

# TRIPLE-M REGISTER BULLETIN

October/November 2016



# Old Time Grand Prix at the Nurburgring

Photos by Colin Murrell



Top: Hubert Dahmen's supercharged PA (PA.1126)

Bottom: The PB engine J.2 'Kompressor' of Martin Burhenne and Michael Voeltz.

## BULLETIN No 93 October/November 2016

### **Front Cover Picture:**

*Triple-M meets Game of Thrones: Bob and Beth Walker in F.1335 on the fantastic Dark Hedges. The beech trees were planted in the 18<sup>th</sup> Century to create a breath-taking approach to Gracehill House in Country Antrim. The road features in the series Game of Thrones as the King's Road. Photo by Fred Kullas.*

### **Editorial:**

This edition of the Bulletin coincides with a period of change in the usually calm Triple-M world. Most Readers will be aware of the changes but it is worth recording these for posterity:

Sports and Vintage have moved to new premises after a lifetime at Upper Battlefield.

Barry Walker has sold his parts business to Blue Diamond Riley Services Ltd.

Mike Collingburn has retired from the business.

Barry Foster has retired.



However, it is pleasing to be able to report that there are positive aspects to all of this. S&V have smart new premises to continue their excellent service to Members.

Barry Walker is going to continue with the car sales side of his business and Blue Diamond are promising an enthusiastic approach to the spare parts business which will trade as MG Automobile Company from purpose built premises at Bicester. New owner John Lomas has even bought a Triple-M car to find out what all the fuss is about.

James Collingburn who has been running the business for a number of years has promised to maintain the high standards that we admire and, finally, Barry Foster is going to continue to provide certain specialist services in spite of his elaborate retirement notice on the back of the Yearbook!

It is also a period of change for the Committee with a number of long-serving officers seeking to retire. After many years of hard labour, Peter Hemmings has passed on the responsibility for the Library to Richard Stott and the Committee are hoping to get more volunteers in the near future. See the Chairman's report for more details.

On a sad note, most readers will probably be aware that long-term Triple-M enthusiast Nick Benger passed away in September. There is a brief appreciation by Dick Morbey on the Forum and we hope to have a full tribute by his long term friend, Patrick Gardner, in a subsequent issue.

### **Apologies:**

*This is fast becoming the most regular feature in the Bulletin and, to my shame, this edition is no exception!*

*Apologies are due as follows:*

*To Rachel Bolton-King for an I-pad "correction" of her name in the Trials article.*

*To Roger Emerson for crediting John Emmett with the ownership of F.0739 and for writing the article. My only excuse, apart from old age, is that I was editing John Emmett's excellent gearbox article at the same time.*

## Chairman's Jottings By Dick Morbey

Welcome to the October/November edition of our Triple-M Register Bulletin. It has been a very busy time since my last jottings and there are some developments to pass on to you.

**The Register Committee** members met in September for one of our regular meetings. We were pleased to welcome Richard Stott who has come forward to take over from Peter Hemmings as Register Librarian. The handover is proceeding well and Richard now holds the stock of Register publications, so he will be the person dealing with your orders for books, publications and the other items that are available from our library and on-line shop.

On your behalf I'd like to thank Peter Hemmings for all the hard work he has put in to develop and manage the library resources and services during his 9 year stint on our committee. New publications don't just arrive on the library shelves by magic - they are the result of much planning and hard work. In thanking Peter, we wish Richard every success as he settles into his new role.



May I please remind you that there is a vacancy for the Hon. Treasurer's job, because Bob Milton, the present incumbent, will be standing down after the completion of the 2016 accounts. Bob tells me that the job is a sheer delight and does not require any specialist accounting knowledge. Any necessary support and guidance is available from the MGCC at Kimber House, so the main requirement is the possession of an orderly mind and common sense. That must apply to all of us, so don't be shy!!

### **The Register and the MGCC**

At the time of preparing these notes there has been an interesting dialogue on our website discussion forum about the role of the Triple-M Register in relation to the MGCC. Coincidentally this comes at the very same time that the Club has highlighted the matter of membership.

So I make no apology for reminding all readers that the Triple-M Register is an integral part of the MG Car Club. Many, if not all of you, will already be members of the Club - thank you for that. However, from comments received from many owners it's obvious that there is some confusion on this issue. We often hear "I'm not a member of the Club, but I am a member of the Register".

In order to eliminate any confusion that may exist, here is a brief summary of how things work:

1. If you are a paid up member of the MGCC - either in the UK or a recognised overseas Centre - you are a Member of the Club.
2. If you are a Club Member who also has an MG, then the Club will attach you to the Register or Registers relevant to the type of MG you own. That of course depends

on you advising the Club of the type of MG you own and any changes to your details and the car's details as and when they occur.

3. But perhaps you are not a member of the Club, but you do have a Triple-M car? That may well apply to many of you who are reading this Bulletin! Well, that does not mean that we won't talk to you - indeed we very much want to hear from you so that we can continue to keep the record of your car up to date.
4. But please keep in mind that the Register is a Register of Cars. Human beings cannot be 'a member of the Register' - your membership is membership of the Club.
5. So we earnestly encourage anyone who is not already an MGCC Member to join the Club now. There are very many reasons to do so, foremost being the ability to use the resources and facilities that the Triple-M Register Committee has toiled for many years to put in place to support Members, to help them keep their cars on the road as well as organising competitive and touring events - and much more besides. And the cost of membership is not great!
6. The Club has asked formally that Registers such as ours that support non-Members as well as Club Members re-examine the way we interact with owners. For example, we will shortly be tweaking our on-line systems to ask you to supply your Club membership number when you log in to access these systems. You may also be asked to supply that detail at other times. There are no immediate plans to differentiate between Members and non-members in the support that we offer, but the message is clear: please ensure that you are a member of the MGCC so that you can benefit fully from all that the Register can offer and avoid the possibility of missing out on this some time in the future!

**Triple-M racing** continues to go from strength to strength. In addition to giving us our own race at Brands Hatch (diary dates: 29 and 30 April, 2017) the MGCC has also now awarded us a race at Cadwell Park on 22 July 2017. One day later on 23 July, also at Cadwell, we will be the guests of the VSCC! Mark Dolton's approach is clearly 'onwards and upwards'!

Plans are progressing well for **The Register's touring 2017 event in west Cornwall** from 3-6 October 2017. So far we have expressions of interest from 64 entrants. Details will be announced shortly and we hope to start taking applications during November.

### **The Robin Gordon Trophy**

Many of us will remember Robin Gordon, a good friend of the Triple-M movement, whose death occurred in September 2015. His family, with the assistance of Robin's lifelong friend Ray Masters, recently approached the Register with the aim of establishing a permanent special award in Robin's memory. As a result, the family have organised the creation of the Robin Gordon Trophy, which will be presented annually to the person who achieves the greatest number of points in the Car of the Year Championship in a C-type. 2016 will be the first award year and it is hoped to make the first presentation at a suitable event early in 2017 - perhaps at the Brands Hatch race meeting.

Until next time....  
Dick Morbey

## Secretary's Update

The Committee welcomed Richard Stott who has volunteered to take over the Librarian's role from Peter Hemmings who has decided to stand down.

**Chairman** Dick Morbey gave an update on the progress on the roll out of stage 2 (whereby owners can apply for an ID and password in order to access their personal and car data) of the new database. The task of integrating/reconciling the various records into one data base is still ongoing; in the meantime the sub-Registrars continue the good work to update and refine the records of known and new cars.



**DVLA procedures.** D Saunders, Director, has issued the "MG Car Club procedure for dealing with DVLA queries", this procedure and an updated guide will shortly appear on the member's section of the MGCC web site. Both the Club and the Triple-M Register will keep a log of action taken on DVLA matters. The Triple-M Register is also in the course of finalising its vehicle inspection report. **MG Live!** The Club has asked all Registers to give feed back and have sent out a pro-forma, this was discussed and filled in at the meeting; ideas include having a separate marquee, a bring and buy stall, technical seminar, offer of coffee/tea etc. **The Committee.** There is a need to resolve the vacancies for Chairman, Treasurer and Librarian. **Facebook.** There was nothing to report at this stage, the Committee agreed that Cathelijne Spoelstra, who has volunteered, can carry on with the project noting that Mark Dolton had offered to assist.

Dick also proposed a vote of thank to team Green for the success of the Summer Gathering.

**Secretary** George Eagle reported there has been the usual contact with members although the request for Triple-M car badges has been lower than usual. The main task in the last quarter has been that of sub-Registrar for the F/L/N types with a lot of contact with owners including answering queries, posting photos, a new Swedish owner seeking information on the F type he has bought etc. There has been a new car (NA0950) and possibly the remains of L2073 in South Africa. Two people were approached to enquire if they would be prepared to join the Committee, one declined and the other has kindly indicated he will accept an invitation to attend the December meeting as a guest.

**Treasurer** Bob Milton gave his normal comprehensive report on the Register's accounts - all payments and VAT returns are up-to-date. The Register subsidised a small shortfall in the Ulster Touring event as well as making a £1500 contribution to the MGCC Archive project. The costs of publishing the Yearbook and Bulletin were analysed following which it was agreed there should be no increase in the Bulletin subscriptions for the next 12 months.

**Registrar** Graham Arrondelle noted that his work load has decreased as much of the work is now passed to the sub-Registrars, although there are occasions when this work overlaps where it is easier to carry on correspondence rather than to hand it over. Six cars were registered in August – this makes 3597 the latest Register number issued. As

is the norm the Committee spent some time discussing/resolving problems arising over identities of several cars, including one which Bob Milton had inspected.

