

TRIPLE-M REGISTER BULLETIN



February/March 2016





As a further tribute to the late Robin Gordon this photograph (supplied by Tim Jackson) shows true MMM spirit with Robin's C-type in heavy snow in 1957. Even more hardy was Tim Jackson's father-in-law who cycled from Manchester to take this photograph.



Another famous car in the snow. This 1967 photo supplied by John Reid shows 'Aramis' JB.6867 in Oxford.

BULLETIN No 89 February/March 2016

Front Cover Picture:
Gerhard and Baebel Maier's
NA 0468 in suitably seasonal
setting on the St Gotthard Pass

Editorial

Welcome to the first Bulletin of 2016.

Once again I am indebted to the many people who have provided the articles and photographs that make the Bulletin what it is and for Bob Richards' continued assistance.

We have two corrections from the December issue, both of which are referred to in the correspondence section. Firstly the excellent photo on the cover actually shows Emma Withers rather than Duncan Potter at the wheel. Secondly, I under-estimated Ted Hack's perseverance when it comes to D-types; he did in fact manage to get both of his D-types to Pre-war Prescott and there is photographic evidence later in the Bulletin.



My appeal on the Forum for suitably seasonal photos was a success and we have tried to make good use of them. For contrast, we have a feature on Triple-M activities in the sunshine of Australia.

Technical articles are still thin on the ground but we have some interesting items on hydraulic brakes which, by coincidence, has been a popular topic on the Forum. Can I make a further appeal for this type of article; don't assume that everyone else is more expert than you and that no one will be interested. This would be pity as these articles are invaluable to those of us who are still learning.

As the value of pre-war cars continues to rise, persuading owners to risk using them in serious competition is a problem for many clubs. It is pleasing to see that a good number of Triple-M owners are prepared to use their cars for their true purpose and we should all be grateful. Mark Dolton has done much to encourage and organise these events and 2016 is looking promising. The 2015 competition year was not without incident to cars and drivers and it is to be hoped that 2016 will be incident free.

Whether your interest is in competition, restoration, socialising or just enjoying your car, I hope you have an enjoyable MMM year.

Digby Gibbs

Future Events: 2016

VSCC Herefordshire Trial
Kimber Classic Trial, Somerset
VSCC Scottish Trial
Manx Classic
Brands Hatch: Triple-M racing
MGCC Silverstone
Register Tour: Ulster
Register Summer Gathering
Pre-war Prescott
Cadwell Park: Triple-M racing

12th/13th March
Saturday 9th April
Saturday 9th April
28th-30th April
Sunday 1st May
4th/5th June
7th-12th June
Sunday 10th July
Saturday 16th July
Sunday 24th July

Chairman's Jottings By Dick Morbey

Once again I find myself sitting in front of a blank screen wondering what to write in this edition's jottings. Happily there is much to tell you about - the only problem being how to fit it into the available space!

First of all on behalf of the committee may I wish you and yours a happy, healthy and fruitful 2016. I wish I could say that I have been out and about already in the PA, but in truth apart from a trip round the block after replacing

a raucous silencer, it has scarcely turned a wheel since October. It's about time that I got down to the long list of maintenance items are promised myself I would have completed by now. Perhaps you've had better luck with your winter jobs?



The Register database

We have been drip feeding you information about the 'shiny' new Register database on which a number of us have been working very intensively since the Summer. We're still on target to roll it out in March or perhaps April. "Why are we making so much fuss about this?" I hear you ask. Well, one of the several reasons the Register exists is to maintain a list of all of the surviving cars, their histories and achievements, as well as details of their present and past owners. We also need to ensure that cars' identities are vouched for, so we are putting together a library of pictures and other material for each and every surviving car.

Above all, information held on the Register should be as accurate as possible. We will therefore be asking everyone with a Triple-M car to help us by supplying and updating the information contained on the Register - and that is where you come in!

There will be two ways in which people will be able to view the on-line database:

1. **General viewers** will be able to see a 'live' but abbreviated version of the general data that is currently published once a year in the Annual Listing of Cars as well as pictures of all the recorded cars. The data will be anonymous – no owner details will be shown. Access to this information will be via the main Register website and we will announce a link to it when the system goes live. This will be a 'you can look but cannot touch' facility!
2. **Owners of Triple-M cars** that are on the Register will be able to see their own personal details that we hold, full details of their car/s currently registered with us and pictures and other information relating to their car/s. Owners will be able to request changes to this data and may also add to it with words and pictures – we'll tell you how to do this. Apart from the Registrar and administrators, no-one other than the owner will be able to see this information. It will not be visible to general viewers or owners of other cars.

Over the next couple of months or so we shall be sending an e-mail to everybody who is a current user of our Triple-M Discussion Forum to tell them how they will be able to access the above information. The e-mail will tell them how to apply for access to view the data about them and their car. When their application has been verified they will be provided with a user name and a password.

(Please note: If you are a user of the Discussion Forum but do not have a Triple-M car, or if your car is not recorded on the Register you will not be able to access this part of the system.)

In preparation for these changes we have been working our way through the Register car by car with the aim of getting our records as up to date as possible. One of the biggest obstacles is that so many of our cars are owned by people with whom we have lost contact. It would help us considerably if all owners tell us when they buy or sell a car, because without this information it may simply disappear from the radar until it re-emerges later on.

So please will you remember to tell us whenever:

- You buy a Triple-M car
- Sell a car (in which case please give us details of the buyer!)
- Change your address or telephone number
- Change your e-mail address

If by any chance you are not a registered user of the Register Discussion Forum the next Bulletin will give details as to how you can get access to the new on-line Register database.

That's quite enough from the 'engine room' for now!

The Competition scene

It may be all quiet on the competition scene at the moment, but Mark Dolton and others continue to work away at planning next year's programme and there is much to look forward to.

I have rightly been taken to task about my comments in the previous Bulletin which unintentionally appeared to make light of the various misfortunes which some of our competitors suffered during the 2015 racing and sprint season. In this edition, Mark Dolton responds to a letter from a family member of one of our competitors who correctly drew attention to problems that can be encountered when inexperienced or inconsiderate competitors (non Triple-M I should say) 'mix it' with our guys. We hope to be able to reinforce this message to event organisers.

The MGCC and the Triple-M Register

We are enjoying increasing support from the MGCC who have enthusiastically embraced what we knew all along, namely that Triple-M cars are living evidence of the history and legacy of the M.G. marque. We hope to have a car on display in the engineering centre at Longbridge as part of an MG Motor initiative to remind the team there about the M.G. heritage. And watch out for Safety Fast! including March's edition which should highlight the Mary Harris Trophy event. April should see some good coverage of the Triple-M cars in the 'MGs on Track' track day

And finally ...

Come and say hello to the Register at the MG (and Tr**mph) Spares Day at Stoneleigh on Sunday 21st February. We'll be on parade on Stand 13 in Hall 3 with a car or two for you to ogle and Register Library offerings for you to browse and purchase. Volunteers would also be welcomed – contact George Eagle please. Or just drop in for a chat – we'll be there all day!



The poster features a photograph of three vintage racing cars on a track. The car on the left is red with the number 7, the middle one is green with the number 1, and the one on the right is green with the number 2. Below the photo are the MGCC logo and the MG logo. The text on the poster provides details about the event, including the date, location, and activities.

Mary Harris Trophy

MGCC Brands Hatch **Sunday**
May 1st
2016

Triple-M and Pre War invited
for more info and Pre-registrations
Contact Mark Dolton
md@dolton@gmail.com

Saturday Pre Race Welcome BBQ
Sign on and Scrutineering Sunday
15 min Practice
2 * 20 Minute Races
Lunch time Paddock Social
Champagne Awards Presentations

Secretary's Report

Committee meeting held on 6th December

Chairman Dick Morbey noted that much work has been going on to develop the data base; a very successful meeting was held with the sub-Registrars and K Struijk present. Plans are on track for a launch to general viewers in March 2016. It is planned to create a manual on the use of the data base and Register procedures generally. Based on having the support now available from the sub-Registrars G Arrondelle has indicated that he may be



AGM – it was agreed that following the general lack of support for the Silverstone AGM the 2016 meeting be held following the Committee meeting booked for 26th June 2016 at the MGCC Offices, Abingdon. **Racing** – thanks were recorded to M Dolton for all the work done in promoting Triple-M racing activity in 2016. **2 week car display** – in response to a request C Henderson's red J2 has been offered for the display at MG Motor, Longbridge. **Succession** – D Morbey suggested the Committee should be thinking about identifying a new Chairman, this discussed without reaching any conclusion being reached. In closing his report D Morbey thanked Committee members and all others including P White, N Feakes, K Struijk and B Richards for their support in the year. Seasons greetings were also expressed to families and especially to those who are having to deal with health issues.

