

TRIPLE-M REGISTER BULLETIN

December 2023-January 2024



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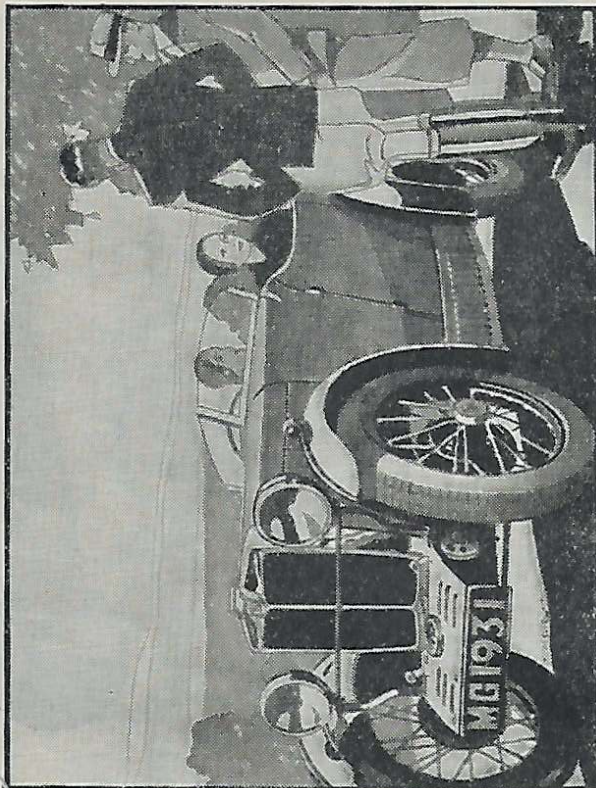
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BULLETIN No 136 December 2023 - January 2024

Front Cover Picture:

Hugh Back's J3091 tackles Coughton Ford during the Vintage Minor Sunday Tour. Photo: Peter McFadyen.

Editorial:

Welcome to Bulletin 136; the last issue of the 2023 anniversary year. It is also the last issue that I will be editing but, the good news is, that we have a replacement so the Bulletin will continue. Those who follow the Discussion Forums on the website will know that that brave man is Ian Goddard, well known for racing the "Red Mist" PA Special.



Ian is the proverbial "busy man", just what you need when you want a job well done! I will assist Ian for a while so any contributions can be sent to me or Ian for the time being.

I started off as Assistant Editor to the excellent Bob Richards in October 2014 (Issue 81) and moved to be Editor in August 2015 (Issue 86). My fate had been sealed when I responded to Dick Morbey's appeal for a volunteer to take over as Registrar; fortunately he was wise enough to realise I did not have the necessary expertise. A subsequent phone call suggested the Bulletin might be more suitable and so the learning process began. Editing the Bulletin has been hard work but also great fun and very rewarding. I particularly value the contacts I have made and the support of regular contributors; hopefully Ian will have the same support, frustrations and fun once he gets into harness.

My predecessor, Bob Richards, had been involved with the production of technical manuals during his working life so his guidance in setting up the new Bulletin was invaluable. At the time, I was still working and my then Secretary, Lyn Handy, knowing my lack of computer skills, rashly volunteered to help and since then, and in spite of retiring in 2018, has been a fundamental part of the editorial team for all of those eight and a half years and I don't think I would have been able to keep it going without her help.

Opposite: This 1931 advert for the M-type makes some bold claims for the Midget and also shows how important the record-breaking attempts were for promoting the sporting attributes of the cars.

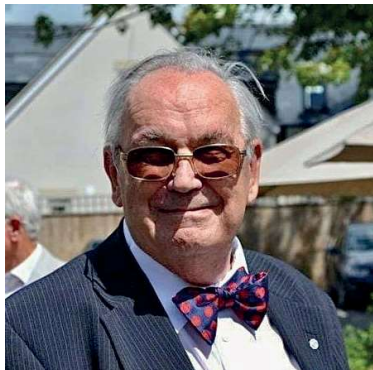
In readiness for the forthcoming year, the table of forthcoming events has been updated but, as always, please let us know of any other events that should be added.

Two events that help conclude the Anniversary year are worth adding to your diaries:

- A very novel event is planned for early May which will involve Geoff Mansfield's well travelled M-type doing a circuitous route from John o'Groats to Lands End linking up with MGCC Centres and Registers to form a cavalcade with cars joining for part (or all) of the journey. More details on the MGCC website.
- The SE celebration weekend at Brooklands will feature competition cars (ideally with Brooklands connections) on the Sunday 19th May. All are welcome but if you have a suitable car for the display, please contact the organising team.

Apologies: Back to Issue 135, I have realised that I mis-credited the photographs on page 2; the photographer was, of course, Colin Murrell.

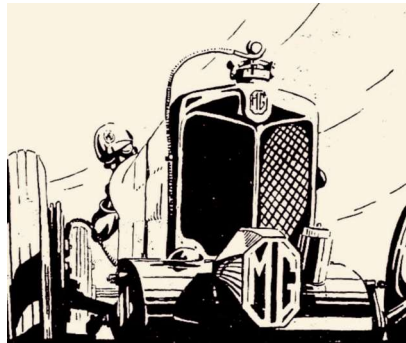
And finally, just as this issue was going to press, the very sad news came through that Triple-M stalwart Mike Allison passed away on the 6th January. An obituary will be printed in Safety Fast and obviously there will be further tributes in forthcoming MMM publications. Our condolences to Anne and family at this difficult time.



Forthcoming Events 2024:

(See Events section of MMM, MGCC and VSCC Websites for updates)

11 February	MG Spares Day, Stoneleigh.
24 February	VSCC Exmoor Trial
2 March	VSCC John Harris Trial (Derbyshire).
16-17 March	VSCC Herefordshire Trial.
29-30 March	MCC Land's End Trial Centenary
13 April	VSCC Scottish Trial
7 April	Hammerwich Pre-war Car Gathering, Burntwood, Staffs.
20-21 April	VSCC Silverstone Spring Start Race Meeting & Auto-solo.
30 April-24 May	MG100 Cavalcade throughout UK (Provisional Dates)
5 May	VSCC Curborough Speed Trials
12 May	Wiscombe Park Hill Climb.
19 May	MG100 Southeast Celebration, Brooklands.
8 June	VSCC Harewood Hill Climb.
15 June	VSCC Cadwell Park Race.
23 June	MMM Summer Gathering, Greenacres. (Provisional date)
28-30 June	Inter-club International Gathering, Malvern.
29 June	VSCC Shelsley Walsh Hill Climb.
7 July	VSCC Donington Park 'See Red' Race Meeting & Auto-solo.
19-21 July	Pre-war Ludlow Weekend
21 July	Blyton Park Sprint, Lincolnshire.
25-28 July	MMM Tour, Luxembourg.
27-28 July	Oulton Park Gold Cup Meeting.
1-4 August	European Event of the Year, Luxembourg.
3-4 August	VSCC Prescott Hill Climb, Gloucestershire.
5-11 August	VSCC 90 Year Celebration, Stratford-upon-Avon.
31 August	VSCC Mallory Park
7-8 September	VSCC Loton Park Hill Climb, Shropshire.
14-15 September	Kop Hill Climb, Aylesbury
15 September	VSCC Madresfield Driving Tests
28 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
12-13 October	VSCC Welsh Trial
9 November	Lakeland Trial
16-17 November	VSCC Cotswold Trial, Gloucestershire.
7 December	VSCC Winter Driving Tests, Bicester.



