


**TRIPLE-M REGISTER
BULLETIN**
December 2016/January 2017





Top: Manfred Hurland's PA.1816 seen at the Vintage Raceday at Rastade in Germany. The event is organised by fellow Triple-M owner Winfried Fricke (N-type). Photo by Hergen Deuter.

Below: An interesting University Motors dashboard fitting for P-types. Part of the mystery items competition organised by Peter Green for the Summer Barbecue a few years ago.

"UNIVERSITY" CONVERSION TABLE FOR P TYPE  MIDGET				
REVS.	SPEEDS ON GEARS			
	1st	2nd	3rd	TOP
1000	3.52	6.34	10.80	14.70
2000	7.04	12.68	21.60	29.40
3000	10.56	19.02	30.40	44.10
4000	14.08	25.36	43.20	58.80
5000	17.60	31.70	54.00	73.50
5500	19.46	34.87	59.40	80.75
6000	24.64	38.04	64.80	88.00

BULLETIN No 94 December/January

Front Cover Picture:

Readers who are fortunate to be on the Hack family Christmas card list will know about their highly imaginative MG-themed cards. These are mostly the work of Ted's son Tim and our spectacular cover picture has been adapted by Tim from a card they used in 2007 to provide a suitably seasonal cover for the Bulletin. Many thanks to Tim for his skilled contribution and to Ted for his support (and for the many hours he must have spent wrapping up the D-type).

Editorial:

I had hoped to get this issue out before Christmas but, in spite of the best efforts of the Editorial "team" and in particular Lyn's enthusiastic grappling with the intricacies of Serif software and Triple-M terminology, we may not quite achieve it. My apologies in advance for any disappointment.

I hope that the mix included in this issue is up to standard and I have to thank our small band of regular contributors for their help in achieving this. Thanks also to

other contributors who have generously allowed us to use material and photographs to help fill the pages and provide an interesting mix. Don't forget that we are totally dependant on contributions from readers so if you have any old photos or items of technical or historic information that could be of interest then please send them in.



Although the racing season has now ended we include a report on Mallory Park that was squeezed out of the last issue and also have a brief review by Mark Dolton of the hugely successful 2016 season and a look forward to 2017 that is looking equally promising. Make a note of the dates and do your best to support these events.

Meanwhile, while the race cars are being cosseted in their garages the boys and girls of the Trials persuasion are well into the second half of their season and "enjoying" the pleasures of muddy hills up and down the country. We wish them well in their respective championship ambitions.

Now for the corrections. I am pleased to say there are only two that I am aware of:

Page 42: One of the pictures that Peter Fenichel is selling got swapped with one of Bob's Cumbria photos so we have repeated the advert with the full set this time.

Page 46: The address for new Librarian Richard Stott should be 35 High Street. The correct address is now included at the back of this issue.

Digby Gibbs

Chairman's Jottings

By Dick Morbey

These notes round off a busy and interesting year for the Register. We have seen the continuing emergence of Triple-M racing at MGCC and other events; the Committee has pressed forward with the Register's car database project; more cars have been emerged from obscurity and new faces have joined our community.

It's an astonishing fact that there are over 4,000 known surviving Triple-M cars in existence out of the MG Car Company's production of 11,581 (I think that's the correct number!) of which 3,495 are currently registered.



The Register's prime purpose is to maintain a record of all the cars and you can play your part in this by ensuring that the record of you and your car (or cars, if you are fortunate to have more than one) is up to date.

Please remember to do this by informing our Registrar Graham Arrondelle of any changes when they occur, including changes in your e-mail address. E-mail, that much-used carrier pigeon, will be the main means of communication and exchange of information when the on-line database of cars goes live in the New Year - yes, I know it has been delayed - so it's important that we know how to contact you.

Those of you who have recorded your e-mail details with the Register can expect to be hearing from us early in the New Year when we will be offering you access to your car's recorded details for checking.

The Register Committee continues its work and you can read a summary of the most recent meeting in George's notes. I cannot overstate the need for volunteers to come forward to join the committee so that we can plan for the future. In particular, the request in the last Bulletin for a successor for our Treasurer Bob Milton has been met with total silence and this is one vacancy that just cannot be left unfilled. The job requirements are not overly-demanding, and the incumbent will have the satisfaction of putting something back into our little community. I am sure that many of you out there have the necessary credentials, or know someone who has - please contact Bob or me for more details.

Triple-M racing continues to progress. The latest news is that Mark Dolton has gathered together a substantial amount of sponsorship for the MGCC Brands Hatch race meeting on 29 and 30 April at which the Mary Harris Trophy will be competed for. You can see details of 2017's competition events later in this Bulletin and they are always updated on our website

The Register's touring 2017 event in west Cornwall, now known as the **Kernow Wheals Tour 2017** is shaping up nicely. The event has now been expanded and there will now be three touring days, not just two. Charlie Cartwright and Ian Goddard are running the event for the Register and entries will open very shortly. If you have not yet recorded your interest in the event, which is likely to be confined to 60 cars, please contact Charlie at charlie.cartwright@gmx.co.uk or telephone 01736 368610

Other events in 2017 include the **MG and Triumph Spares Day at Stoneleigh on Sunday 19th February**, at which the Register will have its usual stand 13 in Hall 3, where you can socialise, meet committee members and look through some new Library offerings.

The MGCC's **MG Live!** event at Silverstone takes place on Saturday and Sunday 17 and 18 June. The Register has made a deliberate decision to make the event more appealing to Triple-M owners, by having a more conspicuous and involving presence than usual. We intend to have an additional marquee in which people can meet and socialise. We would also like to use the space for technical demonstrations - the details of this are currently being worked out - so please book the date and do your best to support the event.

The MGCC archive. Over the years the Register has amassed a large collection of published and unpublished materials. In order to ensure that they survive in good order these are shortly to be transferred to the new Bill Wallis archive at Kimber House, Abingdon. MGCC members can visit the facility by arrangement to view and research the archives, which also include most of the Works factory files, famously saved by Mike Allison to prevent their destruction. Do you have a copy of the Works record for your car? If not you can contact Pete Neal at the Archive for details.

Finally, as this is the last Bulletin of the year, I would like to thank everyone who supports the continuation of Triple-M motoring - owners, suppliers, advertisers and everyone else - and on behalf of the Committee I wish all readers a very Happy Christmas and successful motoring in 2017.

Dick Morbey

FUTURE EVENTS:

29 th January	VSCC Driving Tests Brooklands
19 th February	MG & Triumph Spares Day, Stoneleigh
25 th February	VSCC Exmoor Trial
4 th March	VSCC John Harris (Derbyshire) Trial
18 th & 19 th March	VSCC Herefordshire Trial
8 th April	VSCC Scottish Trial
27 th to 29 th April	Manx Classic
29 th & 30 th April	MGCC Brands Hatch (Mary Harris)
29 th April to 2 nd May	MMM South Africa Knysna Gathering
30 th April	VSCC Curborough Speed Trials
7 th May	VSCC Wiscombe Park Hill Climb
13 th May	MGCC Kimber Trial
27 th & 28 th May	VSCC Loton Park Hill Climb
3 rd June	VSCC Harewood Hill Climb

Secretary's Update

Chairman Dick Morbey noted that Bob Milton had tendered his apologies for absence following a nasty fall when carrying a bag of salt and wished him a speedy recovery.

Dick noted the rollout of phase 2 of the **Register database** remains delayed mainly due to a delay in the reconciliation of the conflicting data as between the various sources. Koen Struijk joined the meeting via a Skype conversation at 11am and there was a lengthy discussion about how to reconcile discrepancies in the data. Koen's recommendation was that this

should be done manually; it is not easy to do otherwise given the nature of the programme and the extra programming that would be needed. Post the meeting Koen produced a new reporting tool whereby listings of cars can be produced for comparison purposes by the sub-Registrars. Once the data position has been agreed it can be rolled out with the proviso "this is the first issue" and that it may not be perfect and encouraging feed back from the owners. The Committee now hope that the database can be used to produce the 2017 printed Register and also monthly reports to enable the Committee/Registrar/sub-Registrars to manage and monitor changes. Finally it was agreed that a further meeting between Koen and the sub-Registrars be held in January, this would be to finalise any issues before going live.