**Racing Report.** Mark Dolton confirmed the Register has been invited back by the VSCC to again take on the Austins at Cadwell. In addition the good news is the VSCC have also agreed to be a partner sponsor. The Register paid £1025 to cover the costs of catering, transponders etc at the 2016 Brands Hatch Mary Harris Trophy meeting. For 2017 Mark has concluded negotiations with sponsors where £1100 has been invoiced; estimated costs in 2017 are £1500 leaving a £400 shortfall to be met by the Register. Entries target is 30. There have been 29 active racers in 2016 with a further 14 confirming an interest in 2017 – a fantastic result. The question posed was would the Register like to have any other presence at the Brands Hatch meeting – e.g. pre-war car park or Library stall?

**Library.** Peter Hemmings had sent out 12 copies of the Yearbook to various clubs/magazines, the VSCC, MG Enthusiast and Australian Pre-war MG Newsletter all gave a positive response. The handover of the Library to Richard Stott had been slightly delayed due to a very busy July/August period for sales via the web shop. Chris Hobbs, Triple-M enthusiast and Director of the Lagonda Car Club has suggested the Register consider publishing an up-to-date “care and maintenance guide” for all models along the lines used by the Lagonda Car Club. Although he is stepping down after a very successful 9 years as Librarian Peter volunteered to act as Editor and set up a working group.

**Bulletin.** Digby Gibbs mentioned Patrick Gardner will be writing an appreciation of Nick Bengier

**Safety Fast.** Jeremy Hawke is now receiving a steady stream of photos from Colin Murrell and others of events although it is sometimes difficult to identify the owner of some cars. With regards to reporting Triple-M activity in other club’s events – such as the VSCC – it was agreed the smaller monthly Register updates should mainly focus on MG events/matters, but there was no reason to exclude information/pictures on notable Triple-M achievements in non MGCC events. The same reasoning will apply to the 3 annual 2/3 page spread.

**Yearbook.** Simon Johnston confirmed he plans to have the next edition printed in time for sale at the Brands Hatch meeting and has set up the necessary deadlines with contributors, designer and printers. He also plans to change the title to The Triple-M Register Yearbook. A decision on the content has been made.

#### **Events 2017.**

**VSCC Spring start** 22<sup>nd</sup> April 2017 (provisional)

**MGCC Brands Hatch** 29<sup>th</sup> – 30<sup>th</sup> April 2017 (provisional)

**Kimber Trial** 13<sup>th</sup> May 2017

**MG Live – Silverstone** to be advised

**Summer Gathering** date will be in July.

**VSCC Cadwell Park** – 23<sup>rd</sup> July 2017 VSCC have invited the Register for MG v Austin 7s race.

**West Cornwall Tour 3<sup>rd</sup> – 6<sup>th</sup> October 2017.** As at the date of the Committee meeting, 45 car owners have expressed an interest, **Format.** Working with Committee members C Cartwright is fronting the organisation of the event. The tours will take in Land End, Tremenheere Sculpture Gardens and Geevor Tin Mine and Telegraph Museum at Porthcurno. **Financial.** Once the routes are defined in more detail the costs will be factored in and entry fees agreed – the hotel costs will be for the account of the entrants.

## Events 2018.

**Proposed Scottish Tour May/June 2018.** Colin McLachlan has put a team together to prepare for a tour in the Scottish Borders. A preliminary planning meeting has taken place. Karen and Bill Niven are lead organisers with Ian Lindley as route co-ordinator and Colin McLachlan acting as consultant.

**AOB.** The Committee considered there would be no demand for an annual dinner – Frank Ashley raised this matter at the 2016 AGM.

**Date of next meeting** – 4<sup>th</sup> December 2016.

G Eagle  
Secretary.



For those who want to put a face to a name here is new Librarian Richard Stott. Richard is the one in the driving seat and he apologises for not being in a proper car.

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# 2016 TRIPLE-M ULSTER TOUR

Report by Bob Walker

Photos by Fred Kullas



The 1938 Circuit of Ireland winning PB now owned by Martin Gratte

Half a century and three years ago my 21<sup>st</sup> Birthday presents included an automatic wrist watch (my parents knew I would never remember to wind an ordinary one) a Black & Decker drill which still works and a copy of 'Maintaining The Breed' by John Thornley. I was an impecunious student running a bodily and mechanically challenged F type. At that time our cars were generally regarded as an unfortunate expression of stupidity by those blind to the merits of an 1172cc sidevalve engine by Ford. THE BOOK revealed that the reputation of the MG Sports Car Marque was very much to do with the exploits of Triple-Ms on road and track. The Ards circuit had been pivotal in races which became the stuff of legend where handicap racing allowed all marques and sizes to compete against one another. Over several years C, K3 and NE had won despite the efforts of the handicappers to prevent that. J.T. certainly fired my imagination but even in my wildest dreams I would not have thought that an event like Simon Johnston's Ulster Tour could ever be a reality. Needless to say as soon as I heard about it I was determined to be there if at all possible.

I count myself most fortunate to live in a place where I can drive a Triple-M all day through ideal countryside without the bind of clogged up traffic. Such sentiments were at the heart of the 'Flat Cap & Whippet' touring events. It was always our hope that others of similar mind and keenness to show off their own locality would come forward and that has manifestly occurred. There is no substitute for motoring in company with like minded enthusiasts on the type of roads that the cars were designed for; followed by a social gathering.

The available spaces filled up with alacrity just as I thought they would so we were glad to have got in early. For us starting in North Yorkshire our chosen route was A1 A66 M6 A75 to the ferry at Cairnryan for a 2 ½ hour crossing after a very pleasant overnight stop at a B&B in Newton Stewart.



**Spectacular scenery and cars at Garron Point captured by Fred Kullas**

Top: Steve and Claire Webber from Scotland in their J2 (J.2672)

Bottom: Tony and Ruth Richards from Leicestershire (in their M-type 2M.3356) ahead of the PA of Ron and Barbara Warr from Worcestershire (PA.1589)

For significant distances fuel cost is an appreciable factor which we halve by using our modern diesel car with trailer. Bowling along at wagon speed on motorways eats up the miles without the noise stress of the open car. Other benefits are more space for luggage and assurance of a dry arrival. The latter sort of happened at the Dunadry Hotel where thunder, lightning and torrential rain announced our arrival. Donning waterproofs kept us dry getting to reception, the floor where we stood did less well but nothing dampened the warmth of the greeting.

Catching up with friends continued apace against a backdrop of delectable machinery to the tune of engines eager for the road. The pre-dinner reception and meal that followed gave opportunity to meet new friends and introduced us to the excellent standards of the Hotel Staff. In truth at no time during the whole event were we ever in danger of lack of delicious nourishment.

The term 'Tour Booklet' does not do justice to the fine piece of work with which we were issued. Within its pages in addition to route instructions, amplification and background information was to be found. The first three days each involved tours of about a hundred miles broken into sections punctuated with coffee and lunch stops. Day one dawned cloudy but without rain so off we went, bright eyed bushy tailed with hoods down. Simon had woven a most interesting route such that rarely were we far from a historic circuit or hillclimb. Approaching the coast on one such the views were of sea mist and sheep which contrasted sharply with what was to come. Descending to the fabled coast road visibility continued to improve as we approached the Carnlough lunch stop. Emerging from The Londonderry Arms into brilliant sunshine we were soon rounding Garron Point and thence onto the Garron Point hillclimb, shortly after this was how things looked. (photo) A scenic route indeed which took us to our next stop at the beautifully situated Glenariff tea house and finally to Dunadry in time for a swim in the pool before dinner.

The next day was the sort that dreams are made of. We were all to be at Conway Square Newtonards by 11.00 am ready for a reception in the old Town Hall hosted by the Mayor. The route took in the Craigantlet Hill Climb but before that we did a little diversion of our own caused by socialising the night before and not paying enough attention to the route instructions. We mistook a turn, consequently the Margel M and Walker F arrived to flashing lights and security at the non tradesmans entrance of Stormont Castle. The perceptive personel on duty directed us up the drive to a roundabout which got us back out again in a most seemly manner. Continuing now on the correct route up the hillclimb I was in trouble with my navigator on account of a heavy right foot. Continuing upwards with more sea mist we stopped for petrol. The garage staff included a venerable lady sitting in a chair who was keen to know what was going on. At that point K 3030 came passed, not quietly, and she became quite animated; I think she had witnessed something like that more than 80 years ago. Our journey continued always with the advantage of triple-m showing us where bumps were – useful knowledge when choosing a line. Turning onto Bradshaw's Brae, at Quarry Corner, it felt like the car knew where it was and wanted to get a move on. Arriving at the very smart Conway Square we were marshalled into an orderly line up which made an impressive sight. Loads of enthusiastic people were there to see the cars and many were keen to chat and had heart warming stories of relatives from the 1930's who were involved at that time. We were made very welcome by the Mayor who revealed that she had run a modern midget in the 70's.



### Conway Square, Newtonards on Thursday

Top: General view of the assembled cars.

Bottom: Some people take the worship of MG's to extremes! In reality this is Ron Maier from Oberhausen-Rheimhausen laying absorbent mats to protect the paving, his wife Ilse is supervising. The car is a supercharged PB, that was the youngest car in the event.

