

TRIPLE-M REGISTER BULLETIN

August/September 2017



THE MG CAR CLUB LTD



Triple M cars in wet conditions at Mallory Park, photos by Colin Murrell

Top: Anne Boursot (PA)

Below: Andrew Morland (PA)



BULLETIN No 98 August/September 2017

Front Cover Picture:

The cover photo shows C.0294, possibly on the Alpine Trial in 1934. I do not have a record of the photographer so any further information would be welcome.

Editorial:

As readers will be aware, production of the Bulletin is running behind schedule but I hope that this does not spoil your enjoyment. Fortunately, this issue is one of the easier ones to produce as there is a proliferation of sporting and social events to record while at the same time squeezing in some historic and technical articles to maintain balance.

The main historical article is a rather nice conclusion to the story of the last C-type that started in Bulletin 97 following a chance meeting with Hugh Dibb who owned the car in the 1950's. Allan Bentley has brought the story up to date and supplied some fascinating early history.



We also have a light-hearted report on the Kimber Trial by retired Yearbook Editor Cat Spoelstra. The roll-call of Triple-M cars in this anniversary event was impressive; 7 M-types, 9 J-types, 3 each of PAs and PBs, 3 N-types, 1 F-type and an L-type. Good to see James Mather doing so well; James contributed to Bulletin 86 with his thoughts on a Trial 'novice' when bouncing for Neil Mackay.

And now for the apologies feature:

Bulletin 96 escaped without the need for apologies but I do need to make a few apologies and corrections for mistakes in the last issue.

Prime amongst these was the front cover; not only had Colin Murrell's excellent photo been slightly distorted in the effort to squeeze it into the portrait format but I had omitted to credit Colin as the photographer in the caption.

Apologies to Colin and to Thijs de Groot for distorting his car and his features.

Eagle-eyed readers will also have noted that the Bulletin issue was shown as 91 instead of 97 (one of the perils of copy-and-paste!) and that I managed to include all possible permutations of Graham Arrondelle's surname!

Chairman's Jottings

By Dick Morbey

Welcome to our latest Bulletin edition, which is being penned immediately after the Register Committee's latest meeting and amidst a period of intense activity. That means that these notes will be briefer than usual and certainly briefer than last time, which dealt with some weighty matters.

To lighten things a little let me give you a quick glimpse of some current and planned happenings.



We were pleased to welcome Ian Bowers (J3772) as a guest at our quarterly committee meeting. This was an opportunity for us to discuss many of the points that Ian had raised about the basis and functioning of the register of cars; although we had to agree to differ on the essence of his main points, an open discussion was had, useful suggestions emerged and we were pleased to be able to let a member have a detailed insight into the workings of the committee.

George will give a broader outline of the committee meeting in his notes which follow.

The trial of the new Register database was launched on 2 September to a sample of 140 members. As I write this, the trial is just 5 days old and already just over 50% of the triallists have accessed their data and offered up comments and additional content to update their records. Importantly, we are receiving much useful feedback and will use it to enhance the system for the benefit of all owners. It is not too late to join the trial, so if you wish to do so please contact me for access details.

The competition season continues in full swing. The PA and its occupants are off this morning to what looks like being a rainswept Goodwood Revival meeting, at which three Triple-M cars will be competing. Although there is no scope for Triple-M cars at the remaining MGCC race meetings this year, Mark Dolton has already hatched plans for a bumper race programme at MGCC and VSCC events in 2018. Watch out for details!

Our Register's Kernow Wheels touring event is a few weeks away and may be in full swing (or have swung) as you receive this edition. We can now confirm that the 2018 event will take place in the Scottish Borders from 30 April -3 May. "The Border Reivers Raid II" will be based at the Barony Castle Hotel near Peebles and will explore the western borders, followed by the east side and other areas. Entries will open shortly and if you wish to receive details please contact Bill or Karen Niven b.niven@me.com or [Lindley ilpeebles@hotmail.com](mailto:Lindley_ilpeebles@hotmail.com)

Thanks to the generosity of Peter Green and family we recently enjoyed another very successful Summer Gathering at his home. He assures me that there will be another one next year during July!

Reverting briefly to my notes in the previous Bulletin I did wonder whether a nuclear warhead had strayed here from North Korea, because the response to my various requests has been difficult to detect! Perhaps you cannot see that you need to have any connection with the Club or the committee - it's out there somewhere and the fact that it 'does stuff' doesn't have much to do with me?

Certainly I can well understand that for most owners the first priority may simply be to enjoy their cars, but in doing so please will you give a moment's thought to the considerable support available from the Register? It, and all of us depend on the good work that is put in by 'the few' to help us all indulge our hobby, so we would welcome your involvement - please!

That involvement can come in many forms: Yes, join the committee, understudy the chairman and secretary, or simply offer feedback, suggestions and wishes including on some of those voiced in last month's issue, such as whether you would like us to reinstate the Annual Dinner, and more besides.

To repeat last time's theme: *This is your Club and your Register. We depend entirely on members to involve and commit themselves so that we can maintain the progress and momentum which has carried us forward successfully since our 1961 inception. Times change and circumstances change, but with your help and support we should be good for many more years. And it's fun too.*

So let's ensure that between us we can continue to 'Maintain the Breed'!

Until next time

The Chairman and his lady fly the MG flat at the Summer Gathering

Photo Digby Gibbs



Secretary's Update

As our **Chairman** Dick has noted he was pleased to welcome Ian Bowers to the Committee meeting held on 3rd September.

The Committee confirmed the decision to re-name the sub-Registrars as Registrars for the models they are looking after. Currently any information received from the Club on new members still goes to Graham Arrondelle who used to process this information, including sending a welcome letter, in his old role as Triple-M Registrar. The number of new members is about 15/18 a year.



Secretary George Eagle stated there is a need for a Co-ordinator to take over from Graham and given the relatively small number, one thought is for this task to be undertaken by the Secretary who could simply log the details of the new members, issue the welcome pack and forward the information on to the respective Registrar who would deal with all matters thereafter.

As Dick has also noted the initial launch of the new Register to the invited trialists is going well, the system automatically emails members who have submitted information, a confirmatory email is sent once any submission is accepted by the Registrar.. Contact has been made by many owners who have added information and photos and some who have advised of the sale of their car. Inevitably there will be some adjustments to be made in the light of experience and a further meeting of the Registrars with Koen Struijk may be necessary to ensure we all follow the same procedure when updating the files etc.

Our new **Treasurer** Charlie Cartwright mentioned the hand over of duties from predecessor Bob Milton is proceeding well, most of the information has now been transferred and necessary bank mandates signed. In order to streamline the process of making payments Charlie will investigate setting up a Debit card in the Register's name; once this is in place he will look to the possibility of linking the card with PayPal. The Committee also agreed that the Debit card be operated with just one signature and the necessary bank mandate has been signed. All entry fees for the Kernow event have now been received, payments for the necessary expenditure were about to be made.

