

# TRIPLE-M REGISTER BULLETIN

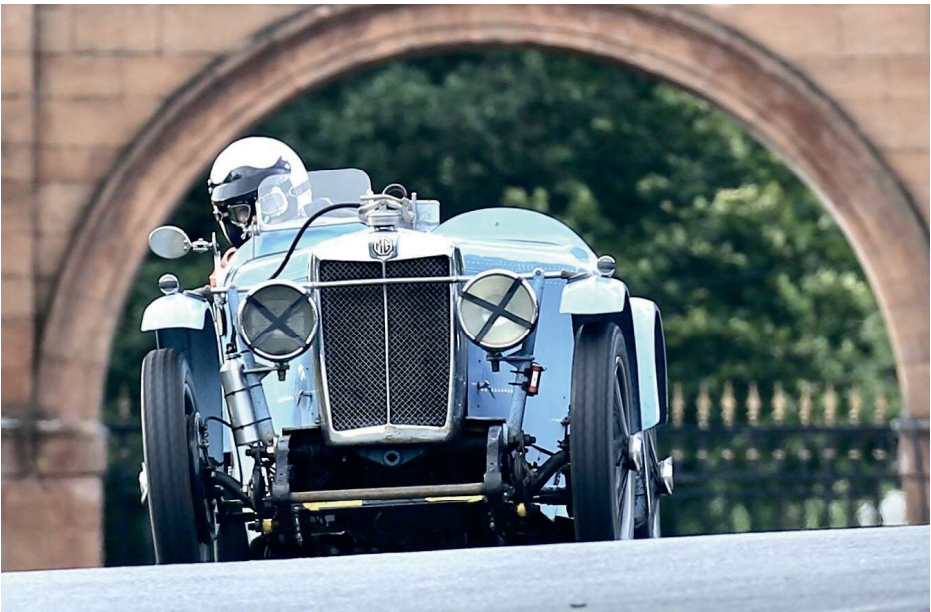
October-November 2023



THE MG CAR CLUB LTD



Oulton Park July 2023: photos by Colin Macleod.  
Top: Ian Goddard in the PA/PB shared with Charles Goddard.  
Below: Annie Boursott, PA.



## BULLETIN No 135 October - November 2023

### Front Cover Picture:

*After the rains: Mike Gooch's well-known C-type (C0273) ascends the hill during Pre-war Prescott. Photo: Peter McFadyen.*

### Editorial:

Once again, I must apologise for the late arrival of the Bulletin which I hope does not spoil your enjoyment too much. It has been a very busy time, both within the Register and personally, and production of the Bulletin has suffered as a consequence. Ironically, since my appeal in the last issue for more contributions, I now have a surfeit of articles and events to include so, once again, some things have been held over to the next issue.



My thanks to regular contributors and to the new ones who have responded so well but can I remind you that we still need an Editor to take my place.

This issue includes the coverage of the last ever Pre-war Prescott and Sunday Run that was eased out of Issue 134; my particular thanks to William Opie for his report on the latter and to Peter McFadyen for allowing us to use some of his excellent photographs; his website is full of old car photos and well worth a look ([petermcfadyen.co.uk](http://petermcfadyen.co.uk)).

Other articles and features are the usual mix of competition reports, car histories, correspondence and events plus the bonus of one of the technical articles that was submitted following my appeal.

Even after nine years of editing the Bulletin, mistakes still occur so my apologies for two errors in Bulletin 134. Firstly, on page 8, the K-type is actually Howard Maguire's K3016 and not K3018. The maroon colour should have given me a clue but thanks to Andrew Fock for bringing it to my attention. Secondly, to prove that I don't know my "Rs from my elbow", the car on the rear cover is actually the R-type recreation and not a Q-type; thanks to George Eagle for pointing this out and to Nigel Blackham's amusing posting on the Forum.

### Digby Gibbs

## Register and Committee Notes

The Register AGM was held on 19th October using Zoom but sadly only attracted 26 members (including the Committee) which is a pity as there were a number of important business matters to be dealt with as well as discussion items raised by members. The meeting was timed so that some of our more distant members could attend, and some did take the trouble to “zoom” in.

The AGM minutes can be seen on the MGCC “Members Only” section of the Forum; please have a look and let us have any comments or observations.

As most of you will be aware, Jeremy Hawke did not seek re-election as Chairman for health reasons and Dick Morbey resigned as Secretary; something he has been trying to do for several years. With the Treasurer’s position having been vacant for many months, it meant that all three Committee Officers had to be replaced. Three, not so willing, volunteers therefore found themselves nominated and elected to fill the gaps and keep the Committee functioning; contact details are on page 44.

With some roles duplicated, the Committee now comprises six members; we don’t anticipate it getting much larger but if you have a particular skill or interest that you think would help then please get in touch. We are very pleased that Elizabeth Taylor and Huw Davies have agreed to carry on and that Dick will remain on the Committee. Dick has no specific portfolio but, apart from benefiting us with his huge knowledge of Register activities, will continue to assist the new Treasurer and liaise with Tim Sharp who has been helping to finalise the accounts prior to submission to the MGCC. The Committee, and therefore the Register, benefits from the hard work of the Registrars and from the support of a regular band of unofficial helpers and advisers, without whom things would grind to a halt.

The Yearbook is another subject where the hard work of volunteers is essential in maintaining production of this high quality and hugely popular publication year after year. Sadly, Simon Johnston advised us shortly before the AGM that he would not be able to continue as Yearbook Editor for the 2023 edition. Simon took over from Cat Spoelstra for the 2016 edition and the Yearbook has flourished under his guidance and we will miss his involvement. So, a new Yearbook Editor is required and if you feel it is something you would enjoy, then please make contact. Meanwhile, it is the Committee’s intention that a 2023 Yearbook will be produced and we hope to gather together a small team of willing souls to help; again volunteers or contributions would be appreciated.

One area where the enthusiastic support of volunteers is essential is in organising the highly popular Triple-M tours. These are not instigated by the Committee but are proposed by members who identify areas where a tour could work. Subject to agreement by the Committee, a working group then sets about the arduous task of organising a route and finding interesting places to visit, identifying suitable hotels and sorting out the finances. Finding hotels that will reserve accommodation without demanding large deposits is becoming harder. Tony Richards and his helpers are currently trying to finalise arrangements for a tour in the midlands for which there is much enthusiastic support from would-be entrants but finding a hotel that meets their requirements is proving difficult. Tony has had much help from Lorraine Nobel-Thompson who is our representative at the MGCC Council and who, incidentally, has now been appointed as Vice-Chairman of the MGCC. Keep an eye on the Website for developments with the tour.

Although the Triple-M Register is very strong, it remains a subsidiary part of the main Club which provides us with many benefits but also controls some legal aspects of the Register. These are hard times for any voluntary organisation; volunteers are thin on the ground, costs are rising dramatically for the Club and for members. Maintaining membership numbers and providing the events and services that members expect is a constant battle and there are consequences. The big issues that impact the Register for next year are that the Silverstone event (MG Live) will not take place and that the Club will not be organising or supporting any race meetings.