When the time came to leave we did so in small groups at regular intervals controlled by the police. Now in brilliant sunshine we were heading to lunch at the recently restored Carriage Rooms on the Montalto Estate. On the way we avoided colliding with the butchers shop and left the circuit at the Dundonald hairpin. Lunch having been enjoyed the excitement continued with a 13 mile drive to Hillsborough Castle which is the Queen's official residence in Northern Ireland. We were given a most interesting conducted tour of that historic building hosted by Lisburn and Castlereagh City Council. Afternoon tea in the throne room was a truly stylish occasion appreciated by all present. Mindful of our calorie intake we chose to take a stroll around the grounds before returning to Dunadry. If you are contemplating taking a holiday in Northern Ireland and enquire of people who have been there already what places should be visited then the venues for our third touring day would be sure to be mentioned. They were the Giant's Causeway, the Causeway Coastal Road and the Dark Hedges plus the Carrick-a-Rede rope bridge and Bushmills Distillery.

It was cloudy when we set off, but by coffee time the sun was shining brightly. However on the way to the dark hedges the forces of Mordor caused copious rain to descend from black clouds. We were on a straightish road at the time and the horizon fore and aft quickly consisted of triple-m having their hoods put up. Now enjoying the sounds from the gearbox more than usual the rain stopped just before we arrived. I thought that a hedge consisted of privet type material that had to be trimmed every year but this hedge is something else and seems straight out of Middle Earth. We decided to put the hood down but, due to lack of familiarity with that art, everybody else had gone by the time we set off. This is why we were alone in the photo apart from the shadow of nine black riders some distance behind us. The Causeway Hotel was reached safely and we had dedicated parking which became a magnet for tourists. After lunch we walked down to the Giant's Causeway which was shrouded in mist and consequently not impressive but then the mist cleared and it was gobsmacking. Back on the route, the rope bridge was next, good fun and a good walk to get to it. We had tantalising glimpses of the views from the Coastal Road, courtesy of the fog lifting, but not any when leaving Carrick-a-Rede. The fog really closed in such that navigation was best done by smell. Some of the cars ahead of us were on Castrol R, so I followed my nose on the basis that we would all be lost together. Further from the Coast visibility improved and we had a good drive back.

The final day of the event took place at the Cultra Hill Climb which is in the grounds of the Ulster Folk and Transport Museum. It was about a 20 mile journey via motorway which was no problem. Eight of our number had entered the hillclimb and everybody was involved in a Parade. Originally an estate, the venue has a very car friendly feel to it. We were a featured part of the day's activities and consequently were directed to central parking at Cultra Manor so that the cars could be safely viewed by spectators which went down well. For the Parade we were marshalled to the bottom of the hill which involved queuing, not an irksome activity because of the surrounding people and vehicles, behind us were the Morgans in Marguerite's C type; seeing their enjoyment of the car always gives me pleasure. The drive up the hill was good fun and I tried not to hold up people behind within the given limit. Watching the real hillclimbers in action was also entertaining. Thanks to a non dried out muddy patch under his nearside rear I am indebted to Colin for letting me hear what valve bounce sounds like in a P type.



**Further views of the Ulster Tour:**

Top: Hillsborough Castle with a fine group of Triple-M cars on display.

Bottom: Cultra Hill Climb- parade with Greg Smith's M-type Le Mans Midget ahead of Ross and Malcolm Newman in their L2 Magna

Between rounds we took the opportunity to get outside the circuit in order to see the other on-site attractions. The Folk Museum turned out to be on a most extensive scale and full of interest.

In my view the architect for the Transport Museum was inspired in the way he had used the hillside to connect the different halls together; our time was too short to do it justice. And so we came to the end of a most memorable time. Massive thanks are due to Simon and his family for their vision and hard work.

And to finish where I began here is a photo of Tony Wild and Heidi Moran enjoying what was John Thornley's P type at Cultra.



## Invitation

### **2017 MG MMM Gathering at Knysna, South Africa**

A change of venue from the successful events held at Franschhoek in 2013 and 2015 will see the South African Triple-M community head to the classic car mecca of Knysna for the 2017 gathering.

The event has been timed to coincide with the Knysna Motor Show and the Knysna Hill Climb which is the following weekend.

Contact is Ted Borchards at [yellowbird@maxitec.co.za](mailto:yellowbird@maxitec.co.za)

*Editor's note: If this event is half as good as the 2015 gathering that I was fortunate to attend then it can be thoroughly recommended. A perfect excuse to combine a Triple-M experience with a holiday in South Africa.*



**VSCC CADWELL PARK**

Photo by Colin Murrell

## Report by Mark Dolton

When we proposed the idea of an MG VSCC Race in 2015, we knew we would struggle to fill a full grid, but hoped it would act as another sign of the growing interest amongst the MG racers. That day, despite only 12 entries, Tom Hardman, Mike and Harry Painter and Charles Jones but on a great entertaining show at the front of the grid. We were immediately asked back in 2016 but decided to table a slightly different format; an MG vs Austin Challenge at the wonderful Caldwell Park Circuit.

So roll on this year and Cadwell. I never quite expected to have an over-subscribed Grid nearly 1 month before entries closed and neither was the VSCC, so we are in their good books! Actually, turning people away was something I had not planned for but I hoped that, with the use of reserves and the other VSCC races on the programme, everyone would get a good run out. 17 MG's on show for a VSCC meeting was an incredible achievement. Thanks to the Register for jointly hosting the welcome BBQ on the Saturday evening; a social event providing a very warm welcome that was appreciated by all.

Tom Hardman was first out for the MGs in Race 3 but the Bellevue has struggled this season with reliability and, despite looking and sounding the part, was well out-paced by the ERA's and other quickies. In fact Tom would retire the car for the day, which meant we had lost one of the favorites for the MG/Austin race later on. *(It was great to see Tom absolutely flying at Goodwood for the revival. The car ran so well in practice but found the wet conditions in the actual race to be a bit of a challenge as the car really struggled for grip. John Ure really had the Parnell K3 on song though and he took a well deserved 10<sup>th</sup> place in the Goodwood Trophy)*

MG's were scattered around the grids which was encouraging to see as most took the opportunity to gain as much race time as possible. Race 6 Set 3 for Standard and Modified Sport Cars saw Duncan Potter have a solid race maintaining his position at the top of the Owner Driver Mechanic Championship.

Race 6 Results:

9 <sup>th</sup>	Duncan POTTER	MG Montlhery Midget	2:18.03
16 <sup>th</sup>	Andrew MORLAND	MG PA	2:26.16
18	Chris CADMAN	MG Montlhery Midget	2:27.94
21 <sup>st</sup>	Simon JACKSON	MG PB	2:36.44



That man again! Duncan Potter maintaining his excellent form and cementing his place at the top of the VSCC Owner-Driver-Mechanic competition.

RACE 9: The Spero & Voiturette Trophies race for Vintage and PVT cars up to 1100cc with a few invited under 1100cc supercharged cars. This race provided a little bit of a practice session for the MG/Austin Challenge a little later in the day. The Painters chased the winning HRG and Austin 7 single-seater hard all race. The little electric Austin single-seater just had too much pace, However, the car was not to return for any later races due to problems, so another favorite was lost, really opening up the MG Challenge to come. It was great to see Mike up on the podium as ever chased hard by Harry. Harry actually did get past his Dad, only to let him back through after incorrectly thinking he was under a yellow flag. Harry was pushing hard, regularly exploring the limits of the track, a little smoother and that podium place would have been his. I had a shocking start, it really doesn't work starting in 3<sup>rd</sup> gear, but it was great fun for the opening few laps making up a few of those lost positions!

Race 9 Results:

3 <sup>rd</sup>	Mike PAINTER	MG Kayne	2:02.18
4 <sup>th</sup>	Harry PAINTER	MG PA	2:03.82
9 <sup>th</sup>	Mark DOLTON	MG PB	2:14.81
10 <sup>th</sup>	Duncan POTTER	MG Montlhery Midget	2:16.22
14 <sup>th</sup>	Richard JENKINS	MG K Type Magnette	2:28.17
17 <sup>th</sup>	Mark REECE	MG J2 Sports	2:30.76
18 <sup>th</sup>	Hamish MCNINCH	MG PA	2:36.11
20 <sup>th</sup>	Andrew HARRINGTON	MG J2	2:55.16



Mike Painter in the Kayne Special  
Photo: Colin Murrell

Then it was time for the grand finale; the MG vs Austin Challenge. We had lost the two race favorites early in the day, which enabled some of the reserves to move into the race. One of those being David Seber in the Hornet which really mixed things up at the front! I had accepted the request for the Sebers to join, they are looking to enter as many races as possible with 3 generations sharing the car over the day. They will always be welcome after being one of our longest supporting racing families with the MGCC. Clearly not eligible for the awards so it is good to hear they will be in an MG next season!

The Painters led the way for most of the race before the Hornet finally picked them off late on. However, importantly Mike and Harry kept the chasing Austin 7 Special of Gregor Thurstan behind them to take the first victory for MG in this new VSCC Challenge. There were many battles down the gird, as the evenly matched Austins and MGs battled hard on this wonderful circuit that is so well suited to our cars. The result was great racing and great fun. A brilliant effort from all concerned and I am pleased to say we were immediately invited back for 2017!