Competition Secretary Mike Linward issued his usual update on the various events and he also paid tribute to the efforts Mark Dolton has been putting in to the racing scene. Mike was pleased to report that there are 17 racers on the Betty Haig table who have completed the minimum of 5 races to feature in the final results.

Both John Gillett (K3) and Colin McLachlan (PA) are pressing hard for the top spot in the COTY – both having competed in 10 events which means only improved scores will push them forward. There was nothing to report on the trials scene as the second half of the season starts in September. Both Mike and Ian MacKay are off to New Zealand for February/March and intend to take part in the Napier Art Deco celebration in mid-February, and with that in mind Ian is thinking of taking a car with them. Rod Brayshaw, Registrar of the Vintage Car Club of New Zealand, is proving very helpful and being a Triple-M man wants Ian to take the K1! He has also spoken about the possibility of gathering a few more Triple-M owners from the UK for a tour of the two islands. Sounds a great idea – any other owners interested!

In his **racing report** Mark Dolton reported – “Two races provisionally confirmed for 2018, MGCC Brands and VSCC Cadwell; awaiting confirmation of the MGCC Donnington date which could be an option of July. The Register will not take a grid at VSCC 21st/22nd April Silverstone due to entry fees and being the weekend before Brands Hatch. The Register will also not race at MGCC events where the VSCC are already running.

Dates 2018 - MGCC 28th / 29th Brands - Mary Harris Trophy, VSCC 19th May – Oulton Park, MGCC 16th /17th June - Silverstone MG Live/GP, VSCC 24th June – Cadwell Park - MG vs Austin Race, MGCC 21st July - Cadwell Park, VSCC 19th August – Mallory Park, MGCC 1st Sept - Oulton Park, VSCC 23rd September – Snetterton - Intermarque challenge and MGCC 29th September – Snetterton.”

Rich Stott, **Librarian**, stated that sales of the current Yearbook stand at 234 excluding any which Dick has sold at Brands Hatch etc, and the favourable review by the VSCC will have assisted sales. Printed register sales of approximately 6 a month show that there is still an interest in owning a hard copy. Total sales to the end of August stand at approximately £8000, this compares well with previous years and considering the library does not have new big sellers in stock. New binders have been purchased for both Yearbook and Bulletin.

J Hawke confirmed “How they Run” is currently in print. Rich asked if the Register should consider ordering new bags – perhaps in cloth? He undertook to investigate the matter and report back.

Digby Gibbs, **Bulletin Editor**, reported that pressure of work and other commitments meant recent issues have been late in getting to the publishers, the quite long turnaround from approval of proof reading to delivery to the subscribers has added to the delay. Digby mentioned he receives a lot of help from his assistant in the office. Feedback from readers is surprisingly limited, also there is a reliance on a few loyal regular contributors and items are poached from the Forums to keep the variety going.

Jeremy Hawke, **Safety Fast Scribe**, is receiving a good supply of photos from Colin Murrell but still needs members to supply material – so come on readers and support Jeremy, and Digby as well.

Simon Johnston has the feelers out with a number of old hands and prospective new ones for suitable articles for the **Yearbook**; so far Michael Allison and Tim Jackson have signed up. More work is to be done.

The next event is the **Kernow Tour**, 3rd - 6th October. Charlie Cartwright has the route book ready for printing and the planning is going well. 61 cars have been entered.

G Eagle

20th September 2017.



Due to pressure on space the report on the VSCC/MGCC Cadwell Park weekend will feature in Bulletin 99 but here is a 'taster'. Another of Colin Murrell's excellent photos showing Jane Metcalfe's PA in action on the Saturday



Re-united after 59 years - The Story of PA.1481

By Mike Strong

In 1958 I was a hard-up second lieutenant in REME and after despairing of my old BSA 250 I decided to buy a car, and it had to be something sporty. Image was all. I scanned the back pages of Motor Sport every month to no avail,. There was nothing I could afford.

I remember that P or J type MGs in goodish condition were advertised at around £175. I could not afford that. There was also a Brooklands Riley with four SUs sticking out of the bonnet, very fetching, but that was also £175.

My father had allowed the local butcher to rent a garage from him and one day I peered through the window in the door. There I beheld a beautiful little red MG. I asked the butcher if he would like to sell it. He said he was fed up with its poor performance, it leaked oil at the camshaft drive, the doors both hung on a single hinge , the engine poured smoke, the rear right brake cable was broken and one tyre was bald. None of this mattered to me. From a short distance it looked good, it sounded good and I could drive it, although I had yet to pass a driving test.

I asked "How much do you want for it? "Thirty-five pounds" was the astounding answer. Pushing my luck, I asked "Will you include the remaining road tax and insurance?" "Yes" came the answer.

I bought the car. From the log book I saw that I was to be the car's eleventh owner. It was a 1934 MG PA, Reg No AAD 264.

For the next five years I lavished attention on the car and my social life improved enormously. I married Gill in 1962 but was heartbroken when I had to sell the car due to a posting to Malaya. I left the Army in 1988 and tried to trace the car but DVLA told me it had been written off. A few years later I bought two PAs for about £10,000 each, for old times sake, but sold them soon after to buy a house. I then learnt that Barry Neal in Nottingham held the remains of the car, and intended rebuilding it. I sent him the maker's brass plates, which I had retained, and wished him luck.

In 2014 I asked Peter Lansdown, a local MG owner, if he could find AAD 264. He told me the car had been restored by Nick Dean and he gave me his phone number. I phoned Nick and asked if I could come to his house and see it. On arrival I saw that the car had been restored beautifully with blue paintwork and a Marshall supercharger. He was kind enough to take me for a ride in it. I asked him to let me know if he wanted to sell it. In January 2017 Nick finally sold it to me.



Photograph above was taken after our wedding on 3 March 1962 as my late wife Gill and I departed the garage to go on honeymoon.

Heading photo shows PA.1481 before I purchased the car in 2017.

C.0294 - THE HISTORY SO FAR

Notes and photographs by Allan Bentley

This fascinating article has been prepared by Allan as a follow up to the article in Bulletin 95 by previous owner Hugh Dibb and brings the story of PJ.6183 up to date. The evocative front cover photograph of C.0294 is one of a number that appear on the Register Website showing the car in it's youth.

I have seen some close up photos of the well-engineered engine bay of the car and I hope to get Allan to provide more technical details for a future issue.

September 1964 Mike Ellman Brown purchased C.0294

Recent investigation by Mike Ellman Brown of his records show that he collected C.0294 from a Mr Saunders of Kingston Surrey. Mike Allison founder member of the MMM had been made aware that a very original C-type was at risk of being broken up, but was not in a position to take on another MG. He had recently purchased the ex Symonds NA which had competed in the 1934 Alpine Trial with PJ 6183, something we were not to find out until the late 1970s. He asked Mike Ellman Brown if he would purchase the car since a C-type in original condition was a rare find.



