

TRIPLE-M REGISTER BULLETIN

February/March 2021



THE MG CAR CLUB LTD



When Nev Churcher suggested these photos as a “trailer” for this year’s Goodwood event it was before the latest lockdown cast it’s gloom. Both photos were taken by Nikki Holden at the 2019 event; the top one shows Nev Churcher riding with Duncan Potter in his C-type, the lower photo shows Mark and Ellie Reece in PB0528.



BULLETIN No 119 February/March 2021

Front Cover Picture:

Robin Page from Australia supplied this excellent photo and provided the following notes: "photo shows Dino Mattea in his 1933 L Magna L0657 crossing the River Clarence during the 2019 Biennial Pre-war Rallye held in Yamba in northern New South Wales. The smoke in the background was a harbinger of the disastrous bushfire that was soon to cause an evacuation of the Rallye accommodation and subsequently to drastic changes to the programme."

Editorial:

I had hoped that this issue would include a list of forthcoming events but, at the time of writing, we are seeing events that had been optimistically planned for early in the year being cancelled. I have great sympathy for the organisers who, under normal times, invest huge amounts of time and effort to help make these things happen for our benefit.



Without the normal events to report, I am more than ever dependent on articles and photos provided by our readers. I hope you approve of, and enjoy, the mix of interesting and informative articles that they have provided. We also have Mike Linward's review of the competition year; it is to be hoped that Mike will be much busier in 2021!

You will be aware that there was an unfortunate "glitch" in the production of Bulletin 118, resulting in the loss of Colin Murrell's Wiscombe report. A replacement page should be included with this issue that can be inserted into your copy of the last issue. By coincidence, we have had some feedback on the photo that was on the repeated page and the happy consequence is that Simon Cauthery has been able to fill in a gap in the history of his car and the photograph has now been passed to the local tourist board.

And finally, my apologies to Yearbook editor Simon Johnston who was shocked to be accidentally re-christened in the last issue. He politely reminded me that he was Johnston with a "T" and not to be confused with a certain Boris who doesn't have the benefit of that extra "T". Johnston is, apparently, the more common version of the name in Northern Ireland. Simon was in company with seven namesakes in his class at school; they all lived within a 10 mile radius but none of whom were related. It was also the most common name in the telephone directory (remember those?).

Digby Gibbs

Chairman's Jottings

By Jeremy Hawke

Welcome to the latest edition of the Register Bulletin. Whilst a good few of you will have had your first “jab”, it seems that we are far from being anywhere near the edge of the woods, let alone close to getting out! If we're lucky we should at least get more events done this year than last, but it does look as though anything resembling a large social gathering will still be somewhat problematical – not something that fits neatly with our aspirations to celebrate 60 years of The Register. We're still actively investigating various ideas, but planning too far ahead is not really possible, so please continue to watch this space as they say.



Last week, Dick & myself attended the Main Club AGM as representatives of The Register (though we only get the one vote) along with a few other MMM members. Virtually held, it was by admission the minimum needed to comply with the companies act and lasted all of 15-20 minutes. Basically, just previous minutes, accounts and re-election of officers really, so all quite simple and straightforward. I was slightly surprised that there was only a couple of dozen more in attendance than we rustled up for ours. And ours was far more social!

Personally, I'm pleased to see several of our more “mature” members contributing to our Facebook page & I think there is real potential there to draw in new information on our cars, particularly old photographs in the possession of the families of former owners who would otherwise have no contact with us – all good information.

Like many of you, I've been doing a little car preparation for the coming year. On my list are the J2s side valances; a bit rough along the front edge and where they fit under the radiator (mostly hidden by the front apron). They were temporarily “made good” by screwing in a couple of sections, plus a quick coat of paint. This “temporary” work was carried out in a freezing garage during a Scottish winter, circa 1980! Forty years on, I am entrusting the work to a local who has known the car most of his life – no pressure there then. In addition, after a smoky incident a few years ago (The J2s wiring loom is still the original one), she was treated to a nice new one for Christmas; now all I've got to do is fit it....

All the best, stay safe and I hope to see you in the coming year.

Jeremy Hawke

Secretary's Update

As many of us seem to be having "groundhog days", I thought I'd look back over my notes of a year ago. They started with the observation that "2020 shows every sign of being a busy and interesting year". Well yes, maybe, but not in a way that any of us planned or wished!

Happily, some things do continue and, despite the frustrations of the present times, the committee has been very active on your behalf. Our next meeting is scheduled for early March so if this Bulletin reaches you before then we would be only too pleased to receive your comments, suggestions and ideas to add to the general mix of our discussions.



I know that many of you have been busily fettling your cars during this fallow period and it's a shame to be all dressed up with nowhere to go. However, the plans prepared by Tony Richards and Ron Warr for the "Stilton and Pork Pie Tour" have been re-adjusted and it is hoped that the event will now take place in early July. Tony has written to all interested parties to update them, but please contact him if you would like any further information or indeed to record your interest in this event if you have not already done so.

The MG/Triumph Spares Day at Telford has ben re-scheduled to Sunday 18th April. It remains to be seen whether it will need to be further postponed details at mgandtriumphsparesday.co.uk.

Tim Luffingham is hard at work on ideas for social and driving events. He has successfully arranged a special opportunity for Triple-M cars to take part in the prestigious Hampton Court Concours d'Elegance event on Saturday 4th September. Up to 20 Triple-M cars can be displayed in the Club section – and need not necessarily be in concours condition. Car and trailer parking is freely available. Please contact timluffingham@gmail.com for a voucher code for discounted ticket purchase for the event.

The Register was represented by our Chairman Jeremy Hawke at the recent MGCC AGM. Like so many gatherings these days the meeting was conducted digitally and several of the committee sat in as observers. Did you perhaps do so as well? If so, do please let us know what you thought of it.

In my jottings last time I mentioned the Register's newly established Facebook page. Since then it's following has increased, with 220 members currently signed-up to participate. If you have not yet looked in, do please beat a path to it – it's definitely worth the journey (*go to "The Triple-M Register" and then "The Triple-M Register Members Group"*). Thanks are due to Cat Spoelstra for organising and superintending the facility for us.

Incidentally, in a year's time, we will need a new Register correspondent for the Club's Safety Fast! magazine because, after some time in the role, Cat has signalled her wish to hand over to somebody else. Could you be that person? It's a golden opportunity for anybody wishing to ensure that the Register, and all our activities, are given due prominence in the pages of the Club's premier magazine. At the same time you would be making a valuable contribution to our fraternity.

Other reading matter has recently come to hand, including Malcolm Green's excellent hardcover book 'The MG Story 1923-1980' which runs to 400+ pages which are full of interest and up to his usual high standard. With a cover price of £50 it has been available at a concessionary price of £40 for signed copies and is thoroughly recommended. ISBN 978-1906133979

Another rather wider ranging publication is Ross Alkureishi's recently-published 238 page hardback 'The complete book of Classic MG Cars', which covers the entire MG gamut, including content of Triple-M interest. RRP £35 but available for around £25. ISBN 978-0760367179

Signing off now – stay safe and stay safe!

Dick Morbey

IS THIS GOING TO BE YOUR LAST BULLETIN?

Paul White has a lot of subscriptions that have not been renewed so, if you want to continue receiving copies of the Bulletin, please check your payments or speak to Paul.

No further copies will be posted if renewals are not in place before the next issue goes to press in mid-March.

Malcolm F Newman

A Personal Tribute by Colin Butchers

I first met Malcolm in the early 60s when I was working in Richmond Place in Brighton and parked my PA on the street close to where I worked. I then noticed a M-type parked in the same street and soon met the owner who was working in a nearby accountants' office. The M-type owner was Malcolm and we soon became friends. When we first met, he had just moved into a cottage in Kingston near Lewis. We started to visit local MGCC gatherings and to spectate at race and sprint meetings at Brands Hatch and Goodwood and later to Club Trial held on military land near Liphook and Pirbright. Malcolm then bought a Centric-blown PB (BUF 88, PB0731, an ex Michael Ellman-Brown car) from Jim Bellamy, to replace the M-type which was put into storage before being sold. Before finally parting with the little car, he drove it in the Brighton National Speed Trials in 1973 and 1974.