Harry Painter with eventual winner David Seber in his mirrors  
Photo by Colin Murrell

1st	Mike Painter	MG Kayne Special	2:03.49
2nd	Harry Painter	MG PA	2:03.38
3rd	Gregan Thruston	Austin 7 Special	2:10.68
4th	Simon Blakeney-Edwards	Austin 7 Special	2:12.66
5th	Mark Dolton	MG PB	2:13.79
6th	Jonathan Fenning	Austin 7 Ulster	2:13.75
7th	Duncan Potter	MG Montlhery Midget	2:15.17
8th	Stuart Roper-Marshall	Austin 7 Special	2:22.04
9th	Andrew Morland	MG PA	2:22.70
10th	David Birnage	Austin 7 Ulster	2:23.48
11th	Mark Reece	MG J2 Sports	2:27.69
12th	Chris Cadman	MG Montlhery Midget	2:28.52
13 <sup>th</sup>	Robert Moore	Austin 7	2:32.03
14 <sup>th</sup>	Hamish McNinch	MG PA	2:30.52
15 <sup>th</sup>	Michael Barber	MG P Special	2:35.44
16th	Mike Davies-Colley	MG PA	2:33.96
17 <sup>th</sup>	Simon Jackson	MG PB	2:38.82
18th	Andy King	MG PB Cream Cracker	2:40.75

The following MGs did not finish:

Richard Jenkins MG K Type Magnette

Christopher Edmondson MG D Type



Winners of MG v Austin Challenge left to right:  
Mike Painter, David Seber (Wolseley Hornet), Harry Painter  
Photo by Colin Murrell

### **SALE OF BARRY WALKER MG SPARES.**

*As many of you will have seen in various publications, I have been looking for someone to take over the SPARES side of my business. Well, I'm happy to advise that I have been successful in finding the right people to carry on the service I have offered you for the last 45 years. I shall continue to be around until Christmas helping with the transition, answering your e-mails and phone calls, but introducing you to the new staff. Many may rejoice, others may not, but it has been good fun all the way.*

*I'm not retiring (fully) but have RETAINED the car sales side of my business and shall be continuing with the purchase, sale and refurbishment of all pre-war OHC MGs together with the TA/B/C models. My e-mail, address and telephone No. will REMAIN THE SAME, so don't hesitate to call me if you need any advice on any subject connected with our wonderful little cars.*

*The new people will grow and expand the business with in-house engineering facilities and, later, full servicing facilities for all ohc MGs. The full range of new parts will be maintained at better prices and parts that have not been available will be added to the range, together with probably the last full second-hand parts service.*

*I would like to take this opportunity to thank the hundreds of loyal customers that have bought from me over the many, many years I've been involved in this enthralling business. I can assure you that if it wasn't for mine and your enthusiasm I would never have managed it for so long. THANK YOU ALL.*

*Remember, as specialists, if you ever want to sell your elderly MG, or buy another*

	<b>MIDGET</b>		<b>MAGNETTE</b>		<b>MAGNA</b>
<b>50</b> YEARS OF SERVICE	<b>MMM</b>				<b>50</b> YEARS OF SERVICE
<b>THE SPARES SERVICE YOU CAN RELY ON !</b>					
Phone on <b>01948 840899</b> Fax on <b>01948 840897</b>					
For prompt despatch of stock orders					
<b>Parts for all OHC Models 1929 to 1936</b>					
<b>View our Website <a href="http://www.sportsandvintage.co.uk">www.sportsandvintage.co.uk</a></b>					
<b>which is regularly updated with special offers</b>					
Illustrated Catalogue			Visa - Mastercard Welcome		
	 <b>SPORTS &amp; VINTAGE</b> MOTORS LIMITED		Gorse House, Whitchurch Road, Prees, Shropshire, SY 13 3JZ		
					

## Pre-war Prescott - The Cotswold Tour and Navigation Rally Bob Richards



The Riley Kestrel of Bob and Elaine Richards and the PA of Roger and Susan Davies at Batsford Arboretum. Photo by Bob Richards

Having attended the Prewar Prescott event as a spectator in 2012 and been very impressed by the number of enthusiastic Triple-M'ers who participated, I was determined that one day I would follow suit. So it was that in the beginning of 2016, Elaine and I decided that this would be the year. We would travel to Prescott on the Friday before the event and stay in a B & B until the Monday, so encompassing the Saturday at Prescott and the Tour/Navigation rally on the Sunday.

Hundreds of pounds and almost as many hours were spent on our PA: having side-screens adapted and covered, (in case of a downpour as at VSCC Prescott in 2014), fitting a luggage rack and better LED powered rear lights. I also removed the steering box and renewed half the hemispheres with marginal reduction of the free play at the steering wheel, until with two days to go all was ready for the off.

On the day before our departure from Staffordshire, I noticed a loss of pressure in one front tyre, so had a new inner tube fitted. The following day, we set off, full of confidence, only to have a flat tyre after travelling only 11 miles. Guess which wheel was the culprit - the one that had the new tube fitted on the previous day! Having 4.00 x 19 tyres on the front and 4.50s on the rear and spare was not helpful as it was a 4.00 that had deflated. Nevertheless, as unequal front tyre sizes would not be ideal for ascending Prescott, we fitted the spare and drove home again to have another new tube fitted but got soaked in a rainstorm and, being delayed considerably, and realising that another flat tyre would be most undesirable, we decided to go in the Riley Kestrel instead!

The events of the Saturday will hopefully have been described elsewhere so the following discourse will be limited to the happenings relevant to the Sunday. Arriving at our B & B, we were pleased to see the M-type Sportsman's Coupe of Roger and Inka Burnett parked outside – a rare beast, owned by Roger since 1959!



**The Burnett's Sportsman's Coupe pictured outside Stanway House (not the Bed & Breakfast premises). Photo by Bob Richards**

Rather than subject ourselves to the rigours of a navigation exercise, Elaine and I (like the Burnetts) decided that we would opt for the Cotswold Tour. This was to follow the same route as the Navigation Rally but be guided by very full detailed instructions set out in a comprehensive road book provided by the organisers, Ian and Jayne Grace and their team from the Vintage Minor Register.

Setting out from Prescott on the Sunday morning, we followed the route of some 70 miles, visiting several places of interest along the way, including the Gloucestershire and Warwickshire Railway, the Cotswold Lavender Farm, and the Batsford Arboretum.



**GWR 28xx 2-8-0 No. 2807 at Todington Station  
Photo by Bob Richards**

During our morning's amble we became rather low on fuel and were relieved to find a petrol station on the route where the PA of Roger and Susan Davies was parked some distance from the pumps. Enquiring if they had a problem, we learnt that Roger and Sue had stopped to help a cyclist who had a badly lacerated arm, having had an unplanned encounter with the road surface. Fortunately the cyclist was on an organised cycling run and his fellow riders soon provided some further assistance. We were impressed by this example of helpfulness displayed by the PA crew – a good example of the Marque of Friendship and we were pleased to catch up with the PA at the arboretum where our photo shows the MG and Riley together with an Austin Ruby whose driver was anxious not to lower the tone of the photo by his car's presence! Assuring him that this was not a problem, we were pleased to include his little Austin. (See title photo)

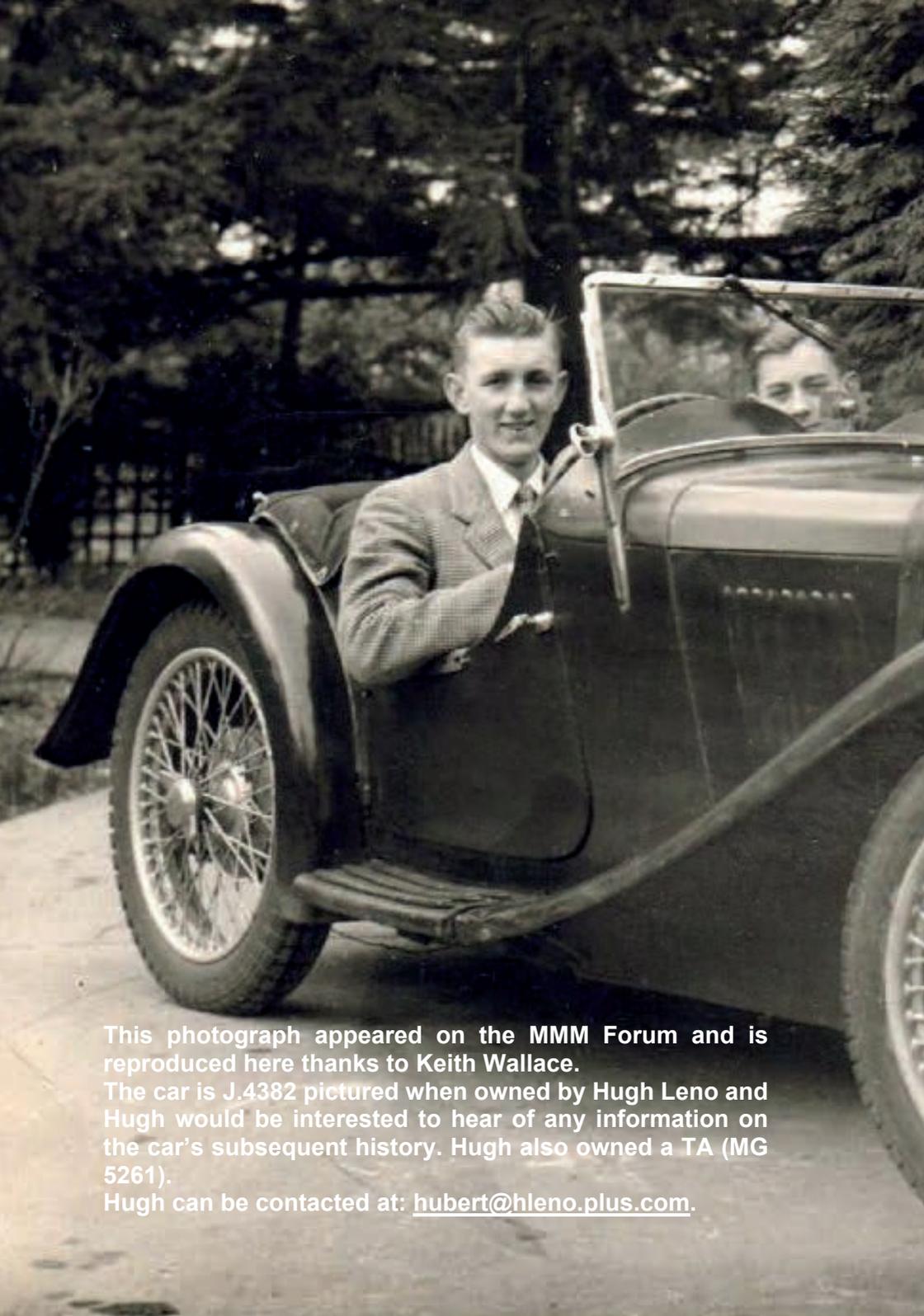
After a leisurely lunch at the George Inn, Lower Brailes, we visited Hidcote Manor Gardens, a National Trust property where we hoped to purchase a refreshing cup of tea, only to find that they were completely devoid of tap water owing to a burst water main, so we resorted to bottled water.