In the rest of his report Dick summarised the various activities covered by the Committee in what has been a busy but constructive year for all concerned. The Register has suggested a range of options to the MG Car Club for **MG Live! 2017**- the event was the subject of a detailed discussion at the Club's Council meeting in October. Other matters covered included mention of the Register's **Facebook** presence, now being handled by Cat Spoelstra, the Register's planned presence at **Stoneleigh** and the possibility of the Register having a presence at **Pre-war Prescott**. One matter of concern mentioned by Dick in his Chairman's jottings is the lack of volunteers for the Committee, particularly for the position of Treasurer.

Secretary George Eagle confirmed that a booking has been made for **Stoneleigh** where the Register will again be on stand 13 in Hall 3. A team of volunteers will be required to man the stand and our new Librarian Rich Stott will be in attendance with the usual publications for sale. There has been the usual contact with members including two who had wanted assistance over placing adverts to sell their cars. The Committee agreed there was merit in conducting another **survey** (the last one was in 1999 when Peter Green, Elizabeth Taylor, Mike Linward and George Eagle were Committee members!) It was felt this would be one useful way to garner more information on the owners and their cars.

Registrar Graham Arrondelle reported that in the 3 months since the September Committee meeting there had been 13 owner changes, one new Triple-M number issued and one new car. He also reported there had been the usual issues over the identification of some cars. As has tended to be the case at recent meetings the Committee discussed and agreed the way forward in the matter of several cars. Following a discussion led by Peter Green the Committee agreed the criteria that would be followed following any request to Register cars with a blank dumb iron – for example where a car may have had a replacement knuckle following an accident.

Graham is keen for the Register to move fully onto the new data base and to stop the current practice of running the parallel manual system which was required during the period of transition.

Competition Secretary Mike Linward produced the updated tables for the current year, this included a chart showing the progress of the C types in the COTY which will form the basis of the new Robin Gordon Trophy award. Of special note is the award to Duncan Potter (C type) of the prestigious VSCC Owner/Driver/Mechanic trophy. The car has been allocated a rarely offered 10 COTY bonus points – previous recipients have included Bill Bennett for collecting a MCC “triple” and the cars entered in the record attempts.

Mark Dolton submitted an update on the progress he is making for the 2017 season - the provisional dates will be listed in this issue of the Bulletin.. He has done a remarkable job in recruiting sponsors, has collected £1500 and produced a draft of a proposed Sponsor and Partner leaflet for use at Brands Hatch. Mark's report listed 29 expected entrants plus 8 who have indicated they are looking to race in 2017. In addition contact has been made with a further 15 owners. The Triple-M racing scene is certainly looking good.

Librarian Rich Stott has now taken over all the stock from Peter Hemmings and noted that library sales for the year to November stand at circa £8126; Yearbook sales at 322 are the same as last year. As noted earlier Rich plans to attend Stoneleigh with the stock. Peter Hemmings will continue to finalise the re-printing of two brochures which were out of stock and are almost ready for printing, the proofs are with Terry Hartly. Peter also has in his possession various archive items/books which he will arrange to hand over to Peter Neale, MG Car Club Archivist.

Dick Morby thanked Peter for his 9 ¾ years of service to the Register and made a presentation of a very good caricature painting of him. A copy of this very good likeness is printed in this issue of the Bulletin.

Bulletin Editor Digby Gibbs confirmed the October/November issue had been posted together with a renewal slip – already over 100 renewals have been sent in to our hard working Subscriptions Co-ordinator Paul White. Digby also stated his intention is to have the December/January issue finalised and posted before Christmas.

Yearbook Editor Simon Johnston has most planned articles in hand and has set the necessary deadlines in place to get the new Yearbook printed in time for the Brands Hatch meeting to be held on 29th and 30th April 2017.

The web site continues to operate well. Webmaster Nick Feakes is planning to introduce a smart phone/i-Pad version of the website.

Peter Green noted that following the spares sale at the Summer Gathering a donation of £107 was made to the Parkinson's Disease charity.

The date for the next Committee meeting is 4th March 2017 and there is the possibility of holding the 2017 AGM during the MG Live! Silverstone weekend 17th/18th June.

Wishing everyone a Happy Christmas and a enjoyable Triple-M motoring in 2017.

George Eagle
Secretary.



Retiring Librarian Peter Hemmings was presented with this caricature by Dick Morbey at the December Committee meeting.

BAYNTON JONES
HISTORIC MOTORSPORT
Bob and Charles Jones for Restoration and Preparation of
Triple-M Sports and Racing cars

Engine Rebuilds for Road or Competition
Steering and Suspension Components
High Performance Camshafts for Every Triple-M Model
Forged Pistons

available exclusively from **BAYNTON JONES** :
OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.
UPRATED VALVES, VALVE SPRINGS AND RETAINER CAPS
STANDARD AND BIG BORE K,L,N-TYPE BLOCKS

TEL : +44 (0)1747 858915 sales@baynton-jones.co.uk

A Cold Dark Night on the Moors

An English Christmas Ghost Story by Joe Carroll

This seasonal story was written by Joe Carol of the Canadian Classic MG Club and first appeared in the Spring 2016 edition of the North American MMM Newsletter. It comes to us via a tortuous route including Dan Magnut, Peter Cook, Dan Shockey and finally Simon Johnston. Although fictional it is an excellent combination of facts and imagination and it is perfect for this winter edition of the Bulletin.

Looking back, it must have been Christmas 1946. I had studied engineering at Sheffield during the war and after graduating I decided to take employment in this city of engineers. Although I was from the south my mother was a Yorkshire lass and as often as I could I visited her sister and family in the village of Skelpton, about two and a half hour travel by car. My father had given me his old M type MG Midget after he "fettled" it for me. With petrol available again it was a most welcome gift.

On the rolling roads of the moors it was difficult for the MG's tiny engine to maintain an average of forty mph but I loved that car. I had left Sheffield right after work, just a day before Christmas. The late afternoon was grey and chilly. As darkness came the weather became colder with freezing rain which occasionally changed to sleet. Of course the car had no heater, but with warm clothes and the top up it was liveable. I stopped numerous times to clean off the windscreen, and at one stop I used an old trick of Dad's - I undid the bonnet catches and lifted each wing of the bonnet and placed a matchbox under each wing right in front of the windscreen. The weight of the bonnet held the matchboxes in place, allowing warm air from the engine to warm up the freezing tiny windscreen.

I was having problems with landmarks in the sleety darkness and the headlights were only so-so; the car having a very basic electrical system. I set the moveable third brush in the dynamo to maximum and crossed my fingers.

As I began to get back into the car I saw someone approaching. It was a man in Royal Air Force apparel, in fact he had insulated aircrew clothing and boots. In what I thought was an American accent, he said "Not the nicest weather to be out in." I concurred and in an honest moment, I told him I was heading for Skelpton but with no visible landmarks and most of the signposts still removed for the war, I was lost. With an engaging smile, he said "My base is just down the road a bit, I'll show you the way and I'm sure the boys will put you up for the night, it's not worth carrying on."

Conversation wasn't easy in the noisy little car but eventually he directed me into a lighted area at the entrance to the base. Getting out of the car he held up the barrier for me and I drove through to a well-lit Quonset hut he had indicated to me. As I closed the car door I turned to thank my saviour but he was gone. I thought perhaps he had gone to another hut.

As I opened the door of the Quonset I stepped into a warm mixture of cigarette smoke and food. Two men seated at one of the tables playing cards looked up, surprised. I explained I was lost and one of them said "I think you need warming up!". I was about to accept but I suddenly remembered that I had better drain the block on the MG before it

froze. "No problem" said the smoker, "come with me". I followed him to a workshop where we put my car and he then produced a round squat safety kerosene car heater. He lit the wick, closed the gauze safety cover and slid the heater under sump of the MG. "She'll be fine all night" he said.

As we left the workshop I asked him where the airman who guided me in had gone, "What airman?" he replied. I told him about the new friend I had met on the road. "Well," he said, "first of all he's not a yank, he is a Canadian and his name is Gary. Let's get back to the kitchen". Once inside the kitchen my helper said to his partner who was preparing a meal for me on the stove, "He's seen Gary." The cook seemed startled and said "Give the young feller a scotch".

I can't recall what was on my plate, it must have been delicious but I was shaken by the story they told me. It seemed the base was home to Lancaster bombers during the war. In 1943 or 44, I can't remember which, Gary Miller had been a Lancaster pilot. What I do remember was his age, he was just twenty-three, not a lot older than me. Returning late to the base from a raid over Germany, their plane was running low on fuel and badly shot-up. Approaching where Gary and his navigator figured the runway should be, when the runway lights came on the damaged instruments had them off course and the engines were misfiring from lack of fuel. Gary stayed at his post and ordered his crew to bail out. They obeyed and watched the stricken Lancaster lose height and crash off the runway. Gary died in the cockpit.