Secretary G Eagle reported the main commitment has been in respect of the re-organisation of the Register's records. The group involved in breaking down the files, previously arranged in Triple-M Register number order, into model and chassis number order was D Morbey, G Arrondelle, P Green, B Milton, P Hemmings and G Eagle. This necessitated 2 meetings at the Club Office and one at Greenacres. Each car file was then placed in a labelled plastic folder, in turn these files have now been distributed to the sub-Registrars who will be spending quite a lot of time filing the folders into model/chassis number order and transferring pictures etc onto the new data base. During the last quarter badge sales have been slow, also assistance has been given to members who have been applying to the DVLA to have a Registration number re-allocated to their car etc. One case was an L type which was driven into a garage over 40 years ago and never touched! The person concerned is the son of the late owner.

Treasurer B Milton gave an up to date resume of the accounts leading up to the end of the 2015 financial year. Included in the report was an analysis of the costs of producing the **Bulletin** which supports the Committee's decision to maintain 2016 subscription rates at the current year's rates. The printing of the **Yearbook** was also discussed, including the possibility of a flat binding approach. It was agreed to remain on the present basis as the proposed binding would not suit the present YB binders.

Regalia – the accounts show the Register earned £38.65 in commission from Top Signs Ltd. It was suggested that D Gibbs, Bulletin Editor, and E Taylor, Yearbook advertising, place adverts to promote this facility in the Bulletin and YB respectively.

Register Data base – this very important upgrade is not being obtained without some cost implications; to-date the expenditure has been £1181.

Registrar G Arrondelle produced a spreadsheet showing the 56 changes made to the Register in the last quarter –these covered changes in ownership and 6 new cars, one each of PA, PB, J2, L type plus two M types- one a Jarvis bodied car. The sub-Registrars are:-**M** types M Dalby, **D** types and **J1s** T Hack, **C** types C Spoelstra, **J2s** not yet decided, **PAs** D Morbey, **PBs** G Arrondelle, **Q/R/J3** and **J4** B Milton, **K** types P Green and **F/L/N & Comp** cars G Eagle.

New Data base. Some time was spent in discussing the various aspects of the new data base, it was agreed the new system should be run in parallel with the existing system until March 2016. M Linward has created floppy discs which cover the method he uses to export data onto the file used to create the printed Register, as well as a data back up record. These will be passed to K Struijk. The new system is capable of producing reports for the Committee and the data required to produce the printed Register.

Competition Secretary M Linward confirmed the work on his report for the 2015 Yearbook is ongoing. The up-to-date list of the various competitions was circularised to the Committee and will also be published in the next issue of the Bulletin. The latest COTY scores show D Potter/E Withers (C/s) lead from F Ashley (M type) and O Richardson (C/s).

Librarian P Hemmings reported total sales for 2015 to the end of November stand at circa £12,119 (excludes MG90). Sales figures have been boosted by the publication of the popular (and expensive) "Mighty Magnettes" and more latterly "The Hawke History". The latter has sold very well in the two months it has been on the market, the last few of the 90 ordered remain in stock. No more are being printed until early in 2016. The total number of web shop transactions stands at 865 since start up although this figure contains a number abandoned by customers before completion.

Bulletin Editor D Gibbs thanked B Richards for his assistance in producing the latest Bulletin despite his PC crashing. As ever there is still a shortage of technical articles. He suggested that information on “new” cars be included in the Bulletin. It was also suggested that the Club might be able to supply a suitable flyer to attract new members, it would need to be of a suitable size for circulation with the Bulletin

Yearbook advertising – E Taylor reported that to-date all advertisers have indicated their wish to advertise again.

Webmaster N Feakes reported there are 1462 registered members of the Forum, 945 of whom are active. The statistics for the last month show there were 10,904 visits to the site, average 106 unique visits per day. The links had 462 hits – using the main site to find other links.

Events 2016.

21st February 2016 - MG & Triumph Spares Day, Stoneleigh, the same stand as last year has been booked – stand 13 in Hall 3. The Register will have library stock for sale plus one or two cars on display. The owner of an historic PB has kindly agreed to display the car.

1st May 2016 - Brands Hatch. The Triple-M Register has received an invitation to race at the meeting; there will be 2 15 minute races.

4th/5th June – MG Car Club Silverstone

26th June – AGM 2.30pm at MGCC Offices, Abingdon

7th to 12th June – Northern Ireland touring event, entries now closed.

10th July – Summer Gathering at Greenacres.

24th July 2016 – VSCC Cadwell Park Triple-M challenge v Austins.

20th/21st August VSCC Pembury Team relay race.

2nd/3rd September 2016 – Zandvoort Historic proposed pre-war race.

2017 – Preliminary enquiries being made for a tour of Cornwall to take place in early October.

AOB – Archive. The matter, raised by G Eagle, was discussed and it was agreed that following the start of the transfer of all data onto the new system, coupled with the new archive facility currently under construction at the Club Office, it might be a good time to approach those members outside the Committee who are known to possess information/records of historical importance.

The date of the next meeting is 6th March 2016.

G Eagle

Hon Sec

9th January 2016.

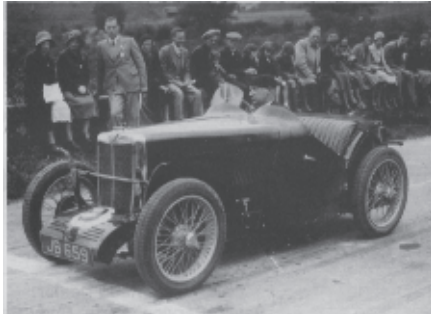


ULSTER TRIPLE-M TOUR 2016

Entries opened for the Ulster Triple-M Tour on 8th January and within a couple of days we already had thirty entries including two K3s, a J4 and a C Type as well as the 1936 Limerick Grand Prix winning PB and the 1938 Circuit of Ireland Rally winning PB. When entries closed on 29th January we had fifty six confirmed entries including another K3 (from Australia), three more C Types, the Cream Cracker that Maurice Toulmin competed with at Craigtantlet and the expectation of another couple of TT cars and a one or two local Ulster cars that competed regularly in the 1930s.. In fact the only cars we expect to be missing are an F3, a J3 and a K2. Here is a taste of what we have in store:

Tuesday 7th June

Arrival and registration plus evening welcome dinner with various local motor sport dignitaries as our guests.



Wednesday 8th June

We will take in the Ballyclare circuit, the Red Brae hill climb and Cairncastle hill climb on our way to the Causeway Coast with lunch at the Londonderry Arms Hotel, Carnlough. Then back to the hotel via Garron Point hill climb, Glenariff, Cushendall and Cushendun to Glencorp and Glenballyeamon.

Thursday 9th June

To Craigtantlet hill climb and the Ards TT circuit. The cars will assemble in Conway Square in Newtownards for morning coffee hosted by the Mayor. A lap of the TT circuit will be followed by lunch at the Montalto Estate in Ballynahinch and a tour of Hillsborough Castle, the Queen's official residence in Northern Ireland, including afternoon tea in the Throne Room.

Friday 10th June

To the Giant's Causeway via the Dark Hedges. Lunch will be at the Causeway Hotel beside the Giant's Causeway with the afternoon free for people to choose which sights to visit, including a tour of Bushmills Distillery for those who are interested. The return route takes in more of the Antrim Glens.

Saturday 11th June

A Triple-M theme at Cultra Hill Climb. Admission tickets to the Hill Climb will be provided for cars and occupants. We have been asked to provide a display of cars throughout the day, with the possibility of a parade (or maybe even two) up the hill. Those intending to enter the hill climb itself must make their own arrangements to do so and details will be provided nearer the time.

Sunday 12th June

Departure.

Total mileage each day will be 100-120 miles broken up into 25-30 mile sections with coffee/tea/comfort call/lunch halts in between. Apart from the visit to Hillsborough Castle on Thursday 9th June, we have opted not to organise afternoon stops as some may prefer just to head back to the hotel and others may wish to explore the tourist attractions *en route*. We have, however, identified suitable places to stop should people wish to do so.