For those interested in the decisions made by the main Club, the minutes of the AGM held in October and the more recent Council meeting, are posted on the Club's website; log-in with your membership number:

*<https://www.mgcc.co.uk/members/wp-content/uploads/sites/6/2023/11/2023-10-14-Council-Minutes-DRAFT.pdf>*

## **Digby Gibbs**

## **Invitation: 100 Years of MG Performance at Brooklands 18th and 19th May 2024**

Dear Triple-M Register,

As you may be aware from the MG Car Club MG100 web site, and other communication channels, the MG Southeast Clubs are arranging a Centenary celebration event at Brooklands Museum in May 2024, in conjunction with MGOC and Brooklands Museum, and supported by MGCC HQ, to conclude the MG Centenary events in UK.

I am delegated to arrange a part of the Car Displays events at the Brooklands site on Show Day Sunday 19th May. Details and an initial call for exhibitors are in the flyer (opposite).

There will be particular emphasis on a display of 'in period' MGs which would have been at Brooklands in the pre-war era, either competing or as spectator cars; especially those with a competition pedigree or association (which covers nearly every model type in the Triple-M Register!). More information on this event and cars for display is on the MG100 pages on the Club web-site.

I am also circulating the other MGCC CRBs and associated Clubs so we may get through to members via various channels - no bad thing I feel! There was an excellent display of Triple-M cars at the MG100 BMM Gaydon event, and at the MG100 Weekend at Silverstone, where there was also some splendid racing of your cars. It would be great to have as many of those as possible participate in the Brooklands event! As well as static displays, there will be the opportunity to undertake runs up the historic Brooklands Test Hill.

I look forward to a great response from the Triple-M Register with some famous and iconic cars!

Alan Wakefield on behalf of the MG100 SE planning group.





## MG100 South East

Brooklands Celebration Weekend – May 18th & 19th 2024

Vehicle displays Sunday 19<sup>th</sup> May

### 100 Years of MG Performance at Brooklands

#### 1. Join in this Great Event!

As you may already have seen in various Club, Register or Centre publications, social media and on line web sites etc, the South East MG Clubs are organising a major MG Centenary Celebration weekend in May 2024 to close the year-long, world-wide events celebrating 100 years of the MG brand and its many famous vehicles.

The Sunday 19th May event will be taking place at Brooklands Museum, Surrey, the Birthplace of British Motorsport and Aviation, along the lines of the former MG Era Days, with a variety of vehicle displays and active events in and around the Museum venue.

#### 2. MG and Brooklands

In keeping with MG's long and active association with the famous historic Brooklands venue, a key aspect of the vehicle displays will be to celebrate 100 Years of MG Performance and Competition, featuring examples of MG Competition Cars from across all the ten decades since 1923. All competition cars of any MG type are welcome and there will be a particular emphasis on those MGs that raced in the pre-war Brooklands era.

This MG competition cars display will be similar to the excellent Timeline displays at earlier 2023 MG Centenary events which took place eg at BMM Gaydon, MG & Triumph100 at Silverstone and MGCCSE Brooklands Motorsports Festival – but with the emphasis on Competition, Racing and Rallying MGs – indeed we hope many of those competition cars which appeared at those events will also be available and enter for the Brooklands MG Centenary in May 2024.

#### 3. Expression of Interest

At this stage we are seeking to make contact with owners of appropriate competition MGs who are able and willing to display their cars at the May 19th 2024 Brooklands event. If you have an MG which falls (broadly) within the Competition MG category (especially if it has racing, rallying or hill climbing pedigree) we would like to hear from you soon, in order to prepare a list of potential exhibitors, and subsequently to make arrangements with you for entering the car and yourself at the Event.

In the first instance please get in contact with Alan Wakefield by clicking/tapping the button below

[email Alan Wakefield](mailto:alanwakefield@mgccse.co.uk)

(email [Wakefieldalan@aol.com](mailto:Wakefieldalan@aol.com); mobile 07831618520; landline 01932873170)

and let him have your contact details, and the details of your MG competition car(s). If you want to know more about this event and the arrangements, don't hesitate to give him a call.

A website will show all the updates on the event as we approach and is available at

<https://www.mgccse.co.uk/mg100-south-east/>

Alan Wakefield

MG100SE Planning Group and MGCC T Register

## VSCC Northamptonshire Tour, 30th July 2023

Rich Stott

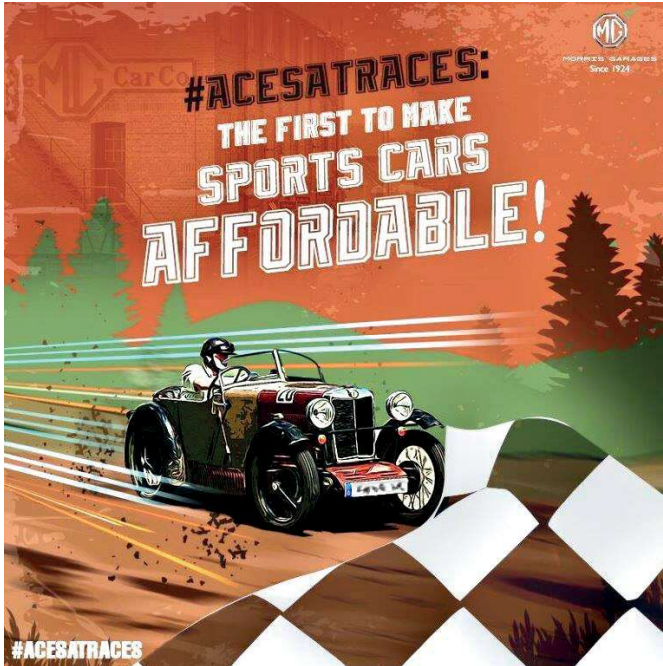


The Tour was promoted as “a VSCC Pilgrimage to Northamptonshire where the pace will be much more leisurely than at our Silverstone race meeting in April”.

The event, which started and finished at Winwick Hall near Rugby, was organised by Ian Parsons and visited several sites of note. A good mix of cars took numerous wrong turns at several of the junctions and even stopped off to partake of beers at the recommended pubs; perhaps this is why the 60 miles of twisty sections did feel like a rush! Apart from the Stott PA, Triple-M entrants included Peter Parry (L-type) and Huw Davies (D-type) and they mixed it with an eclectic mix of cars ranging from a 1920s GN up to a 1960s Bristol.



## How I Became a Racing Ace Without Actually Being One! By Volker Tilly



It happened some day in April 2018 when I had just found the latest issue of 'MG Enthusiast' in my letterbox.

As usual, I loosely turned the pages to have a first look, without really reading anything. Then, when I got to page 12, I suddenly remembered, that there at page 6 was a picture I should have a closer look at. I turned back and couldn't believe it; there were some promotional posters printed and some of them were called 'ACES AT RACES'.

To my surprise, one of the photos was of my MG M-type driven by myself during the 2007 'Vintage Nürburgring' event and had been taken by a professional photographer on the old 'Südschleife' section which had been virtually reconstructed for the event that year as an additional highlight.

After reading the short article I knew more. This poster and a few other examples had been made for/by 'MG Motor India', using historic MG prints. 'MG Motor India', was then a new company, which had not sold a single car in India at that time although MGs had been sold there in former times.

For the last few decades, MG did not feature in India as a respected brand, therefore MG Motors India contacted the MG Car Clubs and owners, visited some MG meetings and produced and launched these posters to attune potential buyers to the new MG cars being on offer from mid 2019.