My two companions said they were posted to the base only recently, and although they were told of the ghost of the young pilot they had never seen it. The pair were there to mothball the base, which had been closed a year ago, with the help of local labour. It was a while before I fell asleep that night.

I awoke to a bright sunny morning, the sleet was melting and dripping off the window frames. After breakfast we got out the Ordnance Survey maps and my hosts showed me how to get back onto the Skelpton road.

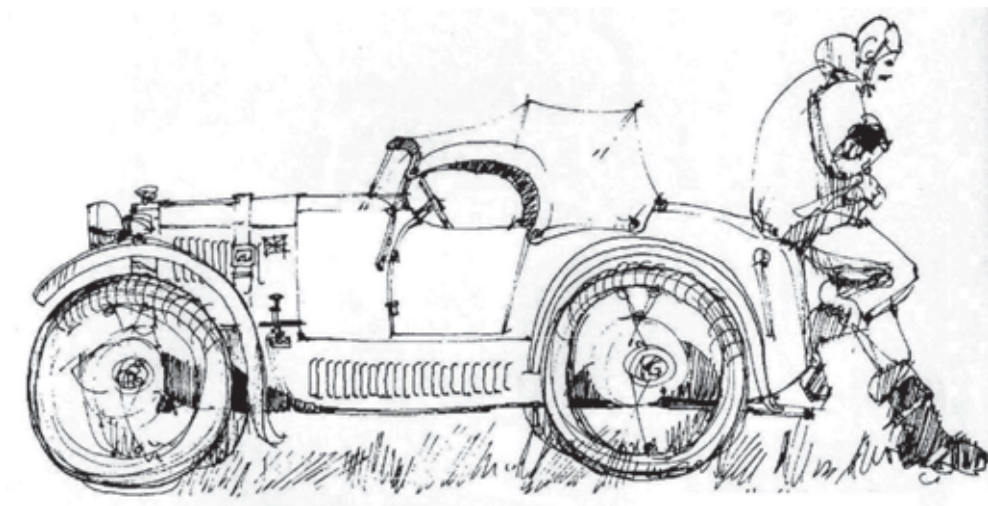
My uncle and Aunt's home was the usual happy, riotous place I had come to know. After the youngsters were put to bed the three of us sat in the cozy kitchen and I told them about my encounter with Gary. My uncle said "Aye lad, there's bin all kind of ghosts on t'moors, there's bin wars fought since before the Romans come".

With my trusty little MG I often drove the narrow roads and at least once a year I would go to the outcrop about a hundred feet from the runway. The locals never disturbed the remains of the wreckage, however they did erect a cairn to Gary Miller's memory. On one of my visits to the site I ran into the farmer who grazed his sheep there. He said, "I see thee up here once int' while, thee might like to know there's a pub in Skipton on Swale were forces lads liked to go. Inside there's a glass mirror ont' wall. Along with other forces lad's names scratched ont' mirror thee'll find Gary's".

I found the pub, still there, and I was looking for the mirror. A young barman said, pointing, "If you are looking for the mirror, it's around the corner." I looked at all the names and there it was "Gary Miller". Returning to the bar the barman presented me with a fresh

pulled pint. I reached for my money, but an older man behind the bar said. "Nay, man, it's on the house for them that remember."

The Last Word: This story is fiction, but if you ever get to Skipton on Swale, there is a pub with servicemen's names scratched on a mirror. And as far as I know, if someone is moved by it, the publican still pulls a free pint for them!



Many many thanks to all who have already responded to their Bulletin renewal request, if you are yet to renew or not continuing with your subscription please could you contact me as soon as possible

Wishing you all A Happy Christmas and Healthy New Year

**Paul MMM Subscriptions
Mmmbulletin.sub@btinternet.com**

SPEEDOMETER RE-BUILD

Text and photos by Sam Christie

This article first appeared in D-Group Dispatch 50 and we are indebted to Sam for his permission to reproduce it here

Over the years I have learned to fear the inner workings of the speedometer and never to open one. Recently I was given a Smiths PN speedometer which rattled when shaken while the needle wobbled about at random as a few almost microscopic ball bearings rolled about behind the glass.



Speedometer before restoration

The 'PN' is fitted to several cars of the early 1930's including the MG D-type. The Smiths PN 0-80 was also fitted to the Austin 10 about 1933 and is thankfully 'relatively' common.

A friend, who has experience of these matters, insisted that fixing the speedometer would probably only entail new ball bearings and it would be more fiddly than difficult and I should have a go. The advice was in essence, don't break anything and don't loose anything. I reasoned, if I got lost but still had all the bits I could always ask an expert to take over.

On eBay I found "Ball bearings 1.588mm (1/16") qty 20 hardened chrome steel. "Bikes/crafts/jewellery" and bought 100 at about 10 pence each including postage (they can be found for less).



With my friend's hints on how to do it I managed to get the speedometer apart and back together with a full set of new bearings and to my amazement it works!

A special tool can be bought to remove the needle but a fork can be used to gently lever it off. The tip of a hot soldering iron can help loosen little screws.



I used 'self closing tweezers' to lift the ball bearings (a big help) and stuck them into the races with a general purpose grease using a pointed match stick to manipulate them. I also used a set of little screw-drivers and the right size for each screw (set I bought in a Pound Shop).



The smaller top 'race' is held in a brass block which can be loosened off and then tightened down to adjust end float - the race screws in and out and the slotted back is accessible (just about) close to the trip number discs. This adjustment is crucial. I simply put in as many balls as would fit (there is a correct number) and after setting in the governor with care I adjusted the end float to what seemed secure but not excessively tight and it seems to work. I worked on a white tray bought from Ikea (£4.50) which has a wooden surround so no parts (especially the minute ball bearings) could roll off the table.



PN Governor during re-build



Complete re-assembled speedometer

I have never tried this before but it seems, if you do not lose any parts and do no damage, with a calm approach it should work out. I found taking pictures as I went along very useful (in a good soft light) with the digital camera set to 'macro' taking time to ensure the pictures were clear and sharp. As you can see, a new face could help but I quite like the slightly faded look. I prefer not to zero the mileage but someone else had been there first.

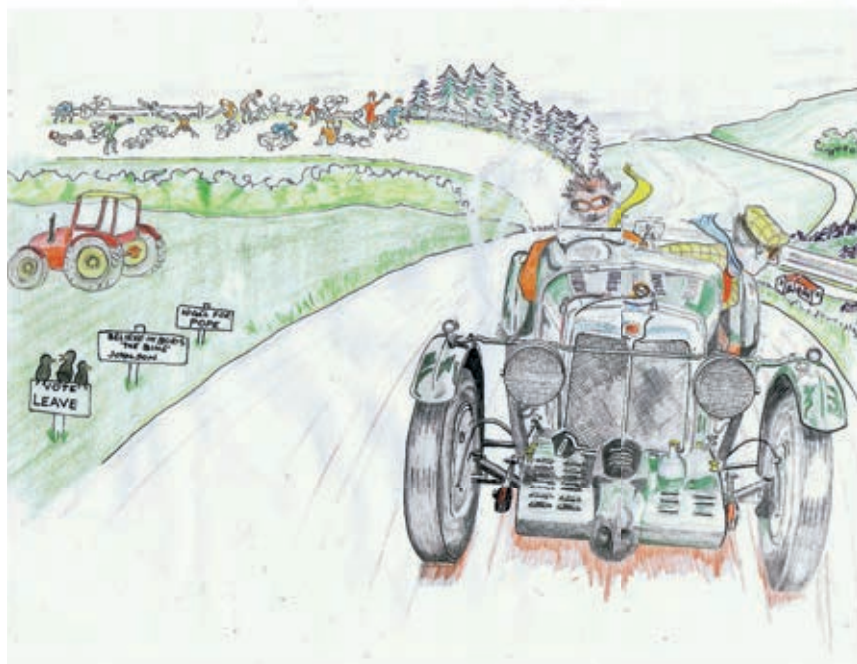
Cartoon Competition

We have not received any worthy entries for the August/September cartoon so you now have a double opportunity to win one or both of Ged's creations. So this is the ideal opportunity to get your comic juices working over the Christmas period and earn yourself an extra Christmas present.