With the financial support of the Northern Ireland Tourist Board and the District Councils through whose areas we will be touring, we have been able to set the entry fee at £60 per car and driver plus £50 per additional passenger. This includes not only the usual rally paraphernalia of road book, rally plate, rally bag, name badges, etc., but also morning coffee and lunch on each of the three days of touring, the guided tour of Hillsborough Castle followed by afternoon tea, and admission to the Cultra Hill Climb for drivers and passengers on the Saturday.

Having said that entries were closed on 29th January, there's always the possibility of cancellations so it's worth contacting Simon Johnston just in case you can get a late entry.

His phone number is 028 90761884

Email: ulstermmmtour@gmail.com

**Maurice Toulmin in
'Cream Cracker' at Craigtanlet**



Angouleme 2015

Below we have a brief article written by Barry about his unfortunate accident at Angouleme to inform his many friends and supporters. See also the letter from David Potter.

Barry was competing in the Plateau Raymond Sommer, named after the winner of the first ever Circuit des Ramparts in 1939. The official explanation of this grid is that “we have brought together the most powerful pre-war models, powered by a cylinder capacity above the 1500 cc engine, turbo or not, impressive cars to handle with care but always spectacular and yet which used to enable their owners of the time to attend to their professional occupations during the week and to come out to the starting line at the week-end. Keep your eyes wide open....and your ears!”

The entry included Bugatti, Amilcar, GN, Austin and the Deemster. The results were declared after Barry’s incident, see table below.

I was on pole position after practice as Mark had an electrical problem and the 37 had a misfire. I knew they would go past-and they did!

I settled into third place and followed the 37, waiting for any sign of slowing. Blue flags were good as we lapped the back markers until passing the Deemster – it moved over and squeezed me into the kerb and I went over one of it’s wheels and ended up upside down.

Until then it had been a good weekend!

An example of Barry’s wit in adversity, this photo accompanied his notes



PLATEAU RAYMOND SOMMER					
Classement de la Course					
Rang	Num	Pilote	Marque	Modele	Tour
1	198	ELDER Mark	Austin Healey	7 Ulster Spl	17
2	95	BLANCHARD Michael	Bugatti	37	17
3	200	FOSTER Barry	MG	Monthery	17
4	98	VIGNAUD Christophe	Bugatti	37	16

TRIPLE-M SUCCESS IN VSCC OWNER-DRIVER-MECHANIC SERIES



There is no need to apologise for once again featuring Duncan Potter in his C-type. This time it is to celebrate his success in the very competitive VSCC Owner Drive Mechanic Series by achieving an amazing 2nd overall and 1st in class in the Under 1100cc category with 78 points.

Other MMM drivers featuring in the under 1100cc Class results were Andrew Morland (L1), Chris Cadman (C type), Hamish McNinch/Annie Boursot (PA) and Andrew Harrington (J2). Fred Boothby (J2) and Mark Dolton (PB) finished in 5th and 13th respectively in the 1101-1500cc category.

The photographs by Colin Murrell show Duncan at Oulton Park and Silverstone.



MANX CLASSIC

The Manx Classic is scheduled for April this year and we have received enthusiastic reports from last year's MMM entrants. One of these was Christian Hoptner who travelled over from Germany to take part. Christian has provided a mini-history of the early days of the event combined with his experience of taking part in 2015.



Christian Hoptner's smart J2 with some of the other competitors

The Isle of Man is well known for motor-racing, especially for the world renowned motorcycle TT races. However, from 1904 there were also TT car races but these relocated to Ulster in 1922. To fill the gap left by this departure, there was the bright idea of running a road race "round the houses", as in Monaco, but not using the long mountain course of the motorcycle TT event.

These races were called the Mannin Beg and Mannin Moar, and were run from 1933 until 1937. They varied the circuit used each year, but always incorporated the long straight Glencrutchery Road past the TT grandstand and today's TT pits. The Mannin Beg races are deeply interwoven with Triple M racing history, however the start of the MMM connection with the Isle of Man was when Cecil Kimber managed to place a C-type as an official course car for the motorcycle TT in 1932: an early example of product placement!

In 1933 the first Mannin Beg race in the series took place, and saw eight K3s and four 4-cylinder cars entered. Ten MGs, two Riley's, one Frazer Nash and a Morris Minor Special started the race, and the outcome was a win for Freddie Dixon and his Riley, with Dennis Marshall coming second in his Midget.

The reader might note that there was no K3 among the winners: yes, this is right as the K3s were suffering from various teething problems, and this, their first real road race, showed they still needed sorting out!

A year later, 1934, saw fifteen entries of MGs out of twenty-five starters for the Mannin Beg. Amongst the drivers were George Eyston and former TT motorcycle rider Norman Black. There were further ex-TT motorcycle race winners; Walter Handley and Charlie Dodson who both stayed on the island after the Mannin Beg to race in the TT. Out of the fifteen MGs were thirteen K3s (no reps back in those days!); meaning a fair share of the production was on the Isle of Man. The remaining two MGs were a Q-type and a J4. The result was an overall MG success, with K3s taking the first five places and Norman Black the winner, followed by Charlie Dodson. The motorcycle racers clearly knew their way round!

In 1935 MG entries were somewhat thinner but there were five R-types entered (again a high percentage of the total production) and three K3s. In this year there were also the first 1090cc ERAs appearing on the Isle of Man, driven by Raymond Mays and Pat Fairfield, and providing stiff opposition in the "small car" Mannin Beg race. The finish line was reached only by the two MGs: Eddie Hall's K3 and Bobby Baird's R-type, albeit both failed to complete the full 50 laps.

1936 saw a change in the race: it was renamed the International Light Car Race, and there were no more "Mannin" races. Instead there would be one race, called the British Road Race Championship for cars up to 1500cc. ERAs, Altas and Lord Howe's Grand Prix Delage dominated the twenty car field, with three K3s entered. Sadly only one of them saw the finish line but failed to complete the required 50 laps in time.

1937 was the last race of the "round the houses" style races at Douglas. Entries were dominated by the ERAs and Maserati 4CMs and 6CMs, but Reg Parnell and Bill Hughes entered their K3s (Parnell's car was K3009). Reg Parnell managed to finish his K3 in twelfth place amongst the ERAs and Maseratis, but Bill Hughes dropped out with a blown gasket.

In 1938 the car TT was transferred to Donnington Park, therefore ending the car races on the Isle Of Man until after the war. Today, the Manx Motor Racing Club (an extremely friendly and enthusiastic club) is running the Manx Classic at the end of April. The event consists of three events combined into one main event: a sprint and two hillclimbs all on the actual TT circuit.



To close off the full pre-war "round the houses" circuit is no longer possible today, but the Manx Motor Racing Club is undertaking considerable effort in closing Glencrutchery Road (the historic part of the circuit with the TT grandstand and pits) for the sprint on the first day.

Wednesday afternoon was scrutineering: my first UK scrutineering! It was, thankfully, uneventful and they didn't even check my nicely serviced fire extinguisher, or my second throttle return spring! In the evening I collected my friend Colin, who came as a foot passenger from the docks, and with his suitcase on his lap he fitted into the J2! It must have been an interesting sight from the outside...

Thursday was the first competition day, with a sprint on Glencrutchery Road. The sprint started out of the TT pit lane, taking a U-turn in front of the cemetery, following the TT course including a funny dip which was part of the original TT circuit; about 1200m in length and all on closed public roads. Even buses were diverted and residents were watching the fun from their front gardens! We had five runs all together, all on the historic ground where the Mannin Beg and Moar competitors raced all those years before.

Friday was the first hillclimb: Greg Willey's hillclimb at Glen Helen. A lovely smooth road, again part of the TT course, in a picturesque valley. The paddock was on the road. There were quite some logistics involved in closing the roads and reopening them in time for traffic. The hillclimb was a fast course with not particularly tight bends, and at the bottom long sweeping bends to take as much speed as possible up the hill. I eased up a bit as there was no Armco or kitty-litter, just rocks painted white...

Saturday was the second hillclimb, this time at Ramsey, about 20 miles from our B&B along the coast road. It was raining hard, with a strong breeze hurting your face, and boy it was chilly! The road to the venue, again the TT course, was empty and great fun to drive on in the rain!