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A Tale of two J2s and many MGAs with a little MG History and Hollywood Stardust thrown in Dana MacDuff



One of my first memories is riding in my dad's MG TD. Tyler MacDuff was a cowboy actor in Hollywood in the 1950s, and a car guy. He had a flat nose Morgan, then a Jaguar MK IX, and then the TD. The 1950s were a great time to be in the British sports car world particularly being a little boy riding with a handsome actor dad, I was hooked. He also had a 1963 Racing Green MGB but had to sell that because there wasn't enough room for my brother and I. He traded it in for a 1964 Ford Mustang 2+2 (also BRG). We were a car loving family. When I was 11, he bought an old 1955 TF 1500 just for my brother and I to tear apart and learn about wrenching. We did!

I didn't get my driver's license until I was 1. My Dad had taken to selling cars to make ends meet for the family... being an actor doesn't always pay the bills! It was time for me to get a car, and while I did have a 1950 Oldsmobile that I got for \$100, it wasn't really what I wanted. In 1973 my Dad took me to see a 1955 Chevrolet Nomad, in the quintessential Coral and Grey, that was \$350, and in great shape. I liked it but, at the dealership where he was working, was a 1960 MGA 1600, ALSO for \$350!

I sold the Oldsmobile, sold my Lionel train set, and bought the MGA. That was it; I was an MG owner! I drove the MGA while in my senior year at Blair High School, in Pasadena California, until one day, while driving down the famed Colorado Boulevard, I looked over at the Marque of the Uptown theatre, that was showing Kansas City Bomber with Raquel Welch, and THUMP! I rear ended a 1968 Chevelle and pushed in the grill of my lovely MGA.

Turned out, it wasn't the first time. There was body filler (bondo) one inch thick. Ok, well, I guess now I have to restore it but that would have to wait, since I joined the US Navy after I graduated from High School in '74.

My dad would send me Classic and Sportscar Magazine while I was aboard my ship and overseas, and I saved a lot of money, mainly because I stayed on the ship and was paid to take other shipmates duty, watch, etc. I also lent money at a big interest rate to my fellow sailors who needed money for San Miguel beer, and their sweethearts, in Subic Bay, Philippines, but THAT is another story...

I finished my hitch in the Navy and started going to my local junior college on the GI Bill, and got a job at ABC Television, all the while continuing the MGA restoration.

I married a girl from Northern Ireland, in 1986, and we went on our honeymoon in Scotland and England, in her dad's new XJ40 Jaguar; nice car! Because I was a MGA guy, we had to stop at Simon Robinson's MGA Centre in Darlington where I met Simon briefly, but he put me with his assistant, for a tour. I was shown a row of about 15 MGA's out behind the shop.

I couldn't believe it. ALL the cars were so rusty, you could actually pull them apart with a good tug. Being from Southern California where there is no rust, I asked if they wanted me to send a few rust-free MGAs. That was the beginning. I was buying forgotten or abandoned project MGAs, even good running cars, for virtually nothing. \$100 would buy a project, and \$1000 would buy a running, driving car, all rust free! I was putting 6 cars in a container and shipping them to Darlington. I was selling the cars for what I paid for them and was getting a commission on every one I sent. I think I was the only person on the west coast doing this. I then met a Jan Verbieson, who had a British car shop on Cahuenga Boulevard in Studio City, and we became friends. He and his brother had a ranch in Santa Clarita, California with maybe 50 MGAs, Jaguars, Healeys, etc. I then started buying cars from Jan, probably 6 at a time. Simon Robinson flew to Southern California and stayed with me for a week, borrowed my 1966 Land Rover, and drove up to Goleta to Moss Motors. Little did I know, and Simon didn't tell me, that he sold his MGA Centre to Moss, and that is what eventually became Moss -Europe.

I had a falling out with Simon over money, so I refused to send him any more cars. That year, 1988, while at my sister-in-law's wedding in Northern Ireland, I went to the Silverstone MG meeting and I got talking to a Bob West, a really nice guy, about MGAs. Bob and his partner, Mike Horner, had set up a workshop in Pontefract, West Yorkshire. Bob and I got on like a house on fire, and I ended up finding MGAs and sending him a bunch!

Bob came and stayed with me in La Crescenta, California, and the rest is MGA history. Bob West has gone from strength to strength, becoming the MGA Guru and doing beautiful restorations.



The fateful day I met Bob West at Silverstone in 1988 and agreed the MGA deal over two 99 Flakes!

I purchased a 1933 MG J2 from Jan Verbieson, that had been sitting for years on his ranch, and contacted the MGCC to see if they had any history on the car... They did; it had belonged to Miss Betty Haig, the famous rally driver. Score! (J3466)

In 1987, there was a pretty big earthquake in California, and my wife said "bullets & bombs in Belfast are better than earthquakes!" I had finished the restoration on my MGA, and she was beautiful. I shipped it in a container to Bob, with 5 other cars, and was just about to pick it up, but had earlier given Bob the permission to sell it if the price was right. It was. Prices, since I had been shipping cars back to the UK, were starting to skyrocket. Ron Gammons even came to see me in California and started buying cars. That was the end of my export business. I was put out of business because people with deep pockets were buying cars for more and more money, and I couldn't compete.

My wife and I moved back to her home in Bangor, and I had put the J2 in the container with the household furnishings. I joined the MG community in Ulster, and met Will Corry, who was president of MGCC at the time, and went to Beaulieu with him and put up a little sign at a friend of Will's stall: "Betty Haig's MG J2 for Sale" It sold that day . It was just a bucket of bolts, but the history was undeniable. Mike Allison and the buyer came to see the car in Bangor, County Down, and verify it to be real. So, J3466, registration number ALL 315, is alive and well living somewhere in Scotland!

Just a note to let the Club in on the news I received from the chassis file on my new M.G. J2, No. 3466, Reg. No. ALL 315, it was a demonstrator at University Motors until purchased in September 1933 by the late Betty Haig.

Now I have my work cut out in research and restoration. I am seeking any information on the car. Some recent detail made available to me is that the car was owned by Ian Raby during the sixties. Can anyone help? Any pictures? I will

let you know as information comes available.