In 1969, Malcolm and Sue married in the church at Stammer Park and moved to a bungalow that was a short distance from the cottage. At this time, Malcolm made his first career move to join Edwards High Vacuum in Crawley and had to commute daily, usually in the PB or a Mk.2 Dellow that he had acquired by this time. I had bought my NA Magnette in 1965 and it was proving to be reliable and pleasant to drive and, inevitably, our journeys were becoming more adventurous including trips to race meetings at Silverstone. Malcolm and I then decided to enter the NA in the 1972 MCC Land's End Trial and, despite being novices, the adventure was a success and we came home with a "Second Class" Award. Encouraged by this, we decided to do more Trialling and during the next five years we managed to gain "Firsts" on the 1973 Exeter and 1975 Land's End and "Seconds" on most of the other Trials entered.

During these years, Malcolm began looking for a second MG, especially one with pre-war competition history. He heard that a 1936 supercharged PB "Cream Cracker" was for sale in a Brighton garage and also Jim Bellamy told him that the L2, originally owned by Aubrey Ashton-Rigby, might be available. Malcolm and I drove up to a nursery near Leatherhead to meet the owner, Norman Hurst, and the purchase was duly completed. Shortly after that, Malcolm and the car moved to Sussex where it was regularly used both on and off the road and occasionally in Trials.

A second career change occurred during this period when Malcolm moved to British Oxygen in Hammersmith; this resulted in a daily rail journey from Lewes Station with the PB or the L2 parked nearby. Eventually, Malcolm and Sue decided that it would make good sense to live closer to London and they moved to Dulwich which, in turn, led to an ever-increasing circle of MG and vintage car friends from that area. A growing family prompted a further move to a delightful property in Great Missenden in the Chilterns and coincidentally meant that Malcolm had almost "returned home". Their new house was only two miles from "Shardeloes", a large listed manor house on the outskirts of Amersham which was requisitioned during the war as a maternity hospital and was where Malcolm was born in 1943.

Heading photo shows Malcolm and his son Ross in the L2 in 2020. Photo by Sue Newman.



Above: Malcolm adding weight over the back wheels in Colin Butcher's NA. Blue Hills 2 on the 1971 MCC Land's End Trial.
Below: Malcolm and Colin in the L2 at the Ards TT 75th Anniversary in 2003.



Quite apart from being situated in beautiful surroundings, the new house had the advantage of having plenty of space for storing and working on cars and, from my point of view, conveniently situated between my home on the South Coast and Silverstone Circuit, thus making it a most convenient stopping point for coffee and a chat! Once the family were settled in Buckinghamshire, Malcolm made one further career change, moving to the Post Office offices in Hemel Hempstead which was a relatively short journey from Great Missenden where he stayed until retirement. Malcolm was certainly a man of many parts. His motor engineering prowess was there for all to see but, in addition, he and Sue owned two cottages in Falmouth that were let to mature students. Periodically, Malcolm would go down to Cornwall to undertake repairs and improvements and engage in one of his other passions, sailing his boat out in Falmouth Bay.

Back in Buckinghamshire, his collection of cars was increasing, with a 1922 Morgan 3-wheeler, a 1927 Austin 7 Chummy, two classic Lotus Elites (not at the same time) and the body from the "Hillwood Special". This was originally built on a J1 chassis, but Malcolm intended to rebuild it using the original Norman Hillwood body on a PA chassis (PA0903) which he had acquired. The chassis from the Special is now a "J4" special owned by John Dent (J0583). His next project was a major re-build of the L2 to restore it to the condition it was in when raced by Ashton-Rigby in the mid-30s; this took a number of years to complete. Fortunately, with a lot of help from his son Ross, the work was completed in time for the L2 to be included in the display of competition cars organised by the MGCC at Silverstone in 2001.

In 2003 the Vintage Sports Car Club of Ulster organised a five-day celebration of the 75th Anniversary of the TT races held on the Ards Circuit near Belfast and, as the L2 was a genuine TT car having been raced there by Ashton-Rigby in 1934, Malcolm decided to enter. I was delighted to be invited to join him for the trip which turned out to be a memorable occasion with many superb cars, reasonably good weather and crowds of onlookers. In 2016 a second opportunity arose to take the L2 to Ulster for the MMM Register six-day "Tour of Ulster". I decided to make the trip, this time in my PA, and mentioned it to Malcolm. In the intervening years he had been diagnosed with Parkinson's Disease but in spite of this was still keen to make the journey with the L2. Ross took charge of the tow-car and ferry arrangements and drove the L2 throughout the six days. I have no doubt that this was probably very tiring for Malcolm but know that he thoroughly enjoyed the experience. Since that time, Malcolm's illness increased in severity and by last September it was necessary for him to be transferred to a nursing home where he could receive the 24-hour care he needed. He finally passed away on the 16th January 2021.

So, a friendship that had lasted for almost 60 years has now run its course. Malcolm and I had many enjoyable adventures over the years and my mind is full of memories. Throughout that time, I benefitted from his company, his advice and good humour; never once did he lose his temper or show any sign of anger. He was a thoroughly nice person.

Rest peacefully, old friend. We extend our sincere condolences to Sue and to Sara, Joanne and Ross and their families and hope that Ross will be able to carry on where Malcolm left off.

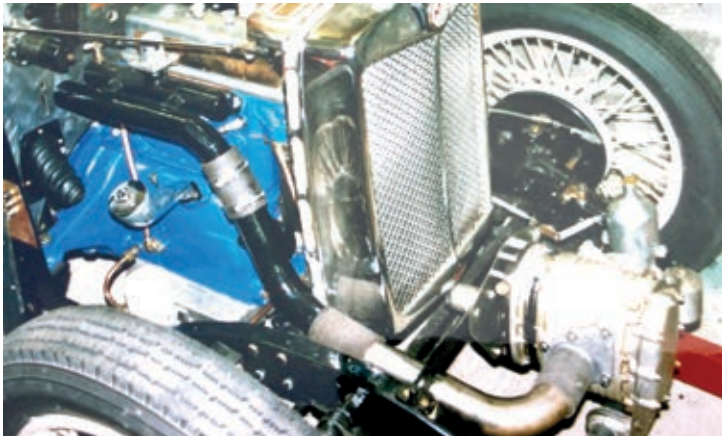


Following my letter in Bulletin 116, I thought it might be interesting to set down a little more about the J1. On 15 August 1969, I took my brother-in-law Colin Smith in my M-type OV1054 to Sacombe Green to look at a J1. This was chassis number J0575 registration number MG 2537 and was complete but a non-runner. He bought it for £15 and we took it back to his home in Mill Hill.

Over the years, Colin had an amazing selection of Triple-M MGs, including M-type, C-type, a Tojeiro with a PA engine, PA, PA Airline, J1, J2, J3 as well as a Geoff Coles J4 replica, but the one he kept for 50 years was the J1, which remained unrestored until he retired to the Isle of Mull. Colin then started to restore the car using a Laystall crankshaft and a front mounted Wade supercharger (he bought two new Wades for £25 each in 1972!).

We corresponded from time to time and I sent him information about the wiring, which I think he found the most difficult part. I have rebuilt, or substantially refurbished some ten pre-war cars, including five Triple-M MGs and thought that, perhaps, I had completed my last car with PB JF 9543. However, sadly Colin died in 2019 with the J1 almost complete and I decided that, in view of my connection with the car for 50 years and in honour of Colin, I should try to complete it.

We planned to take the trailer up to Mull in March, but the lockdown prevented that. However, a recovery specialist told me he had to take a car to Stirling, so it was arranged that he would swing round via Mull and collect the J1, thus sharing the cost.



Three photos from Allan's records showing the early restoration when owned by Colin Smith.

I acquired the car in July, and it was about 80% complete. Mechanically together, wiring loom installed but mostly not connected, the body painted (with a brush - unfortunately !) and almost assembled and the seats that were reupholstered years ago, but useable! The body is painted cream and the wings a curious light brown colour as it has been since the 1960s. I have seen the MG Car Co J-type brochure with a car in these colours which were listed as " Old Ivory and Light Fawn "; perhaps a precursor to the " Cream Cracker" colours , though the brown used for their wings is much darker. This was obviously not a popular colour combination; only 10 of the 381 J1s were this colour. However, the factory record shows the car was originally Green.