At Ramsey the paddock was in residential streets, and they welcomed us! The hillclimb was steeper than the day before, with two hairpin bends. But from the top of the hillclimb you had an unforgettable view towards the Irish Sea, across to Ireland, Scotland and Yorkshire in the distance. Great. The hairpin bends were great fun; I managed to spin my rear wheels getting out of them with full blower pressure. Both hillclimbs were a reasonably long 2200 meters in length.

The weather was nice in late April (I won't forget the lovely comments from those at home when I told them I was about to go to the Isle of Man!) and mostly sunny, apart from a cloudy day and some rain on the Saturday.

The opposition: mainly Riley's, in particular a family owned Riley Brooklands with a grandfather and his two grandsons sharing the driving. The Bugatti Owners Club were present with 2x T13 Brescia, 1x T51, 2x T51 and 2x T35. Some Austin 7s, Frazer Nashs (among them the supercharged Nurburg), an Amilcar with Riley engine and last, but not least, Frank Ashley with his extremely quick M-type. Then of course Minis, MGBs and Cs, Dolomites and then more modern stuff right up to the "modern classics".

The highlight was the presence of a T43 Cooper, 1957 ex-Jack Brabham which was driven in public roads as the tow car was left as Heysham. This car was driven to all venues on the roads and also parked on the residential streets: an unbelievable sight! More unbelievable was seeing it driven onto the ferry in the Sunday morning: seeing this F1 car parked waiting for the ferry was surreal!

The organisation was extremely friendly and extremely welcoming! Wonderful. Would I do it again?

Yes!

Here you go!



Report by Christian Hoptner
Photos by Colin McLachlan

VSCC Madresfield 2015



The idea is very attractive: late August, warm sunshine, beautiful surroundings under the Malvern hills, picnic with friends and a variety of pre war cars with some driving test to amuse.

So much for the idea. The reality turned out a little different. Yes, there were a lot of pre war cars, but the enthusiasm for strolling among them and admiring their quirks and details was compromised by periods of prodigious, near horizontal rainfall. One of the signing on gazebos blew away, some picnics were taken under plastic sheets strung between two cars, the bonhomie of the spectators was tested by the driving rain and any elegance of the garden party atmosphere was compromised by wellington boots and waterproof jackets.

None of the above deflected the VSCC from its stated object of organising driving tests on the driveway of Madresfield House, a smaller stately home and still in private hands, which precluded any visit and possible shelter. In previous years one was able to admire its architecture, but this year visibility was so bad that most of the time one could only try and remember it. The best architecture within vision was the tent of Ledbury Rotary Club, who were putting up bacon rolls as fast as they could cook them. Full marks to the VSCC for providing an amusing day's testing on a very limiting site. The only usable area for the tests is the driveway, perhaps 10 feet wide and perfectly straight and a mile long. Some will remember the sequence from 'Those Magnificent Men etc.' where one aeroplane was forced to land away from Brooklands and used a driveway between two rows of trees – this is where it was filmed.

The MG interest was limited to Barney Creaser in his red PA and Ian Goddard driving the F type. The opposition included Bugatti type 22 (a very quick car), lots of Austin 7s (very handy for what was to come), 1903 Mercedes (not very handy for what was to come), 1924 Tatra, vintage Humber saloon (looked nice and warm inside), Frazer-Nash (unequaled on acceleration tests), Alvis 12/50s (always a delight) and a beautiful Riley Imp. Bentleys and Rolls Royce, 30-98s and Alfas were confined to the spectators' car park.

The VSCC came up with an ingenious set of tests. Among a variety of forward and back, parking in coned garages and stopping astride were some real skill tests, all at low speed. One required the driver to reverse to place the contact area of the rear nearside wheel in a box about 6" x 6" – try it at home. Then do what the VSCC did which was make you turn onto it around a cone on the driver's side, preventing a straight run, and time it. The pork chop test is now well known – drive along and place the front wheel on one side of the delicacy and the rear wheel on the other: easy peasy until you are against the clock. Next is to drive as slow as you can between two lines – an observer follows. You can accelerate but he will disqualify you if you touch brake or clutch - then from the second line you accelerate to the stop astride. The winner is he or she who has the greatest time between the two exercises (and half of the award winners were ladies, so that's one myth busted).



My particular favourite as a test of driving is the reverse park: from the start accelerate to stop astride a line, then reverse around a cone to parallel park nearside to a railway sleeper pretending to be a kerb. Both wheels need to be within 9" of the sleeper. Again, we can all do it given time, but this is against the clock. One Austin 7 mounted the sleeper and had to be lifted off; plenty hit it; a surprising number parked so far away that the driver had to walk to it and many shunted forward and back endlessly until they were satisfied with their position – admirable but not competitive. To get among the results one had to do it in a one and take your chances on being within the 9 inch distance. Several cars were small enough that the driver could lean over the passenger side and see what was going on.

Despite the weather good fun was had by all. It is definitely not to be taken seriously. Hats off to all of the marshals who braved the rain and always maintained their good humour.

The overall winner was Robert Gibson in an Austin 7 2-seat sports; Ian Goddard was second overall in the F type and received a 1st class award. Barney Creaser's PA was third in the standard class, just outside the awards.

Even in the rain, Madresfield is a gentle Sunday pursuit, undoubtedly British in nature, sociable and with a great capacity to amuse. One drives home humming 'Land of Hope and Glory'



Report by Ian Goddard
Photos by Paul Bussey

SEEKING INFORMATION: MG 3082



This fascinating photo of PA registration number MG 3082 was posted on the Forum by John Cooper. The photo comes from a family friend whose father owned the car and she would welcome any information on the subsequent history of the car.

Her father's name was Ernest Zeitlin and as the picture shows the car with what appears to be wartime lighting restrictions it is assumed that it dates from that period. The inscription is signed "Shorty" which was Ernest's nick name.

No information on the car has come to light from the Register files so presumably it no longer exists. However any information on its subsequent history would be welcome.

INVITATION TO AN MG FILM AND TALK EVENT: SATURDAY 7th MAY 2016 at Aldbury, East Hertfordshire

**An all day event on the subject of The History of MG Road and Race Cars
Guest speakers: Mike Allison, Peter Browning and Graham Robson.**

The event takes place in a modern hall in the rural setting of Aldbury in East Hertfordshire, between Ware and Bishops Stortford. Numbers are limited to 90. Programme starts at 9.30 with welcoming coffee and biscuits. Two course barbecue lunch and afternoon tea and cakes are also provided. The event concludes at 5pm. There will be 3 hours of archive film in clips between the guest speakers and other items.

There is ample secure off-street parking and visitors are encouraged to bring a Triple-M or similarly appropriate car.

Cost for the day is £30 per person, payable on the door, to include all food and entertainment. The event also raises money for charity.

Spaces are limited so you must pre-book by contacting Richard Hinton at richard@hinton1fsbusiness.co.uk and your name will be added to the newsletter and database.

You are assured of a warm welcome and friendly atmosphere for a day of nostalgia amongst like minded people.

Aldbury is 4 miles from Bishops Stortford and 6 miles from Stansted Airport.

The event has been running for 21 years and some photographs of past events are shown below.



LOOKING BACK..... Franschhoek 2015

It is just a year since we had the pleasure of joining the South African Triple-M fraternity at their Franschhoek gathering in March.

The photos show two of the cars present, both of which have interesting histories. Ralph Clarke's NA (NA.0607) was imported into South African in 1935 and has modified bodywork and independent front suspension.

The second photo shows a smiling Editor in Louis van der Merwe's L2 bodied L1 (L.0303). This car was imported to South Africa some time before the war and may have racing connections. More recently it has been on display in the Casterbridge Motor Museum.





**An evocative photo of PA1815 submitted by Richard Verrill
in response to the request for seasonal pictures
More details in the next bulletin**



MAISIE SHARES A MASSIVE EVENT

I am not well known to some members, so here is a short introduction. I am a 1934 NA MG Midget with an Australian body. The Abingdon MG factory built me as a rolling chassis on wheels with engine and dash for export. This enabled me to be imported duty free as the Australian government was keen to develop the local motor industry, and the first step was car body building.

I was rebuilt for the son of Les Jennings, who raced the first MG ever in an AGP in 1933.