The picture had been “photoshopped” and the car was set into a dynamic race-looking environment, but my M-type (and me) were still recognisable. Of course, I absolutely wanted one of these posters but what could I do as I did not know of any contacts from India in Germany. A closer look to the website of 'MG Motor India' was in fact interesting and for example provided the opportunity to become an MG dealer, but it was not designed for ordering any posters.

But then, the next issue of 'MG Enthusiast' featured the solution and made the whole thing hum. There, one could read, that 'MG Motor India' would be sending a delegation to MG Live in Silverstone that year and MG Live was the event we, the 'MG Freunde Hamburg' (MG friends of Hamburg), had planned to visit anyway!

A few weeks later, in Silverstone, I straightaway went to the booth of 'MG Motor England' and reported my concern to one of the MG hostesses. The lady gave me a knowing smile (in all probability she hears many 'wild' stories during an event weekend) and immediately, when she heard the word 'poster', handed over one of the usual promotion bags to me. Inevitably, this bag was not at all what I wanted, so she listened patiently to my request a second time. This time, “Yes” was the answer, there were some people from 'MG Motor India' at Silverstone, but they were somewhere away from the site and she had no idea, when they would be back so I left her with my contact details and went off to enjoy MG Live, thinking it would take some weeks to hear from India.

I was pleasantly surprised therefore, to get a call some 30 minutes later from a voice with an Indian accent asking me if I could be back to the 'MG Motor England' stall in approximately 10 minutes. Of course I could! There I met a group of very nice Indian MG enthusiasts and they told me that I was the first owner they had met of any of the cars shown in the posters.

I then told my story for a third time to an amazed public and their answer was, that nothing could be easier, than getting this poster. They promised that, once back in India, they would send me the dataset and that I would be allowed to print as many posters as I want for private use.

When I arrived home about a week later their email was already in my inbox.....sometimes the world can be so easy.....  
Thank you very much to 'MG Motor India'.



*I met Volker a few years ago when he came to the UK and visited me to look at my D-type; he has since kept me updated on his "MG activities" including this email and the photos.*

The Südschleife (south loop) is part of the original circuit when opened in 1927. Until 1931 the circuit was 28km long that included the Nordschleife, Start and Ziel Schleife. After the war, the circuit was used as HQ for the Allied forces when tanks were driven on the circuit and inevitably damaged the surface. The Südschleife was the first section repaired, with support of the French government and in 1947 hosted the first post-war race in Germany.

The Südschleife was partly demolished as part of a plan for a new circuit after Nikki Lauda's accident in 1976. Part of the circuit is now a public road, the remainder is abandoned and neglected.

**Technical: Dynamo and Vertical Drive alignment.  
Sins and hidden pitfalls by David Knowles.  
(With a little help from David Potter!)**



This is what happens if the upper dynamo bearing fails - a thoroughly graunched armature - less polite expressions pass the tongue when the implications and full cost hits the wallet. As I am a stickler for originality, replacing the 3-brush dynamo fitted in 1934 is painful; it is also expensive. It got me asking "Why...Why did the upper bearing fail? ".

Our inestimable Discussion Forum is a source of valuable information and there is much history of mechanical failures around the area of the dynamo drive. Breakages of yokes, flexible drives and dynamo bearings abound. Jamie at Sports & Vintage tells me that he sells lots of replacements.....These breakages have to be caused by undue stress. Sideways stress - and this can only be caused by incorrect alignment. There is much discussion in the Forum about the need to correctly align the dynamo with the vertical-drive. But ..... I hate to say it... these tips left me unsatisfied. Blower does not even mention the subject. What did the Old Company know that we don't - or has something changed?

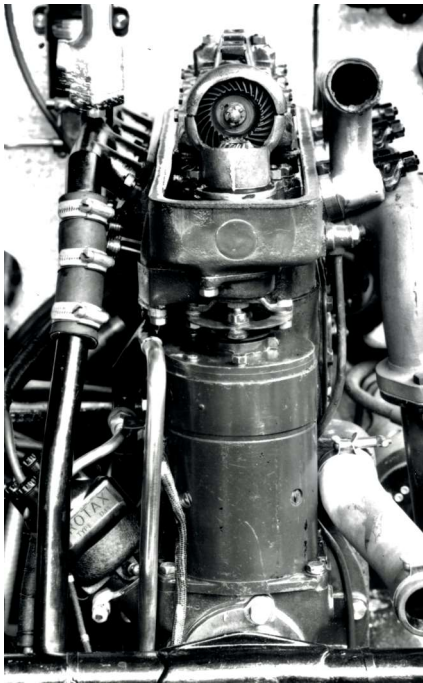
The big change since the 1930s is that the vertical-drive has been much improved. Roller bearings [Torrington] - enable decent modern oil seals to be used and oily dynamos are a thing of the past. But ... it also means that there is little lateral play in the drive - half a thou perhaps? The dynamo bearing is equally tight; half a thou?.....How can anyone line things up so closely? Is this the cause? One starts to think about Tolerances.

The drive is located in machined housings on the cylinder head and the dynamo is mounted on machined registers on the front housing. These could not have been positioned with an accuracy of more than a couple of thou - this is the 1930s. On the journey from the drive past the cylinder-head and the block to the dynamo mounting, one passes more machined faces and holes, all positioned to 1930s tolerances. These tolerances accumulate, sometimes adding, sometimes cancelling. Some people might be lucky, one cancels out the next - but it is far more likely that the fickle finger of Murphy's Law fouls it all up and the tolerances accumulate so that the dynamo and vertical-drive are misaligned by

several thou. The flex drive will not accept several thou of sideways misalignment without imposing a lot of sideways force - the metal of the disc is being asked to flex in shear across its width of some 5/8 inch. One would be lucky indeed if the dynamo and drive align to within half a thou.

That said, it is possible to force the 1/4 inch bolts through the holes in the flex drive and yokes. I confess, in a moment of stupidity, to having done this. I bet I am not alone. But what a plonker....the stress is enormous, it will not go away and is bound to cause damage. I ask not for sympathy, the graunched dynamo counts as a self-inflicted injury and I must atone for my sins - but I pass on the need for thought - public atonement if you like.

So, what to do? Maybe better brains can think of a modification to the flexible disc or yokes - rubber bushes maybe?. Some have suggested smaller bolts in the yoke - but this is a fudge - the bolts will merely slide around in the hole. [Consider what happens as the disc rotates....if the undersize bolt is on one side of the hole at 12 o'clock, it will slide to the other side when the engine rotates to the 6 o'clock position.]



I am indebted to Tony Dolton for this answer. Remove the 2 fitted studs - the ones with shoulders that locate the cylinder-head in a tightly ordained fixed position and replace them with conventional ones; the head is now free to move a few thou - left/right; forward/aft. Before tightening the cylinder-head down, bolt the dynamo firmly in place and bolt the yokes firmly to the flex disc. In this process, the head will move to a position where it is comfortable. Rotate the engine a few turns to confirm that this is so - that the head has indeed moved to a position where the stress is taken off the dynamo drive and all turns freely. Only then, tighten the head nuts.

Factory photo of the dynamo set-up on a J-type (Ref J22).