October 1964 C.0294 joins the Bentley family

In September during a meeting at the Sports Car Club in London Mike Ellman Brown asked me if I would strip the C-type down to 'see what he had purchased'. Especially as there were no chassis records of a 44th car in the Abingdon files.(Mike had several MG racing cars including a Q-type and K3, this was without a chassis number, now known to be the original chassis of K3003 and identified in the register and records as - K33).

After stripping down C.0294 for detailed inspection the comment was made by Geoff Coles that it had a very early large 'riveted' fuel tank with the rather weak three point mounting design still on its original rubber pads; the tank was painted cream. When the chassis frame was stripped down to bare metal a minor repair to the off side chassis rail forward of the bulkhead bracket was found. The repair had been over stamped with "C.0294" with the "C" in the works style font. The off side dumb iron fitting is correctly stamped. The C-type chassis was bolted not riveted and this included the front spring knuckle.

Restoration of C.0294 - 1964 to 1970

With C.0294 stripped down to component level and its authenticity verified by various MMM experts, Mike Ellman Brown sold the car to Peter and Allan Bentley, as a project with the objective to restore the car (with sympathy) to working condition with the minimum of replacement parts.



C.0294 as delivered in October 1964

The engine was rebuilt in the state 'as found' since every part was to nominal dimensions. Valves pistons were re-fitted using the original lightweight wire circlips securing the valves, typical of the racing engines and the J3. The car was fitted with an almost new lightweight 750cc crank which has allows a very responsive performance. The only repair required was to weld a crack in the aluminium clutch cover, and to rebalance all the rotating parts.

Instruments were repaired by Smiths and the steering wheel recovered by Blumels. The 6 volt starter and dynamo and lighting were retained.

The ignition was by Scintilla Vertex and this was retained and restored by a colleague at work (ex De Havilland and a Tiger Moth owner).

The adjustable rear shock absorbers were fitted with new cables.

The chassis frame was dismantled and re assembled using close tolerance high tensile steel bolts (aircraft quality stock that was surplus by 1964).



Photograph taken recently of the chassis repair and stamping

The engine rebuild 1965

The block has no engine number indicating that it must be a replacement to AA145 and appears to be an unstamped J3 unit which was fitted prior to 1952.

The crankshaft was new with nominal 1 5/8th inch journals. The 4 connecting rods were highly polished. The bore was standard 57 mm. The white metal bearings had little wear. The valves which were the racing type were retained as were the Martlett pistons which had raised heads.

A solid copper gasket was made and the faces of the head and block lapped. The aluminium cover plate of the Roper and Wrecks double plate clutch had a small crack which was welded, and then all the rotating parts were balanced. The pistons and connecting rods where balanced as a set to within very close tolerance.

Engine modifications

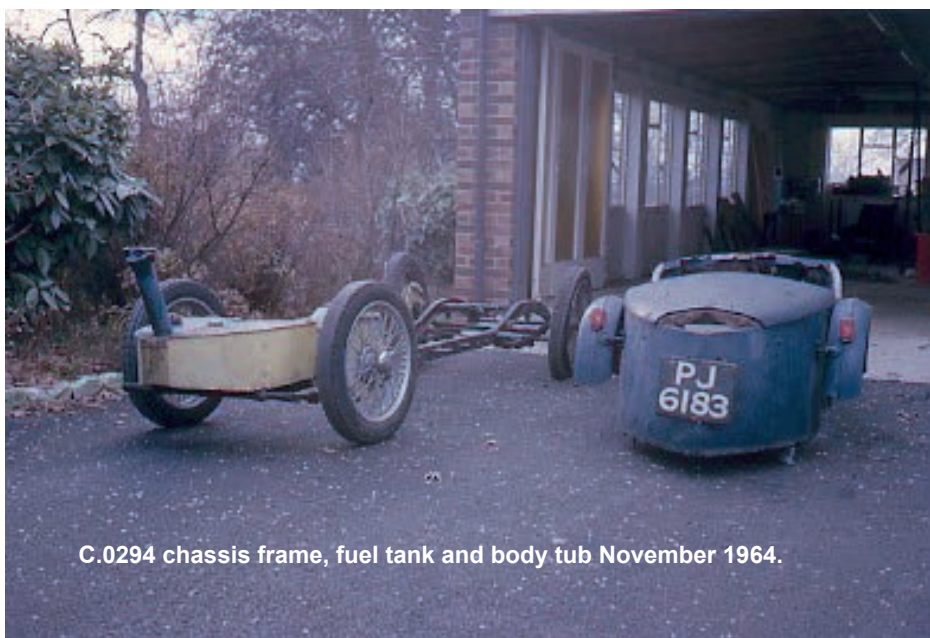
A change to the engine configuration was to the cooling system as advice at the time was that the C-type block could distort when run continuously at high speed. This could result in temporary leading seizing of the pistons. The engine would recover after a cooling stop, but this was of course not acceptable in a race.

The reason was probably that with a water pump fitted, water is fed to the left side of the block, and exited through the head. Even with the gaps between the bores opened out the flow around each bore was not even, which could cause thermal distortion.

The solution, developed by Jackson, was to plug all but the front two water holes between the block and the head. The water is then fed directly into the rear of the head using the core plug hole in the casting and a special fitting. On C.0294, there are restrictors of different sizes in the three return manifold pipes, and at the entry to the header tank. This prevents the header tank being over pressurised as the pump pushes better than it can pull the water through the radiator core. With this system C.0294 can be driven on the motorway in summer at 60 mph with the water temperature at 85 /90 C and an oil temperature around 60C.

The Chassis frame and Body

MG experts viewing the car in 1964 noted that the sides of the fuel tank 'inaccessible' to a paint brush remained a cream colour. The tank was also noted to be the large 16 gallon, heavy riveted type on a three point mounting. The base of the tank was slightly porous but the rest of the tank was in perfect condition. The tank access plate for the Hobson Telegauge is still in place but with the holes soldered over.



C.0294 chassis frame, fuel tank and body tub November 1964.

Restoration of the body required much more attention. Large parts of the wooden frame were rotting and the aluminium panels badly corroded. The solution was to replace timber by timber about 70% of the frame. All original metal parts including the scuttle frame but not the firewall were retained. The plates to the exhaust manifold and the windscreen support plates were fitted were retained. All the steel parts bonnet top and sides were in good condition as was the rear boot lid which still had the guarantee plate fitted.

Restoration of PJ 6183 was completed in 1970 and was registered to return to the road in 1971.



PJ 6183 competing at VSCC Prescott in August 1989.

Shirt sleeves orders in those days but the shirt had to be cotton and have long sleeves!