See you at Silverstone. Safety Fast.
Dana MacDuff
Pasadena
California



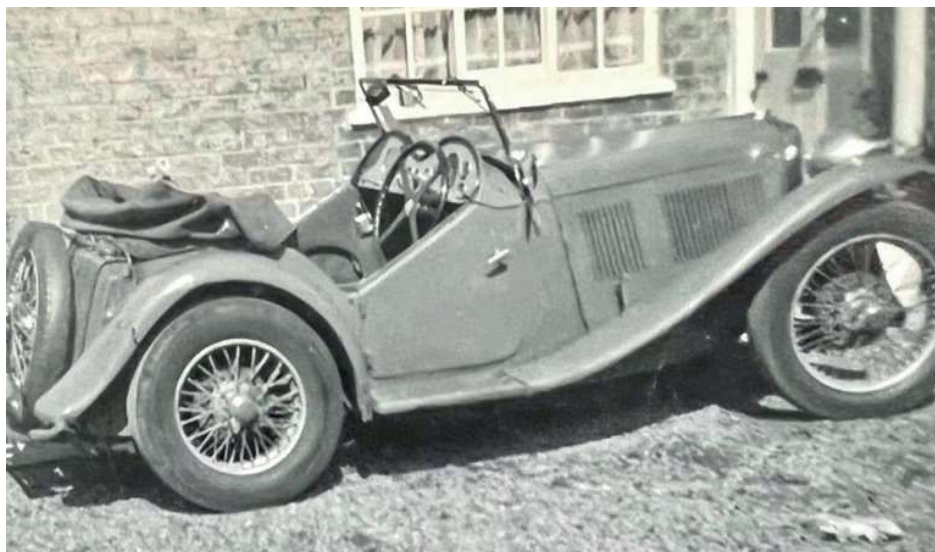
Dana MacDuff's J2, ex Betty Haig from September 1933.

I met Eric and Pam Benson thru Will Corry who had a MG rental business, and told him I had a beautiful black 1960 Aston Martin DB4 still in California. Eric bought it from me for \$27000, in 1988. I heard he sold it later for around £70,000! I wonder what it's worth today!?

I became involved with the 500 Motor Racing Club in Northern Ireland, got on the board of directors, and eventually became Track Manager at Kirkistown. I was also on a team that raced at the 24 Hour Citroen 2CV at Mondello Park for two consecutive years, what a blast!

I came back to the States in 1995 after a divorce and have had a couple of MGs since; a 1969 MGC Roadster and a 1970 BGT along with some other crazy cars, like an Abarth Zagato Double Bubble, Maserati Biturbo (I had to have two in order to keep one running!) and a Renault R5 Turbo 2.

Needing "One Good Car" to get me to and from work in the Motion Picture/TV business in Hollywood (I was a Prop Man) I had an Audi S6 Avant, Saab 900T, and couple Volvo C30's, but no MGs!



J3699 when owned by Miss Carole Holmes



Chris Palethorpe undertaking some gentle body repairs!

Fast forward to 2022 and just retired from the movie business. I am spending time in Europe and specifically the Rhine Valley (great wine!) with my girlfriend Julie (someone I knew in High School). Needing a project, I found a forlorn J2 (J3699) for sale in Chester and I couldn't help myself; it would become my "senior project!". I got the J2 picked up and taken to my buddy Bob West's workshop in Pontefract and hence full circle.



J3699 as delivered to Bob West's workshop.

Bob is helping me with the J2, and excited to be working on something other than MGAs! Funny enough, my very first MGA is at Bob's workshop where it is having its third restoration and so I took the opportunity of a photos of me with my first, and my last MG! *(See heading photo)*

We immediately started to pull the J2 apart, to see where we were. Luckily, the car had been stored in a dank old shed for the last 50 years, and the chassis had so much oil, grease and grime on it that there was absolutely no rust at all! Julie, Bob and I got her pulled apart in a couple hours!

Julie tearing J3699 apart.



The bad news was that the engine and box had been replaced with a Ford E93a unit; more than likely because of the 2-bearing main crank that was notorious for breaking. Ok, well, that's ok I thought, I'll find a J2 engine and box somewhere, probably with the help of Barry Walker, Terry Holden, and some others, so I am not worried.....yet.

The body was another story. The ash framework was in a desperate condition. Lots of phone calls made, and possibly a solution has been found to repair the original. Fingers crossed!

Next, was the history. The little J2 came with the Green Logbook, but not with the Buff, or the chassis ID plate. The dumb-iron stamp proved that it was a real car, and the MG Car Club (thank you Ineke!) gave me some much-needed information. I sent a letter to the last owner listed on the green logbook, and the owner's son, Andy, emailed me back with a plethora of information on his dad, his dad's mate who was involved as well. They confirmed the fact that the car had been raced, as I thought, particularly as it had a racing Rev Counter and a number of extra gauge holes drilled in the dash. I'm still looking into the history of the car at Cadwell Park and I am planning to having dinner and pints with the previous owners in April!!!

That's all for now. You can view photos of the progress of the restoration on the MGCC MMM website!

These notes were published in late 2022 and Dana did indeed meet up with the contacts and has been able to up-date the history of the car:

Chassis Number: J3699

Built 26 September 1933 (1934 model)

Registration Number: TJ 3207

Original Engine No. 2626AJ

Replacement Engine No. 2922AJ

Owners...

- 1: Victor Dawes. Purchased 9 October 1933. Blackburn, Lancs.
- 2: Unknown owner... motor replaced with Ford Sidevalve 1953 in Havant, Hampshire.
- 3: Carole Holmes 1959-1961. Lincoln
- 4: Chris Palethorpe. Lincolnshire.
- 5: Aubrey J. Johnston early 1970s. Lincolnshire.
- 6: George & Linda Bunyan 2000. Norfolk
- 7: Nathan Elliott 2020-2021. Salisbury.
- 8: Jeremy Allsop 2001-2022. Chester.
- 9: Dana MacDuff October 3, 2022.

The little green MG J2, TJ 3207, was built at the Abingdon MG factory on 26 September 1933. It was sold through the MG agents, The Merigold Brothers of Preston, Lancashire, and was first registered on 9 October 1933 to Assistant Bank Manager Mr. Victor Dawes, of Wilpshire, Blackburn Lancashire. Little is known of the car's pre- or post-war history apart from modifications to the dashboard, adding more gauges and the fitting of larger rear wheels and tyres, indicative of a car being used in Trials and Hillclimbs.

The cars next appears at Black's Garage, in Branston, Lincolnshire when it was sold in 1959 to Miss Carole Holmes of Lincoln. The little MG, now painted red, and with a E93a Ford Side-valve engine and gearbox, was Miss Holmes' very first car, and she dearly loved it. She remarked that the windscreen wipers only worked sporadically, and there was a hole in the hood, and rain would get in her eyes! As she says... "So many happy memories of breakdowns!" Miss Holmes part exchanged it in 1960 for an Austin Healey Sprite Frogeye, from Gilbert's Garage in Lincoln.

The MG was then purchased in 1969 by Chris Pailthorpe from Gilbert's Garage There were tales about the exhaust, the first motion shaft having a stud welded on it that wasn't central so caused a lot of vibration. He gave the balloon back tyres/wheels to a friend who had a TA and Chris put the correct wheels back on. He also fitted a spotlight on the front because the headlights were missing.

