanic Avenue, Belfast BT7.1JN, Northern Ireland.

The format for the 1938 "Circuit" was for daylight driving only for 3½ days, the 3 intervening nights being conveniently spent in hotels. This "comfortable" regime, coupled with calm days with the sun splitting the heavens, resulted in an event of tremendous scenic enjoyment for all who took part.

Within 17 months of the 1938 Circuit of Ireland Trial, the 1939/45 War started, and all thoughts of pleasure, and of competitive, motoring had to be forgotten "for the duration". After the War, shortage of vehicles/fuel, and austerity, for a number of years greatly limited my personal interest in "The Circuit", and after that for about 20 years the raising of a family was my major priority. Hence I lost contact completely with the little red M.G., vehicle registration number BZ 3433, which took us to victory in 1938 (But please read on!) -my cousin had exchanged it just after the 1938 for a larger 1½ litre M.G.

The route for the 1938 Trial was as follows:-

Saturday 16 April 1938

First car (of 44 strong Belfast contingent) left Stranmillis Embankment, Belfast at 9am. Also first car of Dublin contingent of 9.

Two streams met at Dundalk (Intermediate Control)

Via Ardee to Mullingar (Check)

To Carlow (Control & a belated lunch!)

Via Kilkenny, Clogheen, Lismore & Youghal to Cork (Arrival Control)

Overnight Cork town.

Day's mileage 300 miles.

Sunday 17 April 1938

First car left Cork at 9am via dusty roads to Adrigole (Check)

Up Tim Healy Pass. Timed Distance 4 miles in 10 minutes and on to Bealalaw Bridge (Check, difficult to find)

Via Cahirciveen (Check) to Killarney (Control)

To Galway (Arrival Control)

Overnight Galway town

Day's mileage 300 miles

Monday 18 April 1938

Galway to Clifden to Sligo. No intermediate Controls. On to Glencolumbkille (Check). Via Glengesh Hill, and on to Bridgend Frontier and Londonderry (Arrival Control) Ovenight Londonderry town
Day's mileage 300 miles

Tuesday 19 April 1938.

First car left Londonderry 10am to Ballyvogy (where there was an unexpected holdup), via Torr Head Timed Section at 24mph, Cushendall, Antrim Coast Road to Larne (Check) and on to Bellevue, NE of Belfast (Final Control).

Followed by Two Driving Tests A & B and pass-out Scrutineering on the Bellevue Plateau.

Day's mileage—100 miles, giving Total Trial Mileage of -- 1000 miles.

Postscript- Non Northern Ireland Readers may be wondering at the choice of Trial dates - from Easter Saturday to the Tuesday after Easter -this fitted in with (and still does!) the N.I. Public Holidays (not Bank!) of Easter Monday and Easter Tuesday, a custom which has certainly applied since Irish Partition in 1921 - how Irish can we get!!

Please see Figure 1, which shows the map of Ireland with Route for the 1936 Circuit superimposed. The overall route for the 1938 Circuit was the same, but the controls varied.

CIRCUIT OF IRELAND, 1938.—PROVISIONAL RESULTS.														
MARKS GAINED (+) OR LOST (-)														
No.	Driver	Notes	Class	at Clifden	at Sligo	at Glencolumbkille	at Torr Head	at Cushendall	at Antrim	at Larne	at Bellevue	at Belfast	at Final	Remarks
1.	BRINDLEY, T. A.	Chrysler	IL	+	+	+	+	+	+	+	+	+	+	Retired
2.	PETERSEN, W. C.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
3.	PETERSEN, J. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
4.	BRINDLEY, M. A.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
5.	GAFFNEY, F. G. G.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
6.	TEMPLETON, A.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
7.	O'REILLY, W. E. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
8.	BRINDLEY, C. R. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
9.	CHORSE, G. V. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
10.	SHAW, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
11.	WELSH, A. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
12.	DICKSON, J. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
13.	MORRISON, D. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
14.	BRINDLEY, W. M. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
15.	ROBINSON, C. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
16.	BRINDLEY, Mrs. E. M.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
17.	LOUGHERAN, Dr. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
18.	O'NEILL, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
19.	BROWN, (Jr.) J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
20.	MORRISON, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
21.	BRINDLEY, T. G. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
22.	ORE, Mrs. M. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
23.	MACDONALD, R.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
24.	CATCHPOLE, Dr. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
25.	CHAMBERS, W. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
26.	CHAMBERS, R. G. G. (Jr.)	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
27.	BRINDLEY, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
28.	SHAW, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
29.	WELSH, A. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
30.	DICKSON, J. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
31.	MORRISON, D. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
32.	BRINDLEY, W. M. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
33.	ROBINSON, C. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
34.	BRINDLEY, Mrs. E. M.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
35.	LOUGHERAN, Dr. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
36.	O'NEILL, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
37.	BROWN, (Jr.) J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
38.	MORRISON, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
39.	BRINDLEY, T. G. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
40.	ORE, Mrs. M. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
41.	MACDONALD, R.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
42.	CATCHPOLE, Dr. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
43.	CHAMBERS, W. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
44.	CHAMBERS, R. G. G. (Jr.)	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
45.	BRINDLEY, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
46.	SHAW, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
47.	WELSH, A. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
48.	DICKSON, J. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
49.	MORRISON, D. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
50.	BRINDLEY, W. M. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
51.	ROBINSON, C. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
52.	BRINDLEY, Mrs. E. M.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
53.	LOUGHERAN, Dr. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
54.	O'NEILL, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
55.	BROWN, (Jr.) J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
56.	MORRISON, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
57.	BRINDLEY, T. G. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
58.	ORE, Mrs. M. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
59.	MACDONALD, R.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
60.	CATCHPOLE, Dr. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
61.	CHAMBERS, W. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
62.	CHAMBERS, R. G. G. (Jr.)	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
63.	BRINDLEY, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
64.	SHAW, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
65.	WELSH, A. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
66.	DICKSON, J. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
67.	MORRISON, D. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
68.	BRINDLEY, W. M. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
69.	ROBINSON, C. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
70.	BRINDLEY, Mrs. E. M.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
71.	LOUGHERAN, Dr. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
72.	O'NEILL, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
73.	BROWN, (Jr.) J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
74.	MORRISON, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
75.	BRINDLEY, T. G. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
76.	ORE, Mrs. M. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
77.	MACDONALD, R.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
78.	CATCHPOLE, Dr. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
79.	CHAMBERS, W. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
80.	CHAMBERS, R. G. G. (Jr.)	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
81.	BRINDLEY, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
82.	SHAW, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
83.	WELSH, A. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
84.	DICKSON, J. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
85.	MORRISON, D. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
86.	BRINDLEY, W. M. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
87.	ROBINSON, C. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
88.	BRINDLEY, Mrs. E. M.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
89.	LOUGHERAN, Dr. D.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
90.	O'NEILL, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
91.	BROWN, (Jr.) J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
92.	MORRISON, A. L.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
93.	BRINDLEY, T. G. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
94.	ORE, Mrs. M. B.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
95.	MACDONALD, R.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
96.	CATCHPOLE, Dr. J.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
97.	CHAMBERS, W. E.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
98.	CHAMBERS, R. G. G. (Jr.)	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
99.	BRINDLEY, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired
100.	SHAW, J. W.	MG	IL	+	+	+	+	+	+	+	+	+	+	Retired