To celebrate my 80th year, I made my first ever visit to Ballina and was quite impressed. The lovely location on the river is a commercial and recreation hub. The town is well laid out with a wide variety of shops which are not seen in the gaggle of shopping centres on the Gold Coast. I enjoyed being able to park right in front of each of the shops we visited. The Heritage motel provided deep undercover parking so I got a great sleep away from our partying owners who never seemed to stop putting things into their open cake holes. The RSL opposite our motel was the centre for all major events including the seemingly endless functions and dinners. The bonus was I did not have to venture out in the dark to deliver my custodian to these activities. I was flattered with the interest and adulation by the locals, who took countless photos of me in the sunshine and blue skies, and I was left in peace at night.



The show and shine MG display was just a couple of blocks away in Missingham Park on the riverfront. I am very disappointed that Pete got so carried away cleaning and polishing me. The other 2 entrants in the Pre War class were scared off, and became 'no-shows' and I had no-one to talk to. I could have trundled over to the post war T type displays, but preferred to stay on the hillock beside the Pre war display sign, and perved down at the modern MGs below me. They had their bonnets and boots wide open, but I still got most of the attention. Pete disappeared under the club shade awning near the coffee vendor. What a wimp having to get a fix with caffeine. I had to answer many questions about all the technical bits such as my overhead cam cross flow 6 cylinder motor and its supercharger sitting out front between my dumb irons. I could only use my horn to communicate and tooted once for a no, and did 2 toots for yes. A leggy blonde wanted to see under my supercharger cowl to understand the blower and see it all firsthand. I did not bring my Steven Hawking voice synthesizer as Pete had so much stuff in the boot.

He even packed his 1960s bell bottom suit complete with high heeled two-tone rounded front shoes. I heard he overbalanced on the dance floor on Sunday night at the RSL. Ha ha, he had not worn them for 20 years and needed some stability practice before tripping the 60s scene in those stilted antiques.

The enquiring blonde kept hanging around and wanted more. Frustrated with my limited responses, she went to the PA centre and asked for the green Magnette owner to return to his MG. Pete came over after quaffing another latte, and opened me up to show all my inner workings. This created a precedent for others to follow, and even the Northern Star newspaper journalist and cameraman wanted photos and a story. They did run the story and photo which Pete wormed into beside me, and we were the only non Byron Blues festival picture in the Monday edition. I found it flattering that Pete said I was a 'rare car and a survivor'. In reality, I am in better shape than my custodian!



The observation runs all started across the road in the RSL car park, but I could not find a hill climb or racetrack, so went back to the motel for a rest. It was all over too soon, but the Rod Hiley memorial was at the Courthouse restaurant, so we called in on the way home and shared in the farewell gathering in Cleveland. Several pre war MGs attended, and Rod was given a fitting farewell with an orchestra of overhead cam engines roaring their hearts out. Bruce Croft came home to check K3 004 was still in good shape, and not going anywhere soon. Rod had restored the MG over a 10 year period, using K3 016 as his master for the necessary originality references.

The 2015 MG Nationals will be in the Yarra Valley outside Melbourne and Rob Roy hill climb was fun to visit again. Pete caught up with his mates including Doug Morrissey, Robin and Jenny Page and the other Victorian club members who came to Ballina in 2014.

Safety Fast Maisie



Note: Article submitted by Maisie's owner, Peter Kerr, photographs by Carole Cooke. The event described is 2014 MG Nationals held at Ballina in New South Wales.

COTSWOLD TRIAL 2015



Once again, we are pleased to be able to feature more of Colin Murrell's excellent photos, this time of the VSCC Cotswold Trial held on 21st November. Colin has provided the following notes:

This was my first Trial as a photographer (having marshalled on the MCC Lands End Trial down at Bluehills several times, but many years ago!). I had been off work for 4 out of the past 6 working days battling a really bad cold and, considering the 0 to 5°C weather forecast, I so nearly did not go, but I am mighty pleased that I did!



Again the Vintage Sports Car Club (VSCC) put on another super event with a real fun atmosphere amongst the Competitors, Marshalls and Specators alike. Something that is very encouraging is to see the number of young competitors (especially considering the upward trend of car values these days) and especially the number of young ladies competing; not only as co-drivers (like the case of the MG M Type) but also as drivers.

Waving the MMM Register Flag for us were: -

No 101 Mark Smith in a 1932 J2 Mg 1949

No 146 David Rolfe in a 1930 modified M Type VU 7908. The Entry List shows this as a 1087cc engine and wider than standard back wheels (*Editor's note: regular readers will recognise this car from the back page of the December 2014 Bulletin when it competed on the VSCC Welsh Trial. The engine is recorded as from a Riley 9 mated with a J2 gearbox and the whole thing stopped by hydraulic brakes*). Also competing was No 103 Andy King in his 1936 MG TA JB9447



Not knowing when the 3 competing MG's were going to appear made it difficult to plan photography. There were 4 stages within the grounds of Prescott with 2 next to each other (where I stayed for all 3 MG's)

As a result there are more photos of the M Type, this being the last MG to appear as I was then able to follow it around all 4 stages without the risk of missing one of the other MG's

It was also good to see Regular VSCC Competitor Frank Ashley's M Type parked up next to the Prescott Clubhouse. Frank was there as an event official this time.



LETTERS TO THE EDITOR

From Ted Hack

Dear Digby

Good Bulletin however the write up on Pre-war Prescott is slightly wrong! There were 3 D's there; I took D.0311 up on the Friday evening and, fortunately, the Dutch campers looked after it for me overnight meaning that I only had to take D.0464 on the Saturday.

The Vintage Minor Register magazine arrived today to, and for proof-if proof were needed-there is a page showing said two D-types with my son Tim by D.0311 showing just how small these cars are!

I took D.0464 (known here as the 'American one' or Jim's D') up the hill but couldn't manage D.0311 as well with everything else going on but it had been up several times before.

With best wishes for the New Year.

Ted Hack



Photograph shows Ted's son Tim standing next to the D.0311 and demonstrates why modern cars have to be larger than in 1932. Tim is largely responsible for the very professional appearance of the D Group Despatch.

D.0464 'The American D'. The second badge is that of the North American MMM MG Register of which it was a member.



Both photographs courtesy of Ian Grace, organiser of the Pre-war Prescott event.

LETTERS TO EDITOR

The following letter from David Potter raises a number of issues that need to be addressed if competition with historic cars is to flourish:

Dear Digby

Many thanks for another excellent Bulletin.

For the record, the cover photo is actually Emma driving at Loton Park – she favours red whereas Duncan has blue overalls – see later feature on Goodwood. Shall have to get some white ones for next year to make a patriotic team!

More seriously, I was struck by part of Mark Dolton's Look Ahead to 2016, where he says 'it's important that we maintain the balance between good competition and respectful sensible racing'. I could not agree more and I believe that the MMM racers do achieve this balance, however this is not always the case in other club events.

In our Chairman's Jottings, Dick mentions the other side of this balance and the misfortunes of Barry Foster who was seriously injured in a crash caused by the other driver (British) on the Continent. Where two of his three incidents in over 30 years of racing have occurred and where there are no other issues that do not apply here, i.e. one day race licences for example.

In Fred Boothby's case at Snetterton, it wasn't so much a 'rear end interference' Dick, as being 'T boned' by a much larger car being very badly driven.

Mark's Track Days are a welcome initiative and will help to establish and retain the balance which is so dependent on track experience.

So a Happy New Year to all and wishing all competitors a safe and enjoyable time on the tracks this year.

Yours sincerely

David Potter

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READER'S ADVERTS

Reader's private (ie non-trade) adverts are published free of charge although advertisers are requested to contribute if possible to the Technical Tips section of The Bulletin.

FOR SALE

J2 Windscreen Assembly with working wipers and rear view mirror.
Laminated glass. Ready to bolt on. (Also fits F2 and L2).

£1000

Speedo, 75 mph, 2.5 inches dia. Suit M-Type?

£40

WANTED

Damaged radiator grille with good O/S top corner which I can use to repair my J2 grille. I expect D, P, F, L or K will do.