Our final destination was Stanway House, a fine Jacobean mansion owned by the Earl of Wemyss who still lives there and where the eagerly sought after cup of tea was provided, complete with scones and jam. In the grounds were assembled pre-war cars of all shapes and sizes that had finished the run, from a majestic 40/50 Rolls-Royce to an equally unusual Belsize Bradshaw via numerous Triple-M cars. Many of the intrepid travellers wandered through the grounds to view the impressive fountain, reputedly the tallest in Great Britain whilst others relaxed over their cream teas. Meanwhile, Ian and Jayne were checking the rallyists score cards and we were eventually impressed to learn that the rally had been won by Jap van der Weel and his lady navigator from overseas who, in their J1 with very original looking 4 seater bodywork, had beaten all the UK teams on their home ground!



**The J1 of Jan Van der Weel**  
winner of the Navigation Rally.  
Photo by Colin Murrell

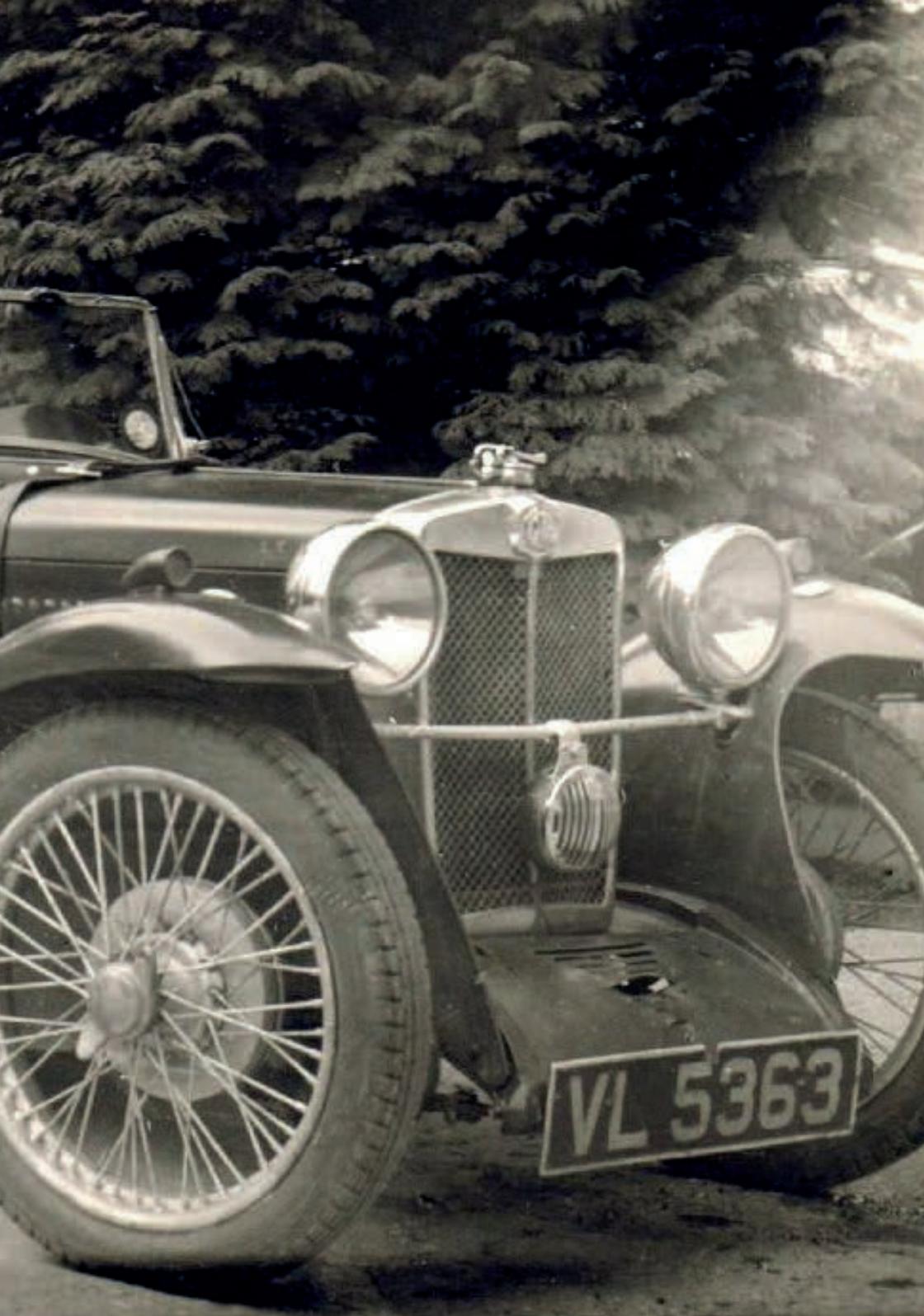
Elaine and I thoroughly enjoyed our weekend's adventure, the only wrong slotting on the tour being caused by the driver's too literal interpretation of the route instructions, which led down an unmade track to a derelict farm. Retracing our steps, we were unsure of the route, only to be led back on track by the same Austin 7 Ruby driver who had not wanted to lower the tone earlier!



This photograph appeared on the MMM Forum and is reproduced here thanks to Keith Wallace.

The car is J.4382 pictured when owned by Hugh Leno and Hugh would be interested to hear of any information on the car's subsequent history. Hugh also owned a TA (MG 5261).

Hugh can be contacted at: [hubert@hleno.plus.com](mailto:hubert@hleno.plus.com).



## Whatever happened to J.2164? Article and photos by Paul Edwards

*The following notes by Paul were requested after he sent some photos of the mysterious repair to Paul White. The final paragraphs provide an encouraging finale and hint of things to come.*



My uncle, John Andrews, bought J2164 (KG 1600) in 1942. He saw it in the showroom of a coal merchant in Cardiff who also dealt in second-hand cars. It was his wheels for many years until he bought one of those new-fangled TDs. He then used it intermittently. At some time he also acquired a YA which he later fitted with the drive train and disc brakes from an MGB (red wire wheels and all). Eventually J2164 passed on to me in 2007.

It bears the scars of having had a hard life and he told me he thought it had been rolled. Both windscreen brackets have a delicate curve and one looks as though it might have been broken, repaired and re-chromed. In his workshop I found a distinctly weather-beaten dashboard, which was full of holes where extra instruments had been installed. There are still plenty in the dash fitted now. The car had also been fitted with spats to the front and rear mudguards. One of the front spats has been quite badly damaged and repaired. The wooden crosspiece between the inner rear mudguards has been replaced by an angle-iron frame with a couple of adjustable screws to support the seat back.

In the early seventies he fitted a Laystall crank and Elliot rods. Not long after I had started to enjoy it and realise how different it was from my TC, it blew its head gasket between numbers 2 and 3 cylinders. I had been thinking that I knew nothing about exactly how the engine had been modified and now was the time to find out. I was in for a surprise.

Once it was stripped down, it became apparent that the crankcase had suffered 'a severe blow', in the words of Gerard Hoffnung. The back of the crankcase had been knocked right out and then welded back in place. One crack that extended part way along one side had also been repaired and the main oil gallery had been fractured. I suppose one benefit of a two-bearing crank with one ball bearing is that it makes lining up this type of repair a lot less demanding! As my uncle had not told me about this mishap, I assume it must have happened in the thirties. Back then, how would the cost of a replacement

crankcase have compared with all that welding and machining? Both the engine mounting pads on the bell housing are damaged and the exhaust manifold had been broken across no. 4 port and welded-up. When I cleaned up the front engine mounting, I found that both the mountings for the radiator had broken off and been brazed back on.



So the big question is: what sort of mishap was it and how did it happen? If it had been a serious collision, wouldn't the chassis have been affected? The chassis is stamped with the correct number, so it certainly hasn't been replaced. The front apron does not look damaged, but of course it might be a replacement. I suppose we'll never know what did happen.

#### Postscript:

I should explain that the rather depleted 'spare' tyre shown in one photo is, I reckon, the same one that shows in position as a spare in a photo I have of the car when my uncle first owned it. I could not resist keeping it there but should point out that it is not mounted on a wheel and has a hole in the bottom to allow water to drain out so no-one can accuse me of being likely to use it. We have just finished re-building that engine and today it ran beautifully and had hardly any leaks of any fluids. All that remains is to get the floor, seats, headlights, etc in place and off we go!