Figure 2

50 Years On a few personal reminiscences may be of interest:

The Farewell.

My first memory is a very intimate one - of my father (died 1940), and his elder brother (died 1958), the latter on a rare short trip home from B.C. Canada - who were unexpectedly (to us) at Ravarnet, 8 miles from the start, to wave us Good Luck - with my black and yellow woolen school scarf!

The "Blood Letting"

On the Saturday, after we had reached Dundalk (50 miles), I was allowed to take the wheel for the first time in the Trial.

The road to Ardee just outside Dundalk runs roughly West South West with a high stone wall close on the left-hand side - it was dead straight, so I thought that it was a good chance to make up on time, and we sped on. Little did I know that when the high stone wall stopped, the main road turned sharply (but sharply at 90°) left. Well, we slithered round with the help of the excellent road-holding of the little 4-seater MG, and were just nervously recovering when we nearly ran into No.2, a black 2-seater MG from Dublin (M.C Fitzherbert) who had failed to negotiate a bend and his car was lying upside-down on the road. Fortunately no one was injured, but the car was badly bent, and had to retire.

Using later RAF aplomb, we said "Hard Luck Chums"- and pressed on regardless. Thus was the blood let!!

The Tim Healy Pass (Co. Kerry)

I had been up this Pass previously, and have been up it a number of times since in both directions, but never have I seen it in such magnificent weather. Had it not been essential on the way up to concentrate all on the driving for the timed section, we would have seen the scenery on both sides; however, once we breasted the top with the timed section behind us, the view to the North over Kenmare River and Kilmakilloge Harbour with the Glanmore Lough just down below us (They say that the sun never shines on it!), was more than enough to satisfy. And on to Killarney, Limerick and Galway.

The Monday Run.

This was when the beautiful weather made such a difference, when coupled with -the run to Clifden through The Twelve Pins of Connemara (Mountains all over 2000ft) and on past the fiord-like Killary Harbour to Westport, Castlebar, Ballina and Sligo.

Then past the lowering Benbulbin (1736ft) to Bundoran, Donegal and westwards and out to the Glencolumbkille headland. It was on this leg that No. 20. the 1911 Mors (A.L.Cowdy), the eldest car by far in the Trial was forced to retire - but after a bit of repair work, they were able to get back to Banbridge base (unaided) by a more direct, and less steeply graded route. Could this happen in 1988 conditions?

Then on via Ardara on poor roads via the car-breaking Glengesh Pass and through the mountains to Letterkenny and Londonderry

The Tuesday Near Disaster

We thought (remembering the scrutineering later that day) that we should call in at a garage in Coleraine to get various things checked over - it was a straight run to the final Control at Belfast, with good roads, so we reckoned to have ample time to spare. To our consternation, we found that all cars were being stopped before entry onto the timed secret stretch over Torr Head and released at rather long-intervals - in the order in which they had arrived. We were No. 28, but we were in among the mid-40's, so you can imagine we had a while to wait. Equally, after going through the timed section (secret & with steep hills, narrow roads, sharp corners and dirt surface), when the better of my two stop-watches chose to cease working, we reckoned that we had 54 miles to do to the final Control with an obligatory check in Larne to have our card stamped - and 55 minutes to do them in - and this round the sweeping County Antrim Coast Road corners with frequent villages. Well - I had the brakes on most of the time but as my cousin was doing the driving, the speed wasn't greatly affected and we arrived at the final Control at Bellevue with 30 seconds to spare - Phew!!

The Co-Driver Has His Uses!