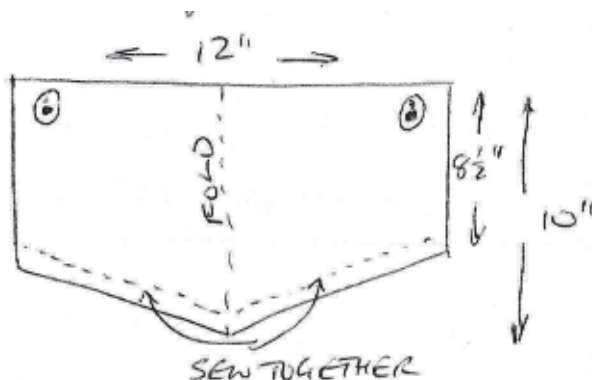
Martin White Tel: 01344 424258

TECHNICAL TIP FROM MARTIN WHITE

A HAT FOR YOUR WIPER MOTOR

The biggest problem I have had with the Lucas wiper motors is that they fill up with water and the works get corroded. I have seen holes drilled in the covers, but if the hole is big enough to let the water out it is also big enough to let spiders get in, so I have made a cover out of scrap leather cloth.

Cut, fold and sew as shown in the diagram, fit two lift-the-dot plates and 'hey presto' you can cover up your wiper motor when it's sitting out in the rain and have some confidence in it working next time you need it.



TECHNICAL TIP From Malcom Watts

Thanks to Ian Coxen we are able to reproduce the following article by Malcom Watts that first appeared in the Cornwall Austin 7 Club magazine.

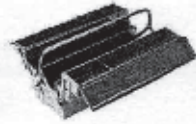
A Little bit of paint saved the Day !

Malcom Watts

The other day a club member came over with two 1 1/8" crankshafts, the best one of which he was going to put into his engine. After cleaning them up we crack tested them with a paint type crack testing kit, just as well we did, they were both cracked, as was the crank I had in stock!

The paint comes in two containers, the first is sprayed onto a clean crank and allowed to dry, this produces a matt white finish. A strong (and I mean 'strong') magnet is placed onto the crank which is then sprayed with the second paint which is described as 'magnetic ink'.

The 'ink' is drawn to the crack by the magnetic flux travelling through the crank (or something like that!)



HYDRAULIC BRAKES

The subject of conversion to hydraulic braking systems has been the subject of recent Forum discussions and by coincidence we have two separate articles for your interest. In the past, conversion was probably seen as a way of modernising the cars but was not always successful. Our D-Type came with hydraulics and they have caused all manner of problems but I know other owners swear by them.

The first item is a brief technical note from Barry Foster and relates to Morris 8 brakes, which do seem to be the most common configuration for 8" brakes. The second is a reprint from the Practical Motorist magazine of December 1960 that provides a solution for converting the larger brakes of the PA/PB. This was supplied by Ged Segrave and, apart from the technical content, is a reminder of how far magazines have changed in the last 50 years.

A recent topic on the Forum started by Bill Bollendonk relates to his L-type and includes the suggestion of using Wolsley Hornet brakes.

As always we would welcome feedback and comment on this topic that can be included in future issues.

Brake Cables by Barry Foster

Fitting Morris 8 brakes to a Triple-M car requires a handbrake cable to the rear drum. My technique is to utilise a standard cable brake which, by careful removal of unnecessary parts and the winding on of a spring, produces a suitable cable for fitting to the rear drum.

Photos below show the cable in its standard configuration and as adapted to work with Morris 8 hydraulics.



CONVERTING PA/PB BRAKES TO HYDRAULIC

From Practical Motorist December 1960

PRACTICAL MOTORIST



conversion—PA/PB or J2 from cable to hydraulics

by D. R. Machin

AFTER careful and patient adjustment, I decided that the cable-operated brakes of my "P" type MG, were not good enough for modern road conditions. In view of the coming compulsory road tax and, indeed, for my own safety, I decided that the best move to make would be to fit hydraulic brakes. I had an idea that Morris components would fit, and a visit to a local braker's yard confirmed this. The best proposition was a 1935 Morris 8, Series 11. I had driven a Series 11 previously, and found the brakes to be quite satisfactory. In a much lighter car it was feasible to assume that they would be slightly better than at the Morris.

Arrangements were made with the owner to remove the brake system from the old Morris. He allowed me to remove the components I needed for the conversion myself, and that the buyer was carefully noted at the same time. The items which were needed were as follows: supply tank and master cylinder, including pushrod from brake pedal; brake drums; brake plates complete with slave cylinders and shoes for the rear brake plates, the handbrake system; all the flange tubing (copper, junction); flexible piping and all removable clips and brackets. It was found later that an extra pair of front brake plates were required. The footbrake pedal, handbrake lever and cables were not required. All the removed items including the cross pair of brake plates came as lots.

Component Inspection

All components were cleaned after dismantling. Locked fluid being used on master cylinder and slave cylinders, pipes, etc. The various parts were inspected whilst they were in progress, and I decided that the master cylinder needed reworking, as the

rubbers were perished, and barrel scored. The slave cylinders were found to be in reasonable condition, and new rubbers were fitted. As a safety precaution, all flexible hoses were renewed. Brake shoes were retained. Drums were rebraked as necessary.

Next, work was started on the M.G. The car was jacked up and placed on blocks. The floorboard on the driver's side were removed together with the brake stop-lamp switch. The footbrake pedal was removed by taking out the large clevis pin, taking care not to lose the needle roller bearings. The pushrod to the brake cross shaft was also removed. The original adjusting wing nut and bolt were removed and discarded. The pedal and pushrod were needed, and therefore put to one side for further attention.

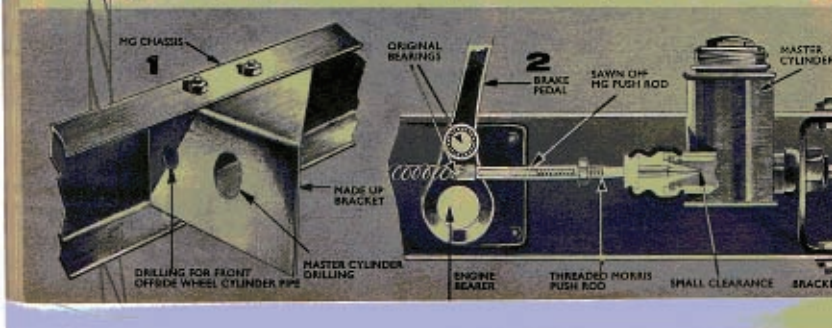
Mounting the Master Cylinder

It was decided that the master cylinder would be mounted on the chassis by a simple bracket in front of the cross shaft. The bracket was made up from tin, mild steel, drilled and bent as in Fig. 1. The actual brake operation was quite a problem, but was solved by saving the ball end of the Morris pushrod, and threading tin, B.S.F. The original M.G. pushrod was now of no suitable corresponding length, and tapped tin, B.S.F. (the pushrod being hollow and the right size for tapping). The Morris pushrod then screwed into the M.G. pushrod, and was locked by a locknut. On assembling the pedal, pushrod, bracket and master cylinder, the movement was quite satisfactory, and the necessary clearance between pushrod and cylinder piston could be obtained easily by screwing the Morris pushrod further in or out, the final position being locked up with the nut (Fig. 2). It can be seen from the diagram that the chassis

was drilled to receive the fixing bolts for the master cylinder. On refitting the floorboards, however, it was found that the supply tank filler cap protruded above floorboard level, and a hump was cut accordingly. The filler cap was protected by means of a suitably shaped domed cover, suitably hinged to facilitate popping up. The brake stop lamp switch was also incorporated in the same sense. Little modification being necessary.

My attention then turned to the back plates. The M.G. back plates and front cables were removed completely. The rear brake cables were to be used for handbraking, and therefore the original cross shaft and "fly off" handbrake were retained. The front Morris back plates fitted on to the M.G. stub axles perfectly with no modification at all.

The rear ones did not, however. It was found that the Morris rear back plates were quite flat and drillings were opposite to the M.G. back plates. Also the M.G. bolts were drilled in exactly the same manner as the front ones. The answer lay in an extra pair of front back plates. These were drilled to fit the M.G. axle case flange, the Beige edge was also filed slightly to ensure a flush fit (Fig. 3). Holes were also drilled to accommodate the handbrake cables, the top term for this being taken from the "rooster" Morris back plates. The covers were also transferred from one set to the other (Fig. 4). The only remaining modification was the filing of the cable "ends" and the heads of the clevis pins (Fig. 5). The rest of the mechanism was then transferred, and the "correct" Morris rear back plates discarded. The cable ends and clevis pin, when assembled, were found to clear the lever arm and back plate, due to the filing. The back plates were then bolted to the axle casing.