Please put on your thinking caps and produce a caption for either of the cartoons. Send your caption by e-mail to: triple.m.caption.competition@gymail.com

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



THIRD MMM RAID ON THE DUTCH VSCC SEPTEMBER 2016

By Gil Collins. Photos by David Downes and Roger Cadogan



At the end of September, the Dutch VSCC held its third event at Zandvoort and five MMM members and their cars journeyed there to compete with Thijs de Groot and his friends. Forty-nine vintage cars came from around Europe to the event which was split into two sections of faster and slower cars and was a timed regularity whereby you set a time on your first full lap and had to maintain that time or as close to it as possible for the remainder of the laps in the 20 minute session .There were four sessions, two on Saturday and two on Sunday and the best three would count when both sections were combined at the end of the event.

In terms of speed, the fastest laps of each car were computed. These showed that none of the raiders could match Thijs and his orange blown PA/PB but all went pretty quickly and tried to maintain the speed. The times given were all on the Saturday which was dry. The Sunday was not!

Thijs de Groot	PA/PB Special	2mins	46.3
Oliver Richardson	C	3mins	2.0
Roger Cadogan	PA Supercharged	3mins	17.6
David Downes	C	3mins	19.5
Gil Collins	J2 Supercharged	3mins	20.7
Christian Hoptner	J2 Supercharged	3mins	36.6

There was also a Dutch J2 there but much slower.

The weekend provided a number of interesting events as most of these weekends do. David Downs setting his fastest lap in his "new" C type laid a smoke screen so thick that those following him had to slow down as the track was obscured. He came in to check what was wrong but could find nothing. After discussion, it was considered that the oil was getting into the engine through the studs because of the violent turns being made. So David continued in a more circumspect fashion, which stopped the smoke screen and moved him up the leader board to a sound 6th place overall.



David Downes (C.0290) and Gil Collins (J.3589) in front with Christian Hoptner (J.2330) and Rogr Cadogan (PA.0852) behind. Photo DD



Oliver Richardson (C.0272) and David Downes (C.0290). Photo DD

This was bettered by Roger Cadogan who went flat out round the circuit in all four sessions to earn a very worthy 3rd place and the weighty Bronze laurels. He and I had a very long joust over several laps which ended with us both side by side on the pit straight at 75-80 mph with the first hairpin approaching rapidly. I bottled it first as he had the better line but the two cars were well matched and were putting down very even sets of times.

Christian Hoptner brought his very immaculate J2 from Germany, ran twice on Saturday but did not fancy the wide range of cars and speeds on the wet track on Sunday and went home early.

The fastest of the raiders was Oliver Richardson, by 15 seconds. This was possibly because unlike the rest of us warm in our hotels, he was camping through the night of thunderstorms and pouring rain and wanted to get dry and warm again.

Whilst I was getting along pretty well in the competition on Saturday, nemesis was approaching on Sunday. On the last lap of the morning session I was approaching a very nasty chicane (90 degrees right, 40 yards, 120 degrees left with a wall on one side) at 60+mph when the brakes failed completely. I was left with one sane option --- to go straight into the kitty litter. The J ploughed through it for 20 yards and then halted before hitting anything. A lucky escape with no damage to either the J or myself. The marshals opened a gate and assisted me back on the track and I toured slowly round to the pits with the brakes partially working. My last lap was recorded at over 6 minutes which ruined my chances.

Despite the gales and the rain we all had a great time at a very friendly meeting with excellent picnics provided on both days and a superb BBQ with lots of free drinks. The wine flowed and we did not spill all of it. A great weekend and as far as I am concerned little trouble getting there or home again. Thank heavens for the kitty litter!

OVERALL RESULTS

3 rd Roger Cadogan	6457 points
6 th David Downes	8073 points
7 th Gil Collins	8204 points
28 th Oliver Richardson	70615 points
29 th Thijs de Groot	73316 points
Christian Hoptner	DNF

**Roger Cadogan's 3rd placed PA
With garland. Photo RC**



Looking back on an MG Summer

John and Helen Gillett



One of the highlights of the 2016 season was the arrival from Australia of K.3030 with her charming “crew” of John and Helen Gillett. During their prolonged stay in the U.K. John and Helen managed to get involved in an impressive number of events ranging from some highly competitive speed events down to the equally competitive gymkhana at the Summer Gathering with many social events between.

K.3030 is now having a well-earned holiday on display at the Brooklands Museum while John and Helen are back in Australia planning their next foray to Europe. However, before they could settle down completely I managed to persuade them to provide the following resume of their exploits during the Summer; be impressed!

This year, Helen and I decided to put our plans of the last few years into reality by taking MG K3030 to UK and later to France for some events and later for display at the Brooklands museum in London, where Prince Bira of Siam drove the car in 1935 and 1936. Since we acquired the wonderfully original K3 from Philip Bradey after some 51 years in his and his grandfather's ownership, we have been thoroughly refurbishing all the mechanical components and racing it in Australia. The adventure of taking it to show the MMM fraternity and participate in the UK and Europe began with the shipping of the car for us to collect on 1 June at the shipper's premises in Essex. We drove the car across England in the rain to the workshop of Paul Myatt located near Birmingham, where we had some maintenance done and stored the car while not in use.



John and Helen at Pre-war Prescott Photo D. Gibbs



K3030 in Ulster Photo Fred Kulas



K3030 at Pre-war Prescott Photo Colin Murrell

Soon after arriving we put the K3 on the ferry to Belfast to join the MMM annual rally in Ulster. This was a great event in beautiful countryside, well organised by Simon Johnstone and his team, culminating in the annual historic hillclimb at Cultra near Belfast. Australia was well represented among the 100+ participants by the Morgans (C Type), Paverds (P Type) and Arthur Ruediger (ND owner who went as a P Type navigator) and our K3. After attending to some car gremlins at Paul's workshop and organising paperwork, tow car and trailer, in July and August we participated in a number of events including: the VSCC Brooklands Double 12 and Reunion, Peter Green's MMM Summer Gathering, the Vintage Morris club rally

rally through the Cotswolds and prewar meeting at Prescott, and a gathering as guest of the Sunbeam Talbot Darraq club. At VSCC August events, I was pleased to achieve 42.65 sec at Shelsley Walsh (2nd in class) and 50.59 on the Prescott short track and 60.95 on the long track (2 X 1st in cl). We helped pit crew for Aussie HGPCA competitor Scotty Taylor at Classic Silverstone, attended MG Live at Silverstone and Wings and Wheels at Bicester. We eventually organised racing at VSCC Pembrey in Wales (70 laps mostly in the rain) and a final highlight was an invitation to the historic "Circuit des Ramparts" race in Angoulême in France, in September.

We renewed friendships and made many new friends whom we hope to keep up with in future. The VSCC and the MMM fraternity made us most welcome, and the whole experience was more than we could have hoped for. In September, before we returned to Australia, the K3 was placed on display in the Brooklands museum. It was 81 years since K3030 lapped Brooklands at 109 MPH in Bira's hands, so we were delighted to put the car on display among its peers.

We thank many people who helped us, including Ray Skewes and Falsto who prepared the car in Australia, Paul Myatt and John Bibby at the workshop in Birmingham, Graham Whitehouse the gearbox guru, Peter Green, Simon Johnstone and his family, Greg Gibson freight, Allan Winn and his team at Brooklands, Hagerty insurance, Cars UK, Noel Cunningham, Victoria Morris, Mike Lunch, Garth & Kathy Press, Mac & Madge Hulbert, Nick & Kate Taylor, Michael & Marion Pancheri, and Erik & Pam Benson in France, and many others in Australia, the UK and France. I appreciated advice and support of Duncan Potter, Chris Cadman, David Johnston, and Dave Salmon and his team at the VSCC.

All being well, we plan to come back better prepared for another summer in 2017.

K3030 on display at Brookland
Photo John Gillett



The Cornwall Touring Event October 2017 (now known as the Kernow Wheals Triple-M Tour, 2017)

This update, as at 21st November 2016 is mainly for the 64 entrants who have expressed interest. No action is required unless you wish to withdraw, in which case please let Charlie Cartwright or Dick Morbey know as soon as possible.

Extra Day Added!

Many have told us that Cornwall is a long way to come just for a two-day event and therefore we have added a day to the schedule which will still start on Tuesday 3rd October but will conclude formally after breakfast on Saturday 7th October.

The entry fee to be confirmed shortly, is expected to be approximately £80 for the car and entrant and £65 for each passenger, both including VAT.