One other little detail sticks in up mind about the final scrutineering, and this is that my cousin couldn't appear to satisfy the Scrutineers that both headlamps were operating properly, as only one would come on for him - I guess the pressures of the final run and the Eliminating Tests were uppermost in his mind. Then I came on the scene, fresh from the last couple of hour's rest, and remembered that this M.G. operated on the basis of switching one headlamp simply "off" as the dipping mechanism - and all that was required was to throw the switch over to get both lamps "on". Result—Bingo & 100%.

The 50-Year Twist Is The Tail.

When approaching retirement, I thought that a good hobby, which would keep me out from under my wife's feet, would be to restore a pre-war vehicle. An M.G. was advertised in the local "Belfast Telegraph",- and when I motored over to see it, I was astounded to see what was after prudent check, to prove to be our winning 1938 Circuit PB M.G. Midget BZ 3433 - at first I didn't recognise it as it is now a 2-seater, sprayed white with blue upholstery, whereas ours had been a 4-seater, sprayed red with red upholstery. But adequate checks established its authenticity - it had been restored from a pile of junk by a local enthusiast. However, it wasn't what I was looking for as a retirement hobby (nor was the asking price), so I settled for a partially restored red 1937 Austin 7 Ruby 747cc S.V. de luxe saloon, which I hope to have on the road very soon now - 2 plus years on!

The M.G. was sold, and after considerable trouble, I managed to get into contact with its present owner, who lives in Hull - please see exchange of letters between the two of the two of us in "Octagon Car Club Bulletin" of May and September 1987

I have been a keen amateur photographer since the early Thirties but I cannot account for the fact that I have no personal photographic record of the 1938 Circuit.

However, when I visited the present owner in Hull mid-January 1988, I made up an imitation Circuit Number plate and set it up at the front of the car. Figure 3 shows the present owner (left) and myself flanking the car;

On Figure 4 is shown a somewhat similar car (No 50 -H.V.McCaughan) taken on the final day of the Circuit on Tuesday 19 April 1938, when he was competing in the Eliminating Tests at Bellevue – on a singularly shingly surface!

Figure 5 is the UAC diagram of these Eliminating Test for the 1938 Circuit Test A.

Figure 2 is the "Provisional Results" sheet, from which it will be noted that No. 28 was the winner with 528.87 points, while No. 16 (also M.G. was second with 528.09 points - only 0.78 points behind ie 99.95% of the winner – it was close).

We were in a team of three, comprising Nos. 26, 27 & 28. You will see No. 28 was the overall winner of the U.A.G. Challenge Trophy and 1st. Class 1; No. 27 (W.R.Chambers - 1926 Alvis 12/50) won the Old Car Cup (for the third time running, so he retained it); addition of the 3 scores grossed 1567.77 points, compared with the winning team's gross of 1570.38 points - we scored 99.83% of the winning team's points —didn't we all do well?

October 2008

Transcribed by Keith Nash from a copy given to my mother by Charlie Hicks. Charlie is a 1st cousin (once removed) of my mother - Agnes Mae Nash (nee Chambers). My mother is Graham Chambers' sister.

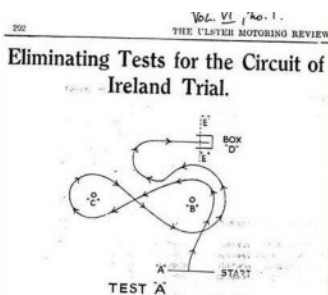
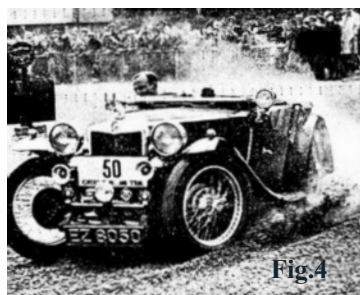
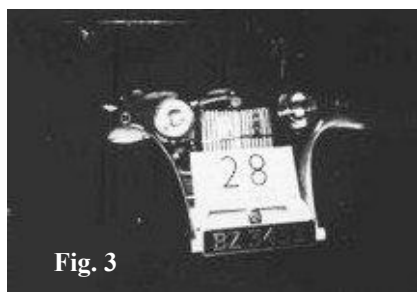
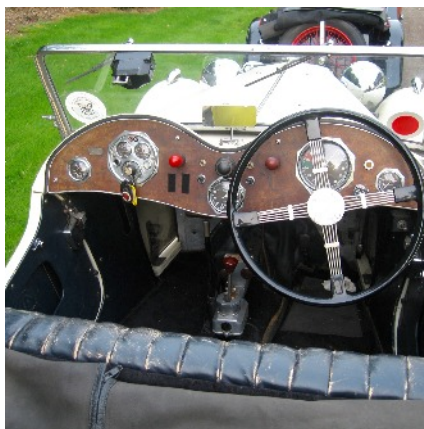


Fig 5

Editor's note: The photographs and diagrams are reproduced from the original article. The quality of reproduction is not as good as I would like but I feel they are of sufficient interest to warrant inclusion.

PB.0383 - BZ. 3433 THE CIRCUIT OF IRELAND WINNING PB
Photos by Martin Gratte



Martin Gratte has supplied these photos of PB.0383 in its current condition. This important car has been entered in the 2016 Ulster Tour.