## Robin Lawton

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## VSCC Donington Park: 9th July 2023



### Notes and Photos by Colin Murrell.

Sunday 9th July saw the welcome return to the historic Donington Park Racing Circuit for the Vintage Sports Car Club's third race meeting of the year. Donington Park is set in the Leicestershire countryside and is a firm favourite for both competitors and spectators alike.

Triple-M cars were entered in six of the nine races on the day. The wonderful spectacle, throughout the day was made up of:

No	Driver	Car	Races
18	Chris Edmondson	C-type replica	5
23	Steve McEvoy	Bellevue KN	6 (1 <sup>st</sup> 2001-3000cc)
29	Ian Goddard	PA-PB	5
34	Mike Davies-Colley	PA Special	5
110	Andrew Morland	PA	2; 5
112	Hamish McNinch	PA	2; 5
116	Andy King	PB Cream Cracker	5
129	Charles Goddard	PA-PB	1
138	Rich Stott	PA	5
274	Mark Dolton	PB	1



Above: Andy King - Cream Cracker PB.  
Below: Mark Dolton - PB Special.



Sadly, the 1930 M-type of Peter Lockwood did not make it to qualifying so we missed seeing that delight in what was a brilliantly entertaining 40 minute race.

Race 6 was the Amschel Rothschild, Shuttleworth and Nuffield Trophies Race; congratulations to Steve McEvoy who came 1st in the 2001-3000cc class.



Above: Steve McEvoy had a successful day, taking First in Class in Race 6.  
Below: Chris Edmondson – C-type replica.



We would like to thank the competitors, our hosts MSV Donington Park, the Vintage Sports Car Club, the marshalls and everyone else who played a part in making it happen.

## Pre-war Prescott 2023



Sadly, this was to be the last of the Vintage Minor Register organised Summer Rally weekends to be held in the Cotswolds; in future the plan is to move to a new base at Bicester Heritage. Personally, this has always been a favourite event; it was the first truly vintage event that I attended (2012) after acquiring the D-type.

The VMR has always been very welcoming to Triple-M cars with the D-Group having their own marquee organised by Ted Hack and Bill Grayling. This year, with the MG100 celebrations, the MMM contingent were encouraged to attend by Ian Grace and were very well represented. There were at least 53 MMM entries with 16 in the MG100 Display and Cavalcade.

Some of the entrants gathered on the Thursday evening ready for an informal tour on the Friday and various social gatherings at the local pubs. The main event for most is at Prescott on the Saturday but the Sunday Tour and Navigational Rally are always popular.

The weather forecast for Saturday could not have been worse and probably discouraged a number of people from making the journey; had it not been the last time at Prescott and, more importantly, the sun was shining in the morning, we would probably have decided not to travel. The Paddock appeared less full than usual and the queues for runs up the hill were a lot less fraught.



*The M-type Coupe of Roger Burnett.  
Peter McFadyen.*



*Steffi Broch enjoying her M-type,  
despite the rain.  
Peter McFadyen.*

The weather held out for the morning but, in the Law of Sod, the heavens opened just as the Cavalcade was assembling for the run up the hill. Undaunted, the cars ranging from Vintage up to the 60s, some without weather protection, took to the Hill as the rest of us sheltered from the rain.



***Hoods and umbrellas to the fore as the MG 100 cavalcade heads off up the hill Digby Gibbs.***

The weather conditions meant that the highly popular flypast, due to be performed by a Spitfire and a Hurricane from RAF Battle of Britain Memorial Flight, was called off early in the day; hardly a surprise, particularly once news got round that the Goodwood Festival of Speed had been cancelled for the first time ever.

The D-Group marquee provided a very welcome place to shelter but was also a good place for Triple-M folks to gather and chat. Within the tent, Fred and Ann Boothby looked after Yearbook sales and Fred bravely took on organising the judging for the Crownwheel Trophy. The Trophy has been a feature of Pre-war Prescott for a number of years and normally MMM owners are asked to vote for their favourite car; this year the weather intervened as Fred explains:

*“No scoring sheets were on hand as nobody had volunteered to print them and anyway, placing them in MMM cars for owners to do the scoring as has been done previously, would have resulted in soggy pulp!*



Above: John Emmett 's D-type heads for the hill with Edward Emmett at the wheel and Erin Emmett in the back seat.  
Below: J3091(Hugh Back) leaves the start line after the rain.  
Photos: Digby Gibbs.



Therefore, judges were nominated (by me) from amongst the senior and knowledgeable MMM attendees. They set about the task with enthusiasm, finally awarding the prize to Mike Lees with his beautiful NB (NA0897). Photographs of the presentation were taken by Erik Baekelant from Belgium.



*This was the final Pre-War Prescott, as next year it becomes Pre-War Bicester\*. It is unlikely that Ann and I will attend, as there are no facilities for camping on that vast area of grass airfield."*

As most will know, the event was not without incident as Gaston and Annie Lenaerts from Belgium were involved in a serious accident after leaving the event. Both suffered significant injuries and, after initial emergency treatment at Bristol, were transferred to hospitals in Belgium and reported as making good progress.

*\*The Bicester event will probably not take place until 2025; Ian Grace is planning a tour in the Hereford area in its place. Keep an eye on the MMM Forum for details.*



Chris and Jo Salmon in the Editorial J2 held on the start line in torrential rain.  
Perhaps a hood would be a good Christmas present?



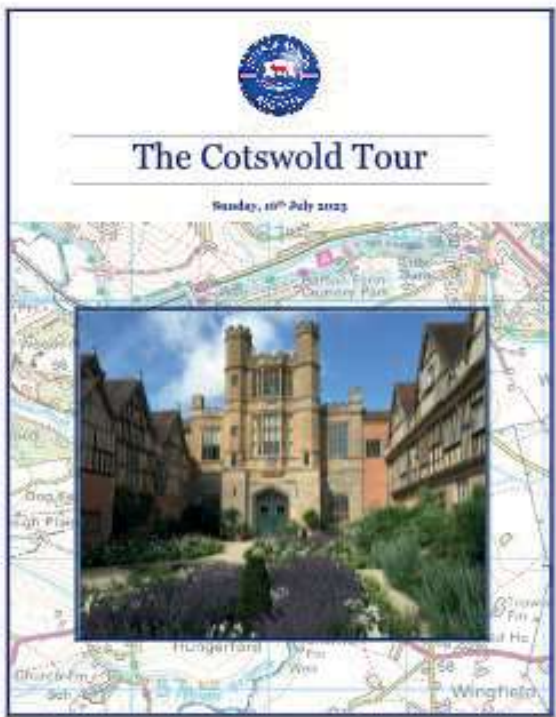
Mike Lees' NA0897 making good use of its hood during the cavalcade.  
Photo: Erik Baekelant

William and Dianne Opie negotiate the ford at Coughton during the Sunday Tour.

Photo by Peter McFadyen.







**The Sunday Scenic Tour**  
 Sunday, 17<sup>th</sup> July 2022



Welcome to the 2022 Vintage Minor Register's Cotswold Scenic Tour, and thanks for entering today! Designated as an Area of Outstanding Natural Beauty (AONB) in 1966, the Cotswolds covers 787 square miles (2,040 square km) over five counties: Gloucestershire, Oxfordshire, Warwickshire, Wiltshire, and Worcestershire. It is the second largest protected landscape in England after the Lake District.