The hood is with the car but the fabric is rotted, however the side screens are fine. The hood is one of the early D/ J1 type that wraps forward to the driver's seat - allowing the rear passengers no visibility - so when we have it recovered, it will be to the later style.

I connected up the wiring and, with help from Allan Bentley, we first ran the car in September, 8 weeks after delivery; it is very sad that Colin got so close, but did not quite manage to get it back on the road. So far we have only done a couple of miles on the road and it feels quite powerful - much more "rorty" than the PB. We have no idea what pressure the blower will give, but hope for about 7lb /sq in, which should then give about 50 BHP, the same as my C-type C0286. Interestingly, although the J1 is a four seater, it is only 28lb heavier than a C-type, so the performance should be similar. A curious fact about J1s is that Cat Spoelstra has J0577 and J0574 and J0578 also survive. All of these cars were part of a batch of 7 completed on 24 May 1933 - so 57% have survived, but the overall survival rate of J1s is only 19%. Kimber must have had the "A-team" building them that day!



An early photo from the Website showing J0575 with a youthful Patrick Gardener in the early 1960s.



Two photos of J0575 in the summer of 2020; in the trailer on the way back from the Isle of Mull and finally ensconced in Allan's garage. Note the shape of the hood as referred to in the text and the interesting backdrop provided by the posters and signs on the garage walls.

Meet the Treasurer

An introduction penned by John Summers

As we start 2021 it has been suggested I write a few lines in the Bulletin and as it has now been a year since I took up the Treasurer role, so perhaps this is a suitable time for me to introduce myself!

While my MG and Triple-M links are relatively new (I bought my J2 back in 2014) but, as is probably the case for most of us, my involvement in



the old car and classic motoring world dates back to early childhood years. After spending my school days leafing through Exchange & Mart advertisements, my first pay cheque went on an Austin Healy Mk1 Sprite which, with both blind enthusiasm and ignorance, I spent several years getting back on the road. From there I have seen various cars and projects, generally getting progressively earlier, and now I can see the pre-war era character holding the most interest for me. In addition to the J2, the garage contains some interesting motorbikes and cars including a 1903 Kerry, and '44 Jeep and a couple of penny farthings. As well as the crocks there are also some old clocks, including two Japanese dokei – for those who have an interest I would be delighted to share their quirks and the forgotten world of “temporal time”. *[The Fowler engine shown on the opposite page was a driver training weekend I attended – slightly too big to take home and fit in the garage!]*

My career has largely been in the asset management side of finance, so the Treasurer role has taught me a great deal about the world of accounting! While working in the City, I also served for 17 years with the Territorial Army (HAC) which was immensely rewarding both in roles fulfilled and friendships made.

So what can I say about what I have seen of the Register to date? Well, you get a very clear feel there is a community/family here. There is a passion about the cars and enjoyment in sharing knowledge and information.

There is real enthusiasm for using the cars and, while covid has prevented or delayed our planned tours, you can see this remains high on many owners “must do” lists. I remind people when talking about old cars and worth, that the only answer is “its worth driving”! My J2 is by no means concours but wears its

changes and tweaks of years of enthusiast ownership with pride; driving it takes me back to my early driving years and never ceases to make me smile.

My only “Treasurer’s hat” note for here is to encourage (if you have not already done so) to renew your Bulletin subs for this year, and ideally do this each year through a regular December Standing Order. This makes the administration of the Bulletin runs, organised admirably by Paul White, so much easier.

I hope these lines give you some flavour of me and I look forward to seeing you all at that time when we are all allowed to meet!





Two photos supplied by Mike Gush that should give hope to all of us who are in the middle of long-term restoration projects.

Mike has owned J2446 (known as Rupert) since 1968 and the lower photo shows it two years ago after a restoration carried out by Oliver Richardson over a 4 year period. Rupert is about to have a rude awakening after 45 years in hibernation; Mike and his wife Mary with grandchildren James and Laura enjoying their first open air "vintage" motoring, which they loved!



A DUTCH PERSPECTIVE ON LOCKDOWN

Provided by Cat Spoelstra

Happy Brexit everyone! On that ominous note, I don't think 2021 will be much better than 2020 was, but here's hoping anyway!

So, what came of 2020? Ferries for Silverstone, Brands Hatch and the Kimber Classic Trial were all booked by January promising a lovely start of the season. Alas, we all know what happened next ... Luckily, Stena Line has been wonderful about it and all our bookings are carried forward to this year as open tickets so, Brexit or not, you haven't seen the last of us Clogs!



While we came to terms with the 'new normal', and with our 'intelligent lockdown' (much less strict than in other countries) allowing us quite a bit of movement still, we thought there'd be no harm in assembling a small group to go touring our own tiny little country instead of crossing the North Sea, right? And so we set a date for a Saturday in April. But then these voices crept up in the back of our heads ... What if we caused an accident and needed hospital care? We really didn't want to be responsible for putting yet more strain on our healthcare system and so we postponed and postponed and postponed. Until one afternoon in mid-June, when we were all comfortable enough with it to finally go out for a bit of a run and a picnic in a field somewhere allowing us to socially distance correctly. Six Triple-M MGs and a TD substituting for Wim van Santen's non-braking NA four seater, set off for a very relaxed run. Happiness can sometimes be found in the tiniest of things!





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Then summer came and we were allowed 'out' for a while. The Dutch MG TTO (The 'T-Type Owners Club' to which Triple-M MGs have been added since) managed to let their annual Triple-M Meeting take place. Alternating each year, this is either a one-day or a weekend event with this year's being of the one day variety. Very ably organised by first-timer Hans van den Bosch, he actually added an evening especially for his mates The Hague Triple-M (that's us!) making it something of a weekend after all.



Even though a persistent drizzle accompanied us practically all day, it was still a fabulous day's driving in absolutely beautiful surroundings; the Utrechtse Heuvelrug is definitely an area to return to for more Triple-M motoring! Including the two runs on the day, it was a 350 kilometre round trip for us with all 'our' cars behaving impeccably. As they do!

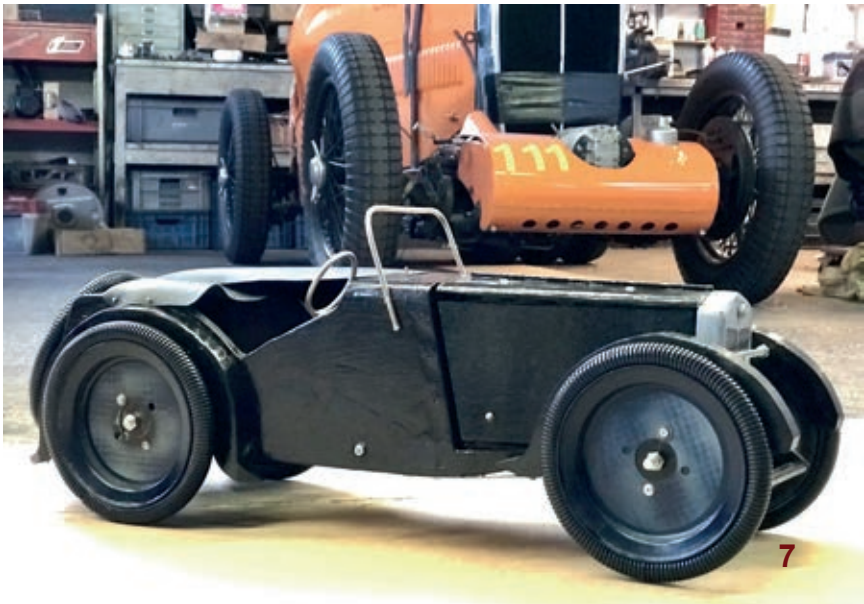
Come autumn, things went downhill on the Covid front again and further restrictions were duly put in place. No more organised runs, but nothing is

stopping us from doing our shopping, visiting the dentist or picking up some dog food in proper cars or, for that matter getting Christmas trees, and thus we are much better off than all those people who do not have a car hobby, if you ask me!