**David Rushton in his well-trialled M-Type on the 2016
Derbyshire Trial with Corinne Davies-Griffith doing the
bouncing**

Photograph by Phil Jones





THE 2015 MG PRE-WAR RALLY BATHURST

An Aussie View by Peter Kerr



Over 70 MGs attended this bi annual rally. Many MMM attended, plus SVW and post war T types. The event was held at Rydges resort overlooking the Mt Panorama racing circuit. The owners in their MGs enjoyed several laps of this famous circuit, but as it is a public road, 60 kph was the limit and no speeding. Police in their patrol cars were hiding behind the concrete barriers. Having raced my MG around Mt Panorama, I doubt I could plod around to avoid a NSW tax (speeding fine). The MGs look good in photos of course at any speed.

The rally Registration plus the Noggin and Natter was held at the Motor Museum which houses race cars owned by the NSW government including the 1977 winning Ford driven by Alan Moffatt. Day 2 began with a display in downtown Bathurst. The main street was closed and all the MGs looked picture perfect in a wonderful static display. At noon, the MGs headed back to the resort and circuit laps were again popular.

A rally was scheduled on the final day, and some of the MGs had trouble climbing the hills. The rally ended at a winery for lunch where all the MGs lined up in front of the magnificent mountain views. After lunch, the rally drove back to the resort on a different course which included the historic Gnoo Blas racing circuit (which closed in 1962).

The Presentation dinner was held in the evening. The Rally organisers presented a cheque for \$5 000 to the Bathurst Base Hospital Paediatric Ward with funds raised during the rally. The rally participants headed for home in various corners of Australia the following morning.



Report by Peter Kerr, photographs by Carole Cooke

Peter also provided a dramatic description of the Mt Panorama circuit from a racing perspective. This was at a 2009 event and Peter was driving a TC Special; we may find an opportunity to use this in a later issue if I can find an excuse to feature a 'modern' car.

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

We understand that every person on the S & V customer data base is to be sent an e-mail giving full details of the new facility but for the benefit of potential new customers the w address will be:

Sports and Vintage Motors Ltd

Gorse House,

Prees,

Whitchurch, SY13 3JZ

Phone number: 01948 840899 Fax 01948 840897



MG 3880 By Richard Verrill

MG 3880 featured as the centre spread of the previous Bulletin; the snowy conditions and war time lighting set up generated much interest. The car was owned by Richard Verrill's father and Richard has provided the following details and additional photographs. Richard would like to find out any history of the car in the post war period and would particularly like to hear if the car still exists.

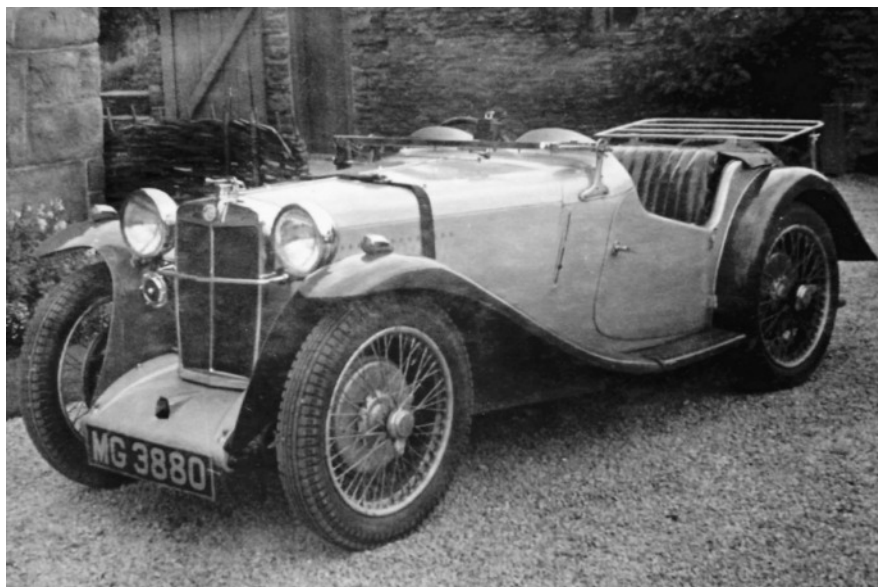
My connection with MG goes back to a time before I was even a twinkle in my father's eye.

Dad was an eighteen year old electrical engineering student at King's College Newcastle upon Tyne in 1940 and each evening on his way home to High Gosforth Park, he would pass Mundell's Garage on the Great North Road in Gosforth, just north of Newcastle. Lying there, under a tarpaulin was a P-type MG.

MG 3880 had been borrowed by an RAF pilot officer from another pilot and during one dark night, had run into the back of an unlit tramcar at the end of its route as it was being prepared for the return journey; the trolley being off the live wire while it was being moved from one end of the tram to the other leaving it in total darkness.

First owned by M J Emberson of Mayfair, London, according to Dad's notes, the car had been rebuilt the year before by MG at Abingdon. Further investigation has shown that the rebuild was in fact a replacement timber scuttle rail that had cracked due to the wrong fixing of a mirror, causing the body tub to vibrate.

The next owner was Pilot Officer Douglas Shepley but unfortunately both pilots were killed in action. Douglas was stationed at RAF Acklington, Northumberland where his squadron was issued with Spitfires before they were posted south and on 11th August 1940 during the Battle of Britain he was lost over the Channel south of the Isle of Wight. The Shepley family lost three children in the early months of the war and as a tribute to them raised money to sponsor Spitfire W3649. In 1972 a new pub in the family home village of Tottle, South Yorkshire was named the "Shepley Spitfire".



MG 3880 when owned by Douglas Shepley



Peggy Verrill with MG 3880 at Bamburgh in 1941. Photo shows gas tank fitted on the back for war time use.