C-type MG Production Batches and Dates from the chassis files

Chassis number Number of cars	Build period.	Delivered / Notes
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C.0251 to C.0267	May 1931	
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C.0257 and C.0263	The chassis files with the delivery records show that C.0257 - RX 8586 and C.0263 - RX 8306 were works cars.	
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C.0268 to C.0291	August 1931	
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Special orders after August 1931

C.0292	13/04/1932	To Squire Motors - Manby Colegrave
C.0293	23/11/1931	To University Motors London Owner 5 th Marquess of Cholmondeley Engine No. AA 105 (a)
C.0294	No details	Dispatched 07/06/1932 Mrs C Turner. No chassis files to support delivery specification

Note (a)

The engine, (number AA105), had been removed from C.0257 in 1933 before it was exported to South Africa. Chassis files show that this engine which had been a development engine was fitted to C.0293 when delivered.

The reason for the lack of a chassis file for the 44th C-type has remained a mystery for more than 50 years. When the chassis repair was found in 1964 it suggested that as with other MG competition cars, there may have been a chassis frame exchange and that this could explain why there are no build files for the C.0294.

Chassis files for C.0293 show it was delivered with the development engine AA105 removed from C.0257 in 1932. Perhaps these last two cars were built from Company owned spares which remained in the Competition Department at the end of production.

The chassis files and repair records of C.0257 point towards C.0294 having been built on a damaged C-type chassis frame. Since C.0257 was the only works car recorded to have been extensively rebuilt in August 1931 it is very likely that C.0257, the first of two C-types owned by MG for development and demonstration, had been damaged during the AVDC at Nurburgring when driven by Urban Emerich in June 1931.

C.0257 was only 2 months old when rebuilt for the BRDC 500, and had not been badly damaged in the 1931 accident as recorded in Combat. In August 1931 C.0257 was fitted with the first lightweight body (Ulster) and external fuel tank, and still retains this body style today at its home in South Africa.

Other indications that C.0294 had several rebuilds prior to 1934 is that the front brake cables feed through at the bulkhead, typical of the C-type installation with 9" drums but the chassis frames have been drilled twice with 8 holes suggesting that two brake assemblies had been made with different bulkhead drillings.

The top surface of the front chassis rails on C.0294 are also drilled for the attachment of the early (unblown) cowling design as would have been used when C.0257 was driven to second place in the 1931 12/12 race.

There are also several holes for various supercharger installations. The 12" brakes are believed to have been fitted by Thompson & Taylor in 1934 for the Alpine.

Records of all this work is believed to be in the Seyd archives (VSCC or Brooklands).



A photo of C.0257 in 1931 after the accident taken from the book Combat, by Barre Lyndon.

SPRINTING THE P-TYPE



Report compiled by Dick Morbey
Photo by Mike Castle

Ian Goddard and his son Charles were the only competitors in any Triple-M car in the recent MGCC sprint at MG Live! 2017. They are competing in the MGCC Luffield Speed Championship.

Ian's car is a PA - PA1184 to be precise - with an unblown PB engine (there's a void under the supercharger cowl in the picture!) - running on 1-1/8 SUs. He acquired the car - a collection of parts without a body, but with V5C - in late 2012, since when he has restored it completely. It now sports a handsome Colvin Gunn body and other equipment in the style of a Q-type.

Asked how it was all going Ian says:

"It is difficult to say how we are doing because we are always slowest and we don't have any reference point other than times achieved by T types and some previous times by Howard Harman's supercharged PB. Charles' best at Silverstone was 81.94, compared with Howard's 75.34, and that was on a fast circuit. At Curborough on 6th August Charles' best was 85.2 against Howard's 87.54, so a reversal of fortunes on a twisty track.

Charles is consistently faster than I am (my times being 83.76 at Silverstone and 87.78 at Curborough). Timing to 1/100th of a second is unnecessary ...

We have been entering Luffield Speed Championship events. One or other or both of us have competed at Rockingham, Rushmoor, Abingdon, Anglesey, Prescott Vie en bleu, Silverstone, Curborough and Loton Park. One or both of us will be at Harewood, Wiscombe and Castle Combe. Results are based on target times, and Charles is currently leading our class (Road-going modified <1500cc) in the Luffield Championship South; I am 2nd; and I lead the class in the National results by reason of the combination of events I have done rather than because I am faster (standings as at 7 August, post-Curborough). The class is otherwise Midgets and T types. Because there is a TA involved we can't claim the only pre-war car, but it has been the oldest car and the smallest capacity in all the events we have entered."

Ian throws down this gauntlet to us:

"I cannot understand why more Triple-Ms don't do the Luffield - it goes to all the good places and, unlike the VSCC entries, are just about guaranteed. It runs north, south and national championships, it is an MGCC (Ed: Our Club!) championship and caters for a wider range of modifications than the VSCC will allow. The car creates great interest at all the meetings and the atmosphere is helpful and supportive."

The heading photo by Mike Castle shows the PA at the Ty Croes circuit in Anglesey competing in an MGCC NW sprint.



The photos above, both by Ian Goddard, show PA.1184 on the day that the "dog's breakfast" of parts were delivered and on the day that Colvin Gunn body was trial fitted. Ian points out that the components for PA.1184 came from a collection of parts from different cars and there was no body supplied. The chassis had seen better days and required straightening. The axles were also out of true. The discovery of the Colvin Gunn body was a real "find".

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SUMMER GATHERING 2017



Photo Steffi Broch

The Summer Gathering at Greenacres is always a highlight of our year and this year's event was no exception. Perfect weather combined with a wonderful gathering of like-minded folk and their cars made for a memorable day.

It was wonderful to catch up with friends and acquaintances in such a relaxed atmosphere and have the added spice of the Green/Taylor family's devious quizzes and the driving events to keep us busy. The number of visitors from abroad, including some who had just flown in for the day, was impressive and is a tribute to the universal appeal of the Triple-M experience and the generosity of Peter and his family for hosting the event.

Ace photographers Colin Murrell and Steffi Broch were attending the event for the first time. Colin found time in his busy schedule to provide the following notes on their experience and a selection of Steffi's photos accompany the text.



The photographer photographed! An apprehensive Colin Murrell taking part in the Gymkhana. Photo Steffi Broch

MMM Summer Gathering – a first timers view!

Not having been to Peter's MMM Summer Gathering before, we really did not know what to expect.

A weekend off from photographing for the MGCC / VSCC, combined with a late change of plan fortunately meant we could attend this event, even though our D Type was not yet ready to come with us.

The night before the event I did a quick google search and found pics and reports on the 2015 and 2016 events and they looked a lot of fun.

We arrived, too early (but you never know what our motorways will be like so left early!!) and were greeted by Peter's family and at once made to feel at home. We soon found some others there so at least we were not the first ones to arrive early!

What a fantastic day, blessed with a real summers day, lots of glorious MMMs, people all wearing smiles the whole day, and a plentiful tasty BBQ. What more could you ask for? Late afternoon saw fun auto tests. The bucket on the drivers head I know is not easy, but provided some good entertainment for those watching! There was also a small autojumble table to search out that elusive part.