## Bulletin 92 Cartoon:

I thought that Graham Le Lay's winning caption for the "Royal" cartoon in the June/July edition was particularly good and nice to think that Ged's artwork will be heading to the Island of Jersey. Readers may be interested to see that Graham's PA featured on the cover of the summer edition of RURAL-Jersey Country Life magazine which, by coincidence, I picked up on one of my regular business trips to Jersey. Graham is Vice President of the Jersey Old Motor Club and his collection of cars is featured in an article in the magazine. I will try to persuade Graham to put pen to paper to describe the history of his PA and the old car scene in Jersey for a future issue of the Bulletin.





**50 Years with an "M" Type MG.**  
Text and Photos by Gerry Marsden

It was green, parked outside a motor repairers looking forlorn with its scruffy hood half erected to keep out the Lancashire rain. Its metal panelled body looked so much nicer than the old MG publicity photograph of a fabric bodied M Type that adorned my mate's bedroom wall. The car was not for sale but in for repair. A pity; a covetous desire welled up as I pictured the antics of George Eyston and Sammy Davis in similar cars so many years ago.

This was 1965 and there was a healthy interest in "vintage" cars. At that time a 1920s car was solid and reliable (if a little slow) transport and to many vintage diehards was considered a much better investment than the modern but usually rusty cars which were available within a tight budget. I had about £100 in matured National Saving Certificates, accumulated from years of sticking the half-crown (12.5p) Prince Charles headed savings stamps into the slim savings books which generous parents had provided for many years, one every week and I wanted a car!

My thoughts were again stirred when I saw the same little M type WV 771 some weeks later, parked on a small piece of ground alongside a 1949 Triumph roadster, both bearing a FOR SALE sign. The man wanted £30 for the Triumph and £95 for the M type. An older friend had recently sold his 1928 Humber for £100 so I thought the MG a little expensive but he would take no less than £90 so the deal was done and I owned my first car; it was May 1965, which is 51 years ago! It was brush painted in "British racing green" with silver wheels. I soon discovered lots of faults with the car and, realising I'd paid too much for it I had to keep it and sort it out. It ran unreliably, expressing the usual maladies for these cars and the misuse & abuse of ignorance which was the fate of many pre-war cars during the late 1950s to the mid 'sixties until values rose and justified the expense of repair.





Despite the problems there were lots of adventures; I thought nothing of setting off at 9.00 p.m. one Friday night after a night class in Manchester and driving all the way to the Newlands valley, beyond Keswick for a youth weekend, arriving after midnight. This was when the M6 stopped before Kendal.

I rebuilt the engine in about 1968, after breaking a crankshaft. Some months after the engine rebuild, I went on holiday to Barmouth and blew a head gasket. I telephoned Mike Dowley, who hastily posted one to my digs (I'm one of his first customers) and set about replacing it. I was parked by the side of the road and so my activity soon attracted a small crowd of holidaymakers. Removing the head I was horrified to see two parallel score marks down no.1 cylinder, so then proceeded to drain & remove the sump to investigate. The gudgeon pin on no.1 cylinder had sheared at mid point and one half had moved out to produce the score marks. In my box of bits, I found a spare gudgeon pin (yes – I was amazed too!) and fitted it. This pin had a flat milled into it, adjacent to the locking screw. The broken one had a groove machined around it creating a high stress point. (Don't use 'em!) The engine went back together and there was a round of applause when she fired up. The holiday continued.



By 1970 I was getting tired of the poor state of the "A" posts, doors and the sills which were rotten and there was less and less wood to screw the door hinges to! The floor was made from some old T & G boards, so took the car off the road for a full body rebuild, rewire etc. I rebuilt the body myself, managing to rescue a large portion of the original frame. (Being steel clad, the body was stronger which was probably why it had lasted as well as it had.) The frame was rebuilt with new, mostly marine ply panels and I managed to refit the original steel on the whole of the rear section from the "B" post rearwards. The door frames and "A" posts were replaced but the remainder of the scuttle utilised the

original framework and was re-skinned with new ply & sheet steel. Some careful splicing-in of new pieces was required here and there. The car was bought with hydraulic brakes from a Morris 8 but this was a botched job so I converted back to cable brakes from spare parts collected. (In about 1967 I bought a complete car with a cut & shut body, three cylinder blocks and heads, a couple of gearboxes plus piles of bits for £5, the lot!) Patches of red paint on the concealed parts of the body were revealed on disassembly so I repainted the car in Rover "Masai red" which was very close to the original. The bonnet is stamped BLK indicating it was black. It has been suggested that at the time this car was manufactured certain body parts, louvred sills, bonnet and front apron were finished in black, but I have never found any verification for this and finished the car in red with just the mudguards in black. It was 1977 before the car was finished but I claim mitigation, for within that time frame I had completed my engineering studies, got married and renovated our matrimonial home!

The car was then run into the early '80s but by then our little family was growing so the car was placed in "Automobilia", a motor museum in Hebden Bridge. Our 1936 Riley Adelphi saloon was more appropriate vintage transport for a young family.

As my daughters grew up they pestered me to get the old MG out, so it was liberated from the museum and brought home. I was nervous about the state of the crankshaft, which had been ground several times. The engine was not the original sold with the car, so I decided to build another from the stack of bits accumulated over the years. I had a good cylinder block which was re-sleeved to standard bore and built up using a new Phoenix crankshaft and connecting rods. A full flow oil filter is used. The head was assembled using existing parts with new rocker shafts, double valve springs and bracing brackets.

Around the turn of the century the radiator was restored by Oldham radiators and a set of new mudguards were made by Manchester Wings and Radiators, both excellent companies.

Last winter, I fitted new kingpins and bushes and refurbished the cylinder head with a new camshaft and followers etc., some increase to the compression ratio and refurbished camshaft drive assembly. The car is now on the road and running well.



Page 8

12 months 26/10/2015  
 4 months 26/10/2015

EXTRACT FROM  
 REGISTRATION PARTICULARS

Registration Mark WV 771

14 Taxation Class PRIVATE

15 Manufacturer's Type or Model M.G.

16 Class G.R. REP

17 Colour SILVER

18 Make 2 STR TOWN

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I have little knowledge of the car's history. The late Mike Hawke visited the registration office in Salisbury and established that WV 771 was first registered on 4th February 1932 to a Mr A. Bradshaw of 52, Bellevue Rd Salisbury. It seems the factory build date is 8th December 1931. In 1990 I was contacted by a previous owner, the late Dr. John Butler (Lagonda aficionado in later life) who bought the car from a friend in 1957 as HIS first car. Before buying it, he and the friend had driven it all the way to Rome and back via Copenhagen! (Imagine that today!) He promised to send pictures but never did. During his ownership he fitted a J2 4 speed box, which is still in the car. I have evidence that he sold it in 1963 to the first named person in the old "buff" continuation logbook. So I have a full history from the mid 1950s but no history for the first 20 years of its life.

The car has been in constant use since about 2000 but has not covered many miles. I use my other classic cars much more. Through gentle use since repainting 40 years ago, the car has gained a lovely patina and bodily must be one of the most original examples extant.

I find the M type to be a pretty car with its very "vintage" pointed tail. It is practical with a surprisingly spacious and lockable boot. The high-waisted doors keep out much of the draught but it should be considered as a 2-seat tourer rather than a sports car. In today's traffic one needs to be judicious in route selection so as not to cause irritation to the high speed motoring which now is the norm. On quiet country lanes it is sheer delight however and will leave lots of contemporary cars behind on narrow, twisty country lanes. The hills are a problem, as with all the little 850c.c. O.H.C cars. The 4 speed box improves things but there is a huge gap in ratios between 2<sup>nd</sup> and 3<sup>rd</sup> which leaves one grinding up steep hills peak revving in 2<sup>nd</sup> but unable to pull 3<sup>rd</sup>. This can get the engine hot & bothered, so one has to give the car its head and gaze at the scenery.

I have been lucky to have owned several pre-war cars which have come and gone down the years, but for all its faults, and every car has them, I have never had the heart to sell this little car and, after 51 years of ownership, I still get a thrill on the first bright spring day, when I can shake off dull winter by taking the M Type out for a spin, then I'm 18 again!





## PRE -WAR PRESCOTT 2016 THE MAIN EVENT

No report this year as space is at a premium but suffice to say that this event gets better every year as does the involvement of Triple-M owners. This year there were at least 55 MMM cars on the entry list covering most models and including what was, we believe, a record number of D-types at any event (8). I will let the photographs speak for themselves.



**The record breaking line-up of D-types assembled in front of Ted Hack's marquee.**  
Photo by Digby Gibbs

**PWP 'virgin' Dick Morbey taking a ride with Colin Butchers**  
Photo by Colin Murrell





**Ian Goddard's F-type F.0282** Photo by Colin Murrell



**Bulletin contributor John Emmett and family testing the power of J.0346**  
Photo by Digby Gibbs

**K3 on parade!**  
**Jeremy Hawke with K.3007**  
**inspects the massed ranks of**  
**Triple-M cars lined up in the**  
**Orchard**  
Photo by Digby Gibbs





**Triple-M cars in the queue for the Hill**

Photo by Digby Gibbs

**Lunch time in the Orchard - a delightful mix of Triple-M cars**

Photo by Colin Murrell



**Andy King and passenger take to the Hill in Cream Cracker JB 7525**

Photo by Colin Murrell

**The ever dapper Colin McLachlan poses for the camera.**

Photo: Chris Salmon



## ADAMANT STEERING COLUMN

**A cautionary tale by Barry Foster with additional notes by Bob Walker**

An F-type owner recently gave me the steering column from his car as the steering had become very poor with 6" of movement on the steering wheel! Inspection showed a little backlash between worm and wheel, almost no play in the wheel shaft bushes but movement between the column and the box.