As part of my research, I have spoken to John Medlock who didn't own the car at any time but was a friend of Christopher Palethorpe and it was through John that Aubrey bought it from Chris. John and Chris were school friends that grew up together, Chris acquired the car in 1961 after it had been used for hill climbing. It had the Ford engine fitted in 1953 in Havant, Hampshire. John thinks the rear rims were smaller but wider to fit better tyres for hill climbing. It had very good acceleration but poor top end speed.



Chris Palethorpe in 1961. Note the lack of headlights!



As purchased from
Jeremy Allsop

Right: Girlfriend Julie early
in the rebuild process.



Below: part of the re-union;
left to right: Aubrey John-
ston's son Andy who helped
in the search for previous
owners, John Medlock and
Chris Palethorpe.



Aubrey's son Andy has added to the history:

Chris took the original wings off and fitted motorcycle mudguards; the original mudguards were with it as I said when dad had the car.

The car was taken off the road by Chris when it failed an MOT for play in the steering box and play on the rear springs due to worn trunnion bushes. He sold it then to my Dad, as Chris was either getting married or because his new wife wouldn't go in it because it didn't have a roof and water splashed up between the floor boards.

Chris had also changed the dash; he took out the original white-faced hexagonal gauges and put in temp/oil pressure/ammeter and the rev counter from a Wolesely. His wife Janet also covered the dash and doors in foam with red material over that. The car was blue at this stage.

Some tales from Chris' ownership shared by John Medlock:

He and Chris were travelling to London from Lincoln when the petrol tank started to leak. They scrounged or bought two jerry cans from somewhere, strapped them on the car and piped the fuel directly from them, swapping cans when the car started to cough and splutter. Chris subsequently replaced the tank with one from a post-war model and had to change the straps to fit it.

He also remembers being a passenger traveling over Pelham Bridge in Lincoln when the manifold snapped and the whole exhaust fell off. They retrieved it from under the car and John rode with it over his shoulder to get them, very loudly, home. Chris had a replacement manifold hand-made which sat the exhaust about 1 inch lower under the car so they had to be careful going over any bumps.

Chris sold the J2 to his friend, Aubrey Johnston, also in Lincoln. J3699 wouldn't pass MOT, so it sat for the next 20 years in a shed, before being sold to George Bunyan in 2000.

Much of this information was first printed in the North American MMM Register magazine and I am indebted to the editor, Ken Klemmer, for putting me in touch with Dana and for permission to make use of the article.



VSCC Prescott Hill Climb – Long Course
23rd September 2023
Notes by Colin Murrell, Photos as Credited



Saturday 23rd September saw the welcome return of the VSCC to Prescott for its “Long Course” Hill Climb event. This was the final round of the VSCC Speed Championship. Hosted by the Bugatti Owners Club, the event is set in the stunning Gloucestershire countryside and is a favourite for both competitors and spectators alike.

The wonderful spectacle, throughout the day, was enhanced by a bumper Triple-M entry:

10	2	Sarah Davies	PB	2 nd Handicap
14	2	David Rushton	M-type	
16	2	Steve Rees	J2	
710	2	Colin Davies	PB	1 st Handicap
32	3	Andy King	PB-CC	1 st Handicap
33	3	Peter Scully	PA/B	
100	9	Keith Riches	PA	
104	9	Chris Edmonston	K-type	
106	9	Nigel Harper	J2	
124	10	Roy Newton	J2/Riley	
128	10	Roger Tushingham	N-type	
724	10	Richard Newton	J2/Riley	2 nd Handicap
144	13	James Burmester	PA	

Heading Photo: Sarah Davies in her hard-working PB on the way to 2nd on Handicap in Class 2. Colin Murrell.



**Early morning in the paddock, photos by Digby Gibbs.:
Above: Roger Tushingham's N-type, fresh from it's Angouleme adventures the previous weekend and still with French mud.
Below: Relative newcomer Peer Scully's immaculate PA/PB in good company with Andy King's PB Cream Cracker.**





Above: A delay in proceedings leaves Peter Scully and Andy King queuing for the afternoon runs.

**Below: The Triple-M Speed competitors are a sociable bunch; lunch under the trees in the Paddock with the ice cream van on hand for dessert.
Photos Digby Gibbs**



The usual thanks are due to the competitors, our hosts the BOC, the Vintage Car Club, the marshalls and everyone else who played a part in making it happen. We look forward to the 2024 season when the VSCC Speed Championship kicks off with the Curborough Speed Trial on 5th May, followed by Wiscombe Hill Climb on 12th May. You will no doubt see some of these competitors at the Silverstone Spring Start Race Meeting (20-21st April) and the on-going Trial Season that re-starts with the Exmoor Trials on 24th February.



Thelma Grose presents the Frank Ashley Trophy to Colin Davies after the event, The award is for the Triple-M car that achieves the greatest improvement on Handicap at this event each year. Photo Colin Murrell.



Spring Naviscat Sunday 3rd March, 2024

Our first competition of the year is the Spring Naviscat. These Naviscats are just a single step up from the well-known Treasure Hunts, just requiring the knowledge of how to plot a 6-figure map reference, using a Romer, or similar, to locate the clues.

The start this year is at the “Inn on the Green” at Ockley, RH5 5TD, where entrants will sign on from 10.00am, and be given the Final Instructions. The clues will be handed out at 11.00am, and then there are 3½ hours to collect the answers, before finishing back at the pub before 2.30pm to hand in your answers, after which lunch will be served, for which entrants need to pre-order their food choices. You will need to have a copy of the Ordnance Survey map 1987 – Dorking & Reigate, 2013 edition. (Copies are easily available from dash4it.co.uk).

You will also need to get a 2024 Clubman’s licence, free from the MSUK (membership@motorsportuk.org) for both the driver and navigator, which is valid for the whole year for similar events.

Once the clue locations are plotted, the crew make up their minds which route to take to collect the most points. These are given on the sheet alongside the questions, which are to be answered once you have arrived at the location. (eg how many bolts on the gate, or name the vicar). The more difficult the location and/or question determines the score, which range from 1-3 points. Two and three-point clues have a suitable area to park nearby, because you will have to leave your car to find the answer. If you are a novice it is probably better to visit the one-point “drive-by” locations. There is a prize for the best novice to encourage new entries.

Please note that it is physically impossible to visit every location provided in the time allowed and only your best 30 answers will be accepted under the rules.

We are combining this event with a round of the Inter Register Club’s Championship, which will see entries from pre-war Riley, Alvis, Austin, Humber and Sunbeam, to add a bit of interest to the proceedings. We look forward to meeting old friends and newcomers alike for an interesting day out.

For further information contact Philip Bayne-Powell e-mail 1942mgman@gmail.com or Telephone: 01483 811428

The Rob Roy Hill Climb Revival Meeting: 2023



While the UK was heading into winter and competition cars headed towards muddy hillsides, our Australian friends were enjoying race and speed events in the sunshine.