Hotel costs (an example): Four nights at the Tregenna Castle Hotel for a couple sharing a standard, non-sea view, double room, including dinner on nights 1 and 4: £600.

When we are ready to receive your entry we will supply an entry form and other information to you. When we have received your entry we will give you a booking code to quote to the hotel when making your reservation.

We suggest that you keep in touch by looking from time to time at <http://www.kernow-wheals.com> and/or <https://www.facebook.com/groups/1076618962449502/>

If you have any questions please contact Charlie Cartwright via charlie.cartwright@gmx.co.uk (01736 368610) or Dick Morbey richard.morbey@gmail.com (01494 883112 (home) 07816 518745 (mobile)).

VSCC Prescott:

Photos by Dennis Rushton and Colin Murrell.



Chris Cadman - Photo C Murrell

I regret that I missed my annual pilgrimage to VSCC Prescott as it looks as if 2016 will be the last time that the 3-day format will be used at this iconic event. However, MGs were well represented for both the Friday 'long course' event and the traditional week-end 'short course' event.

Entrants and Results:

Friday 5th August: Long course.

Class	No.	Driver	Car	Results
2	16	Alex Peacop	M-type	1 st overall
2	15	Frank Ashley	M-type	2 nd overall; 1 st Vintage
2	14	Philip Coombs	J2	2 nd on handicap
3	38	John Gillett	K3	
3	25	Andrew Briggs	L-type	1 st on handicap
3	725	Maurice Gleeson	L-type	2 nd on handicap
3	27	Rachel Holdsworth	PB	
9	92	Nigel Stroud	J2	
14	155	Tom Hardman	Bellevue Special	

Saturday 5th & Sunday 6th: Short course.

2	26	Chris Cadman	C-type	
3	736	Maurice Gleeson	L-type	2 nd on handicap
3	36	Andrew Briggs	L-type	
4	46	John Gillett	K3	1 st overall
10	180	Tony Wood	PA/Riley	
13	235	Rebecca Gunn	Q-type replica	
13	735	James Gunn	Q-type replica	

VSSC Prescott:



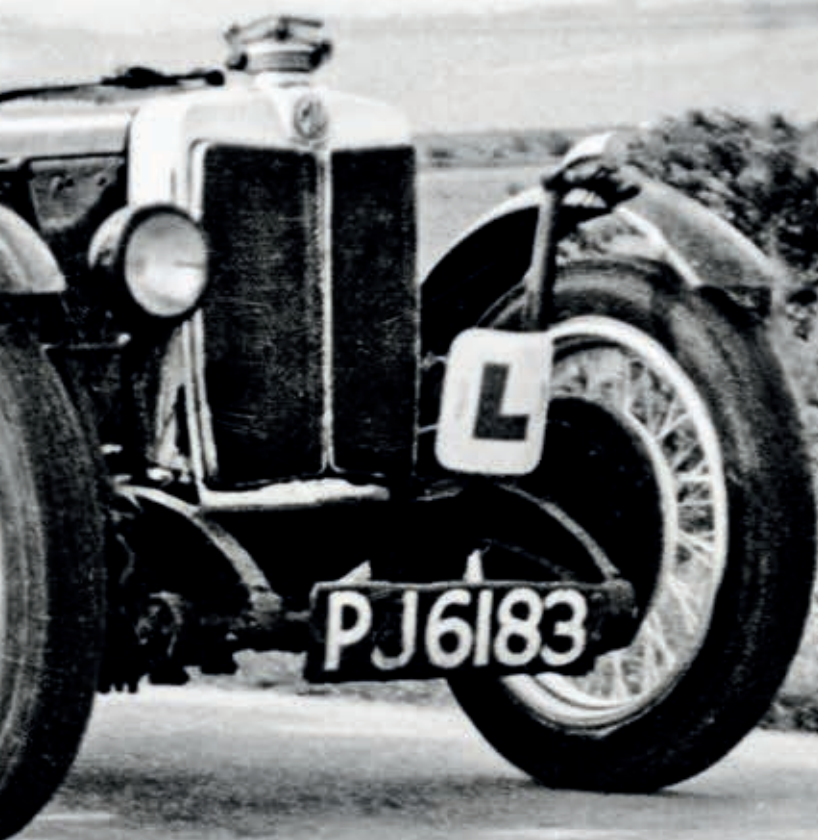
Tom Hardman in the Bellevue Special Photo Colin Murrell



Maurice Gleeson in the L-type Magna Photo Dennis Rushton



The last of the C-types provides the ideal transport for a learner driver!
This photo provided by Hugh Dibb shows the proud owner at the wheel of C.0294
in 1957. An article by Hugh will feature in the next issue of the Bulletin.





MG PA RESTORATION – ONE MAN’S STORY

Andy Ogilvie

Whilst mountain-biking in the Purbecks a friend of a friend said he had a friend of a friend who might be persuaded to let me buy his barely started restoration of PA 429 which had been left untouched for years – and so it was, with a sage nod of approval from my mate Bill, that I bought the mechanical jigsaw that was to become the focus of the first four years of my retirement from teaching.

What made me think I could complete such a project? I have worked on bikes and cars all my life – including an MGB, a Midget, a VW camper and built a Lotus 7 replica kit car. Now for a new and different challenge – something special. No doubt those of you steeped in matters MG will now wince because yes, I am an amateur restorer of a “bitsa”, a term many use with contempt but I use to indicate a pragmatic rescue project which shows equal respect for the marque and “Laudes augete priores” principle. I am really proud of the result but it was a roller-coaster journey to complete the project.



Nearly all of the professional help I have enlisted has been “Off the main road, second left, down the lane round the back, behind the barn and third door past the bins”. Some interesting workshops these pros have, their workmanship and advice, however, invariably good quality. “Assume nothing, check everything” said Ollie, the gearbox man – sound, and prophetic words it would turn out as I had assumed that the professionally refurbished engine I bought with my jigsaw was good to go!



Months later having assembled the rolling chassis and fitted the engine, with my friend Nick overseeing, I started it up for the first time. It was going! That had to be good didn't it? But Nick was not so sure, he was busy checking oil flow to the cam and rechecking gaps as there was a strange “ting, ting” noise from somewhere. Busying myself with bodywork trial-fitting etc for a few months did not assuage the nagging doubts and eventually I removed the head and sought advice from Bob, the pro rebuilder.

The camshaft had been ground down and oversized phosphor-bronze bearings without the correct oil channels etched – hence not enough oil to the cam lobes. Turning over the head he also spotted the cause of the “ting, ting”; at the top of their revolution, the pistons were just grazing the surface of the head. Unlike me, Bob was very calm. For his firm to fix the problems it was very expensive, and in any case his workshop time was totally committed. Then, oddly for a man who had only chatted to me for half an hour he quietly and firmly said: “You could do this!”. Misplaced confidence on his part or naivety on mine for believing him? Either way after discussing what needed to be done, I successfully fitted a new camshaft and bearings, and removed the pistons to skim them. Phew – Assume nothing, check everything eh?! Firing up the engine for the second time was a highpoint in the project.



In and around this engine work there was a constant process of cleaning and refurbishing. The universal joints at each end of the prop shaft, the suspension trunnions and the wheel bearings, for example, were caked in "lubricant" which was the consistency of putty. Re-lining the brake shoes with copper rivets was an interesting confidence tester for me. The need to pay attention to detail was emphasised by the brake levers at the back of the drums which are handed – easy to get wrong in one's enthusiasm to finish a job; another example being the hours spent with bits of string and a tape measure whilst trial fitting the bodywork prior to spraying. Watch out for LH threads too – eg tacho drive at rear end of camshaft.

An interesting aspect of the rebuild was deciding which jobs to tackle and which to seek professional help on. I was quite happy to make a replacement firewall or to take a piece of birch ply and make a new dash from scratch (albeit with the help of a friendly cabinet maker for the vacuum veneering process). I completed all the trimming and carpeting and enjoyed the challenge of the electrics, even producing a vehicle specific wiring diagram to document my work for future reference. But the innards of the radiator, a custom made hood or re-spoking the wheels I left to the professionals.

If you are methodical, much of the work will go without a hitch – but there will be problems and the message to those who are in the throes of a project would be to expect them – it's your response that can be controlled, not 80+ year old mechanical issues. Use the forums for information, look at, and photograph for reference, other vehicles and talk to their owners so that you can decide on a course of action for your particular project.