CONVERTING PA/PB BRAKES TO HYDRAULIC From Practical Motorist December 1960

The pipe system was the next item to be installed, and some means of fitting the pipe to chassis members had to be found. It was achieved with electrical wiring "huddles" obtained from an electrical dealer (Fig. 6), which were saw the right size. After drilling the chassis, these were bolted in, using 2BA nuts and bolts.

From the T-piece of the master cylinder, the pipes were run to their respective slave cylinders. The front axle side was simply taken through a hole drilled in the master cylinder bracket, along the chassis member and on through the hole left by the original cable. The front rear-side was, of course, taken to the opposite chassis member, and out through the other hole left by the brace cable. Bendings were made up to sector and couple the flexible hoses to the piping (Fig. 7).

Before fitting the lead pipe to the rear brakes, the master cylinder was held in the normal manner. Then, the longest pipe was taken along the inside of the chassis, and near the rear axle end set up towards the inside rear wheel arch, clearing to the wheel arch. At this point a bracket was made up for the junction of the flexible pipe (Fig. 8). The flexible hose was then taken to the rear axle end and a bracket made up for the large run-way junction (Fig. 9). The short pipes to each slave cylinder were then taken along the top of the axle casing and around the shock straps. Jubilee clips around the axle at each end, plus some made up sections secured the pipes to the axle (Fig. 10).

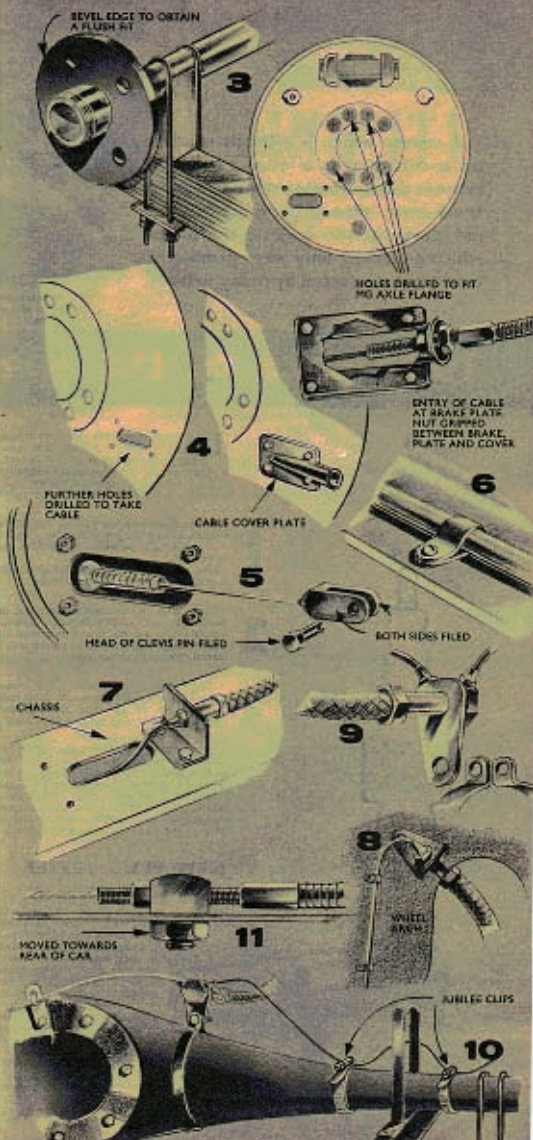
On all items great care was taken, new copper washers being fitted where necessary. In accordance with manufacturer's instructions, no oiling compound was used, only straight metal to metal joints being made.

On fitting the drums, the handbrake was found to operate only on the last notch, adjustment fully taken up. This was solved by first slackening of the adjustment fully, and then removing the outer cable end piece, and reaping further back up the chassis, after suitable holes were drilled. The handbrake then functioned satisfactorily with adjustment in hand (Fig. 11). What on the subject of the handbrake, it must be mentioned that no adjustment was made apart from the above, and the removal of certain anchor pieces at the back plate ends. Figs. 4 and 5 fully explain the method of operation at the rear.

Bleeding the hoses was then carried out with the correct fluid at each wheel of slave cylinder. It only remained to adjust the brakes by means of the nut-head operated adjusters, and check for leaks at the joints. The latter was accomplished by an assistant pulling all his weight on the foot pedal whilst the whole system was bled over thoroughly. Hub-bearings, half shafts, drums and finaly wheels were fixed, and the car taken out on test, keeping a constant check on DPM level, and an obvious sharp lookout for leaks.

In 12,000 miles the brakes have proved themselves to be unflinchingly good and the conversion has thus proved very worthwhile. The only drawback lies in the pedal pressure. As the M.G. pedal is shorter than in Morris's compartment, the leverage is less, and therefore the pedal requires slightly more pressure for the same braking effect as on the Morris.

In this article I have been careful to avoid giving sets of victims made-up or modified components. I have done this because I feel that the average enthusiast only wants to know if the job can be done, and the difficulties likely to be encountered. A lot of measurements only lead to confusion, and at any rate, the enthusiasts would probably ask for them!



SEEKING INFORMATION: PA.1016

This invoice was acquired by John Tinley on e-bay and shows the very early history of PA.1016. There is no record of this car on the Register and John would be interested in any subsequent history of the car.

John has offered to pass the original to the PA Registrar (Dick Morbey) to add to the records.

Warranted good and not broken against the
weight in my hand, and are bound to my store
of - CERTIFIED - NEW - AND - IMPROVED.

North Birmingham Auction and Cycle Supply Store,
SALOP, ROAD, OSWESTRY,
July 1904.

H. A. Dunscombe & Co.,
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Auto Dealer Agent for North, Elms, Standard Cars,
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New 1904 model M.G. Hilget 8 seater,
Finished Black & Red.
Chassis No. P.A.1002S
Engine No. 1260 A.P.
Aluminium numbers 10 plates
Allowance for Morris Commercial

£80. 0. 0
20. 0. 0
£20. 0. 0
42. 20. 0
£176. 0. 0

**VSCC Cadwell Park
MG MMM vs Austin Challenge**

July 24th 2016

Entries are now open at www.vsc.co.uk
For info contact: mdjtolton@gmail.com

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

The end of the 2015 year has produced a very close result in the Triple-M Car-Of-The-Year award with only two points separating the first three cars.

So, congratulations to Duncan Potter and Emma Withers for navigating the C- Type to first place and also congratulations and commiserations to Oliver Richardson and Frank Ashley for coming so close. Oliver's C-Type could have won if only the car had performed well at the VSCC Winter Driving Tests on 5th December but the C-Type had to be retired after the long suffering differential split apart in spectacular fashion during the tests.

Frank Ashley had the satisfaction of winning the Speed Championship by a convincing margin and Fred Boothby narrowly beat Mike Painter and Duncan Potter to the Betty Haig Racing Challenge.

The Slade Trophy once again has returned to the safe custody of Bill Bennett in the J2. Bill has recovered well from his recent illness but admits that he has not yet got back to his top form, especially in the first part of the year, which resulted in several missed opportunities early in the season.

Can I take this opportunity to thank all the people who have sent in results and comments about the events in which they have taken part. Without this information, compiling the charts and report summaries would be very difficult.