It will be seen later there are many coincidences with the Shepley family. Dad was a pupil at Oundle school as were all the male Shepleys. My first car was an Austin 7 Ruby and Douglas owned a 7; he also had an Ariel, so did we. His nephew Richard (Dick) Shepley from whom I have obtained this information has owned MGs and now has a Y type tucked away. To crown it all I sat at the wheel in MG 3880.

Dad persuaded his father to buy the car and work started.

Although only in his late teens, Dad was already very competent with his hands, having rebuilt a Wolseley Hornet and constructed a speedboat "Miss Tyne" amongst other things.

He set about the rebuild of MG 3880 with gusto which may have contributed to his failing his first year university exams. The car had suffered considerable damage in the accident. Chassis, nearside wing, radiator and other bits and pieces were purchased and the car stripped. A full list of parts and a time sheet costed at 1/3d (one shilling and thruppence, 6.25 pence today) per hour was kept. There may have been a deal between Dad and his father to get the car back on the road to sell and make a profit, Dad to be paid for his efforts out of that profit. However on completion the car came into daily use.

Dad's best friend, Herbert Ellis, acquired a similar P type AJO 300 and that summer the two could be seen together in and around Newcastle. One evening they turned up at the home of two Dunn girls in Mitchell Avenue, Jesmond to ask if they would join the boys at a dance. There may have been a twinkle in the eye even then as one of the girls, Peggy, eventually became my mother.



P-Types MG 3880 and AJO 300 both with war time headlight attachment

A courtship followed, making full use of MG 3880, Peggy even learning to drive in her. Petrol was short, so Dad brought his practical skills to bear and converted his pride and joy to run on gas which was a great success, allowing them to continue their romantic trips. I remember a story of them driving up into Northumberland to a party on the night in 1941 that Manors goods yard in the east-end of Newcastle was bombed. The whole night sky lighting up, the sugar stored in the yard burnt for days.

Dad joined the Fleet Air Arm as a pilot officer, his training taking him all over the world. During one leave between Canada and South Africa they married, followed by a brief honeymoon driving through the Trossachs.

Mum drove MG 3880 throughout the rest of the war only to give up on Dad's return from active service in the Far East. In later years she was often asked whether she drove and her answer always came back. "Why should I, I do everything else!" Anyway that twinkle in her eye turned into me nine months later.

As MG 3880 had a chassis change I am not sure if the new chassis was number stamped so tracing her has been impossible to date. She may be in the great scrap-yard in the sky, but I hope I may find her or at least find some parts that have been used as transplants to save others.

The photo below is of me aged 10 months at the wheel of my first MG, I gather I spent many a happy hour being transported here there and everywhere in a carrycot that fitted snugly behind the seats. No child seats or seat belts then, and it wasn't until the arrival of my brother and larger transport requirements that MG 3880 did leave the family. Dad, as we all do, bemoaned the selling of that car and it wasn't until the early 70s that I would have my next MG experience but that's for a later feature.



Article and photos supplied by Richard Verrill, seen above aged 10 months!

STONELEIGH 2016

As you will read elsewhere, the Register had a stand at the MG and Triumph Spares Day at Stoneleigh in February.

The Register stand was, as always, an excellent meeting place for the numerous visitors from home and abroad. It was manned by Committee members Graham Arrondelle, George Eagle and Dick Morbey ably assisted by John Emmett, Peter Scott, Bob Walker and Keith Wallace amongst others.

The stand was flanked by two cars that demonstrated the variety within the Triple-M range. The 4-seater NB tourer loaned by Barry Walker (NA.0897) contrasted well with the very sporting Cream Cracker of Andy and Angie King (PB.0521) that arrived hot-foot from the MGCC track day at Goodwood the previous day.



Photos supplied by George Eagle and Bruno Wüsthoff,

Mystery Works 6-cylinder Trials car-the Mystery deepens.

Regular readers of the Bulletin may remember an article last year arising from a visit to the Grand Prix Retro down in the Loire. Briefly it concerned a meeting, late one evening, in the bar of Les Trois Mousquetaires. A certain jovial Monsieur Michel Bouterolle de Linge claimed to have heard rumours of a genuine 6-cylinder ex-works trials car. The car, it was claimed, belonged to an eccentric Docteur le Peigne who lived in the village of Oupuits. Well, gentle reader, further information came to light at this year's event which I wish to share with you in the hope that the mystery may be finally resolved.

M. Bouterolle de Linge introduced me to an extremely garrulous, wild character of uncertain years. He is undoubtedly a genuine enthusiast, owning several proper MG's plus other interesting vintage cars. His name, I believe, is Jean Quinze but you must remember that this meeting took place late on when the local rouge had been flowing freely. This fact, allied with language difficulties, means that I cannot guarantee the accuracy of any claims made.

Jean Quinze claimed to have actually met the Docteur le Peigne who has apparently become obsessed with steam. His premises closely resemble the sort of yard that you can see in "Shed and Buried." Pride of place goes to a magnificent self-built hot tub in which the increasingly eccentric docteur sits for several hours a day shrouded in steam and gazing fondly at his dilapidated collection of ancient vehicles. Pride of place goes to an early 1900's steam roller that, unfortunately, is actually in working order. Why unfortunately? Sadly this venerable machine got out of control and ran over the docteur's MG, allegedly a genuine ex-works trials car. As a result the car was completely flattened. Jean Quinze alleges that the docteur has fixed the squashed remains to the wall of one of his sheds. I repeatedly asked him to tell me where to find Oupuits but with typical Gallic indifference he shrugged and said, "zat I no can remember, monsieur."