My final battle was not mechanical but with red tape as I needed to prove the history of the vehicle as a Lancashire Police car and therefore my entitlement to the original registration plate for the chassis number. Eventually, Kathryn at Lancs Police HQ, was able to track down the original of a document I had a copy of and formally certify the vehicle's history to DVLA's satisfaction.



So now it's on the road and my young grandchildren have been set an example in perseverance. Time to enjoy the sunshine and get some miles covered with a suitably modest grin on my face. Attending local meets I realise that I am not the only one to have battled the trials and tribulations of a rebuild project – and I certainly won't be the last!

Andy Ogilvie
PA 429

I would like to acknowledge the professionalism / helpfulness of:

"Ollie, the gearbox man" – Oliver Richardson, Thatcham

"Bob, the pro rebuilder" – Bob Jones, Baynton Jones, Shaftsbury

Vintage MG parts

Sports and Vintage Motors

M&M Fern Radiators, Verwood

Kustom Kolors, Christchurch

Baggs Trimming, Poole

Steve Gilbert (Metalwork), Egham

Burlen Fuel Services, Salisbury

Nick Geary Precision Engineering, Christchurch



VSCC Mallory Park 2016

Report by Mark Dolton.

Photos Colin Murrell



Mallory was looking great, a perfect spot for the final, full, VSCC meeting of 2016 and quite an eventful days racing. Unfortunately, the Bellevue didn't want to play again by refusing to start. Typical, as it started first time the following morning! The Painters shared the Kayne Special and a great selection of sports cars were due to mix things up in the Set 3 race.

Harry Painter kicked things off with an emphatic win in Race 1. Despite starting from pole he lost the lead into the first corner, but very quickly made up for his bad start regaining the lead by the end of lap 2. He went on to be completely untouched to take 1st Place.

Race 1 Results:			
1 st	Harry Painter	MG Kayne	10:38.77 (76.08 mph)
2 nd	Michael James	Riley 12/4 TT Sprite Replica	10:49.66 (74.81 mph)
3 rd	Tom Waterfield	GN Special	10:52.03 (74.54 mph)
Fastest lap: Harry Painter at 78.01 mph.			

Mike then followed immediately after in Race 2, a handicap race. He was flying, picking cars off on every lap and eventually finished 4th after starting on the back row of the grid. This was hugely entertaining to watch.

Race 2 Results (MG):			
4 th	Mike Painter	MG Kayne	10:09.96 (72.90 mph)
5 th	Duncan Potter	MG C-type	10:17.51 (66.18 mph)
6 th	Anne Boursot	MG PA	10:17.67 (57.40 mph)
Fastest lap overall: Mike Painter at 75.15 mph.			



**Mike Painter
Kayne Special**



**Duncan Potter
C-Type**



**Chris Edmonson
D-type Special**

The Set 3 sports car race was all about the Owner Driver Mechanic championship that would be settled in this final race of the season. Duncan Potter was already on to win his class but had a shot at the overall championship in the C-type. Another solid finish would see him take the award.

Fred Boothby started with his usual electric jump up the grid and was going extremely well in the front half of the race but eventually the J2 retired; the loss of one small split pin instantly shut the throttle and forced a retirement. My race in the PB wasn't much fun. The PB struggles at Mallory; there are not enough 3rd gear opportunities which it seems to love. However, on lap 5 I was overtaken by an incontinent Alvis that proceeded to shower me with petrol. After a frustrating and rather aromatic lap following the spray I made a mistake at the hairpin and ended up half spinning. I stopped just to calm down and to inform the marshals of the leaking Alvis. An unusual and disappointing experience caused by a known leak that was not correctly sorted before the race. However Duncan was in control and put in another great performance which ensured overall victory in the Owner-Driver-Mechanic Championship; the first win for an MG in this series. A really great effort; the C-type has not missed a beat all season which is a credit to Duncan's efforts in the garage and on the race track!

Race 4 (VSCC Set 3) Results (MG):			
11 th	Duncan Potter*	MG C-type	10:53.50 (66.93 mph)
18 th	Anne Boursot	MG PA	11:24.69 (56.78 mph)
DNF	Fred Boothby	MG J2	7 laps (66.92 mph)
DNF	Mark Dolton	MG PB	6 laps (58.71 mph)

**Note: the performance of the little MG's is all the more creditable when you consider the cars above them in the results: HRG 1½ litre, Talbot Largo T23, Bellamy-Ford V8, Frazer Nash Super Sports (2), Hotchkiss AM80, Frazer Nash TT Rep, Riley Brooklands (2), and an Aston Martin Ulster!*

Race 7 (Special Pre-war cars [VSCC Set 4]) also featured MG interest in the shape of Chris Edmondson in his D-type special. He was also up against serious competition in the Set 4 race including eventual winner Dougal Cawley (GN/Ford Piglet).

Chris finished 15th at an average speed of 54.63 mph.



Anne Boursot

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

The updated competition tables for 2016 are below. In the next issue there will be an extra chart showing the progress of C-types in the Car-Of-The-Year competition which will form the basis of the new Robin Gordon Trophy award.

As has already been reported, but worth repeating, Duncan Potter has been awarded the VSCC's Owner Driver Mechanic Trophy for 2016 beating off strong competition from other owners. This is a prestigious award made more significant in that it comes from another motor club that does not have a Triple-M bias and therefore makes it more meritorious. In view of this, I have awarded Duncan's C type a bonus award of 10 points, which is in my gift, and falls within COTY rules. I have to say that this is rarely given and I have only ever awarded it before to Bill Bennett on collecting an MCC 'Triple' and also for Triple-M cars achieving speed record attempts back in the 1980's (Bill has not won a 'Triple' this year). I have not received any Race results since the Castle Combe meeting at the beginning of October.

Current work includes preparation of the Competition Report for the Yearbook which is progressing satisfactorily. I have received a large number of photographs from Cathelijne to select from and these are being slowly worked through. The aim is to have photos of cars that are mentioned in the report but also to include a few others that do not necessarily figure as they usually represent spectators to an event of even marshals using their Triple-M cars.

SPEED CHAMPIONSHIP 2016 – Scores to 25th November

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	C/s	Duncan Potter	51
2 nd	M	Frank Ashley	37
3 rd	PA	Colin McLachan	33
4 th	J2-PA/s	Mike Painter	32
=5 th	C/s	Chris Cadman	32
"	K3/s	John Gillett	31
7 th	PA/s,	Andrew Morland	31
	L1		
=8 th	PA/s	Harry Painter	29
"	J2	Philip Coombs	29
10 th	PB/s	Rachael Holdsworth	15
	NA/s ss	Thomas Hardman	14
	J2	Brian Galbraith	14
	J2/s	Christian Höptner	13
	M	Alex Peacop	13
	J2/s	Nigel Stroud	9
	J1/s	Stuart Evans	9
	L1/s	Andrew Briggs	8
	M	Colin Reynolds	8
	PA	Mike Davies-Colley	7

C.O.T.Y. 2016 – Scores to 25th November

Position	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2912	C/s	GX 9693	David Potter Duncan Potter Emma Withers	127
2 nd	2591	PA	MG 3242	Colin McLachlan	123
3 rd	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	118
4 th	2694	J2-PB/s	Kayne Spl.	Mike Painter Harry Painter	114
5 th	909	J2-PA/s	FW 3909	Bill Bennett	112
6 th	1595	M	PG 1045	Frank Ashley	102
7 th	545	K3/s	K 3030	John Gillett	99
8 th	909	NA All'ham	BYU 271	Rosemary Bayne- Powell Philip Bayne-Powell	98
9 th	2200	C/s	RX 8306	Chris Cadman	91
10 th	3303	M	LS 2464	Oliver Richardson	78
11 th	2913	PA/s	MG 3855	Andrew Morland	70
12 th	2692	J2	SW 4156	Brian Galbraith Toby Galbraith	70
13 th	3472	L1/s	UAS 720	Maurice Gleeson Andrew Briggs	68
14 th	2170	PB/s	CLX 112	Mark Dolton	62
15 th	2215	PB/s C/C	JB 7525	Andy King	60
16 th	3534	J2/s	WF 5494	Fred Boothby	49

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 Comp. Secs. discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January:

1 st October	MCC Edinburgh Trial	Full
8 th /9 th October	VSCC Welsh Trial	Full
9 th October	Minehead Motor Club Clouds Classic Trial	Full
16 th October	MGCC SW Centre Kimber Trial	Full
22 nd October	VSCC Goodwood Sprint	Full
23 rd October	Launceston & North Cornwall MC Tamar Trial	Full
30 th October	Ross & District Motor Sports Club Kyrle Trial	Full
5 th November	VSCC Lakeland Trial	Full