The morning run is approximately 43 miles, and the afternoon route approximately 30 miles. We will be lunching at Colesbourne Park, either with our vintage picnics of at the local pub and restaurant. The tour will conclude at the magnificent Jacobean Stanway House at the foot of the Cotswold escarpment. This Tour Handbook will provide you with easy-to-follow route instructions as well as some historical notes describing a number of highlights along the route. However, please try to arrive at Stanway House no later than 4 p.m. to make sure you see the launching of the magnificent gravity fountain. Enjoy your day out in the glorious Cotswolds!

## Pre-war Prescott 2023: The Sunday Tour Report and Photos by William Opie

After the excitement of blasting up Prescott hill 5 times on the Saturday in the PB, the next day it was the turn of the Vintage Minor Register's Cotswolds tour with 14 MMM cars entered amongst a fabulous mix of pre-war cars.

The Summer weather had already played havoc on the Friday and Saturday but, optimistically, we all met up at Ye Old Hobnails pub near Toddington (close to Prescott) for the start with bacon butties and coffee and to collect the excellent route books. Also, starting here was the Navigation Rally but no MMM's entered this; however we were to see a hive of activity from those entrants during the tour, desperately hunting for clues.

The mornings route of 35 miles saw us set off towards the north, via Dumbleton to visit the church. Then, most interestingly, was the Willersey War memorial which includes Reginald Maudslay who, the tour book informs us, was a Dambuster and tells us of the mission and the sacrifice he and his crew made. Eventually, we arrived at Little Middleton Tithe Barn. This was built in the 13th Century and is one of the finest in the country. Although looked after by the National Trust, it is free to enter and well worth a visit.



Dianne Opie with PB0263 outside the Tithe Barn at Little Middleton.

Still heading north towards Alcester, the two routes diverged. The brave souls could take the route via the Ford and others the dry route. Fortunately for us, cars with side-mounted blowers were easily able to cross and our PB sailed through whereas those with front-mounted blowers wisely chose the high road. In fact, we did not quite 'sail' but we did make a reasonable splash! Cleverly, Ian had organised a professional photographer, Peter McFayden, to snap us all in action. (*See centre spread*).

The lunch stop was at Coughton Court nearby which is a magnificent National Trust Grade 1 Tudor Country house. Parking was arranged in front of the house in a private field with other visitors encouraged to come and see the cars. As the weather was closing, in many of us dived into the coffee shop and chatted before visiting the house and gardens. Fortunately, when it stopped, we ventured back to the cars to enjoy either our own picnics or the superbly organised pre-booked treats.



After lunch we were off again to continue our delightful Cotswolds tour via Inkberrow where the tower proved to be not as old as it seems. The route then took us north of Evesham into the Lenches. A worthwhile visit to St Peter's Church at Rous Lench was fascinating and then off to Fladbury to the west of Evesham.

We passed through Hinton (where we were able to wave to our daughter!) and wound our way to Childswickham and its wonderful Norman Church. Here the route book highlighted the grave of Reginald Miller, a Typhoon pilot who died avoiding another aircraft on take-off in Dorset.

Then onto Stanton which is a stunning Cotswold village near Broadway (and home to a great Pub, The Mount Inn, for those who might be interested!) before heading south to our final destination, Stanway House. Superbly organised, we were able to park right in front of this Jacobean masterpiece that is steeped in history. Here we enjoyed cream teas in the garden and compared supercharger installations!



The main attraction to the rear of the house is the water garden with its magnificent 300 feet gravity fountain fed from the hills behind. Unfortunately, we missed its performance which, owing to nature and gravity, was somewhat unpredictable but happily many of the visitors did. We did, however, have the chance to inspect the stunning 1370 tithe barn that is also on the site. This property has been part of the Charteris family estate for 450 years and well worth a visit.

So, in glorious Cotswold sunshine, Ian Grace brought the event to a close and presented the prizes for the day. All then headed home after a wonderful weekend but with sadness that this had been the last ever Pre-War Prescott.



## The Story of an M-type: 2M3140 – UF 8788



*Back in December 2022, Rob Beckett contacted Dick Morbey to enquire about the current ownership of the M-type he had owned and enjoyed in 1963. Through the magic of the Register records, Dick was able to put Rob in contact with the current custodian, Mathew Harnden. There followed a thread of emails exchanging recollections and photographs, some of which are repeated here.*

Rob's initial enquiry to Mike Allison:

*"It is nearly sixty years since I met you to join the Triple-M Register! A few years later I sold my (J2)\* whilst preparing to migrate to South Africa.*

*After 52 years, I returned to retire in the UK and now spend some time putting together memories in scrap books. Whilst no longer a MG owner, I am still interested in the Marque and its history. I still have my last copy of Safety Fast (March 1967).*

**Heading photo: Robert Hales, our neighbour with his 4 1/2 litre Bentley (originally a Tourer) ready to tow the car away.**

With more time on my hands, I am curious to know if my (J2)\* is still in existence or, better still, on the Triple-M Register. If you are in a position to check I would be most grateful"

*\*sic, presumably an error and should read M-type.*

Initially, Rob provided copies of all the photos he had of UF 8788:



**Saying farewell to UF 8788 in 1967 outside Kiln Cottage, Bledlow Ridge, near High Wycombe.**



**Going out of the gate at Kiln Cottage.**



Out of focus shot of Rob with UF8788 in the snow. At the time, I commuted to London from Saunderton Station which was just down the hill from Bledlow Ridge. The car was excellent in the snow with good traction.



My grandparents after a drive to their home in Kelsall, Cheshire. My grandfather was a retired Rolls Royce engineer.



The caption reads "George – A humble, multi-talented man"

"I have forgotten the name of the guy who bought the car. He was a friend of our neighbours and my friend John Hales. I recollect at the time, the new owner saying that he intended to put a "fish-tail" on the back; whether or not he did, I don't know."

From Mathew Harnden to Rob Beckett (16.12.22):

"Thank you so much for sending over the photos of UF 8788. Some wonderful memories there and I really appreciate you helping me as the current custodian to add more information about the life of the car.

The various photos you sent suggest that UF 8788 was perhaps set-up as a trials car with a rear slab fuel tank and more powerful engine. I wonder why the car was towed away by the new owner; perhaps the engine was faulty? If this is the case, then it perhaps explains that the car now has a different engine.

The green log book that I have with the car suggests that you may have sold the car on 24th May 1969 to a Peter Roddis (or Allan McNab).

I have previously been in touch with Allan McNabb, who found a note in his diary from 24th May, 1969!!! *"went to High Wycombe with Peter Roddis to collect an M-type" - Looks as though he bought 2M 3140 (UF 8788 ) - just a chassis from RWK Reckett, Kiln Cottage, Bledow Ridge, High Wycombe (per MMM register) which would explain why Peter Roddis is in the logbook."* Perhaps RWK Reckett is you Rob?? Clearly, he didn't buy a chassis but a complete car.