What is the truth in this story fuelled by much alcohol? Who can tell? Have we lost forever a famous part of our illustrious MG history? Be assured, gentle reader, I shall not give up the search for the truth that lies somewhere in this strange tale and that you will be the first to be told it.

To be continued.....

Alan Grassam

1st April 2016

This article will be of interest to all readers who are fascinated by the history of the works' cars and particularly the Trials cars. Readers should note that the envelope was dated 1st April

TECHNICAL: CYLINDER HEAD LUBRICATION

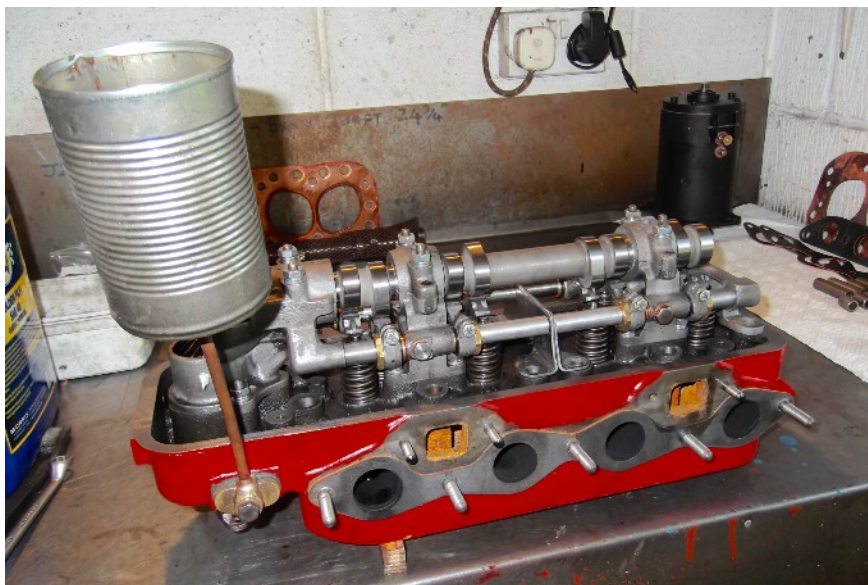
Notes and photographs by Barry Foster

When I build a cylinder head everything original is cleaned, checked and repaired back to correct specification and new parts are also carefully checked.

The 'hole' in the side of the head for the metering pin needs to be close to $\frac{1}{4}$ " diameter. It often has the remains of an old pin and will have hard deposits from old oil. High pressure oil passes the pin and enters the larger diameter of the pin bore resulting in a lower pressure and slower flow rate the result is that carbon particles will sediment and start to block the oil gullies – this of course will not happen in your restored engine with clean oil!!

All the new parts used will need to be cleaned and often fine "fettled" to remove manufacturing debris. Rocker shafts will need to be de-burred internally from the oil way drilling – a chain saw file is useful for this. 'Rockers' need to be carefully checked – blowing air through them can sometimes miss a blockage. A drill tip stopped oil but was only found after assembly when checking oil flow.

My test kit is very simple.:

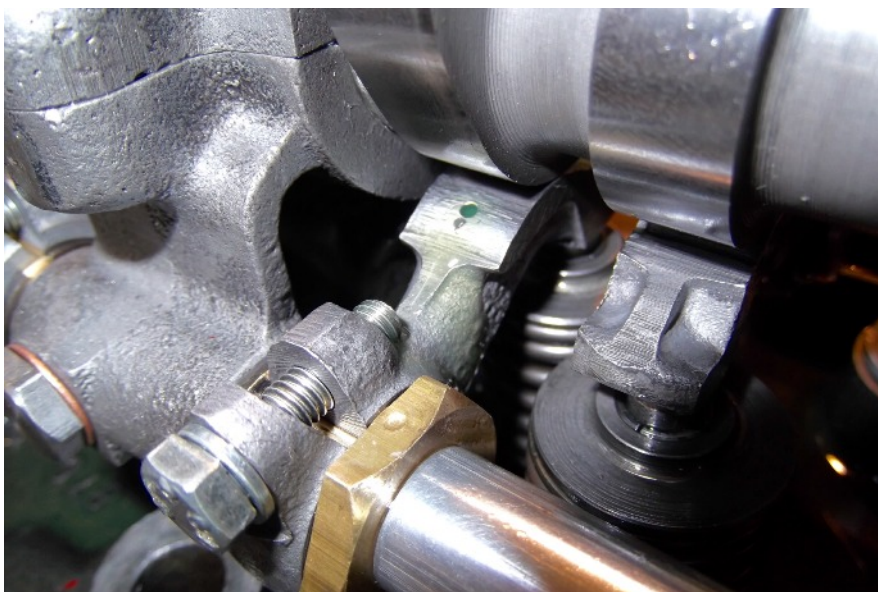


Test Procedure:

Remove the metering pin – attach the oil reservoir and fill with oil . Plug the drain hole on the side of the front cam-stand or the oil level does not get high enough to flow down the rocker shafts and through the oil galleries. It will take time to fill the large oil reservoir inside the front cam-stand. You should see oil appear and run from each cam follower.

If you raise the front of the head (wooden block etc) the oil level can then rise and flow through to the cam bearings and out of the tiny relief holes in the underside – before you do this check that the lower bearing shells are in the right way round.

Turn the cam a couple of revolutions for final checks on all 8 (or 12) followers and you have oil where it should be and all parts nicely lubricated.