Racing Challenge Trophy 2015 The Betty Haig Cup Final Scores

	Car/s	Driver/s	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 st	J2/s	Fred Boothby		0.236
2 nd	J2-PA/s	Mike Painter		0.240
3 rd	C/s	Duncan Potter		0.280
4 th	J2-PA/s, PA/s	Harry Painter		0.384
5 th	L1/s	Charles Jones		0.396
6 th	PB/s	Mark Dolton		0.529
7 th	L1	Andrew Morland		0.540
8 th	C/s	Oliver Richardson		0.646
9 th	C/s	Chris Cadman		0.675
10 th	PA	Anne Boursot		0.705
	PA	Hamish McNinch	4	0.891
	C/s	Barry Foster	3	0.162
	PB/s	Andy King	3	1.000
	PA/s	Thijs de Groot	2	0.417
	NA/s ss	Thomas Hardman	2	0.600
	NA/s	David Downes	2	1.000
	NB/s	Jane Metcalfe	2	1.000
	K3/s	Richard Frankel	1	0.250
	K3/s	Clinton Smith	1	0.286
	C/s	Dave Cooksey	1	0.500
	FI	Adrian Moore	1	1.000

C.O.T.Y. 2015 Final Scores

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2912	C/s	GX 9693	Duncan Potter Emma Withers	118
2 nd	2272	C/s	LJ 4444	Oliver Richardson	117
3 rd	1595	M	PG 1045	Frank Ashley	116
4 th	909	J2-PA/s	FW 3909	Bill Bennett	110
5 th	1164	PA	YSV 703	Hamish McNinch Anne Boursot	85
6 th	605	L1/s	MG 2802	Charles Jones	83
7 th	1140	J2	JL 753	Mike Linward	76
8 th	2694	J2-PA/s	Kayne Spl. NV 3709	Mike Painter Harry Painter	73
9 th	1018	J2	MG 2853	Philip Coombs	68
=10 th	949	L1	OD 6008	Andrew Morland	66
“	2200	C/s	RX 8306	Chris Cadman	66
=12 th	3534	J2/s	WF 5494	Fred Boothby	62
“	2430	PA/s	497 UXH	Howard Harman	62
14 th	2362	NA	BTT 726	Richard Jenkins	56
15 th	1931	C/s	VD 30	Barry Foster	48
16 th	627	J2	FS 5663	Ian MacKay Neil MacKay	46
17 th	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	45
=18 th	2170	PB/s	CLX 112	Mark Dolton	43
“	82	M	PO 1357	Nigel Stroud	43
=20 th	2594	J2	MG 1949	Mark Smith	41
“	3515	J2/s	WG 1622	Peter Tierney	41
“	571	PB	CKT 829	Andrew Smith	41
23 rd	2175	PB	JB 7524	Elizabeth Taylor Andrew Taylor	40
24 th	2284	J2	OB 5374	Colin Henderson Grace Henderson Fiona Henderson	39
25 th	3525	J2	MG 2686	Chris Edmundson	38
=26 th	3064	M	VC 8174	Colin Reynolds	37
“	2591	PA	MG 3242	Colin McLachlan	37
“	920	PA	TG 8337	George Ward	37
=29 th	3148	L1/s	MG 2468	Pat Boghossian	36
“	225	K1	ALU 463	Martin Jacobs	36
“	1647	NB	JB 6864	Bill Abbott	36
=30 th	1991	KN/s Saloon	ELF 409	Peter Prosser	35
“	2063	PA/s	RSJ 380	Harry Painter	35
“	1551	PA	CYE 387	Barny Creaser	35
33 rd	1278	F1	MG 1313	Ian Goddard	34

=34 th	158	PA	BJO 800	Peter Down	32
“	1533	PA-PB	WV 5012	Dick Morbey	32
“	3454	PA/s	AXT 370	Thijs de Groot	32
37 th	531	J1/s	JD 2737	Andy King	31
38 th	3018	PB/s	MG 4516	Rachael Holdsworth Chris Cadman	30
=39 th	341	M	PJ 7970	David Rushton	29
“	1963	PB	YS 5081	Keith Wallace	29
=41 st	3205	K3/s	JB 7526	Peter Green	28
“	1405	J4/s	TV 8371	Howard Maguire	28
“	1027	L2	AKL 840	John Rogers	28
=44 th	25	L2	MG 47	Malcolm Newman Ross Newman	27
“	162	ND/s	BKL 265	Philip Bayne-Powell Ed Taylor	27
“	512	PA	OS 3678	David Shattock	27
=47 th	2141	PA/s	RC 3349	Derek Richards	26
“	148	M	OY 1548	John Haine	26
=49 th	85	PA	BGH 295	Colin Butchers	25
“	1472	M	OY 2718	Anthony Richards	25
51 st	1581	K1	E-KK 1933	Walter Kallenberg	24
=52 nd	423	J2/s	DU-FG 86 H	Christian Höptner	23
“	2000	K3/s	MG 3570	Andrew Taylor	23
“	3279	PA	CPC 582	Jonathan Welch	23
“	211	K1	HH-KO 317H	Teja Fischer	23
=56 th	869	F1	GY 4981	Robin Smith	22
“	411	L2	JB 1649	Geoffrey Jarvis Ken Robinson	22
“	670	PA	BFY 711	Richard Holl	22
“	968	PA	BU 8079	Roger Davies	22
=60 th	1463	NA/s	BUU 964	David Downes	21
“	1419	J2	AGJ 540	Paul Miller	21
“	843	M	ST 6963	Tony Margel	21
63 rd	1777	PA	BEV 518	Ron Warr	20
=64 th	2692	J2	SW 4156	Brian Galbraith	19
“	129	PA/s	JD 5335	Alan Bentley	19
=66 th	1894	M	GC 7705	Kim Jenkins	18
“	1270	NB Cresta	MG 4750	Bob Clare	18
“	1277	J2/s	MG 2772	Ian Davison	18
“	3480	J2	CG 5230	Alan Grassam	18
“	1	NA/s	JB 3852	Mike Allison	18
“	1568	J2	CV 7485	Stephen Webber	18
“	1163	J2	RM 8420	Hugh Back	18
“	1607	F1	HZR 714	Stefaan Vernyns	18
=74 th	2028	NB/s	MG 3694	Jane Metcalfe	17
“	1600	D	PO 5751	Ted Hack	17
“	1065	PA/s	MG 4440	Bill Niven	17

SPEED CHAMPIONSHIP 2015 - FINAL SCORES

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	M	Frank Ashley	35
2 nd	C/s	Duncan Potter	28
3 rd	PA/s	Howard Harman	16
4 th	J2	Philip Coombs	14
5 th	C/s	Chris Cadman	13
6 th	J2	Brian Galbraith	11
=7 th	PA	Hamish McNinch	10
“	L1/s	Charles Jones	10
“	KN/s	Graham Meyer	10
=10 th	C/s	Oliver Richardson	9
“	NA/s ss	Thomas Hardman	9
12 th	J2/s	Peter Tierney	8
13 th	C/s	Barry Foster	7
=14 th	PA	Colin McLachan	6
“	J2/s	Christian Höptner	6
“	L1	Andrew Morland	6
17 th	M	Colin Reynolds	5
18 th	J2/s	Emma Withers	3
19 th	PB/s	Rachael Holdsworth	2

SLADE TROPHY 2015 - FINAL SCORES

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	36
2 nd	PA	George Ward	15
3 rd	M	David Rushton	12
4 th	J2	Mark Smith	11
5 th	J2	Jeremy Hawke	10
6 th	NA	Richard Jenkins	9
7 th	J2/s	Colin Bird	8
8 th	PA	Adrian Moore	6
=9 th	PB	Tim Beckh	5
“	PA/s	John Wells	5
11 th	M	Nigel Stroud	4
12 th	PA/s	Nigel Gibbons	3
13 th	J2	Charlie Cartwright	2
=14 th	M	Kim Jenkins	1
“	PB	Andrew Smith	1
“	J2	James Mather	1
“	J2	Patrick Gardner	1
“	J2	Neil MacKay	1
“	PA	Jonathan Elliott	1
“	PB/s	Barry Smith	1
“	J2	Mike Linward	1
“	M	John Haine	1

VSCC NEW YEAR DRIVING TESTS

Looking forward to the 2016 Competition year the photographs below from Colin Murrell were taken at the New Year Driving Tests.



Christopher Hobbs (K1) and Phillip Bayne Powell (ND)



Miss Abby Hobbs (K1)



Colin Reynold (12/12 M-type)



Jeremy Earnshaw (PB)



David Rolfe (M-type)

Cartoon Competition

Congratulations to Ron Green who is the winner of the last cartoon (shown on the right). His caption is:

OK! Work in teams; one point for each splat on the bonnet, two points for the wings and five for the bald head.

Ron will receive Ged Segrave's original artwork for the cartoon with the caption inscribed.



Please put on your thinking caps and produce a caption for the cartoon below. Send your caption by e-mail to: triple.m.caption.competition@gmail.com

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



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PA 0758 at the VSCC Winter Driving Tests in 2010. Photo supplied by Peter Scott



This 2013 photo supplied by Keith Wallace shows PB 0543 in London



'TAILPIECE'

Travelling light, the Maier NA/ND en-route to Lake Maggiore via the St Gothard pass