So, I expect Peter Roddis stripped the car down and (for whatever reason) ended up selling the chassis to Allan McNab on 22nd July 1970. Then, circa 1974, the chassis plus engine number 2709 (ex 2M 3343) plus some axles were sold by Allan McNab to Ron Holmes for £30. These parts went through other persons until 2004 when the various parts were sold at a Bohnams auction for £2,300 to Connaught French.

I purchased the car in February 2021 from Andy King of Pre-War MG. He took the M-type, a P-type and a T Series car from Mr French's estate. In the pack of information that I received from Andy King were some rebuild photos (attached). There are also some photos of Connaught French in the car. The car took pride of place at 'MG Live' in June 2018."





Conclusion: Rob's email to Dick Morbey:

"Many thanks for such a rapid response. I was sorry to hear that Mike Allison is not well and trust his recovery can be swift. I recollect him being most welcome when I joined the Register.

My goodness, you really filled in on what happened to the car since my ownership. Quite incredible. Clearly, I was unaware of what I had at the time. Seeing the line of ownership and what had happened over time, rather reminded me of that old film, The Yellow Rolls Royce!

Matt Harnden responded very quickly to my email. He also included a video of UF8788 which was fantastic.

I promised to get together photos with assorted memories. These I will copy to both yourself and Mike Dalby. When I see the car now and what it was like when I had it, it's embarrassing!! My problem was enthusiasm but few resources to work on the car."

*If this story rings a bell, Bulletin 108 featured an article by Allan McNab entitled "M-type Rescue Mission". This confirms much of the history in the 1960s...  
"I also bought four more M-types, 3140 (UF 8788) chassis only, 3473 (PJ 7970) a complete metal bodied car non-running car with a spare engine from a Mr Rudge in Bushey, 3374 (FT 2663) which was chassis only and 3251 (AXU 326) a metal bodied car in pieces from John Kane in Finchley. 3140 (UF 8788) was sold to Ron Homes (£30) about 1974 and he had it restored and eventually sold it to Connaught French of York and now with Andy King"*



Above: UF 8788 in recent times, photo by Andy King  
Below: UF 8788 looking very smart on the cover of "Enjoying MG" in July 2019.



## Invitation: The Triple-M Club Luxembourg Tour: 2024.

We are thrilled to announce the upcoming Triple-M Club Luxembourg Tour, taking place in the picturesque surroundings of Luxembourg from July 25th to July 28th, 2024.

### Event Details:

**Location:** La Gaichel, 5 Maison, 8469 Gaichel Eischen Habscht, Luxembourg

### Schedule:

#### *Thursday, July 25th:*

- Participant Arrival: From 15:00 onwards
- Reception Drink and Dinner

#### *Friday & Saturday:*

- Full Day Drive Around Luxembourg (follow the provided road book) filled with stops to uncover the hidden gems of cultural and/or nature spots adding a touch of exploration to the adventure..

#### *Saturday:*

- Gala Dinner

#### *Sunday:*

- Departure of Participants after Breakfast

### Entrance Fees:

- Single Participant: 500EUR
- Couple (two participants: 880 EUR)

### Entrance Fee Includes:

All Meals (Dinners and Lunches)  
Roadbook  
Touring Plates  
Excursion

*Note: Drinks are included in the entrance fee.*

### Hotel Accommodations:

- Participants are responsible for booking their own accommodations directly with the hotel.
- Hotel: La Gaichel
- Details: <https://www.lagaichel.lu/fr> or Call +352 39 01 29

*Please note that spots are limited to 29 rooms due to the size of the hotel.*

*Rooms will be allocated on a first-come, first-served basis.*

Get ready for an unforgettable Tour of Luxembourg, brimming with stunning routes, camaraderie, and the thrill of steering your MG through the adventure. If you have questions or need more details, reach out to us anytime:

[triplemtour@gmail.com](mailto:triplemtour@gmail.com)

Looking forward to sharing the open road with you in Luxembourg.

**Triple-M Club Luxembourg Organizing Committee**

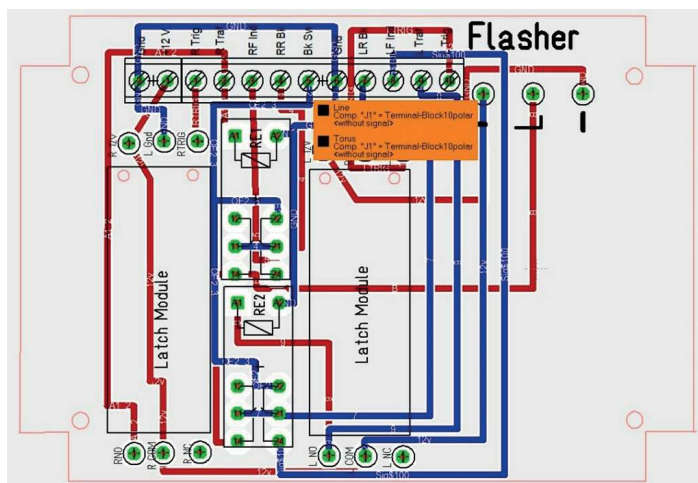
## Technical: Turn Signal Controller Lew Palmer

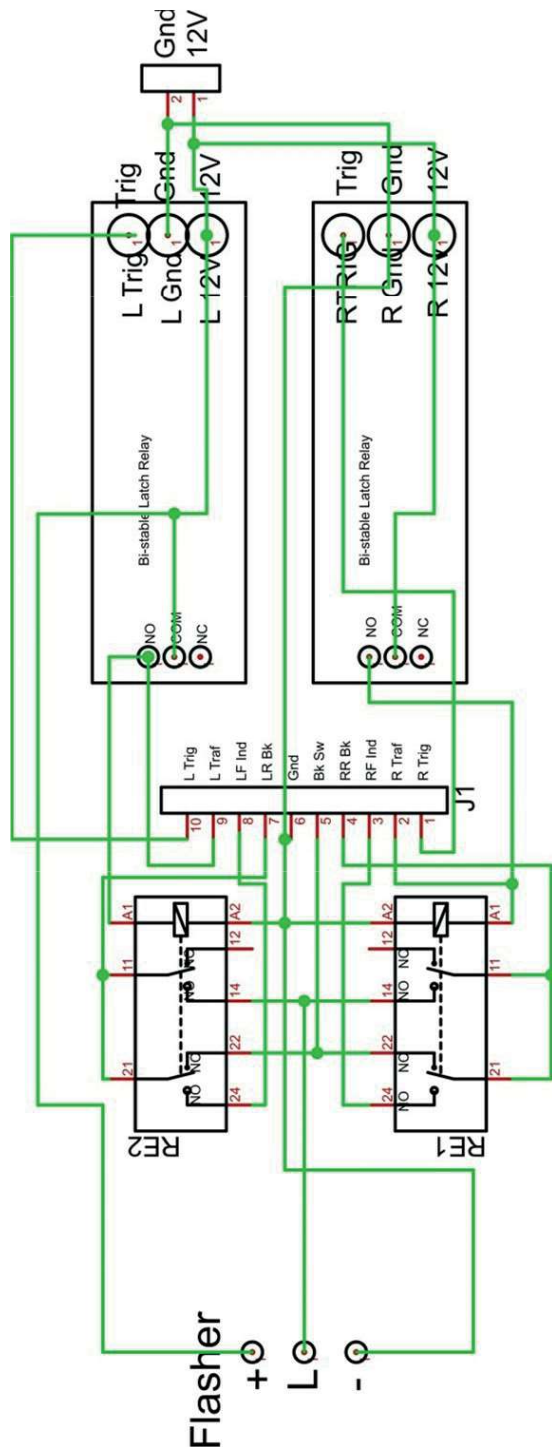
*In response to my recent plea for more technical articles, Lew has expanded on his recent notes on the Forum and provided the following:*

Have you ever been frustrated to operate the trafficators on your Triple-M car while down shifting, braking, and steering, all while holding the push button on the dash? Would you like to have flashing lights at the front and rear without having to add additional lights? Would it be easier if all you had to do was touch the button on the dash once to turn on the indicators and again to turn them off? I answered "yes" to all of those questions, so set out to design a circuit to accomplish all that. I have built two such modules to be fitted to my PA and NA.