We were amazed at the number of people there from overseas, some even brought their cars over (people from Germany and Switzerland for example). Our thanks must go to Peter and family for their wonderful hospitality

The results from the various gymkhana competitions and quizzes are below:

Colin Murrell and Steffi Broch

Pride of Ownership 6 cyl	Oliver Sharp	K1
Pride of Ownership 4 cyl	Ron Loomes	PB
Gymkhana Test 1 (flags in bucket)	Chris Edmondson	1m 26s
Gymkhana Test 2 (bucket on head)	Andy King	24 secs
Gymkhana Test 3 (distance from marker)	Dick Morbey	2cm
Quiz: items in bottle (56)	Jackie Wood	1
Quiz: length of hank of string (301cm)	Ian Quarrington	1cm
Quiz: guess weights	Chris Wood*/John Emmett	2
Quiz: ladies	Pat Hamilton	6/10
Quiz: mens	Anne Allison	16/20
Quiz: brands	Chris Salmon*/Christine Beck	9/10
*winner on tie-break		



The immaculate engine compartment of Nick Jewson's L-type



Colin Henderson looks on apprehensively at Chris & Jo Salmon in his J-type



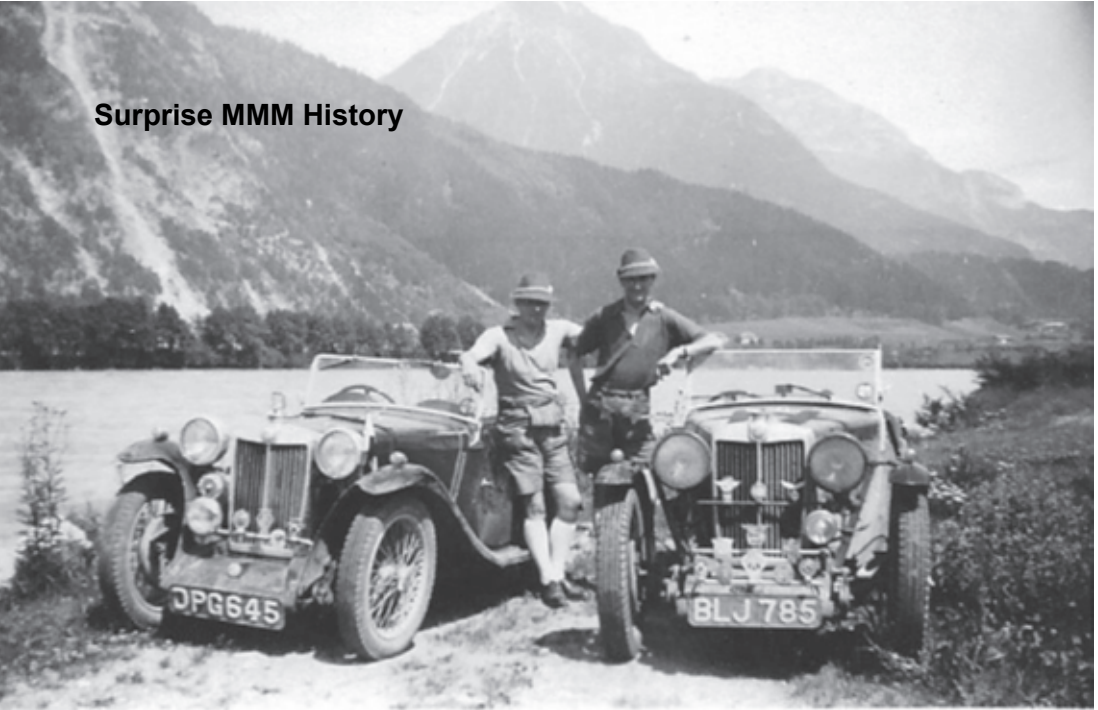
Brian Ditchman holds on tight as he guides Colin Butchers around the gymkhana course



This evocative photo supplied by Graham Arrondelle has been published before but is well worth reviving if only to study the detail on the car and the period dress of the spectators and officials. We believe the photo shows Ken Crawford at a checkpoint on the 1936 Brighton – Beer Trial. Needless to say that the car is PB.0533, now owned by Elizabeth Taylor.



Surprise MMM History



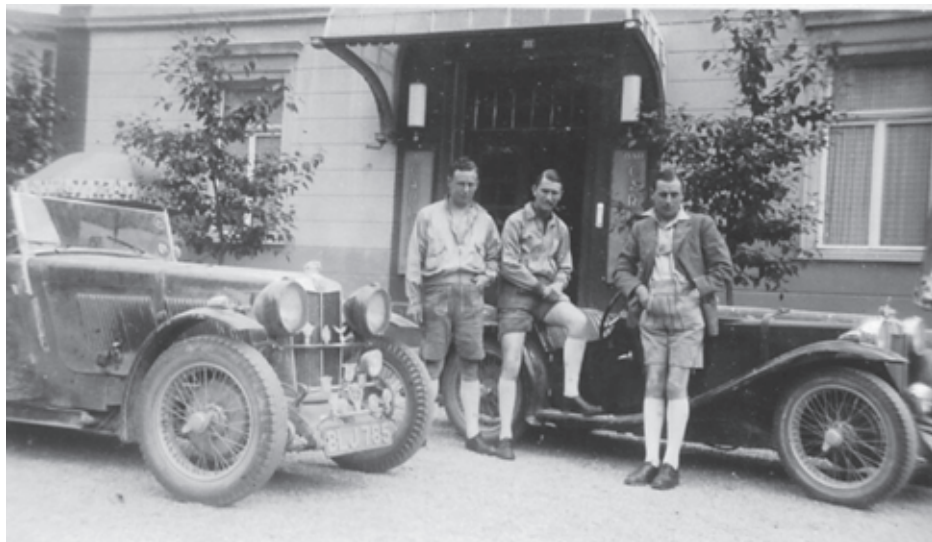
Article by Bill Cullen

Photos supplied by Ian Hammond and Martin Rhodes

Having been invited to bring along my 1932 F1 magna special to a local Rotary club fete in South Woodham Ferris, my brother in his Daimler Dart and I duly arrived and parked in our allotted places and enjoyed several hours going round the stalls and events. Lots of people spoke to us about the cars and, as is the case when you display your cars, people take interest and recall their own stories of the cars they have owned including several who owned early MGs. They regaled us with tales of their motoring woes with MGs including J-types along with several T-types, but also appeared to have a lot of fond memories of their time driving the cars along with the young ladies they managed to persuade to drive with them (out of hearing from the wife).

We were just about to leave when a chap approached and ask if he could have a chat about my Magna, his name was Ian Hammond and he explained that he was unable to speak to me earlier as he was part of the team running the event. He asked me about the car and the year and what it was; saying he was particularly interested in my car because he has some photos of his father (C.W. Hammond) and a friend in cars similar to my car when they were on a tour of Germany in, he believed, 1934 and asked if he could email the photos as he did know about the tour and only came across the photos when his father died and he was clearing his paperwork.