Of our The Hague based 'gang', only young Onno hosted the virus, luckily suffering only mild symptoms, although he is still dealing with a lack of energy and with an MGA Coupé to finish for his wife and a single seater body for the D to prepare, he is slightly frustrated yet he does realise that he really mustn't complain and things could have been much worse!

In closing, I really should mention that I received my jolly J1 in miniature as a 'Sinterklaas Surprise' from Thijs the other day. You'd think he's stressed out enough with work, yet he found time to quickly build me a copy of my car and in its future livery of black and blue too!



Sinterklaas (or Sint Nikolaas) is an old chap on which your Santa Claus is based, with the Dutch celebrating his birthday on 5 December en masse. Part of this tradition entails setting up a lottery scheme by putting all your party's names in a hat with everyone pulling out one name (to keep to him or herself) for whom he or she then crafts a 'surprise' (pronounced a tad differently, this is a Dutch word as well and basically means the same as your word) in the form or shape of someone's hobby or peculiarity or interest or whatever, with a present hidden inside and accompanied by a poem about the person you made the surprise for.

Until 'Sinterklaasavond', it is all very hush hush and so how Thijs managed to make this masterpiece right here in the workshop with me next door in the office, is beyond me! Anyway, with the actual car out of order for a while (its crankshaft is being replaced, see my monthly notes in Safety Fast!), I now have this lovely small substitute to enjoy!

So there you have it, a bit of an update as requested by your Editor. He really must be sorely short of interesting stuff ...! Until next time, stay safe and sane!



Photo captions:

1. Albert Koolma behind the mask all entrants to the Dutch M.G. TTO Triple-M Meeting received. The car featured is Hans van den Bosch's J2676.
2. Part of our midsummer touring expedition; Thijs de Groot and Anja Figeer road testing Hans van den Bosch's L1, Onno Könemann and Wouda Zandbergen in Henri de Jong's 2BM2262 and Wim and Ineke van Santen in their TD.
3. Line-up at the start of the Dutch Triple-M Meeting in Amerongen. Totally snug with the hood up!
4. Part of the line-up as seen from the other side. Hans van den Bosch's J2676 in real life this time.
5. Assembling at Hans van den Bosch's marvellous residence opposite Castle Amerongen. Albert Koolma's J3636, Wim van Santen's NA0462, Rainier Karthaus's PA0884 and Thijs de Groot's J2539.
6. Rainier Karthaus used 'the Flash' (PA0884) to pick up his Christmas. Photo by Rainier Karthaus
7. 'J1 in Miniature' – Thijs de Groot's handiwork for 'Sinterklaas'.
8. My pride and joy, J0577, on our midsummer outing. Funny how some cars take a while to love and others steal your heart in an instant!

(Unless otherwise stated all photographs © Cathelijne Spoelstra)



To go with the centre-spread photo is another Ron Cover photo, again supplied by Rob Dunsterville. The event is part of the 1975 celebrations of 50 years of MG when well known MG personalities from the past were given the opportunity to drive appropriate MMM cars. The car in the foreground is NA509 with Aubrey Ashton-Rigby in the driving seat. I have not been able to identify the passenger but the car was, at the time, jointly owned by Philip Bayne-Powell and the late Nigel Musselwhite. By coincidence, the car in the background is K3003, then owned by Philip Bayne-Powell with Philip as passenger and none other than George Eyston driving. The commentator is well known author and MG specialist Wilson McComb.

Help in identifying the driver and car in the foreground has come from Oliver Richardson, Philip Bayne-Powell and Colin Butchers. Colin provided the following extra information:

“Aubrey wasn't a Works driver, just a keen Brighton & Hove MC Member who raced at Brooklands. His first MG was an L2 (L2056) which he ran-in by entering the Brighton to Beer Trial - in a brand new car! He got Robin Jackson (tuner extraordinaire) to tune the L2 and, in the space of two years, it went faster and faster until eventually Aubrey managed a lap of 102 mph - faster than the Works prepared cars. Aubrey eventually gave up racing due to poor eyesight and Robin Jackson (and his wife Jean) kept the L2 until after the war.

For the past 20 or 25 years it has been owned by Malcolm Newman who passed away a few weeks ago. I have driven the car on many occasions including on one 13 mile long lap of the Ards TT circuit in Ulster (where a chap called Nuvolari did rather well in 1933 in a K3 !).” *Colin’s tribute to Malcolm Newman appears elsewhere in the Bulletin.*

Philip provided the following anecdote from the day:

“Prior to him (George Eyston) driving in the parade, I reminded him about the pre-selector gearbox only to be admonished by his reply that he had had one of these on his Mille Miglia car to which I replied that he was actually in the self same car! George was in his 80’s at the time. The K3 competed in the racing later in the day, as did the ND Magnette driven by Nigel Musselwhite.”



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Rob Dunsterville, well known Australian Triple-M exponent, thought this photo would be interesting as, unusually, it shows the rear view of the race start-line. The photograph was taken by Ron Cover at the MGCC "50 years of MG" celebrations at Brands Hatch in 1975. It would be interesting if readers could identify any members of the crowd, any drivers or any of the cars where the numbers are not visible. Identifiable cars are (L to R) AEV 652 – J2988 J2 to J4 specification; CKT 829 – PB0682; MG 2632 – J3374; APO 415 – KN0274 (K3 style). Interestingly, J2988 is Register Number 6 and is shown as being owned by M.Jones in the first printed Register of 1962 (see Bulletin 108).

REAR HUB BEARINGS – PART 3

Putting the theory into practice!

Simon Johnston

In part 1 I covered the choice of bearings, nuts and lock washers; and in Part 2 I ventured to suggest that tightening the nut to the widely recommended 120 ft. lbs of torque was too tight and that 60 ft. lbs. would be more than sufficient. Theory is all very well, however, but how does all this translate into practice?

Bearing removal

We obviously need to start by dismantling the rear hubs and the first step (after getting the car up on axle stands or some such, of course) is to remove the wheel and then remove the six thin nuts and spring washers securing the brake drum to the hub. The 12" brake drums also have two countersunk screws securing the drum to the hub and they also need to be removed. It will probably be necessary to slacken off the brake adjustment to enable the drums to be freed from the hub, and maybe even a gentle tap with a hide mallet or some such will be required. But with very little effort you should be able to remove the drum and expose the hub and the bearing carrier.

The hub can usually be removed from the carrier by replacing the knock off spinner and giving it a few judicious taps with a hide mallet. This should allow the hub to come free, bringing the half shaft with it. If it proves to be reluctant then there are two holes threaded 5/16" BSF in the hub flange and a couple of bolts screwed into these will make contact with the bearing carrier and push the hub flange away from it to break the seal.

With the hub and half shaft removed, the next step is to remove the nut securing the bearing to the axle casing. The original nut is a circular one with eight slots which really needs a proper hook spanner or similar to remove it once the lock tab washer has been prised out of the way. (I illustrate the spanner I used later in the article.) However, this nut may in the past have been replaced by either an octagonal nut, which also needs a special spanner to remove it, or a large hex nut, the size of which will depend on who supplied it! You also need to remember that the nut on the left hand/passenger/near side of the car is a left-hand thread.

With the nut and lock washer removed, the bearing carrier, complete with bearing, can now be drawn off using a regular three legged puller although with the 8" brakes, you may find that you need to remove the brakes shoes to get the puller hooked round the back of the carrier. With the carrier on the workbench it is the work of a moment to lever the oil seal from its recess in the rear, whether it's a lip seal or an original style felt one, which then gives easy access to drift the bearing out of the carrier.

At this point it's a good idea to thoroughly clean the carrier and remove any traces of sealant or gasket from the flange which carries the studs.

It is also well worthwhile to inspect the bearing surface on the axle and also the threads. My axle, for some inexplicable reason, had a 0.100" spacer fitted behind the bearing on each side of the axle which pushed the bearings off their bearing surface and over the threads by the same amount. This resulted in the bearings not really being securely mounted with resultant damage to the bearing surface.