The Rob Roy climb is in Victoria and dates back to 1935 and was one of only three bitumen surfaced and purpose-built hill climbs in the world; the other two being Prescott and Shelsley Walsh.

Thanks to Robin Page for the photographs and Graeme Jackson for bringing them to my attention.



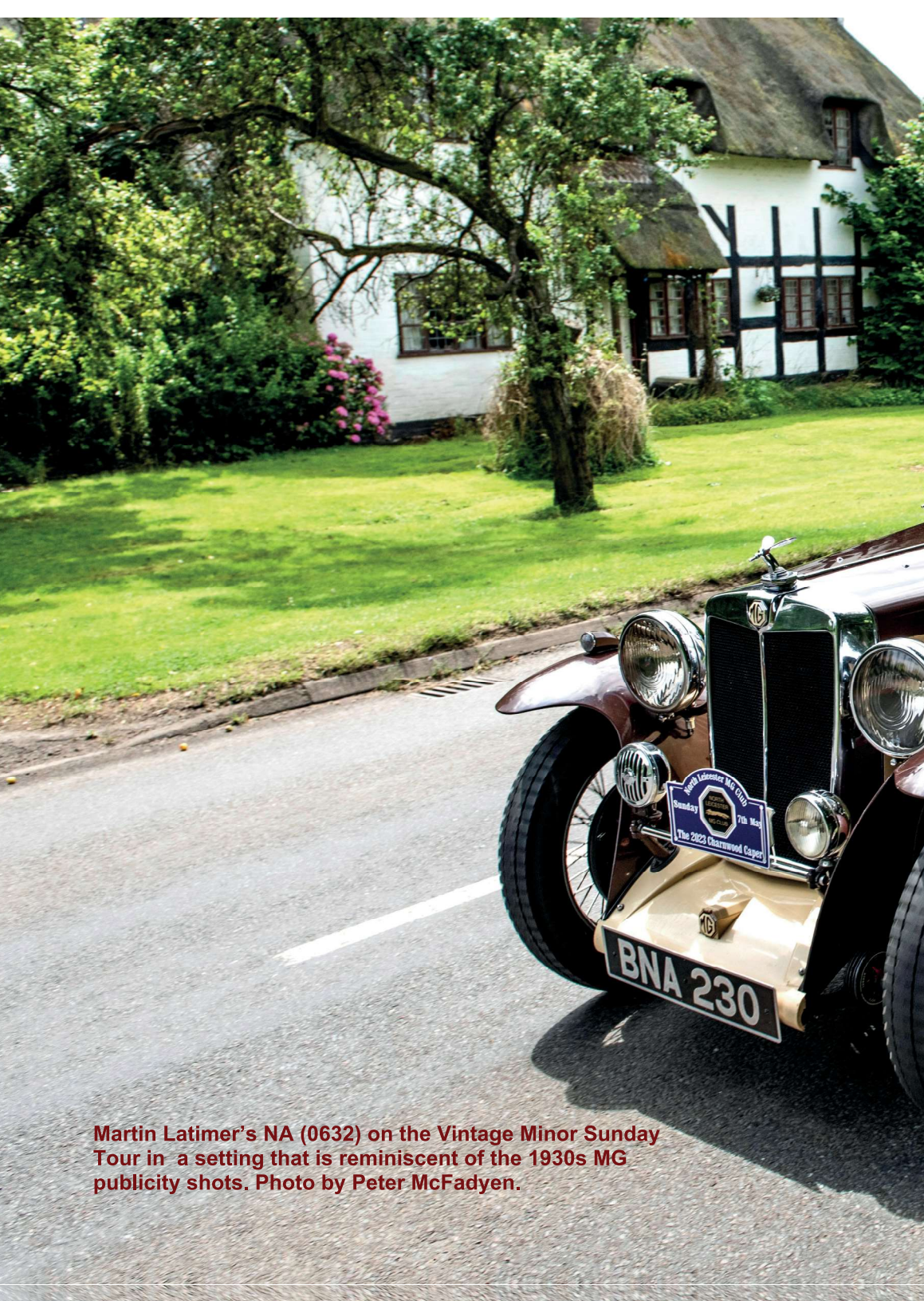
David Morgan's supercharged M-type on the hill (M0275)



George Morgan exercising his K3 style K1 (K0282).



A seasonal view of 2M1737 that was part of Norbert and Marguy Welter's Christmas greetings.



Martin Latimer's NA (0632) on the Vintage Minor Sunday Tour in a setting that is reminiscent of the 1930s MG publicity shots. Photo by Peter McFadyen.





Kop Hill 2023

In the Chiltern Hills near Princess Risborough is the Kop Hill climb. Use of the hill dates back to 1910 when first used by motorcyclists to test their machines and within a year, cars joined in and it became one of the major events in the motor sport calendar. That was until 1925 when there was an accident involving a spectator and the RAC stewards stopped the meeting and declined to grant any further permits for high speed contests on public roads. In the heyday of Kop Hill, competitors included Malcolm Campbell, Raymond Mays, Henry Seagrave and Count Kborowski in his 8-cylinder Ballot.

Kop Hill was re-born in 2009 to raise money for charity and so far, have raised over £1m. Next year's event is scheduled for 14th and 15th September 2024 and worth early booking as the event is usually over-subscribed, but the good news is that pre-war cars are given priority. For 2023, there were ten Triple-M cars entered but there were some no-shows including Colin Henderson who broke down en-route.



Mike Gush's J2 (J2446) and the PA of Tim Dawson, photographed by Mike Gush before the storms hit.



Hiding under the Williams & Pritchard aluminium body from 1952 is NA0902 owned by Geoff Godwin. See 2014 Yearbook for the full story.



Mike Gardiner supplied these photos showing his J2 (J3697) heading up the hill and Peter Prosser's KN saloon in the paddock.

VSCC Shelsley Walsh: July 2023

Seen in the car park

Amongst the exotic cars in the spectator car park, this gloriously “oily-rag” PA, complete with 35-year-old mud, attracted much attention and the note on the windscreen added to the amusement:

“MG ‘P’ Chassis No P1587

First recorded registration 11th May 1937 in Dublin, when reg.no.ZC 1030 was issued. Registered in Birkenhead 1951. It is believed to have ‘done the rounds’ of students at Liverpool University, until rescued by previous owner in 1964.

Present owner since 1972. *(listed as John Bibby in the Register)*

Through 1970s and 80s used as everyday car and driven in Production Car and long-distance Classic Trials.

The car has been ‘resting’ since 1988 until May this year (the mud is from it’s last event, the Stroud and District Motor Club’s Cotswold Clouds Trial in 1988).”





Above: P1587 in the car park.

Below: James Burmester's PA Special under the iconic pit shelters at Shelsley Walsh. Photos: Digby Gibbs





**A New Alto for an Alta
Graeme Jackson**

From all across our wide brown land, groups of friends in old MGs converged on Canberra in September for the combined Centennial Rally for Pre-War, T-types and Y-types. 98 cars graced the forecourt and manicured lawns of the National Museum for the grand display, beside the tranquil Lake Burley Griffin and adjacent to a proper coffee shop. One group from Melbourne, Oliver Richardson (K3002 [s/c]), Tim Jackson (PA0595) and Andrew Fock (PA1294 [s/c]) were supported by Jennie and Graeme Jackson towing the tandem trailer, known as "Magna Carter", with the four seater Magna (L0532) securely attached.