Ian's email of the photos duly arrived and as you see they are excellent. Ian give me the details of his father's companion who was Donald Maclean (a member of the Maclean toothpaste family). I spoke to Ian and advised I would find out as much as I could via the MMM Register forum, as the members subscribing to the forum have a fantastic knowledge of Pre-war MGs.



Accordingly I posted the three photos on the Triple-M forum. Within hours it was established that Ian's dad's car (DPG 645) was a PB. However records show that it had been converted to a PB at the factory (it was common when the factory was changing over to a later model to update the PA models they held in stock). The register also showed the first owner to be a Mr C.W.Hammond of Whyteleafe Surrey, his father. The register has no further records, but it shows the car was last heard of in 1975. Brian Kelly a Register member from America posted a copy of a VE 16/1-16/8 document transfer from Surrey to Kent council in 1976. Brian tells me he has no connection with the car but found the document in some papers.

Donald's car (BLJ 785) has been identified as a NA chassis number NA 909 in black with green interior; it also appears to have an Allingham body with modifications. Donald was clearly a wealthy young man as he took part in many trails of the time in his MG Magnette along with a Singer Le Mans and a Railton. The front on picture appears to show a BARC Brooklands badge.

Martin Rhodes posted a picture on the forum of a silver spoon presented to Donald for completing in the 1935 motorcycling club I (for motorcycles and cars) in his Magnette. Ian has a few of his dad's and Donald's cups and has agreed to send me a photo once he has gained full health. I will post these on the Forum.

These fascinating photos first appeared on the website in December last year, posted by Bill Cullen on behalf of Ian Hammond. As always, the Forum experts provided further information including Dick Morbey, Colin Butchers and Ollie Richardson and of course Martin Rhodes who supplied photos of the spoons from his collection. Some of this information has been included in Bill's article, other points includes: DPG645 is PB.0598, thought to have been converted from PA.2199. First registration 1st March 1936. The Register has had no information on this car since 1985. The MCC spoon relates to the 1935 Exeter Trial. Reference in Donald Cowbourne's book is to a MG Magnette but does not list the registration.



THE 2017 KIMBER CLASSIC TRIAL & GYMKHANA

By Cathelijne Spoelstra

Crucial humorous bits supplied by Mr Alan Grassam



Departure from the Lanes Hotel
Photo Allan Grassam

Back in 2004 when we first came over for the MGCC South West Centre's Kimber Classic Trial, our tiny fleet consisted of a few rather not so reliable Triple-Ms. Our J2s survived the '60s and '70s by having been fitted by F**d and BMC A Series engines, hydraulic brakes and other such modifications. Steering arms, half shafts, diffs; none had seen any TLC for many a moon. Yet we took them across the pond by way of Dover down to Somerset by road resulting in rather stressful trips with lots of hold-ups and breakdowns and tinkering. After a few years we started trailering the cars which made for far less interesting journeys, but less stressful too.

This year though, after having been absent from the Trial for a year or two altogether, we decided to embark on a proper road trip again. With an enlarged fleet and all cars now mostly sorted, we thought we'd risk it again. And so it was that five Triple-Ms, one M-type known affectionately as Plonk on a trailer -just in case- and an MGB boarded the ferry at Hook of Holland (which is just across the street from where we live) on the Thursday evening to arrive in Harwich early Friday morning. This gave us the entire day to get to the Kimber's HQ which was again at the lovely Lanes Hotel in West Coker. With the population around London getting denser by the minute, or so it seems, it turned out to be quite an ordeal to get to the Dartford Crossing and then further down still to get to the start of one of our favourite roads, the A272. We had a morning break in Tunbridge Wells and then a lunch stop just past Petersfield before we finally reached beautiful Somerset in time for dinner in the village pub.



And so Saturday dawned bright and early ready for yet another Kimber Classic Trial. This event is particularly suited to our sort of cars and historically significant too for it is the longest running MGCC event having been organised annually since 1937, with the exception of the war years of course. So much so that some of the hills used back in its year of inception are still used today. Out of 36 entrants, 27 were Triple-Ms which all -with the exception of Kim Dear who could not make it after all- made it to the start in fine fettle.

Guido Jansen and Albert Koolma study the route
Photo Cat Spoelstra

The trial covered a course of about 90 miles with 11 special tests. With the date moved to May, a few weeks away from its usual slot in April, we got the chance to see the British countryside at its most glorious. With cow parsley in abundance, fields full of rape seed and hedges showing their 50 shades of green, it was nothing short of gorgeous! My personal experience of the Trial this year was extra special as I took to the wheel for the first time myself. Henri de Jong thought it was high time I did and offered me his wonderful F1 and so we swapped places throughout the weekend. I'm not that much of a driver to be honest, but with this particular car I felt right at home and had an absolute blast.

New this year was *Malc's Orchard*, set in an orchard belonging to a local farmer of that name. Alan Grassam and Derek Richards found this to be the domain of a large Friesian bull and his ladies when they went to lay out the first Special Test the day before. On phoning Malc, they were assured that the bull was friendly and that all would be well. However, he did promise to pen them behind an electric fence on the day, just to be sure. This was duly done and competitors arrived in safety to find a climb numbered 12 to 0 zig zagging up the grassy slope. Rain during the week preceding the trial made the grass greasy and several cars spun to a halt around the 6 marker. Not so our evergreen Competition Secretary Mike Linward, passengered by Ian MacKay in the J2, who sailed to the top non-stop. Unfortunately he had taken a short cut, missing out the zig zags. Perhaps the pair of them should visit Specsavers?

The poorest performance of the day, however, was by Oliver 'Mac' Richardson* in his hot M-type. As the marshal's flag dropped, he revved to 7,000 rpm, dropped the clutch, moved forwards one inch and spun to a halt with spinning rear wheels. Sadly for Oliver, had he driven off like his maiden aunt at traffic lights. He would have climbed easily and would have won the Kimber outright! May sanity prevail next year.



Thijs de Groot (left) and George Ward (right) enjoying the Somerset scenery as captured by Cat Spoelstra's camera

Poor Kim Jenkins arrived in her M-type, allegedly prepared by father Richard, spluttering on barely 2 cylinders and had to retire without attempting even one section. The good news is that before the assembled dinner guests in the evening, Richard solemnly undertook to take the car to Oliver to have it properly prepared before next year's event.

One of the great traditions of the Trial is a stall selling homemade cakes underneath the Slow and Dirty railway viaduct in the village of Pitcombe. Thanks to Pauline Grassam's efforts in persuading every car to part with some money, over £200 was raised for Macmillan Nurses. Even Mike Dalby was so persuaded!



Photo by Cat Spoelstra

Overall, some of us Dutch clogs experienced a bit of trouble with the wording of the route description and got hopelessly lost on several occasions. Never before was anyone lost in such beautiful surroundings though, so no harm done!