If the damage is really bad, the axle would need to be removed and repaired by metal spraying, or by fitting a speedy sleeve or some such, but after consulting the Loctite catalogue I decided that using Loctite 638 retaining compound on the bearing surface when fitting the new bearing, together with omitting the spacer, should probably suffice.

My axle had the circular nuts with the eight slots and they both bore signs of having been attacked with a chisel rather than a proper spanner. Unfortunately, the new ones which are currently available are not dimensionally correct in that the slots are cut too deep into the circumference of the nut, potentially weakening it. However, I was fortunate enough to be given a pair of correct pattern nuts in good condition and these were cleaned up and trial fitted to the axle. You may well find that chisel attacks to the nuts, or careless cross threading, will have damaged the threads, if only slightly, and I found it well worth spending a bit of time cleaning up the threads on the axle and in the nuts, especially as I was replacing the nuts with other used ones.

You really want to be able to spin the nut with your fingers right up to the end of the thread, and back again, without any noticeable tightness. If, like me, you find that the bearing surface has got a bit damaged you may also find that this has extended to the last of the threads and, in my case, with the bearing mounted in its correct place further back on the axle casing, I had to clean up the last couple of threads to make sure that the nut went all the way home. It's probably worth checking that the distance between the shoulder that the bearing is tightened up to and the rear face of the nut when fully screwed on is less than the 18mm thickness of the bearing. Then with the addition of the lock washer you can be certain that the nut will fit properly.

As the thread on the axle is a Whitworth pattern, i.e. 55 degrees, and 16 threads per inch, a regular BSW/BSF thread file can be used. It's worth getting one that has the capability of also cleaning up internal threads as it can then be used on the nuts.

If you find that a thread is really badly damaged, perhaps by cross threading (which is easily done), and the nut just won't screw on easily then here's a tip for how to salvage it. Get hold of a spare nut and cut a slot completely through it so that the nut can be prised open and then slid over the threads on the axle until you have got past the damaged threads. Then, using a G-clamp, compress the nut back almost to its original size and then start to unscrew it from the axle (see photo, right).



A little fine grinding paste may be needed if the damage is severe but essentially what you have made is a chaser nut that can be adjusted by tightening the G-clamp. Crude, perhaps, but surprisingly effective.

Fitting the new bearing

With the bearing carrier cleaned up, then the new bearing can be fitted. According to SKF, whose bearings I was fitting, it is permissible to drift a small bearing like this ("small" being less than 80mm bore!) into position rather than using an hydraulic press (which I didn't have) but obviously the drifting force needs to be on the outer raceway in order to avoid damaging the bearing. What I did was take the old bearing and, using the bench grinder, I ground a small amount off the circumference of the bearing so that it would slide easily into and out of the carrier. I then positioned the new bearing on the carrier and used the old bearing on top of it as the drift. It is readily apparent when the bearing is fully home as there is a distinct difference in sound from the hammer when the new bearing contacts its mounting shoulder in the carrier.

The new lip seals are easily tapped into place in the rear of the carrier. It's perhaps worth mentioning that initially I fitted the wrong size of seal having simply taken at face value the dimensions quoted in a thread on the Register Forum. Wrong! The seal is not 5/16" thick – it's 1/4" thick and the larger size will foul the axle casing when everything is tightened up. The one I used (from Simply Bearings) is 1.87 x 2.5 x 0.25 inch Nitrile Rubber Rotary shaft Oil Seal with Garter Spring.

The bearing is retained in the carrier by the rim on the splined hub which should sit on the outer raceway so that the bearing is clamped tightly in place once the brake drum has been fitted and the six nuts securing the drum and splined hub to the carrier are tightened. To ensure that this rim is tightly clamped on the

bearing there should be a slight gap, say, around 4 to 6 thou, between the flange of the carrier and the flange of the splined hub. If there is no gap, then the two flanges are touching and you cannot be sure that the rim is properly clamped against the bearing raceway – hence the need for the gap as evidence that the rim is indeed tight against the bearing. If there is no gap, then you need to put a shim between the bearing outer raceway and the splined hub. These can be bought in a variety of thicknesses from bearing suppliers.

To check the clearance I assembled the carrier and splined hub on the bench and then fitted the brake drum the wrong way round so that when everything was tightened up I had easy access to the joint between the hub and carrier and could easily measure the gap.

An excellent YouTube video showing all this being demonstrated by US MG TC specialist, Doug Pelton, can be found at www.tinyurl.com/doug-pelton

Reassembly

Reassembly, as they say in all the best workshop manuals, should be the reverse of removal and by and large it is. Using the old bearing once again as a drift, I was able to tap the bearing and carrier into position on the axle, after first applying some of the green Loctite 638 to the inner circumference of the bearing inner raceway and to the bearing surface of the axle. Once the bearing is fully home against the shoulder on the axle, fit the lock tab washer and then the nut. If using the original style slotted nut, MG fitted these with the chamfered side out although such chamfered locking nuts are commonplace in the bearing industry where they are designed to be fitted with the chamfer next to the bearing. If using the original style lock washer the internal tab needs to be bent so that it fits properly into the slot on the axle casing to ensure that the nut isn't fouled by the tab as it's screwed on and can be tightened properly against the face of the lock washer.

In Part 2 I covered the question of how tight to tighten the nut and my conclusion was that about 60 ft. lbs. was sufficient. As I was using the slotted ring nuts I had to source a spanner that would fit them and which could also be used with a torque wrench. I found the spanner on eBay (search for 'Morris' + '8' + 'tang' + 'spanner') and I got a ½" drive socket welded to it to take the torque wrench although I gather the spanner now comes with a ½" hole for just that purpose. With an extension like this on a torque wrench, the wrench actually needs to be set at a lower value than that needed for the nut or bolt you're tightening. The formula to calculate the required setting for the wrench is:

$$M1 = M2 \times L1/L2$$

where M1 is the torque setting of the wrench, M2 is the actual torque to be applied to the nut or bolt, L1 is the normal length of the wrench and L2 is the extended length of the wrench. The picture below shows the calculation for my wrench which worked out at a setting of 40 ft. lbs to give 60 ft. lbs. at the nut.



With the nuts tightened up to 60 ft. lbs. I had to tighten each of them a little more so that I could line up one of the locking tabs on the lock washer with a slot in the nut and then bend the tab into the slot to lock the nut.

With the bearing carrier securely in place, the next step was to try and ensure that oil didn't leak out of the axle. Jon Pedoe has already covered (in the October/November 2020 Bulletin) the fitting of the oil seal nuts supplied by Roger Furneaux but, as he explains, you may need to machine the hubs to give the necessary clearance which is not easy to do with the half shafts in place. So I opted to use the Nylatron oil scrolls supplied by Sports & Vintage which are fitted inside the ends of the axle casing. However I had so little clearance between hubs and axle that I had to completely remove the flange on these oil scrolls so that all I was left with were two tubes. They took a bit of fettling with a file to get them to fit the casing but rather than rely on them just being a tight fit to keep them in place I applied some epoxy glue to them as well. I sometimes wonder how I'll ever get them out again! Remember also if using these scrolls that they are handed so if you put them in the wrong side they'll push the oil out instead of back into the axle!

With the bearing carriers in place, the clearance between them and the hubs checked, and the oil scrolls installed it was finally time to fit the hubs and half shafts. But first some silicone sealant needed to be applied to the flange of the hub to seal that 4 thou gap.

Once applied, the hubs and half shafts were slid into position and with a bit of juggling to get the half shafts slotted into the diff the hubs slid into place with a reassuring clunk as the inner rim comes into contact with the outer raceway of the bearing. It's worth doing a trial check on this as I found that initially on one side of the car that reassuring clunk was actually the half shaft hitting the spider in the diff as the half shaft hadn't been properly pressed into the hub when I had replaced it a couple of years ago.

This wasn't apparent with the 1/10" spacer on the axle casing but was very obvious once it was removed. My local engineering shop pressed the half shaft in another 1/10" or so and all was well. Next, the brake drums. As I said above, the 12" drums have two countersunk screws that ensure th the drums are properly located on the studs before you fit the washers and nuts and tighten them up. I decided that these would be a worthwhile modification for my drums as well and since the hubs, front and rear, have the threaded holes for the screws it was just a matter of drilling a couple of holes in each drum and countersinking them. Even I was able to manage that!