They also transported the communal tools, fuel, oil, spare super-chargers, fuel pumps, tyres and tubes, and personal luggage (a change of socks and Jocks and a toothbrush) - none of which were needed on the 1,200 mile romp through the magnificent Snowy Mountains - and beer.

For the first day's run to Beechworth the octagonal mob was joined by Adam Berryman in his Bugatti Type 37A and Geoff Murdoch in the splendid Alta. The Alta Car and Engineering Co. Kingston-upon-Thames, Surrey 1931-1954 run by Geoffrey Taylor, principally manufactured competition cars. The Murdoch car from 1936, is a 2 litre Supercharged Sports (i.e. two seater) with chain driven overhead cam shafts. Exhilarating as it may be, Geoff's Alta was lacking. He had a lovely car, but he couldn't give a hoot!

THE LUCAS "NEW ALTO" AND "ALTIETTE" HIGH FREQUENCY HORNS meet the requirements of discriminating motorists who prefer a horn with a distinctive note. The note of these horns is particularly musical and remains unaltered over a wide range of voltages.

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The fitting of twin horns also allows the artistic grouping of the accessories to be in keeping with the appearance of the modern car.

No. HF28 "NEW ALTO-DE-LUXE" Finish: Chromium Plated. 62 - 2 - 0
 No. HF22 "NEW ALTO" Finish: Black and Chromium. 41 - 12 - 6
 No. HF24 "ALTIETTE" Finish: Black and Chromium. 41 - 12 - 6

**Please state when these horns are required specially tuned to be fitted to twin horns.*
 All the above horns are supplied complete with nine feet of cable and Horn Bush. Voltage required must be specified.

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Period photos show what appears to be a Lucas "New Alto" horn fitted behind the Alta grille which had gone missing in action, and without a fitted audible warning device, the driver is unable to attract the attention of a fellow modern motorist to inform him that he is an idiot. Luckily Tim's dad has a box of 1930's car horns collected at Swap Meetings (Auto Jumbles) during the 1980's when they were still thick on the ground. The stash has been gathering dust and red-back spiders since being rattled for bits for four MG rebuilds.

Now, being a member of an MG Car Club committee and a Newsletter contributor, will ensure a lifetime of poverty, chastity, and service, but the gaining of wisdom, truth and enlightenment comes from elsewhere including careful research:

A 1937 advertisement from Lucas for "A Good Sound Job" urges the reader to fit a twin electric horn:

The Lucas "New Alto" and "Altette" High Frequency Horns meet the requirements of discriminating motorists who prefer a horn with a distinctive note. The note of these horns is particularly musical and remains unimpaired over a wide range of voltage. For cars already fitted with a low note Lucas "New Alto" or "Altette" Horns, we can now supply a twin horn specially tuned to a higher note to give a blended tone when used in pairs. The sound given by these matched horns is musical, and at the same time doubly effective. The fitting of twin horns also allows the artistic grouping of the accessories to be in keeping with the appearance of the modern car.

So, to impress his young lady passenger, the 1930's discriminating MG driver could harmonise the music of his twin Lucas car horns with the car's exhaust note, which normally resembled a water-logged trombone following his efforts at engine tuning, and the rhythm of the cam clatter, to create a syncopated symphony of sound, truly a wondrous thing.

Now to complicate the options for the Alta, Lucas had a competitor in this musical market-place, namely Clear Hooters Ltd. from Birmingham who manufactured similar looking horns. There remained several examples of Clear Hooters amongst the spiders in the box. An inspection of period photos of MGs in competition and elsewhere revealed, not surprisingly, that the larger horns were fitted to racing cars, the "Altettes" to the smaller four-cylinder sports cars, and the "New Alto De Luxe Electric Horns" to MGs in the N and SVW ranges. After carefully studying the photos of Alta cars, Tim Jackson was able identify, and to assemble from amongst the spiders, a splendid "New Alto" horn of the correct pattern for the Murdoch car.

Our friend from England, Oliver, is well known to mess about with old MGs. His current project is the refurbishment of the Allison family's 1935 Monte Carlo Rally MG NA two-seater, period photos of which show twin horns of the larger variety prominently mounted "in an artistic grouping" high in front of the radiator. No doubt effective audible warning devices were considered important for the Monte Carlo Rally to scare errant sheep, to alert a lonely goat herd, and to forewarn slower competitors.

Oliver had been so far unsuccessful in locating suitable horns for the car, but Australia is a land of plenty, and Tim was able to donate a matching pair of horns for the NA.

So, next time you are in the crowded pits at a historic race meeting and your friend says, "Did you see that gorgeous pair of hooters?" he is sure to be referring to matched "New Alto" horns by Lucas.



Oliver Richardson supplied these photos of the two recently refurbished horns that now grace the front of NA0307



**Above: The re-furbished horns in position on Jane Metcalfe's 1934 Alpine and 1935 Monte Carlo NA (NA0307). Photo: Oliver Richardson.
Below: Period picture of the NA on the 1935 Monte Carlo.**



J1 Survivor: J0268
Digby Gibbs



When, in 2004, I started to look in earnest for a pre-war MG, this very original-looking J1 was for sale near Malton in Yorkshire at a dealer known then as Grundy Mack (now trading as the Classic and Sportscar Centre). We were interested because it was a 4-seater and, as we had two teenage children at the time, foolishly, thought they would fit in the back! The asking price was £12,995.

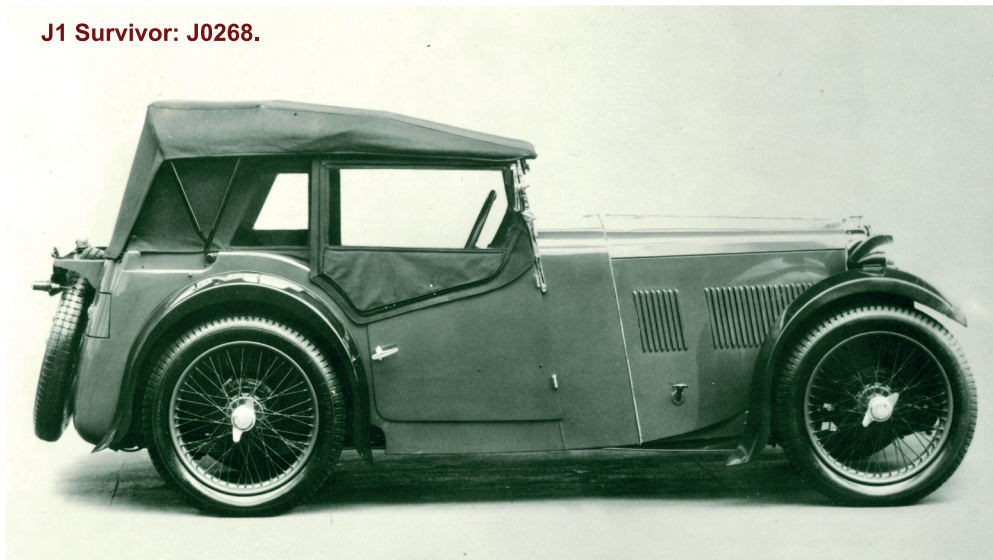
The MMM Forum throws up some interesting facts and particularly its “5 minutes of Fame” when it appeared in a Burberry advert in a USA magazine, with “Lady Annunziata Asquith” in a lakeside setting. The photographer was the well-known Society photographer Patrick (Lord) Lichfield whose mother was a niece of the Queen Mother.