The results were wisely only whispered about over dinner. After all, it doesn't do to shout about an Austin victory at an M.G. event, does it? Congratulations though to youngish Tim Beckh (photo below) and young James Mather who came second and third in the Triple-M class respectively. Good to see the next generation so well represented! Jeremy Hawke, Colin Butchers and George Ward of Team Phoenix took home the team prize.



Photo by Allan Grassam

The Sunday morning after the trial is traditionally spent at the Foster & McNinch abode in Butleigh where people are let loose inside the field for some fun and games. For us flatlanders it is actually quite exciting to play about on a slippery slope even if one of the tests did make us part of the whole sorry Brexit thingie, and so lots of fun was had by all.



Kim Jenkins at Butleigh
Photo by Cat Spoelstra

After goodbyes over lunch at the village pub, we embarked on the first part of our return journey. Sticking close to Oliver and his quick little M-type in Safety Fast mode saw us reach our destination for the night, the nuclear plant at Aldermaston, Berkshire (Seriously, there actually is a lovely pub just down the road from the plant), in plenty of time for dinner.



We finished off our 1,100 kilometre round-trip back to Harwich on Monday in fine tune. We saw rain fall left and right, but never straight above and pubs were good and plenty throughout the day. A case of Triple-M motoring at its finest. Many thanks to organisers and competitors alike for putting up with us again, here's to next year!



Caption Competition:

I am pleased to say that the initial Caption Competition in Bulletin 96 has generated interest and we have received the following from David Rawlinson in response to this photograph:

'Great result for the team of one-armed drivers'



Here is another offering, this time from Ged Segrave:

Please send your humorous suggestion to me at dg-digbygibbs@btconnect.com

Cartoon Competition

We also have a winner of the final Cartoon Caption competition with this contribution from Peter Scully:

“ Ron now realised why he should have incorporated a blow-off valve when fitting the supercharger”

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

Note: any pedants who, like your Chairman, want to raise technical questions about the combination of twin carburettors and a super-charged should address them to Peter Scully!



PRE-WAR PRESCOTT IN A MIDGET CAR AND TENT Mike Dalby's Cotswold adventure



I had joined the Vintage Minor Register and decided that I should go to their annual Prescott event this year.

I could not tow the caravan with the M-type, so the alternative was a tent and a camp bed! However, there was not much room for either of those but I strapped them behind the seat on top of the boot with 'bungie' cords, and it seemed to work.

Leaving Devon the weather forecast was not good, and it seemed that every time I stopped to look at the map, the heavens opened and I, and the map, were soaked as was the tent and the camp bed!

However, made Prescott in time for the evening reception at the pub in Gretton. Scary coming back in the rain, with little lighting or wiper, but not too far!



The morning dawned fine and bright and the other cars started to arrive. What a great selection of MMM MGs, including six from Holland, five D-types and four M-types. Many other clubs had been invited, and amongst them were some very interesting vehicles including two Graham Whites and a Tamplin. An interesting comparison was made between the M-type coupe of Roger Burnett and the Wolseley Hornet Coupe of Nigel Stroud. Very similar, but the Wolseley has a longer bonnet with its six cylinder engine.



Photo by Mike Dalby

The flight of the clipped winged Spitfire and the auction in aid of the RAF Charitable trust were a welcome interlude.

I did not venture up the hill in my M, as I had done it before, but had a ride in Henri De Jongs 12/12 car and it felt very 'Brooklands' going round Pardon Bend!

The Sunday tour of the lanes of hidden Gloucestershire, included a super lunch at the 'Penny Farthing' pub at Aston Crews. A good opportunity to see a little more of England before returning to Devon. (Photo below shows the Dutch contingent outside Starway House during the Sunday run).



Photo by Ian Grace



Greg Smith in period overalls with the ex Philip Bayne-Powell 12/12 replica



Stefan Bronkhorst and his father Dick share Henri de Jong's J2 which was loaned when the dynamo shaft on Stefan's PB gave way en-route to the UK

HILL CLIMB COMPETITION 2017



Roger Tushingham at Harewood
Photo by Paul Down

While the MMM racing season has been in full swing, several Triple-M drivers (including many of the racers) have been hitting the VSCC hill-climb circuit with some commendable results.

VSCC Wiscombe Park. 7th May:

Triple-M interest was represented in Class 2 by Andrew Moreland (seen below in the L1 4-seater), Frank Ashley (M-type) and Brian Galbraith (J2). Unfortunately, Brian was a non-starter but Andrew finished 2nd in Class and Frank was 2nd Modified Vintage. Duncan Potter and Emma Withers were in Class 3 in the J2.



Photo by Colin Murrell

BARC Harewood. 3rd June:

The organising club adopted the VSCC Class structure as appropriate and the limited Triple-M entry comprised Frank Ashley in Class V2, where he finished 3rd, and Roger Tushingham (N-type) in Class V10.

VSCC Loton Park. 27/28th May:

This traditional Autumn event was run this year in May to avoid conflict with Goodwood and other events later in the year. Class 2 featured Chris Cadman in the familiar blue C-type and David Rushton in the ever-present M-type. In the classes for larger cars Roger Tushingham (N Special) was in Class 10 and in Class 13 was John Seber's PB Special.

VSCC Shelsley Walsh. 1st/2nd July:

Triple-M cars were well represented at this historic event with awards going to Chris Cadman (1st overall in Class 2); John Gillett in the Bira K3 (1st overall in Class 4) and Tom Hardman and the Bellevue Special taking 2nd overall in Class 14 having missed out on top place by a difference of 0.09 seconds.

Other Triple-M cars were in the hands of Roger Tushingham (N-type: Class 10) and John Seber/Christopher Board who shared the PB Special in Class 13.



**John Seber: PB Special
Photo by Paul Down**

VSCC Prescott (short course). 5/6th August:

To many this is the premier Hill Climb event of the year and sadly the only one that I managed to attend. It was great to meet up again with John and Hellen Gillett even though they were a little distracted by trying to borrow a hair-dryer to dry out the magneto that had succumbed during the heavy rain. I don't know if they found the hair dryer but something obviously worked as John ended up taking 1st overall in Class 4.

Duncan Potter and Emma Withers this time shared the resurrected C-type in Class 2 while Rachel Holdsworth claimed 1st on handicap in Class 3 (PB). Roger Tushingham and Tom Hardman were again impressive in Classes 10 and 14 respectively.



**Tom Hardman at Prescott
Photo by Colin Murrell**

VSCC Prescott (long course) 23rd September:

The Prescott 'Long Course' Hill Climb on 23rd September was run as a stand-alone event for the first time this year. The VSCC season finale featured a stellar cast of Triple-M cars and drivers and, as always, Colin Murrell was there to record the event.

The Triple-M entrants were spread across four classes.