SLADE TROPHY 2016
Scores to 25th November

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	42
2 nd	M	David Rushton	22
3 rd	M	Oliver Richardson	10
	J2	Jeremy Hawke	9
	J2	Mark Smith	9
	PA	George Ward	8
	PB/s	Andy King	7
	M	Kim Jenkins	7
	J2	James Mather	6
	M	Nigel Stroud	5
	M	John Haine	4
	J2	Neil MacKay	3
	M	Tom Dark	2
	M	Mike Barber	2
	NA	Robert Billson	2
	M	Keith Hall	1
	M	Philip Coombs	1
	PA	Colin Butchers	1

Racing Challenge Trophy 2016
The Betty Haig Cup
Scores to 25th November

	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performan ce</u>
1 st	J2-PA/s	Mike Painter		0.125
2 nd	C/s	Duncan Potter		0.304
3 rd	J2/s	Fred Boothby		0.308
4 th	PB/s	Mark Dolton		0.415
5 th	L1, PA/s	Andrew Morland		0.419
6 th	C/s	Chris Cadman		0.551
7 th	PA	Hamish McNinch		0.614
8 th	KN/s	Richard Jenkins		0.774
9 th	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
	NA/s ss	Thomas Hardman	2	1.000
	J1/s	Stuart Evans	1	0.344
	K3/s	Richard Frankel	1	0.375
	K3/s tc	John Ure	1	0.417
	NB/s	Chris Smith	1	0.500
	M	Oliver Richardson	1	0.750
	J2/s	Christian Höptner	1	0.966

Technical Tip

By Barry Foster

Having encountered a lot of rocker shafts with mangled ends I use this very simple method for fitting and removing shafts.

The rear end of a rocker shaft has a blanking grub screw.... these days it is a modern one removed by a hex key. It is 1/4" BSF thread and, on shafts that have come from the main supplier of these items, are usually secured in place with Loctite. Heat the end of the shaft to break the Loctite bond and remove the grub screw then, simply screw in a 1/4"BSF bolt and lock nut. This will allow easy insertion/removal from the rocker gear.

The shaft should push in - helped by a rotating action and some oil. If it is difficult then investigate and rectify any misaligned parts or other causes.



Whilst the grub screw is out take the opportunity to clean out the bore of the shaft.....there can be small bits of metal from the manufacturing process lurking within. An old chain saw file pushed down the bore will debur the inside..... those of you with 6 cylinder cars can solder on an off cut of steel rod to extend the file. Chain saw owners often have several blunt ones.... not wanting to throw something that may be useful away.....and these will still be effective for this purpose.

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

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.

Collection in London or Kimbolton, Huntington PE28 0LQ.

Contact Peter Fenichel at peter.fenichel@outlook.com



Wanted:

Martin Barrett is seeking the following single-ended Whitworth box spanners for L-type and NB toolkits:

- 1/4" w
- 7/16" w
- 9/16" w

Contact Martin at: martinstuart.barrett@gmail.com

J.2164: Postscript to the Postscript.

Paul Edwards

Following the article in the last Bulletin, Paul has provided the following update and additional information.

After a career in IT I should have known better than to tempt providence by adding the postscript to the article in the last Bulletin. After a few enjoyable days driving around I found water in the J.2's oil. We haven't yet established how the water is getting there but I wonder if it is coming through a crack in one of the cylinder bores and down behind the liner. At least two of the bores are cracked and the engineer who did the machining said it is not unusual with this engine. So, it could be 'back to the drawing board' but I have yet to pluck up courage to drop the sump!



These photographs were left out of the previous article due to space restrictions so Paul's tribulations provides an opportunity to reproduce it to show the details of the historic repair.

Paul has also supplied this photograph of the rear panel of his J.2 showing the frame that locates the inner rear wings. Also visible is a Car Bodies plate and other useful details for anyone involved in a rebuild.



2016 thank you....2017 here we come!

Mark Dolton reflects on a very successful year of Triple-M racing and looks forward to the next season.



Photo C Murrell

Well what a fabulous 2016; a huge congratulation to all of you that have supported races throughout the year. Our racing community continues to grow with more and more being encouraged to join in the fun.

It all started back in February with our first Triple-M only track day. A great session that allowed new and existing racers to get some track time ahead of the season. We had a great entry of MG's at VSCC Spring Start, including Christian Hoptner from Germany in his J2 and new-comer Simon Jackson to name just two. Then just one week later we had the MGCC Brands event with 23 pre-war cars on the grid for the Mary Harris including more new faces; Mark Reece, Richard Jenkins, Chris Edmondson and Mike Davis-Colley. Brilliant racing, brilliant weather and brilliant socializing. Perfect!

The VSCC events have been well supported all year and especially Cadwell Park. There have been MG victories throughout the year; fabulous to see the young Harry Painter winning at Mallory. Also, to have John Gillet campaigning the Bira K3 has been a real highlight, and we hope to see him and the car back in 2017.

It has been a wonderful season so thank you to the Register, the VSCC, the Racers and all who have supported us through the year.

So for 2017 it is going to be even better! We will be running the Track Day in February at Goodwood, targeting novice drivers or cars that need some running-in before the season. And then it's on to the main events:



Two photos by Colin Murrell showing typical Triple-M action at Brands Hatch 2016





MGCC Brands Hatch – Mary Harris Trophy Races - April 30th.

Same format as last year, 2 20 minute races. Welcome BBQ on the Saturday night and the paddock Socials on the Sunday. International entries welcome so let us have a maximum grid of 36 cars!

This is our main show-case event so please, please make every effort to join the grid or to spectate. This year we have 10 partner sponsors signed up and a Title sponsor about to be confirmed. This is essential to allow us to host such a big grid and ensure we have the logistics behind us to make it a great weekend.

Cadwell Park July Weekend

We have managed to get the stars to align perfectly!

Saturday July 22nd – MGCC Cadwell

Sunday July 23rd – VSCC Cadwell

There will be a Pre-War race with the MGCC on the Saturday and we will once again have the MG vs Austin Challenge with the VSCC on the Sunday. Cadwell is a perfect Venue for us and plenty of track opportunities to make the visit worthwhile. We will plan some social activities to top-and-tail the racing!

So please do come and support us, and if you are thinking about racing next year then do get in touch. We need you on the grid!

Mark Dolton

www.triple-mracing.com

Nick Bengner: A Tribute

As promised in the last issue, there follows a tribute to this popular character from the Triple-M scene who passed away earlier this year. I have made use of Patrick Gardener's eulogy given at the memorial service on 15th November to provide a very brief resume of a very full life. In the spirit of what I would imagine Nick would have preferred, the main feature is a story told by Patrick to sum-up Nick's character together with a good selection of photographs kindly provided by Alex Reid.



The eulogy given by Patrick emphasised the importance to Nick of his home town of Leatherhead and it would seem that Nick was a fundamental part of the life of the town. Having attended school there and subsequently spent his life working as a solicitor and being an active member and helper of a number of local societies and institutions. Apart from old cars, skiing, and golf, his main interest from early days was music and particularly opera. He was also very involved with the Leatherhead Trust in their work of looking after historic buildings in the town.

Foremost though, Nick was a devoted family man. His wife Liz, children Austin, Warwick and Oliver and grandchildren Megan, Luke and Thomas will miss him dreadfully. The conclusion from Patrick's eulogy serves as a very worthy tribute:

"Nick gave of himself to everyone. He was wise, calm, fair and consistent. He would never raise his voice, was a great listener and always gave sound advice. He faced the adversities in his life with strength, courage and good humour. Throughout, Nick stood beside Liz and Liz beside Nick. Finally, I will close on a true story that, for me, sums up Nick's endearing qualities, idiosyncrasies, patience and determination."

Most of you will know that Nick was a keen vintage and old car enthusiast, dating from his days at St Johns when he acquired a 1930 Morris Van to drive to school, with the main purpose of having a discreet refuge for himself and one or two likeminded friends to retire to 'for a quiet smoke' at opportune moments during the day. Now while Nick was a keen and talented driver, his mechanical expertise and indeed enthusiasm for car maintenance was somewhat limited. His general view was that there would always be other who would be participating in any event and who would be carrying a set of tools and essential spares.

Similarly, his 'pre-event' maintenance was restricted to peering into the petrol tank prior to setting off, and ensuring that he had an adequate supply of Manikin cigars to maintain him for the journey.