The last remaining technical point is the choice of washer to use on the studs. This was the subject of a very lengthy thread on the Forum but I'll summarise things briefly here. The studs themselves, and thus the holes in the drums, have a diameter of 9/16" but the threaded portion is only 3/8" BSF. A standard rectangular section 3/8" spring washer has an overall diameter of 11/16" which means that the washer only overlaps the hole in the brake drum by 1/16" around the circumference which doesn't offer much by way of grip for the washer and the nut. M.G. recognised this and in June 1935 issued Service Information Sheet 21 in which they said "as a result of an investigation it has been found that the spring washers as fitted had insufficient grip to prevent movement taking place at the hub studs ...To rectify this difficulty, spring washers having a larger diameter than formerly, and consequently an increased length of gripping edge, are now fitted under the hub studs." The new washers had an overall diameter of 13/16" making the overlap 1/8" around the circumference of the hole instead of just 1/16".

Trouble is, those larger spring washers are simply unavailable nowadays, so what to do? The solution that I settled on was to use 'Nord Lock' washers. These have a two-fold benefit. First, the 3/8" washer in their 'enlarged diameter' range has an outside diameter of 13/16" – prefect – and second, they really are lock washers, unlike spring washers which most people today recognise have little or no locking capability.

However, the imperial sizes in Nord Lock washers are hard to find but the M10 washer is a perfectly acceptable fit being 21mm in diameter in the 'enlarged diameter' range compared to 13/16" which is 20.6mm. I would personally not use the 'wavy' washer sometimes offered for this location. These washers are designed to provide light pressure or preload and offer no locking capability whatsoever. With drums fitted, locating screws inserted and lock washers in place the thin nuts can be tightened up 'spanner tight' without any recourse to using a torque wrench.



The end result

Hopefully these three articles will have shed some light on some of the issues owners are likely to face when working on the rear hubs. In his editorial in the last issue of the Bulletin, In his editorial in Bulletin 117, Digby Gibbs referred to how welcome articles by experts were but I would certainly not call myself an expert – I'm just one of many owners who have had to find out how things come apart and go together properly and my experience may help others tackling the same tasks. This has been not so much 'this how to do it' but rather 'this is how I did it'.

Robin Lawton

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**Correspondence: J-type in Germany
From Stefan Weinbach**

I have just got the latest Bulletin; the photo on page 18 is taken from my home town, Zell Mosel in Germany.
It must have been taken from the direction of Bridel about 500 metres from Zell.
Kind regards,
Stefan

Quite a coincidence that Stefan, who is a relatively new subscriber to the Bulletin, was able to identify the location of this photograph and that it was taken very near to his home. Simon Cauthery has been trying to locate the scene for many years so the power of the Bulletin has helped solve that problem. In correspondence with Stefan over his contribution to Bulletin 114, he extolled the attractions of the Mosel area which, apart from the many scenic views, happens to be only 50Km from the Nurburgring!

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Correspondence: Peter Green and Registrations From Mike Pancheri

Digby,

The loss of Peter Green has overshadowed everything Triple-M, and I expect it will continue to do so for some time to come. It is no exaggeration to say that, were it not for meeting him very soon after I got the PA, our involvement with Triple-Ms, and the Register, would probably not have been as rewarding as it has been. We probably would not have met you and Gaye for a start! The day that I collected the PB chassis and other bits from him, he asked me what I was doing the next day. This was in October 2004. The next day was the inaugural 'dummy-run' of what became the annual Summer Gathering, and he invited us to come along. He wanted to gauge the interest and support such a get-together might have. We duly turned up in the PA, and had a really wonderful day, and met Thelma, Elizabeth, Diane and Pat (I'd already met Andrew when I first met Peter in April 2003 at Dalton Barracks). How we will all miss him.

However, life has to go on. I finally got my age-related registration in July, having started the application via the Register in January. By the time all the required evidence had been assembled and approved, we were into lockdown and DVLA, like so many other organisations, were operating on much reduced capacity, and in fact had told the MGCC that they would not accept any more age-related registration applications until restrictions were lifted.

I have to say that the help, advice and support I received from the Register, especially Dick and Barny, and from Dave Saunders at MGCC, was fantastic and my application went through without a ripple!

Since then I have been sorting out quite a few little snagging problems which only became evident once I could get the car on the road, and she is now running very sweetly, with lively performance even at running-in speeds, and the close-ratio gearbox is an absolute joy!

Here are a few photos taken in July, unfortunately my doddery lap-top won't accept any more but I hope these will at least give you some idea of how she has finally turned out!





Correspondence: A Socially Distanced Coffee Break From Keith Ritches

Hello Digby

I am not sure how many “frivolous” pics you receive for the Bulletin, but herewith a socially distanced coffee break for the ladies. In the background is PA0316 in the “man cave”.

Seasons greetings and best wishes.

It is always interesting to see pictures of other people's garages; not only are they usually so much tidier than my own but there is often something interesting lurking at the back of the picture. The photo shows Keith's wife Carrie in the green coat and her sister Marian both appearing to enjoy the al-fresco coffee facilities. Frivolous pictures are always welcome and now more than ever!



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Correspondence: Further Information on M-type 2M2551 From Dave Cooksey

In Bulletin 115 we requested any information on the middle years of this M-type, now in the ownership of Tony Basham in Australia. This correspondence from Dave Cooksey fills part of that gap from the 1960s until the car travelled to Australia in the late 1970s; Tony Basham purchased the car in 2014.

I owned this car briefly in 1975 when I bought it from Alec Dunbar's mother. Alec was a friend of mine who, sadly, died young.

The M-type was probably his first car, however in 1964/65 he sold it to his mother for £75 so he could buy a 3 litre Red Label Bentley for £120. The Bentley was fitted with a Singer Le Mans TT body which he subsequently replaced with a Vanden Plas body and the Singer body did end up on a TT car.

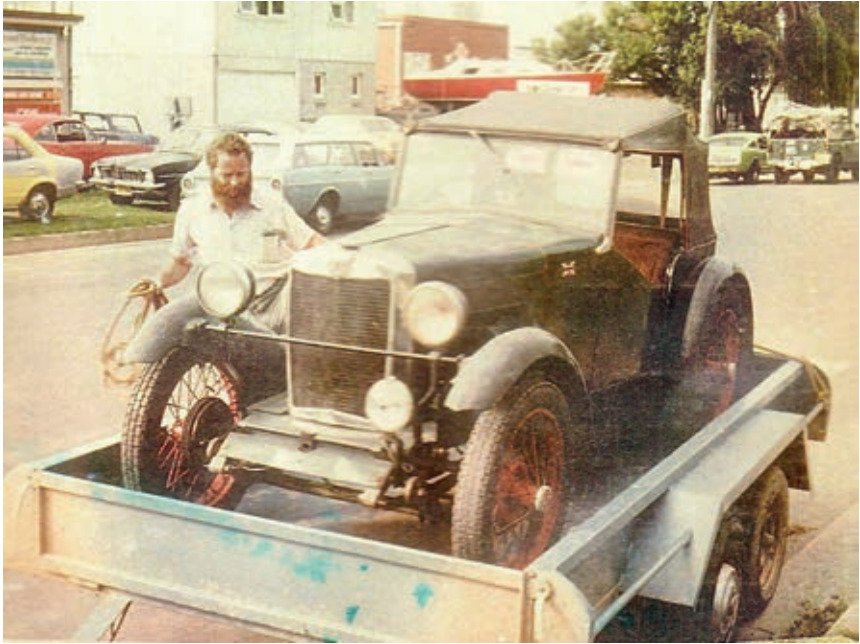
The M-type sat under a cover at the side of "Holybank" for about ten years. I bought it in 1975 for £300 with the intention of removing a few parts - it was very un-original! It had a homemade body made of a plywood skin covered in a resin coated glass-cloth. This was made by someone who worked for De Havilland Aircraft who was probably an apprentice. His girlfriend had two small brothers who rode as chaperones - the seats were arranged back-to-back! I hacked off the worst bits off the body to make it look better and then advertised it in Exchange & Mart for £600. I had de-coked the engine, ground-in the valves and other works – it ran well.