Dismantling revealed that the column outer tube was only retained by the oil nipple into the worm bush. Adjustment at the top end of the column had pulled the tube against the oil nipple. The flange on the worm bush was missing about half of its length and had been replaced by cork and sealant.

Three more pieces of the flange had recently broken off – if the last part had followed then the whole of the column could have pulled out of the box with total loss of steering. In addition, the rivets holding the worm to the central rod through the splined muff coupling were partly sheared – again failure here could result in lack of steering. Fortunately the owner realised that things were getting bad and required attention. Something the MOT would have highlighted in previous times but all is now being corrected.

Note: I understand that the next Triple-M Yearbook will have a technical article on Adamant Steering Columns – promised by Thijs of the "MG Workshop Holland" and Orange Clog Racing.....



*The column as found.*



This photo shows (from top):  
*Undamaged parts from another column for comparison.*  
*Remains of flange on steering worm bush.*  
*Cork and sealant used to fill gap where flange is missing.*  
*Parts of flange which have recently broken away.*

***By happy coincidence, we received the following correspondence from Bob Walker on the same topic:***

Returning to my Adamant woes; this photo shows three examples of the worm wheel shaft. Numbering from left:

No. 1 has wear in shaft and wheel; Nos. 2 & 3 are not fit to use. It is obvious what is wrong with No.3 but No. 2 is more subtle. The end is bent so that getting it out of the housing comes at the price of the splines wrecking the bearing. A blind man on a galloping horse would not notice anything wrong with the worms and it is only when trying to get the free play down that the wear become apparent.

The good news is that it is a 3-start worm so there are three bites at the cherry for minimum play in the straight ahead position.

***Notes and photo from Bob Walker.***



## LETTER TO THE EDITOR

Dear Digby

The following may be of interest to Bulletin readers.

For your information, we took ELF to Ulster for the MMM 2016 outing between 6th & 12th June.

An excellent trip. Our hosts spoilt us at every opportunity. We would recommend Northern Ireland to any pre-war car buff as they are very keen on the history of motor sport in Northern Ireland.

We returned on 12th June. The car was cleaned and on Saturday 16th July ELF attended the Pre-War Prescott meeting. The car made 5 trips up the hill and an excellent day was had by all. MMM MG's were very well represented.

On Sunday 17th July we had been invited to Classic Nostalgia at Shelsley Walsh. With some confusion as to our allocated parking ELF, by default, ended up as entry 51 in the the Midland Automobile Club - Classic & Sports Car Magazine "Concours d'Elegance" competition.

At about 12.30 we were informed (much to our surprise) that ELF was Overall Winner. Bearing in mind we had spent all the previous day at Prescott, the car had not even been dusted off let alone polished and as a rule we have never entered the car in a concours as we enjoy driving the car.

The trophy was presented by 1980's rally legend Jimmy McRae, who we were pleased to take up the hill in ELF.

A very enjoyable few weeks.

Peter & Dot Prosser



### *Editor's Note:*

*I was delighted to see these pictures having spent many hours in Welsh Forests in the 1980's spectating and marshalling at national and international rallies. A sobering thought that Jimmy is now 73, tempus fugit indeed!*

## The Pre-war Austin Seven Club Cumbria Run.



The run was organised by the Pre War Austin Seven Club on 18th September, it started in the market place in Masham and finished at the Netherwood Hotel at Grange over Sands. The weather was exceeding kind both on both Sunday and Monday. Our route included Tanhill and many delightful country roads. Photo top shows some of the friends at the start, the lower photo is taken at Netherwood as we were preparing to leave for home.  
**Bob Walker**

### **Invitation:**

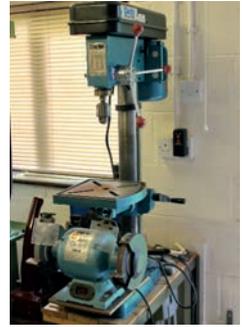
*For the benefit of our Southern Hemisphere subscribers and the more adventurous Northern Hemisphere members the following invitation submitted by Ross Kelly should be of interest:*

The Pre-War MG Register of Australia is holding its biennial rally at Yamba in October 2017. Yamba is situated on the North coast of New South Wales in an area of world class beaches and great National Parks.

October is an ideal time of year for MG enthusiasts from the Northern Hemisphere to attend. Yamba benefits from average daytime temperature of 25°C (77°F), un-crowded beaches and open road touring on the back roads of the Northern Rivers.

## READERS ADVERTS:

### Workshop equipment for sale.



Bulletin cartoonist Ged Segrave is assisting a friend in the disposal of workshop equipment; the following photos show some of the equipment and demonstrate the excellent condition. Please contact Ged for full details: [gerardsegrave@btinternet.com](mailto:gerardsegrave@btinternet.com)

### Barry Foster has the following spare parts for sale:

#### Parts:

4 Cylinder Bosch Type 009 Distributors converted ready to fit with HT leads.	£130.00
Supercharged engine mounts for 'small cam' cars C/D/J/F	£152.00
Supercharged engine mounts for 'large cam' cars L & P (not K)	£152.00
Thrust plates with lip seal for above engine mounts	£57.42
Crankshaft ball race retaining place for 'small cam' cars M/C/D/J/F	£11.75
Water pumps for C/J4 can be used for F-types	£441.25
Brass blanking plug for water boss on block when using water pump	£19.50
Camshaft top plates and studs for M/C/D/J	£27.00
Adamant steering column stainless steel (polished) tubes	£67.25
DDS Dynamo shafts	£87.50
C40 Dynamo shafts for conversions with "modern" 2 brush units	£57.00
ENV 3.3:1 ratio gears for 1 <sup>st</sup> gear on manual gearboxes	£412.00
K-type Trunnion box lids (pair)	£16.00
K-type torque cable brackets – require finishing to suit your car	
Set of 4 parts	£40.00

#### Oddments:

1 only J4 bulkhead oil tank kit laser cut sheet metal, boss and brass cap Requires folding and soldering	£190.00
1 only set of brackets to mount a Shorrock blower – based on MG	
Powerplus type of fittings for the C-type	£45.00
Box of Morris 8 hydraulic brake back-plates, shoes, linings etc.	£45.00

#### Barry is also able to offer the following services:

Oil pipes refurbished  
Stub axles re-spindled  
Gearbox input shaft splines rescued.

**CONTACT: Barry Foster at [montherygarage@yahoo.co.uk](mailto:montherygarage@yahoo.co.uk)**

## WANTED

### Desperately seeking.....parts for a J2

*The following request comes from Nick Allen via email. Nick has also provided a photo of the car in its current state to encourage readers to help in getting it back on the road:*

I would be most grateful if you could put an advert in the Triple-M Register Bulletin for some parts I need for the rebuild of my recently acquired MG J2, MG2254, chassis number J2791.

I bought this from the brother of the previous owner, Michael Wells Cole, who I believe raced it in the 60's and dismantled it to commence restoration in 1970. Unfortunately, he died suddenly and unexpectedly before much progress had been made and the car ended up in his brother's care, secreted round his house wherever space could be found. Some parts had been restored, such as the radiator and engine, though the crank has been overground and needs replacing. Others untouched; such as the body which is in several pieces. Other parts, such as the back axle, which I have now sourced, were missing.

Interestingly, I couldn't find the chassis number on the front dumb iron and closer inspection revealed that it had been replaced at some time. Suspecting the car had been in an accident, I had the front axle crack tested. This revealed a crack in the most stressed part, which I understand renders it as scrap.

I therefore need the following:

- Serviceable front axle
- One head lamp bowl (Lucas L140)
- One bonnet catch
- One exterior door handle, early brass type
- Correct horn

**Nick Allen**

**(Nick\_diana\_allen@hotmail.com)**



## WANTED

Ewan Harris needs the following for his F1:

Late model float chamber. Required configuration (when viewed from above) with the inlet union at 12 o'clock the outlet union should be at 9 o'clock.

Ewan has an early model F/M Type chamber to exchange if necessary.

**Contact Ewan Harris on 01363 775672.**

## FOR SALE

### 1931 Jarvis-bodied F-Type



I have decided to sell our Jarvis bodied F-type, as it doesn't get used much, competing for attention with the other five MGs. This car has been fully refurbished, with an engine rebuilt by Barry Foster, with upgraded oiling system feeding the vulnerable rear bearing direct from the Tecalemit oil filter that is now fitted. It has the later P-type rockers fitted and 12/12 camshaft, as well as the F3 water outlets on the offside of the head.

The body has been repaired and new timbers fitted where they had rotted. New aluminium wings are fitted front and back, and a new petrol tank specially made up to replace the incorrect one.

The interior has been finished in black vinyl, but the seats are leather. A new siquoia dashboard has been fitted, with all instruments overhauled, although the clock doesn't work. The radiator has been overhauled and re-cored with a later film type matrix to help keep the water temperature down. The car has been fully rewired by an expert. The chassis has been overhauled with new bearings, brake linings, and wheels re-spoked and painted. New hood and sidescreens also come with the car.

A comprehensive list of costs has been kept and is available for inspection.

There are only three of these Jarvis F-types known to exist and the other two are in Germany and Holland.