SEEKING INFORMATION: KP 8744

The Register was contacted last year by Raymond and Beverley Brewer who are keen to locate the M-Type Midget that Mrs Brewer's father, Eric Charles Edwards, owned during the war. The car is not currently on the Register but is recorded as taxed by DVLA so may still be on the road.

Mr Edwards worked on the iconic Merlin engine that was fitted to both Spitfires and Sunderland flying boats during the war. It is not known where he was based but it is known that he used the car both during and after the war.

Mr Edwards's father had a garage business in Inglewood Road, West Hampstead, NW6 and which may have proved useful as we know that a considerable amount of work was carried out on the engine during his ownership.

The photographs were taken in Dunstan Road in the Golders Green area of London and, although over 75 years old still show interesting detail. Eric Edwards is at the wheel in one of the photographs.

Details from the chassis file as follows:

- Chassis number 2M 549, Engine number MG353a
- Carbodies number 7096 (this is not always recorded)
- Sold to S V Rowland on 18th September 1929 by Maltby's of Folkestone
- Second owner recorded as P Fraser (June 1934)



KP 8744 was known to the Register many years ago but was taken off recently as there had been no up-date for about 30 years. It is assumed that the current owner is not a member of the MGCC so may not be aware of the Register. We hope that this feature may help to find the current owner and enable him or her to be put in contact with the Brewers to exchange information.

Information and photographs supplied by Raymond and Beverley Brewer with additional information provided by Graham Arrondell.

VSCC TRIALS SUCCESS FOR DAVID RUSHTON



VSCC Scottish Trial 2016
Photo by Paul Down (www.bertram-hill.com)

David Rushton's enthusiastic VSCC Trials campaign in the venerable M-type netted a very creditable 2nd overall in Standard Class 1a for 2015. We will have a full report on his 2015 season in the next issue of the Bulletin but as a preview here are a two photographs of the car in action.



VSCC Herefordshire Trial 2016
Photo by Peter McFadyen

BILL BENNETT WINS SLADE TROPHY AGAIN

It is good to see that Bill and Liz Bennett are back on form having won the 2015 Slade Trophy and their hard working J Type also achieved 4th place in the Car of the Year competition.

The J2 was on display with the Cream Cracker cars at Rooke's Barn after last year's Kimber Trial as part of the celebration of the 80th anniversary of the first appearance of the Works "Cream Cracker" team in 1935.



READER'S ADVERTS

Reader's private (ie non-trade) adverts are published free of charge although advertisers are requested to contribute if possible to the Technical Tips section of The Bulletin.

FOR SALE



1929 MG "M" Oxford built, chassis number 2M548 one owner 41 years, rebuilt body and chassis 1975/89 inc upholstery and weather equipment original dash white faced instruments and transmission hand brake. Top engine overhaul inc rebore 2007. Appears on front cover of Safety Fast Nov 1992 and May 2003, also featured in Granada TV programme about MG's. Fitted with Derrington gear change, MMM registered, comes with rebuild records, tool kit, owners manual and some spares. £26,250.

Contact Brian Bassett, Reading 0118 9265351

WANTED

We have received a request from Herman Becking in Holland for the following parts to help him complete the rebuild of M-type 2M0291:

- Front Screen
- Front Apron

Both as original as possible in any condition and Herman is willing to collect.

Contact Details:

Herman Becking

Randwijkstraat 4, 6681 MP Bommel, Holland

Email: hermanbecking@gmail.com

MISSING

The Bits and Pieces Trophy

This prestigious trophy has gone missing and the organisers of the Kimber Trial are anxious to trace it whereabouts. If you are the guilty person or know who has it please call Alan Grassam on 01935 863673

CAR NEWS: D.0285/MG1347

As a change from reporting and photographing events, Colin Murrell is now making the Triple-M news! Colin has succumbed to the trials and tribulations (and pleasure) of Triple-M ownership with the acquisition of this very attractive re-incarnation. Colin has provided the following notes and the photographs:



I guess it was only a matter of time having been brought up with my Dad's TC (I've always classed the TC as pre-war in my mind) and will always thank Dad for introducing me to the wonderful marquee that is MG.

Fast forward many years to the MGCC European Event of The Year and Guy Maathuis played a pivotal role in giving me MMM driving lessons in his 4 seater PB and again the following year at a Danish event in his NB.

Add to this my love for pre-war MG's in competition that has seen a great racing resurgence over the past 12 months, that I have been lucky to enjoy from behind the camera lens (many thanks to Mark Dolton and the boys (and girls) and also Simon with the lovely FAK 57). And I guess the inevitable happened.





The car was purchased in March from the widow of Dr. Alistair Malcolm. I believe that he started the restoration but sadly passed away before it was complete. Phil Cornut finished the car off a couple of years ago along the lines of how Dr. Malcolm would have wanted.

When Margaret decided to sell the car she asked Phil to find a good home for it. I heard about it in November via Simon Evans who I knew from photographing his car for the MGCC (MG TC Le Mans replica FAK 57).



I must thank Simon for taking the first steps of putting me in contact with Phil Cornut; Phil for managing the sale/purchase of this lovely little MG that he played a big part in creating, and Margaret for selling it to me.

I plan to take the car to the MGCC Luxembourg Anniversary event next year and Pre-war Prescott this year. Mark will be disappointed that racing is not in the plans as D0285 is no racer.

Letters to the Editor:

From Bob Clare.

Dear Digby

I thought you might like the attached shots of the NA.0902 based "Nicholl Special" with its owner Geoff Godwin. Not once in my 10 years as Register Registrar did I encounter this interesting hybrid.