Of all people, it was the late Peter Gregory who bought it and he did not quibble over the price. My agreement with Alec's mother was that if I sold the car for more than £300 we would split the profit 50/50 – she was very pleased, and surprised, to receive £150!

I heard later that the car was sold to Australia for £1,500. Peter may have sold it on to one of the dealers; I think he was "in" double-glazing!

I hope that this helps close-up the lost ten years.

Tony Basham was delighted to receive this extra history of his M-type and was particularly interested to know that another well known Triple-M racer had owned the car in the past. He also provided some extra photos of the car's early days in Australia which appear on the next two pages.



Above: 1977 – the car is collected from the import dealer in Sydney ready for the journey to it's first Aussie home in Canberra.
Below: 1980s – after the first freshen-up of the old slab-tank body.



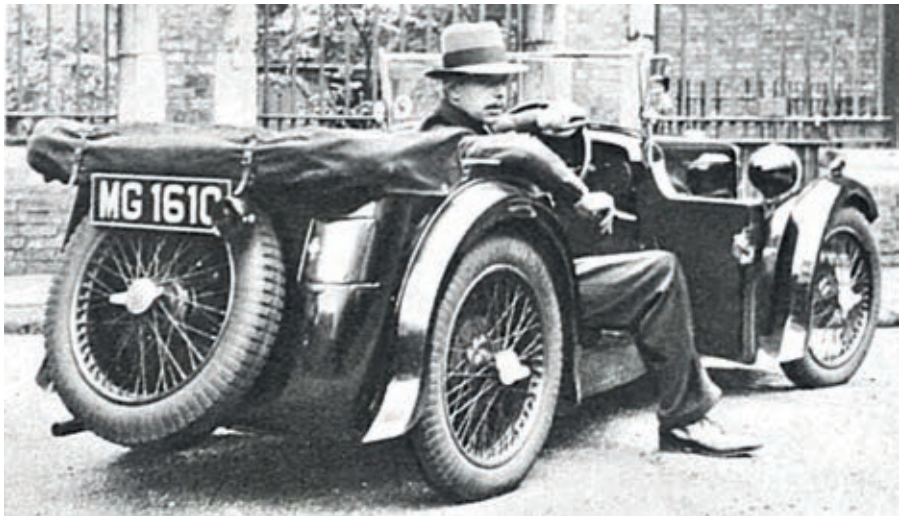


Above: The slab-tank shows well in this rear view taken in the 1980s.
Below: The correct boat-tail body fitted in 1983 shows the very pretty lines of the original design.



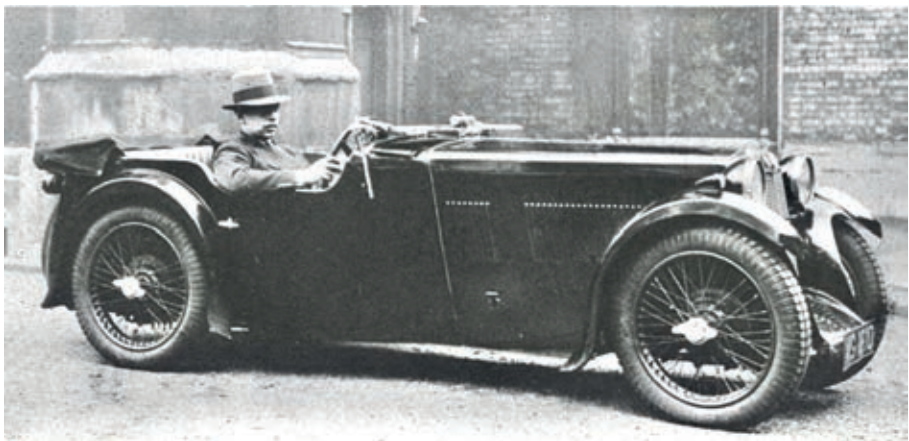
FACEBOOK POSTINGS

Supplied by Cat Spoelstra



Cat posted this feature on Facebook back in November and has brought it right up to date with the recent charming photo of F1006 in a flower meadow.

Look what we found in an old newspaper! In the 1930s, the Earl of Cardigan wrote a weekly column in 'The Bystander' dealing with all sorts of cars. On 8 June 1932 he picked this lovely F1 (F1006) showing some very useful detail for present day restorers. The car depicted needs no attention in that respect though, as it is already quite pristine in the hands of young Martin Kraft, President of the Swiss MGCC. Martin had no details of the car's pre-war past and was rather pleased with this find to say the least!



CARS with a Personality:

No. 6. A New M.G.
The 6-Cylinder "Magna"

By
The Earl of Cardigan



Exceptionally clean and pleasing lines are a feature of the new M.G. "Magna." Owing to the low build of the chassis, running boards are dispensed with, and most cycle-type wings are employed.

Owing to the large bonnet area, sun-blind, accessibility is unusually good. A very convenient feature is the grouping of the gear-gas nipples at a point where they can be attended to in comfort



The arrangement of the controls is unusual, but highly practical. The easily-grooved lever comes readily to the hand. Beyond the racing-type hand brake are the throttle and mixture controls.



Although primarily a sports car, the new M.G. is well equipped to give protection in all weathers. The wide signalling flap in the side screen is a point which drivers will appreciate.



For Comfort as well as Speed

Another illustration of the Magna's low, raking build. Having control control, the car is very easy to enter or leave on either side.

THERE must be very few firms better qualified than the M.G. Company to turn out a small car capable of really convincing performance on the open road. The makers of the deservedly popular "Midget" have already gained striking success in this branch of motoring. Now, with the somewhat larger and more ambitious "Magna" model, they have invaded the 13-h.p. class with a highly efficient light six-cylinder machine.

The new car, to my way of thinking, has only one fault—I may as well mention it at once, before proceeding to

analyze its numerous virtues. The dimensions of the chassis are just large enough to suggest the fitting of four-seater coachwork, and just not large enough to enable four full-grown adults to dispose their legs luxuriously. The result is that although four passengers can be and are, accommodated, the maximum degree of comfort is seldom achieved in the back seats, and not always in the front ones.

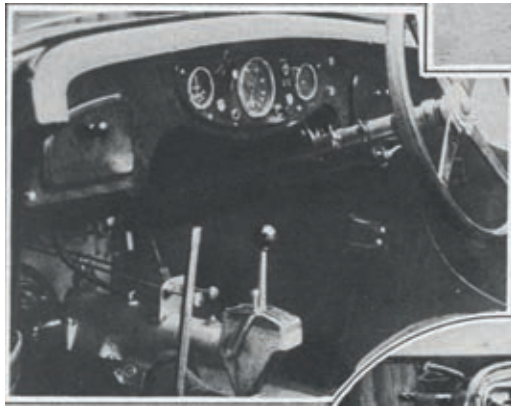
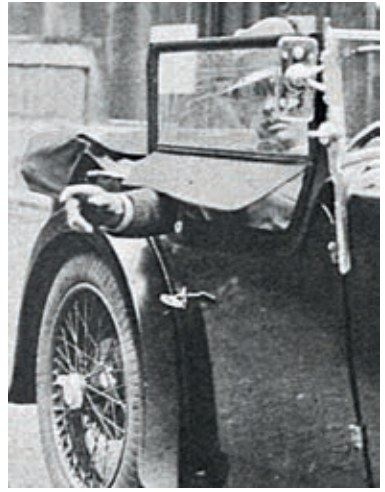
A PART from this, the "Magna" is a truly admirable specimen of the small sports car. With its ultra-low build, it has all the appearance of power and speed, and its performance is as satisfying as its looks. A remarkably lively little engine, incorporating two carburetors and an overhead camshaft, provides a fine turn of speed, while being very flexible and singularly free from vibration or objectionable noise.

The four-speed gearbox has been well designed, for the ratios are all nicely spaced and pleasantly simple to engage. The range of speed in top gear is from about 5 to over 70 m.p.h., and in third gear from 3 or 4 to over 50 m.p.h. Acceleration is rapid and certain, and the exhaust note, without being aggressive, is agreeably deep and vigorous.