The diagram opposite is the circuit I designed; the components are listed below: The diagram below the layout of the circuit board I used. It fits neatly into a 3" X 5" box.

Part	Qty	Manufacturer	Notes
RE1; RE2	2	Schrack Relay RTE24012	
Latch Relays	2	Eletechsup IO25B01 1 channel Bistable Relay	Available on Amazon
Flasher	1	Any LED flasher relay	
Terminal	3	On Shore Technology Inc. OSTTC042162	





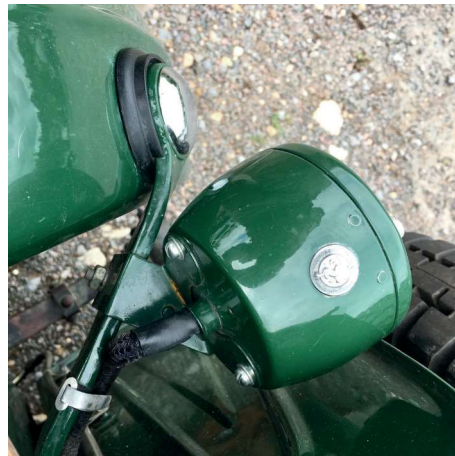
I also added barrier strips on the outside of the box connected to the terminal strips on the printed circuit board

As this circuit requires that the triggers require simply providing a ground path, the turn signal switches need to be disconnected from the 12-volt supply and connected to ground (earth) instead. The other connection on each switch is connected to the terminal marked "L Trig" and "R Trig".

As not all parts may be available from an electronic parts supplier in your country, you may not be able to use the PC board layout I have shown. But if you can locate the exact parts, I can supply the Gerber file used to send the layout to your PC board manufacturer.

**Lew Palmer**

*lew@roundaboutmanor.com*



A very neat rear light installation with integral indicators on Simon Johnston's J-type. Mounting the lights at this higher level makes them more noticeable for modern road conditions and this installation on Simon's car seems very practical. Note the high-tech fuel gauge!

## Correspondence: MGCC Beaulieu 1975 (Bulletin 129) From Rob Dunsterville.

*This email from Rob was received back in December last year but I delayed printing it as further information was received which is well worth recording.*

Some comments on Bulletin 129 which was as good as usual! Loved the article by Mike Davies-Colley on his Mallory Park experience. Most interesting if like me, you've never or seldom raced (TF at Castle Combe in 1969 before our joint emigration).



On page 20, Airline PA 2242 appears on the cover of Veteran and Vintage magazine. This is the ex Gert Jensen car and has recently emerged fully and beautifully restored, again (*see Bulletin 132*).

Incidentally, the first Airline PA 0286 is also in Australia as is the last, and only, TA Airline (0355).

Page 20 also gave me a nostalgic moment as I was at Beaulieu in 1975 (when back in the UK for a couple of years) and saw my father's PA (PA1801 ADD284) for the first time and met the (still) owner David Griffiths. I reunited my dad with the car in 1995 and David took him for a nostalgic drive.

With David Fry (NA0535) and David Price (PB0515) they competed in the 1936 Land's End Trial and were awarded a silver team prize of an engraved silver spoon which I still use, everyday!



Incidentally the owners of K3003 and NA0520 (NE) Peter Briggs and QA0256 Norman Ackroyd have both died recently and I know not of any change of ownership yet (December 2022).

*Interestingly, the October 1974 issue of Safety Fast includes an article on the Beaulieu gathering of that year, written by one Rob Dunsterville! Coincidentally, in this year of MG100, the cover of that issue of Safety Fast proclaimed "50 Years of MG Motoring" 1924-1974.*

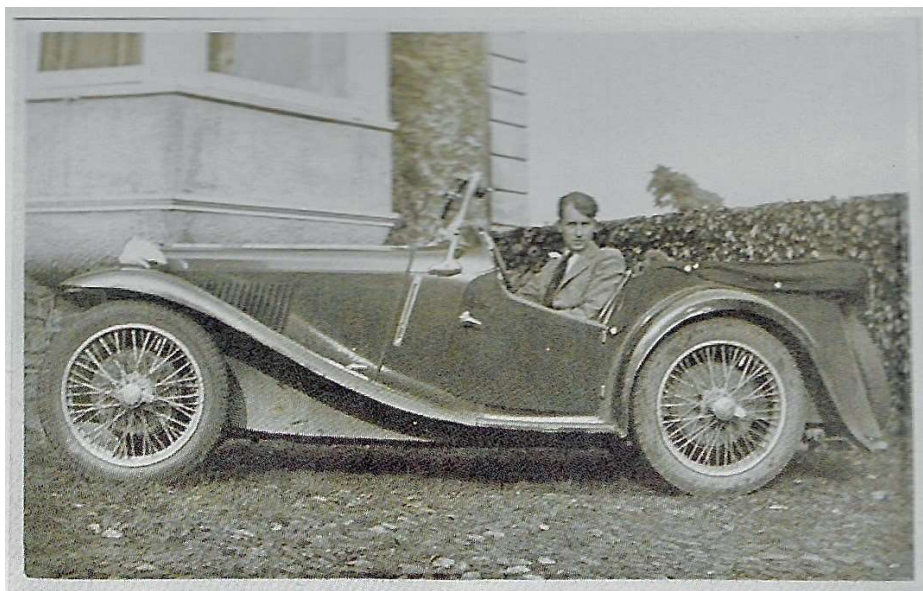
*Rob has provided more details of his father's ownership of PA1801 and the entry in the Land's End Trial of 1936. See the 2009 Yearbook for the full story of ADD 284.*

"PA1801 was bought new by David Fry, of Fry's Chocolate and Freikaiserwagen fame, from Welch & Co in Bristol. He later wrote to the Factory requesting a larger engine which was declined (before the decision to build the PB). Consequently, he traded the PA for an NA and my father bought the second-hand PA.

Hugh was encouraged to enter the Land's End Trial by Will Colman, who had previously competed on two wheels and offered to be his navigator.

Hugh then persuaded David Fry (NA) and R D (Bobby) Prince (PB0515) to enter and form a MG team. The event started at Stratford on Avon and was a major event (321 miles) for such inexperienced trials drivers. They all arrived at Land's End just after 7pm and achieved a Silver Award which was a silver spoon, suitably engraved."