All the best, Bob Clare.



Geoff Godwin with NA.0902 at Brooklands and a more traditional NA, Bob Clare's NA.0934 at the same event

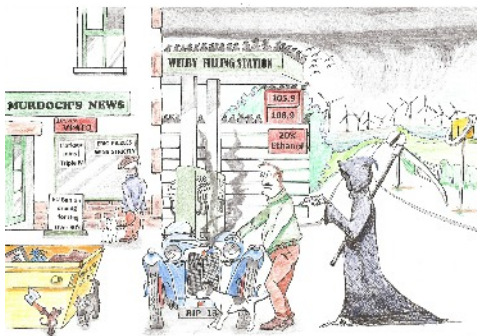
NOTE: A fully detailed article on this car written by Geoff Goodwin appears in the 2012 Register Yearbook. Copies available from the Register Librarian

Cartoon Competition

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

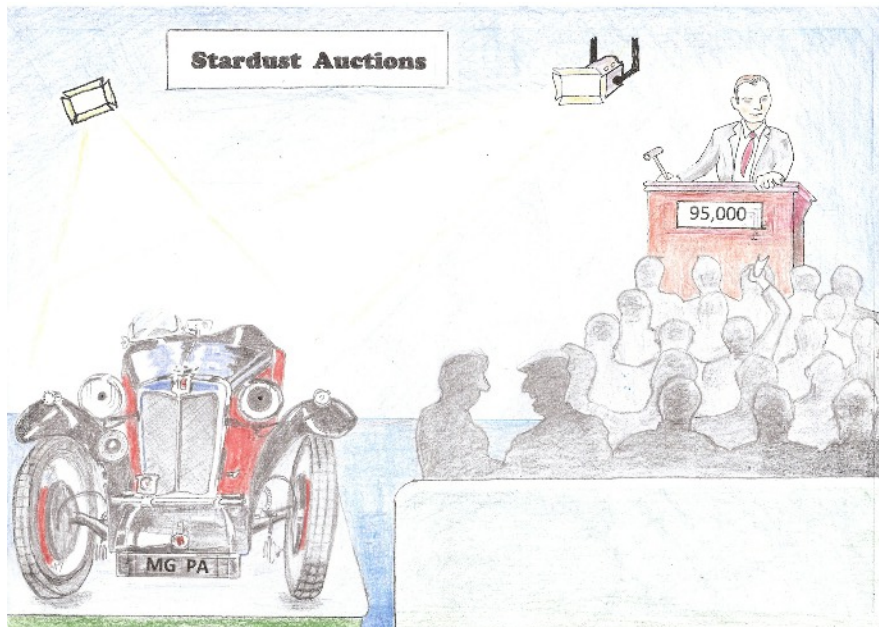
“And you think your car has problems”

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



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

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



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TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

Mike Linward has provided the Register Championship results below which are correct up to 22nd March. It is too early in the year for a full Report so I have included extracts from Mike's Committee Report that provides commentary on the early stages of the competition year.

Not much to report at the moment – mainly trials at which Bill Bennett excels!

The only results available (*at 4th March*) are from the VSCC New Year Driving Tests and the Exmoor Fringe Trial.

In the Driving Tests, Tim Beckh gained a Second Class Award and Colin Reynolds in the M-type gained a Third. Other competitors were Patrick Gardner, Jeremy Earnshaw, Christopher Hobbs, Abby Hobbs and Phillip Bayne-Powell (Modified Class).

In the Exmoor Fringe Trial, David Rushton won Class 1a; also taking part was Mark Smith in the J2.

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2016 Car of the Year scores to date. Results can be submitted up to three months after the event took place or later at the Competition Secretary's 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:

9 th January	MCC Exeter Trial	Full
24 th January	MAC Clee Hills Trial	Full
31 st January	North Devon Motor Club Exmoor Trial	Full
31 st January	VSCC New Year Driving Tests	Full
7 th February	Stroud & District Motor Club Cotswold Clouds Trial	Full
13 th February	VSCC Exmoor Fringe Trial	Full
20 th February	Fell Side Auto Club Northern Classic Trial	Full
5 th March	VSCC John Harris Trial	Full
12 th /13 th March	VSCC Herefordshire Trial	Full
13 th March	Torbay Motor Club Torbay Trial	Full

C.O.T.Y. 2016 Scores to 22nd March

Pos'n	Register Number	Car	Registration Mark	Driver/s	Points
1 st	909	J2-PA/s	FW 3909	Bill Bennett	65
2 nd	341	M	PJ 7970	David Rushton	32
3 rd	2594	J2	MG 1949	Mark Smith	14
4 th	2215	PB/s	JB 7525	Andy King	10
5 th	1428	J2	DG 6142	Tim Beckh	9
6 th	3064	M	VC 8174	Colin Reynolds	8
=7 th	1883	J2	PO 8865	Patrick Gardner	7
=7 th	1954	M	WE 8451	Michael Barber	7

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Two images of the Osborne restart on the recent Kimber Trial supplied by Allan Grassan show Phil Coombes (2M.3142) and Jeremy Hawke (J.2396)





Tailpieces:

Above: Dinky Toy model of EX.135 from Bob Richard's collection. A copy of a Meccano Magazine advert for this model in September 1939, with full description of George Eyston's exploits, appears on the Register Forum. Price in 1939 was a very reasonable 10 pence (ie less than 5p).

Below: Another view of the excellent PA shaped cake from Dick Morbey's 70th birthday celebrations.