A VERY good point is the unusually high cruising speed which this little car possesses. High maximum speed in itself is not enough; it is effortless running on about three-quarter throttle which enables good time to be made over long distances. The "Magna" will cruise very happily at 50 m.p.h.—this being the speed to which it settled down when I was at the wheel—and gives the impression that it is quite prepared to run at 60 m.p.h. without unduly exerting itself.

The car's road-holding qualities are, as one might expect, above the average. The very low centre of gravity is an obvious advantage, added to which is excellent steering, springing which is good at low, and very good at high speeds, and a general "balance" of weight distribution which makes high-speed driving not only practicable, but also agreeable and easy.

With efficient braking and generally good accessibility, the sporting owner-driver will assuredly find that he has been well catered for. The new M.G., in fact, is a thoroughly creditable addition to a range of sports cars which fulfils a very popular and well-established need.



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

So here we are, at the end of a memorable year for all the wrong reasons. It is a tribute to all the drivers, who managed to comply with the numerous contact restrictions, to take part in as many events as they did. Nevertheless, numbers are well down on what you would expect to see at the end of the year.

Congratulations to Frank Ashley, Ian and Charles Goddard and Andrew Morland for the leading places in the Car Of The Year 2020. Frank and the M-type also achieved top place in the Speed Championship, but others were restricted by a lack of events. This was certainly the case in the Slade Trophy positions as only three trials were recorded in the year: two entered by David Rushton and one by Bill Bennett. It was particularly sad to see the cancellation of the 'final' Kimber Trial in April/May. There certainly looks now to be no prospect of resurrecting the event.

The normal condition of five races being the minimum to feature on the Betty Haig Racing Challenge has also had to be altered. There may have been a fifth, or sixth, race on offer if the Castle Combe race meeting on 4th of October had not been cancelled due to circuit flooding. So congratulations to Charles Goddard, winner for the second year running.

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 2020 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Competition Secretary's discretion.

19 January	VSCC New Year Driving Tests	Full Results
2 February	Stroud & District Motor Club, Cotswold Cloud Trial	Full
7 March	VSCC John Harris (Derbyshire) Trial	Full
8 March	MGCC South East Centre, Spring Navisat	Full
12 July	MGCC Donington Triple-M Racing Challenge	Full
25 July	MAC Shelsley Walsh Summer Spree Hill Climb	Full
2 August	MGCC Curborough "Non-Comp" Practice Sprint	Full
8 August	MAC/VSCC Shelsley Walsh Hill Climb	Full
16 August	Bristol Motor Club & BARCW, Pembrey Sprint	Full
22 August	Bugatti Owners Club, Prescott Hill Climb	Full
23 August	VSCC Mallory Park Race	Full
30 August	Hagley & District Light Car Club, Loton Park Hill Climb	Full
5 September	Bugatti Owners Club, Prescott Hill Climb	Full
12 September	MGCC South West Centre, Wiscombe Park Hill Climb	Full
26 th September	BOC/VSCC Prescott 'Long Course' Hill Climb	Full
2 nd September	MGCC Midland Centre Autumn Trial	Full
3 October	Bugatti Owners Club, Prescott Hill Climb	Full
4 th October	MGCC South East Centre, Autumn Navisat	Full
5 December	VSCC Winter Driving Tests	Full

Racing Challenge Trophy 2020				
The Betty Haig Cup				
Final Scores				
			No. where less	
	Car/s	Driver/s	than 5 Races	Index of Performance
1 st	PA-PB/s	Charles Goddard	4	0.192
2 nd	PA/s	Andrew Morland	4	0.354
3 rd	D/s	Chris Edmondson	4	0.703
4 th	K3/s	Teifion Salisbury	4	0.797
	PB/s	Simon Jackson	3	0.450
	C/s	Duncan Potter	3	0.672
	C/s	Emma Potter	3	0.700
	KN/s, PB/s	Andy King	3	0.780
	J2/s	Mark Reece	2	0.400
	K3/s	Richard Frankel	2	0.500
	J2-PA/s	James Painter	2	0.504
	C/s	Chris Cadman	2	0.600
	KN/s	Andrew Long	2	0.872
	PB/s	Ellena Reece	2	1.000
	QA/s ss	Mark Daniell	1	0.083
	PA/s	Harry Painter	1	0.143
	J2-PA/s	Mike Painter	1	0.167
	F1/s	Adrian Moore	1	0.208
	PB/s CC	Vernon MacKenzie	1	0.400
	J2/s	Fred Boothby	1	0.760

SLADE TROPHY 2020			
Final Scores			
Position	Car/s	Driver/s	Points
1	M	David Rushton	13
2	J2-PA/s	Bill Bennett	6

SPEED CHAMPIONSHIP 2020			
Final Scores			
Position	Car/s	Driver/s	Points
1	M	Frank Ashley	23
2	PA/s ss	James Burmester	11
3	PB/s	Tim Sharp	9
4	PA/s	Andrew Morland	8
5	PA-PB/s	Ian Goddard	7
6	PA/s	Keith Riches	5
7	F1/s	Steve McEvoy	2
"	F1/s	Charles McEvoy	2

C.O.T.Y. 2020**Final Scores**

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1	1595	M	PG 1045	Frank Ashley	58
2	3610	PA-PB/s	RC 2206	Ian Goddard Charles Goddard	57
3	2913	PA/s	MG 3855	Andrew Morland	52
4	3614	PB/s	VXS 544	Tim Sharp	28
5	3458	PB/s	EZ 2444	Simon Jackson	26
6	48	K3/s	JB 3180	Teifion Salisbury	25
7	2912	C/s	GX 9693	Duncan Potter Emma Potter	24
8	2631	K3/s	JB 1472	Richard Frankel	22
"	2931	D/s	UG 281	Chris Edmundson	22
10	2049	J2/s	JK 3233	Mark Reece	20
	341	M	PJ 7970	David Rushton	19
	2200	C/s	RX 8306	Chris Cadman	18
	3627	PA/s ss	CRF 468	James Burmester	18
	2694	J2-PA/s Kayne Spl.	NV 3709	Mike Painter James Painter	17
	164	C/s	PL 9386	Duncan Potter	15
	3202	PB/s	HS 8860	Ellena Reece	15
	909	J2-PA/s	FW 3909	Bill Bennett	12
	2215	PB/s CC	JB 7525	Andy King Vernon MacKenzie	11
	797	K1	ALA 871	Christopher Hobbs Mark Kent	11
	1476	KN/s	JS 5050	Andy King	11
	3301	PA/s	UG 8739	Keith Riches	11
	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	11
	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	11
	2063	PA/s	RJS 380	Harry Painter	10
	362	QA/s ss	OJF 113	Mark Daniell	10
	-	M	KW 7956	Nigel Stroud	10
	2228	F1/s	TF 6967	Adrian Moore	8
	2758	F1/s	DX 9957	Steve McEvoy Charles McEvoy	8

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Happiness is ... a Triple-M Expedition in 2020.

A charming study by Cat Spoelstra taken during a rare expedition by “The Hague Triple-M” group when Lockdown permitted. Enjoying the freedom are Onno Konemann and Wouda Zandbergen in Henri de Jong’s 2BM2262 with another of Henri’s M-types (named “Plonk”) in the foreground. “Plonk” was being driven on this occasion by Elmer van Soest whose own car is, finally, in the final stages of assembly. (Notes by Cat Spoelstra).



Rear Cover Photo: A reminder of what we are missing! Cat Spoelstra took this glorious shot on the 2013 Kimber Trial and has provided the following notes: *“this track follows on from the observed section of Honeycliffe and is much much worse than the actual hill. Thijs de Groot and Carst Koelman van Doornik were outright winners of the Trial in J2539. Carst came along for the first time and didn’t really know what to expect. He managed to keep his feet dry all through the day and even through Alham’s Splash until this flat-tyre stopped them and getting out was unavoidable!”*

The inset photo shows that Thijs’ problems did not generate much sympathy from Martin Warner while Frank Holtrigter (NA0914) appears to be offering advice!