*Hugh actively campaigned the car in the South-west until it was sold in 1938 when marriage was on the horizon and a more suitable car acquired. The car then passed through a number of owners until purchased by David Griffiths in 1969 whose wife Janet was one of the first two employees of the MG Car Club Limited after BMC closed the office that supported the car clubs.*



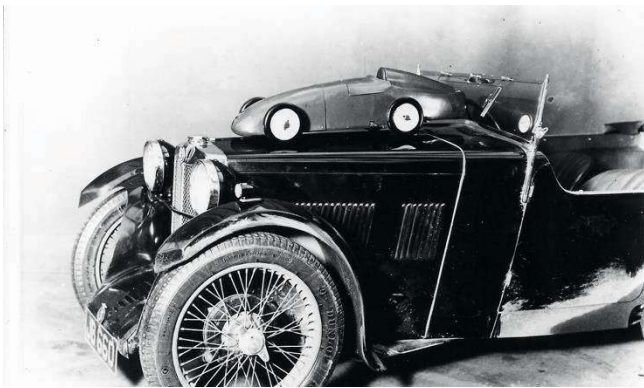
Hugh Dunsterville in PA1801 in 1936 outside his home near Taunton.

## 90 Years Ago: Record Breaking at Montlhery

*It is 1933 and, not content with introducing significant new models to the range, the MG factory is pursuing speed and endurance records and proclaiming their success, as the "The Autocar" advert shows. Mike Allison and Peter Browning's excellent book, "The Works MGs" has useful tables for the exploits of the record breakers, EX120, EX127 and EX135 but does not have commentary on this attempt. Geoff Shirt's articles about the MG Car Company in 1933 in "Enjoying MG" in 1993 has more detail. The following extract explains why A.W. Denly was at the wheel for the record attempts:*

*"It had been obvious to everyone in the racing department for some time that there were two limiting factors in the continuing quest for speed from the Midget, the first being that the old C-type engine had reached the end of its life in contrast, the development of the J4 had only just begun. The other was George Eyston himself who, without wishing to put too fine a point on it, at six-feet tall he was not the perfect jockey for a 750cc motor car! An initial attempt was made to restyle the car around the new engine block and Eyston but the results were unsatisfactory. When the coach builders came up with a body that fulfilled the given criteria and gave minimum drag....Eyston could not get in it!"*

*So it was that Bert 'Giant' Denly became the first man to join the "Montlhery 200 Kilo\* Club" driving a Class H car as well as capturing the 50 and 100 miles and 1-hour records. (\*200 kph relates to 128mph).*



**This well-known Works photo shows a model of the "Magic Midget" on the bonnet of a D-type. Quite why this was taken and why the then-obsolete D-type was chosen is a mystery, or does someone have an answer?**

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**CONTACTS:**

**PRESIDENT - Mike Allison**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX.

(Tel: +44 (0)1635 40724 Email: [mgmikeallison6@gmail.com](mailto:mgmikeallison6@gmail.com))

**CHAIRMAN - Digby Gibbs**, Langridge, Bath.

(Tel: +44 (0)1225 315875 Email: [chairman@triple-mregister.org](mailto:chairman@triple-mregister.org))

**SECRETARY - Mike Davies-Colley**, Warwick

(Mob: +44(0)7874 043555 Email: [secretary@triple-mregister.org](mailto:secretary@triple-mregister.org))

**TREASURER - Richard Stott**, Long Buckby, Northants

(Tel: 01327 842549 Mob: 07436 128230 Email: [treasurer@triple-mregister.org](mailto:treasurer@triple-mregister.org))

**COMPETITIONS SECRETARY - Mike Davies-Colley.**

(Tel: ; Mob: +44(0)7874 043555. Email: [mike.d.colley@gmail.com](mailto:mike.d.colley@gmail.com))

**RACING CO-ORDINATOR - Duncan Potter,**

(Tel: +44 (0)7516683314. Email: [potterduncan@gmail.com](mailto:potterduncan@gmail.com))

**YEARBOOK EDITOR – Situation vacant**

**PUBLICATION ADVERTISING: - Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE.

(Tel: +44 (0)1628 665055 E-mail: [e.taylor@oakend.net](mailto:e.taylor@oakend.net))

**LIBRARIAN - Richard Stott**, 35 High Street, Long Buckby, Northamptonshire NN6 7RE

(Tel: +44 (0)1327 842549 e-mail: [mg\\_roadster@yahoo.com](mailto:mg_roadster@yahoo.com))

**BULLETIN EDITOR - Digby Gibbs**, Old Rectory House, Langridge, Bath. BA1 9BX

(Tel: +44 (0)1225 315875 Email: [Digbygibbs@icloud.com](mailto:Digbygibbs@icloud.com))

**BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White**, Rhiwlas, Y Pant,

Llandegla, Denbighshire, LL11 3AE

(Tel: +44 (0)1978 790652

E-mail: [mmmbulletin.sub@btinternet.com](mailto:mmmbulletin.sub@btinternet.com))

**SAFETY FAST SCRIBE: Huw Davies.**

(Tel: +44(0)1788 511057 [preferred]; Mob: +44(0)7861 881950.

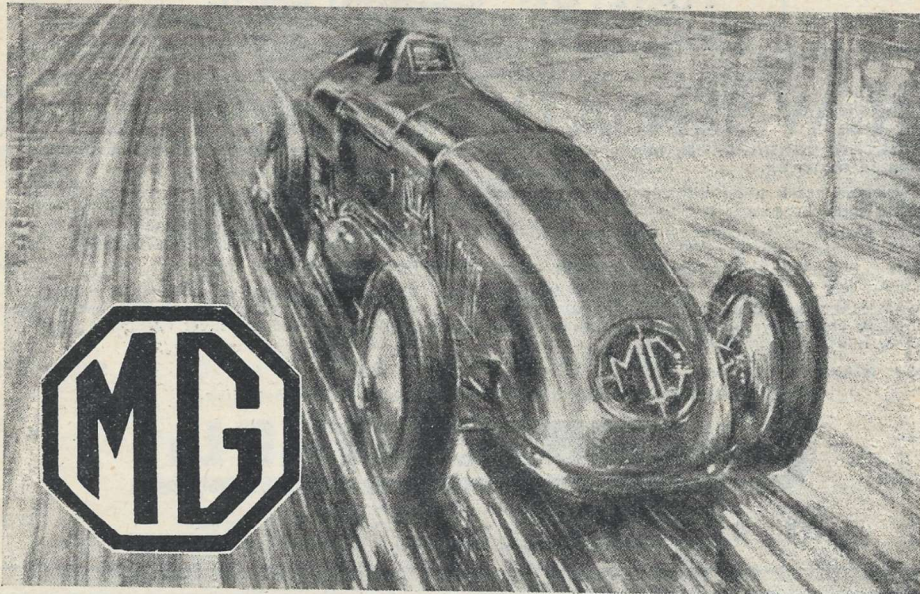
Email: [SFscribe@triple-mregister.org](mailto:SFscribe@triple-mregister.org))



Sunshine and Showers at VSCC Prescott in August:  
Top: James Burmester's PA Special in the Paddock (Class 13 Pre-1941 Racing Cars up to 1100cc).  
Below: Jeremy Prince's ex Dickie Green trials J2 (J4227) braves the rain in the Orchard.  
Photos Digby Gibbs.



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