This somewhat cavalier approach to motor sport, on one memorable and dramatic occasion however proved to be quite successful.

The occasion was the MGCC trial, held over two days near Sherbourne in Dorset. Four of us, all in pre-war MG's set off in high spirits and after travelling for around 2 hours we were approaching Stonehenge, when suddenly Nicks car erupted in an enormous explosion, blowing the bonnet several feet in the air, followed by a column of smoke and flames, setting the car on Fire!!

Two of our colleagues, Nigel Gibbons and Tim Beckh rushed to Nick's car with their fire extinguishers and heroically brought the fire under control before the flames spread back towards Nick and the petrol tank.

I think that I must have been searching for my camera to record the scene, but arrived too late!

In all this it should be mentioned that Nick retained his composure and his seat at the wheel, while matters were brought under control and it has to be said, without him having to extinguish his cigar.

The cause of the explosion was a petrol leak onto the hot engine with obvious results. Most of the electrical wiring perished together with other vital parts of the engine. Fortunately Nick was neither injured nor particularly moved by this disaster.

Unable, however, to proceed further the AA was summoned and we sadly waved farewell to Nick on his ruined weekend and carried on to the Trial. One can imagine our amazement when about 1 or so hours later the AA truck arrived at our hotel in Sherbourne carrying Nick together with his badly damaged car. Once unloaded the car was immediately surrounded by other competitors and while Nick retired to a hearty breakfast, spares, cable and other essentials were produced and the enthusiastic helpers set about rebuilding Nick's car in time for Nick, suitably replenished, not only to enter the Trial, but to finish it without further mishap and then to drive home thereafter. Now there must be a moral in this story somewhere.



Kimber 2011 with Bryan Ditchman



Nick owned three MGs: the first was a 4-seat PA (MG 3322) which he entered in MGCC Trials over the years; also VSCC driving tests at Brooklands in January, the Gribble Treasure Hunt held in Sussex in early December each year and the Black Horse Trials near Godalming. These were organised by Patrick and Nick for 34 years and was in fact a 'driving test' rather than a trial.

The PA was acquired from Patrick some time ago. The previous owner having owned it in 1939; sold it and re-acquired it in the 1960's. The car has been re-built twice; once by Patrick and subsequently by Oliver Richardson when in Nick's ownership.

The second MG was the well known J-type (DG 6142) that was also used in these events, more so in later years as it was more competitive until the spectacular 'blow-up' described earlier. The third MG was a TF.

It is pleasing to report that both of the Triple-M cars will remain in the family; the PA with Nick's eldest son Austin and the J2 with his youngest son Oliver.



Well done old friend we will all miss you

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 one, we will offer you the very best marketing and sales service you'll find anywhere. Sue, Jimmy and I look forward to helping you with any car enquiries.



A reminder of the pleasures of competing in trials! David Rushton receives help from many willing hands (2012) Photo by Gary Clarke Photography

DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register

CONTACTS:

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

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

SECRETARY - George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel: 01280 860428 E-mail: geagleml2@dsl.pipex.com)

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

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

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

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

YEARBOOK EDITOR - Simon Johnston, 15 Finchley Vale, Belfast, BT4 2EU (Tel: 02890761884 E-mail: mmmyearbookeditor@gmail.com)

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

LIBRARIAN - Richard Stott, 35 High Street, Long Buckby, Northamptonshire NN6 7RE (Tel: 01327 842549 e-mail: mg_roadster@yahoo.com)

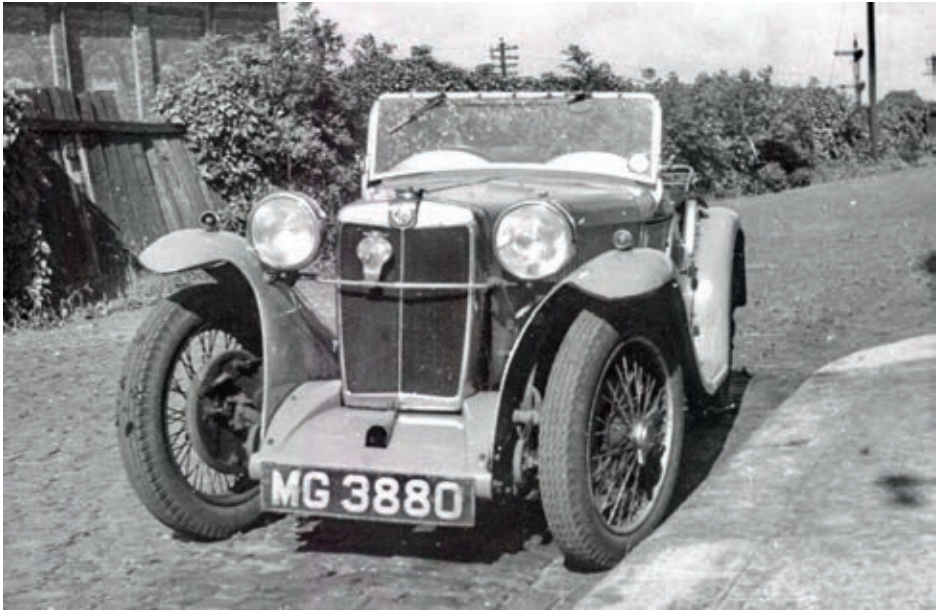
BULLETIN EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 E-mail: dg-digbygibbs@btconnect.com)

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

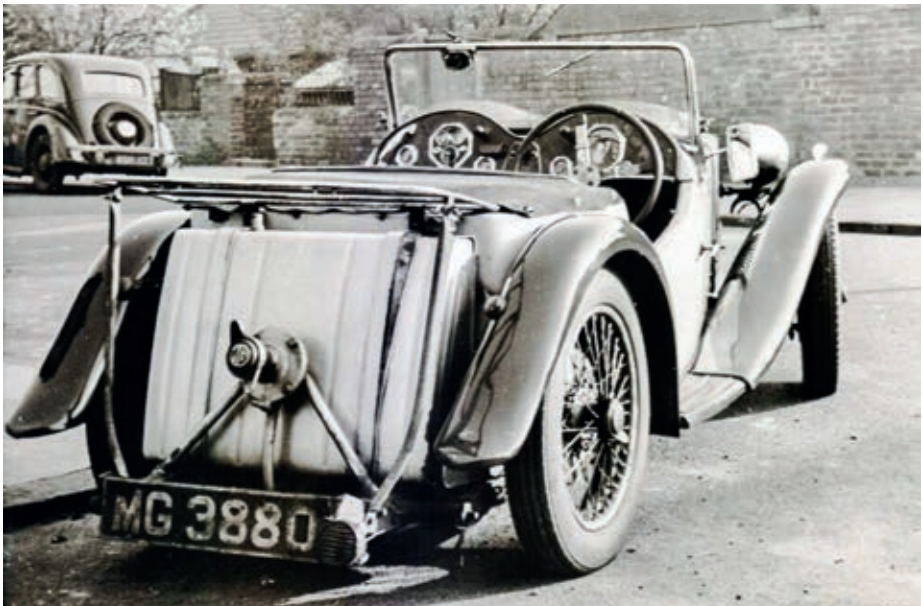
BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652 E-mail: mmmbulletin.sub@btinternet.com)

EVENTS REPORTER - Mark Dolton, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel: 07718404363 E-mail: mdjdolton@googlemail.com)

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



Two more period photos of MG 3880 from Richard Verrill's collection. An article on this car by Richard appeared in the April/May Bulletin.





Tailpiece:

Two photos that demonstrate the extremes of a very full Triple-M year.

Top photo by Fred Kulas shows cars lined up at the queue at Mays Cross on Craigantlet Hill Climb on the Ulster Tour. This is where the track crosses the main road, hence the Give Way sign. The reason some cars are coming down the hill is that they missed the turn off the main road where the hill climb starts and so ended up joining further up.

Bottom photo by Colin Murrell shows Harry Painter's characteristic and very successful driving





Tailpiece:

Two photos that demonstrate the extremes of a very full Triple-M year.

Top photo by Fred Kulas shows cars lined up at the queue at Mays Cross on Craigantlet Hill Climb on the Ulster Tour. This is where the track crosses the main road, hence the Give Way sign. The reason some cars are coming down the hill is that they missed the turn off the main road where the hill climb starts and so ended up joining further up.

Bottom photo by Colin Murrell shows Harry Painter's characteristic and very successful driving