**Offers over £45,000 will acquire this rare Triple-M car.**

**Contact Phillip Bayne-Powell at [philipbp@mgcottage.freereserve.co.uk](mailto:philipbp@mgcottage.freereserve.co.uk)**

## CORRECTION

*Nev Churcher has asked us to include the following correction and addition to his recent WANTED and FOR SALE adverts:*

### Instruction Manuals:

Due to my terrible writing, the "Wanted" advert in the last Bulletin appeared as C-Type instruction book. This should have been for **L-Magna original instruction book in good condition, similar F-Magna book available as exchange.**

**Would the Canadian M-Type owner who phoned for the Michael Turner print please get in touch as I have lost your number! You are the first to get in touch and I have kept it for you. Please phone Nev Churcher 02392 527202.**

## FOR SALE:

Peter Fenichel has the following items for sale:

MG print set by Kevin Walsh – Framed.

Aero Club / Cricket on the Village Green / MGA at Malham / Taking on Fuel  
£40 each or £150 for the set.

MG Dealership Desk Calendar believed to be early 1950's (see back page)  
£100 or best offer

Collection in London or Kimbolton, Huntington PE28 0LQ.

Contact Peter Fenichel at [peter.fenichel@outlook.com](mailto:peter.fenichel@outlook.com)



## FOR SALE:

Nev Churcher has the following for sale:

ORIGINAL full colour 1933 (flared wings) J2 8 page Brochure in near perfect condition except for rusty but sound staples. Very rare item.

£175 including postage and insurance.

ORIGINAL F-Magna Instruction book in excellent condition – completely unmarked inside, slight oily-fingered patina on the dark orange loose-leaf card covers.

£150 including postage and insurance.

ORIGINAL J-type rocker cover plate in good patinated condition – the shorter 1933/34 pattern measuring 7.5" x 2".

£50 including postage and insurance.

Contact: Nev Churcher 02392 527202

## TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

All the Triple-M competitions are heading towards their end of year close, although the Racing Championship may have all but finished as racing in the UK, so far as our cars are concerned, has come to an end for 2016. There may be just a few residual results to process. Trialling, on the other hand, has only just re-started for the second half of the season and no doubt Bill and Liz Bennett will be competing as committed as ever in their J2. But where are the other trialists? There are now five cars over the one hundred point mark in the Car Of The Year battling for the top honour, with two more on ninety-nine. With only two months to go, it is important now to get results in to the Comp. Sec. for any competitions in which you have taken part and do not feature on the list of events table. Many congratulations to Duncan Potter for securing the 'Owner-Driver-Mechanic' award from the Vintage Sports-Car Club for his racing performances in 2016. Duncan has featured in all five of the VSCC race meetings as well as MGCC events in the 'under 1100cc' classes. Duncan was presented with the coveted 'ODM' Trophy at Mallory Park last month, having secured the necessary points in the last round of the year, beating runner-up and leader of the 1101-1500cc Class, Mark Groves in his Frazer Nash Emeryson TT Rep and third place Mike Preston, long-time leader during the year in his Bugatti Type 35B. Introduced by John Guyatt in 2009, the 'Owner Driver Mechanic' Awards are designed to encourage original specification Pre-War Sports-Cars to come out racing at VSCC Meetings. Aimed at the amateur racing enthusiast, points towards the annual 'ODM' standings are weighted according to whether the car is owned, driven and maintained by the entrant, although it is not necessary to do all three in order take part.

### SPEED CHAMPIONSHIP 2016      Scores to 12<sup>th</sup> October

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	C/s	Duncan Potter	49
2 <sup>nd</sup>	M	Frank Ashley	37
3 <sup>rd</sup>	PA	Colin McLachan	33
4 <sup>th</sup>	J2-PA/s	Mike Painter	32
5 <sup>th</sup>	K3/s	John Gillett	31
6 <sup>th</sup>	PA/s, L1	Andrew Morland	31
7 <sup>th</sup>	PA/s	Harry Painter	29
8 <sup>th</sup>	J2	Philip Coombs	29
9 <sup>th</sup>	C/s	Chris Cadman	24
10 <sup>th</sup>	PB/s	Rachael Holdsworth	14
	NA/s ss	Thomas Hardman	14
	J2	Brian Galbraith	14
	J2/s	Christian Höptner	13
	M	Alex Peacop	13
	L1/s	Andrew Briggs	8
	M	Colin Reynolds	8
	PA	Mike Davies-Colley	7
	PB	Simon Jackson	7

## C.O.T.Y. 2016 - Scores to 12<sup>th</sup> October

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	2912	C/s	GX 9693	David Potter Duncan Potter Emma Withers Colin McLachlan	124
2 <sup>nd</sup>	2591	PA	MG 3242	Mike Painter Harry Painter David Rushton Corinne Davies-Griffith Frank Ashley	114
3 <sup>rd</sup>	2694	J2-PB/s	Kayne Spl.	John Gillett	99
4 <sup>th</sup>	341	M	PJ 7970	Bill Bennett	99
5 <sup>th</sup>	1595	M	PG 1045	Rosemary Bayne-Powell Philip Bayne-Powell Chris Cadman	98
6 <sup>th</sup>	545	K3/s	K 3030	RX 8306	83
7 <sup>th</sup>	909	J2-PA/s	FW 3909	Oliver Richardson	78
8 <sup>th</sup>	909	NA All'ham	BYU 271	Andrew Morland	70
9 <sup>th</sup>	2200	C/s	RX 8306	Brian Galbraith Toby Galbraith Maurice Gleeson Andrew Briggs Mark Dolton	68
10 <sup>th</sup>	3303	M	LS 2464	Mark Dolton	62
11 <sup>th</sup>	2913	PA/s	MG 3855	Andy King	60
12 <sup>th</sup>	2692	J2	SW 4156	Fred Boothby	49
13 <sup>th</sup>	3472	L1/s	UAS 720	Mike Davies-Colley	48
14 <sup>th</sup>	2170	PB/s	CLX 112	Chris Edmundson	48
15 <sup>th</sup>	2215	PB/s C/C	JB 7525	Harry Painter	47
16 <sup>th</sup>	3534	J2/s	WF 5494	Hamish McNinch Anne Boursot	42
17 <sup>th</sup>	250	PA	MG 3294		
18 <sup>th</sup>	2931	D/s	UG 281		
19 <sup>th</sup>	2063	PA/s	RSJ 380		
20 <sup>th</sup>	1164	PA	YSV 703		

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

31 <sup>st</sup> July	MGCC SE Centre MGs on Grass Driving Tests	Full
5 <sup>th</sup> August	VSCC Prescott Friday Hill Climb (Long Course)	Full
6 <sup>th</sup> /7 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
20 <sup>th</sup> August	VSCC Pembrey Sprint	Full
20 <sup>th</sup> /21 <sup>st</sup> August	VSCC Pembrey Race Meeting	Full
21 <sup>st</sup> August	VSCC Pembrey AutoSolo Driving Tests	Full
27 <sup>th</sup> /28 <sup>th</sup> August	VHC Etretat-Bénouville Hill Climb	Full
3 <sup>rd</sup> /4 <sup>th</sup> September	Bo'ness Hill Climb Revival	Full
4 <sup>th</sup> September	VSCC Madresfield Driving Tests	Full
10 <sup>th</sup> September	MGCC SW Centre Wiscombe Park Hill Climb	Full
10 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
18 <sup>th</sup> September	Holsworthy MC Roger Pole Taw & Torridge Trial	Full
24 <sup>th</sup> September	VSCC Mallory Park Race Meeting	Full
1 <sup>st</sup> October	VSCC Race for Pre-War Sports Cars, Castle Combe	Full

## SLADE TROPHY 2016 Scores to 12<sup>th</sup> October

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	40
2 <sup>nd</sup>	M	David Rushton	17
3 <sup>rd</sup>	M	Oliver Richardson	10
	J2	Jeremy Hawke	9
	PA	George Ward	8
	PB/s	Andy King	7
	M	Kim Jenkins	7
	J2	James Mather	6
	J2	Mark Smith	6
	M	Nigel Stroud	5
	M	John Haine	4
	J2	Neil MacKay	3
	M	Tom Dark	2
	M	Mike Barber	2
	NA	Robert Billson	2
	M	Keith Hall	1
	M	Philip Coombs	1
	PA	Colin Butchers	1

## Racing Challenge Trophy 2016 The Betty Haig Cup Scores to 12<sup>th</sup> October

	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 <sup>st</sup>	J2-PA/s	Mike Painter		0.125
2 <sup>nd</sup>	C/s	Duncan Potter		0.304
3 <sup>rd</sup>	J2/s	Fred Boothby		0.308
4 <sup>th</sup>	PB/s	Mark Dolton		0.415
5 <sup>th</sup>	L1, PA/s	Andrew Morland		0.419
6 <sup>th</sup>	C/s	Chris Cadman		0.551
7 <sup>th</sup>	PA	Hamish McNinch		0.614
8 <sup>th</sup>	KN/s	Richard Jenkins		0.774
9 <sup>th</sup>	PA	Anne Boursot		0.796
	PA/s	Harry Painter	4	0.251
	L1/s	Charles Jones	4	0.382
	K3/s	John Gillett	4	0.695
	PB	Simon Jackson	4	0.979
	PA	Mike Davies-Colley	3	0.687
	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

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**Two photos by Dennis Rushton that capture the atmosphere of the Cadwell Park meeting.**

Top: The Triple-M camp

Bottom: The attractive setting of the race track is shown to good effect in this picture of Michael Barber in his Q-type Replica ahead of the Riley 12/4 special of Stephen Riddington



Not quite in the Triple-M era but too interesting to hide away in the Advert Sections. See Peter Fenichel's advert on page 42



A final image that sums up the excellent Ulster Tour. Henk and Ruud de Vries from Holland in their K1 Magnette  
Photo by Fred Kullas