The car was first registered in September 1932 and was originally painted Black/Green. Soon after registration, it was painted Green by the Factory (May 1933) but there is no record of when it changed to red. The notes also suggest 12" brakes, doors from a D-type and a PA engine. The car has been in Australia since at least 2008 and is now owned by Barry Evans. Thanks to Marguerite Morgan, who maintains the Pre-war Register in Australia, I received further information from Barry. He has owned the car since 2017 and it was registered in Australia in 2022 and carries the registration 677 ROI. The engine is actually from a J2 (592AJ) and it does indeed have 12" brakes although Barry does not know when they were fitted.



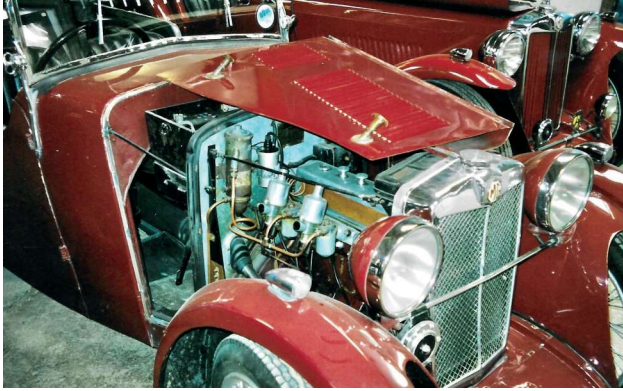
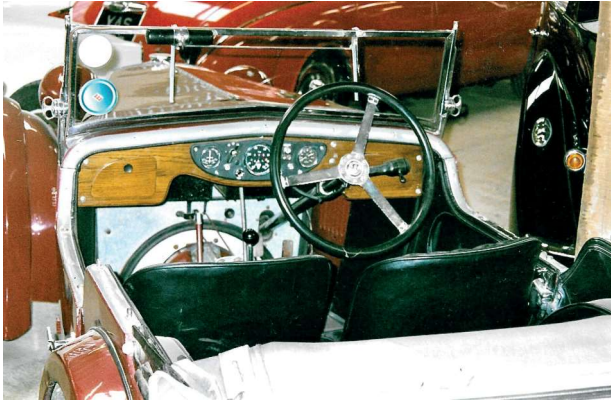
J1 Survivor: J0268.



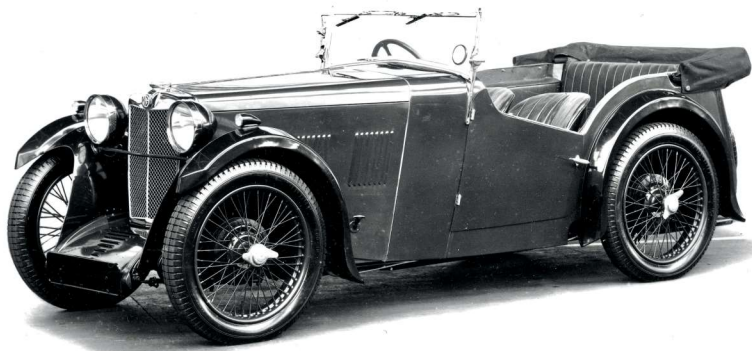
**Above: Factory photo shows the original hood configuration.
Below: J0268 when up for sale in 2004; the hood could possibly be original.**



J1 Survivor: J0268.



**Above: J0268 in 2004 showing very original dashboard and engine bay.
Below: Factory photo shows the standard doors fitted to the J1. As J0268 is a very early J1, could the factory have been using up spare D-type bodies?**



A “Duck’s Back” M-type Special Ian Grace

(Article first published in the VMR Magazine Autumn 2022; additional information from the MMM archives)

Thanks to David Hinds for sending in these three fascinating photographs of a very unusual M-type MG special. FG 5585 started life as chassis 2/M650, fitted with engine 482. The chassis was laid down on 9th September 1929 and it was first registered in Fife, Scotland towards the end of 1929.

Intriguingly, the original MG chassis files have no record of the body type fitted at the Oxford works, so perhaps it was delivered from new as a chassis. If that is the case, then the duck’s back body is possibly an original special body, rather than a home-built special from later years, although it certainly looks homebuilt in these photos. Or perhaps it was an original special that was further modified at some point. *(See additional notes below)*

A quick check of the VMR M-type Chassis Register showed that this M-type was owned in 1960 by a Mr. P. Ward. David Hinds reported that the car was in the ownership of Alvin Smith when these photographs were taken, but that he had passed away recently and so he had no further details of the car’s history.

MMM M-type Registrar Mike Dalby was able to add an additional owner:

Alvin Smith – 1960 to ?
Martyn H. Bristoll - ? to 1965

But then nothing. Unfortunately, but not surprisingly, there is no record of FG 5585 at Swansea.

Can anyone provide any more details of this mystery M-type?



The duck’s back body on FG 5585 shown to good effect in this three-quarter rear view. Note the rear-hinged doors and external rod front brakes, identifying this as an early Oxford-built M Type.



Two more views of FG 5585. Note the truncated wings and interesting frame around the top of the windscreen glass.

Further information on this car from the Triple-M Register files:

Build Date: 9th September 1929

Chassis No. 2M-0650

Engine No. MG482A

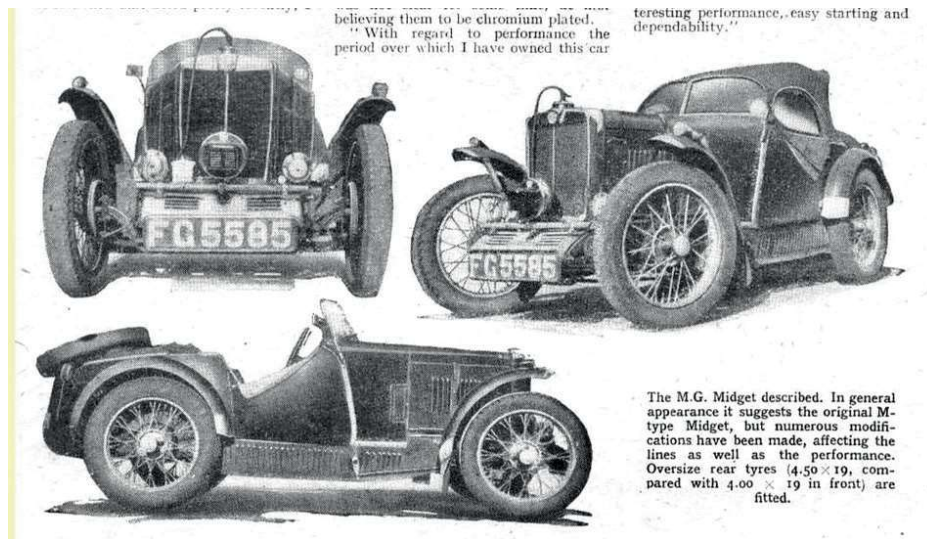
Registration No. FG 5585

Colour: Red/Red

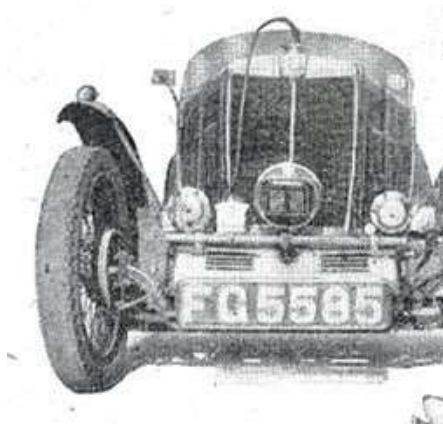
(No record of original dealer, owner or date of registration but assumed to be in Scotland).

In the "Autocar" of January 1945 there is an article about the car based on information provided by ED Rowlands of Alvechurch who owned the car briefly from 1942 until 1943. Some points of interest:

- Previous owner was a Sergeant Pilot (*not clear if this is a rank or surname*) and car was known as "Bloody Mary".
- He believes car was registered as a Special in 1930 but other records suggest it was licensed as a "M Special" in 1934.
- Car was red with silver wheels during his ownership.
- Fitted with substantial rubber/canvas flaps to the wings to reduce spray; interestingly these show on some of the pictures.
- Mr Rowlands is very complimentary of the performance and thinks the engine might be a 750cc unit. Valves reported as being chrome-steel.



In the Autocar pictures (above), the car has no headlights but is fitted with a what might be a projector light or other wartime adaption.



The only previous owners recorded apart from Mr Rowlands are:
Alvin Smith of Leominster from 1/3/1960 who sold in the car to P Ward in 1961
to buy a J2 (J3266, now in Switzerland).

P.Ward: no other dates.

Martyn Bristoll who sold it in October 1963 (no purchase date).

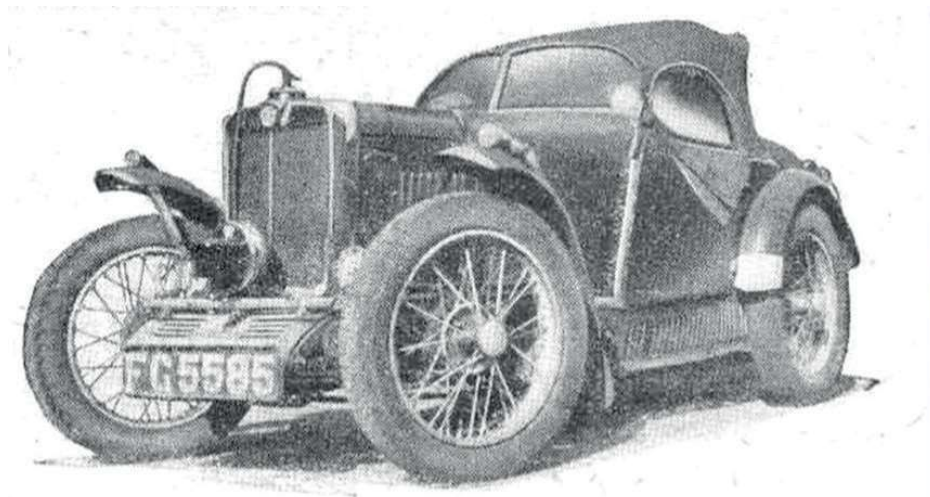
Alvin Smith provided additional information to the Register in 2006:

The car was bought for me from Woottons, a secondhand car dealer in the lower part of High Street, Cheltenham for £25 by my father ...in 12th March 1960. This was on condition I sold my other two cars – a 1933 Morris Minor special whose body I had created from the scuttle back, and a more original 1932 Morris Minor with curved back 2-seater bodywork: the first cost me £3.50 and a second more expensive £4.50. I think I got £15 and £35 for them respectively but they had had many hours work on them with body-off rebuilds both.

M650 came with a side-valve Morris Minor engine (13933/18840H) but I had acquired a more suitable OHC engine just before I parted with her. Her register book said the original engine as licenced was 482A. I did not know P. Ward but he paid £45 for M650 again after my father and I had spent a long time renovating her from a rusty wreck.

M650 was sold to fund my J2 registration no. TV 8582 whose chassis was J3266 and whose engine was 2117 although I believe she had a M-type block in her time. Before I got to restoring the J, my A-levels appeared on the horizon and it was whilst thus engaged revising my father found a crashed Jowett Jupiter and we decided reluctantly on my behalf to sell her the J and go modern! My father also said one car is enough for anyone at any one time.

I was in no position to argue then and agreed with him, now though I have neglected his advice for too many years! The J2 went to old friend Graham Little, perhaps the start of his car owning career which has gone on to include Bugatti, L.Schneider and other exotics."



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The VSCC traditional Prescott weekend was squeezed out of the last issue by the various anniversary events so these photos supplied by John Staveley may help to redress the omission.

There were a good mix of MMM cars spread through the classes but the only MG to need any engraving was the 18/100 Tigress piloted by Andrew Radford who achieved 1st Handicap in Class 5:

8	42	Colin Davies	PB
8	742	Sarah Davies	PB
9	161	James Patterson	J2
9	162	Dr Nigel Harper	J2
10	189	Roger Newton	J2/Riley
10	194	Roger Tushingham	N Special
13	229	James Burmester	PA Special
14	253	Andrew Craven	MG/Riley
14	258	Steve McEvoy	NA B'vue
14	758	Charles McEvoy	NA B'vue
14	853	Benjamin Craven	MG/Riley





Colin and Sarah Davies shared the PB for the Short Course event. Colin seen here heading towards the Finish line.

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Cold and misty conditions greeted the competitors at the VSCC Winter Driving Tests. Librarian Rich Stott was one of the hardy marshalls and provided these pictures. Congratulations to Nigel Stroud who won the Malcolm Elder Trophy in Class 3.

Above: Robin Cohen in M1145.

Below: The venerable M-type that David Rushton and Corinne Davies-Griffith campaigned in Class 3 until broken wheel studs intervened.



Rear Cover: Ian Ross of the F-Magna Registry produced the artwork for this seasonal scene. Many of you will have seen the calendar of Ian's F-type images that was organised by Peter Lansdown and proved very popular.



Happy New Year