Class 2 featured the strongest field with the C-type of Duncan Potter and Emma Withers, the J2 shared by Brian and Toby Galbraith and Frank Ashley with his M-type.

Duncan achieved 2nd in Class and Toby Galbraith was 2nd on Handicap.

Nigel Stroud (Riley engined M-type) and Steve Mcevoy (F1) were in Class 9, Tony Wood non-started in Class 10 (Riley engined PA) and Class 13 featured Rebecca Gunn in the Q-type Replica.



Steve McEvoy (F1 Special)
Photo by Colin Murrell



Duncan Potter on his way to
achieving 2nd in Class 2.
Photo by Colin Murrell

Some of the photographs used in this article (and previous issues of the Bulletin) have been supplied by Paul Down. Paul's website (www.bertram-hill.com) is well worth visiting and Paul would like to make Triple-M drivers aware that they can purchase prints from him and that all proceeds go to the Great North Air Ambulance to help fund their vital work.

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

All going well so far with competition results coming thick and fast. I even had results from the August Curborough, that I hadn't asked for, from the Midlands Centre! But not the ones from April – still you can't win them all.

It's refreshing to see that there are 17 racers on the Betty Haig table who have completed the minimum of 5 races to feature in the final results, a tribute to the efforts that Mark Dolton has been putting in to gather support.

Nothing to report on the trials front as the second half of their season only starts at the beginning of September.

The situation at the top of the COTY table is interesting as both John Gillett and Colin McLachlan are pressing hard for the top spot. Needless to say that both have already competed in 10 event which means only improved scores will push them forward – and that's not easy at this stage of the competition.

Other work includes progress with the Yearbook article and there are plenty of good quality photos coming in from Cat who seems to have cornered the professional market. Which saves me and John Reid a lot of trouble. I am aiming to complete everything by the end of January 2018 as I shall be off to New Zealand for February/March with Ian MacKay. We intend to take part in the Napier Art Deco celebration in mid-February and with that in mind, Ian is thinking of taking a car with us – probably the Lagonda but could be the K1. I have been in touch with Rod Brayshaw who is the Registrar of the Vintage Car Club of New Zealand who is proving to be very helpful. Being a Triple-M man, he is keen to see the K1 and has also spoken about the possibility of gathering a few more Triple-M owners from the UK for a tour of the two islands. I bit pricy, I know, but you can't take it with you!

SPEED CHAMPIONSHIP 2017 - Scores to 1st September			
Position	Car/s	Driver/s	Points
	K3/s	John Gillett	35
	PA	Colin McLachlan	34
	NA/s	Roger Tushingham	34
	M	Frank Ashley	33
	PA	Ian Goddard	30
	PA	Charles Goddard	25
	L1	Andrew Morland	22
	PB/s	John Seber	17
	J2	Brian Galbraith	17
	C/s	Chris Cadman	16
	PB/s	Christopher Broad	15
	NA/s ss	Thomas Hardman	14
	J2/s, C/s	Duncan Potter	11

C.O.T.Y. 2017 - Scores to 30 th August 2017					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	545	K3/s	K 3030	John Gillett	117
	2591	PA	MG 3242	Colin McLachlan	114
	63	PB	MG 4581	Roger Tushingham	97
	3610	PA-PB	RC 2066	Ian Goddard Charles Goddard	95
	360	PB/s	BTU 260	John Seber Rodney Seber Christopher Broad	92
	2063	PA/s	RJS 380	Harry Painter Mike Painter	85
	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	82
	1595	M	PG 1045	Frank Ashley	79
	1426	NA/s ss	Bellevue Spl.	Thomas Hardman	73
	3534	J2/s	WF 5494	Fred Boothby	72
	2200	C/s	RX 8306	Chris Cadman	71
	2694	J2-PB/s	Kayne Spl. NV 3709	Mike Painter	71
	2931	D/s	UG 281	Chris Edmundson Andy King	68
	909	J2-PA/s	FW 3909	Bill Bennett	65
	1164	PA	YSV 703	Hamish McNinch Anne Boursot	65
	1000	PB/s CC	JB 7521	Andy King	64

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2017 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January:

17 th June	MGCC Silverstone 'MG Live!' California Cup Autotests	Full
18 th June	MGCC Silverstone 'MG Live!' Stowe Sprint	Full
24 th /25 th June	Monklands Sporting Car Club Forrestburn Hill Climb	Full
1 st /2 nd July	VSCC Shelsley Walsh Hill Climb	Full
8 th /9 th July	MGCC Caledonian Centre Glamis Show Concours	Part
8 th /9 th July	British Race Festival Zandvoort	Full
9 th July	Triple-M Summer Gathering	Full
22 nd July	MGCC Cadwell Park Triple-M Race	Full
23 rd July	VSCC Cadwell Park Race Meeting	Full
5 th /6 th August	VSCC Prescott Hill Climb	Full
6 th August	MGCC Midland Centre Curborough Sprint	Full
6 th August	Camel Vale Motor Club Castle Hill Climb	Full
12 th August	VSCC Mallory Park Race Meeting	Full
25 th August	Riley Inter Register Scatter Rally	Full
26 th /27 th August	Monklands Sporting Car Club Forrestburn Hill Climb	Full

SLADE TROPHY 2017 - Scores to 18th July			
Position	Car/s	Driver/s	Points
1 st	J2-PA/s	Bill Bennett	38
2 nd	J2	Mark Smith	11
=3 rd	PB	Tim Beckh	10
"	M	David Rushton	10
5 th	J2	James Mather	9
6 th	PB	Roger Tushingham	8
7 th	PA	Colin Butchers	6
8 th	J2	Charlie Cartwright	5
9 th	J2	Jeremy Hawke	4
10 th	J2	Thijs de Groot	3
11 th	PA/s	Nigel Gibbons	2
=12 th	M	Hans van der Laan	1

Racing Challenge Trophy 2017 - The Betty Haig Cup				
Scores to 1st September				
	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
	PA/s	Harry Painter		0.157
	J2/s	Fred Boothby		0.221
	J2-PA/s	Mike Painter		0.251
	L1/s	Charles Jones		0.264
	PA/s	Thijs de Groot		0.266
	PB/s	Rodney Seber		0.442
	K3/s	John Gillett		0.453
	C/s	Duncan Potter		0.453
	C/s	Chris Cadman		0.575
	PB/s	John Seber		0.633
	PA/s, L1	Andrew Morland		0.706
	NA/s	Roger Tushingham		0.712
	NA/s ss	Thomas Hardman		0.734
	C/s	Dave Cooksey		0.796
	PA	Hamish McNinch		0.859
	D/s, PB/s	Andy King		0.875
	PA	Anne Boursot		0.895
	PB	Simon Jackson	4	0.452
	QA/s	Barry Foster	4	0.500
	PA	Mike Davies-Colley	3	0.667
	PB/s	Mark Dolton	3	0.861
	K3/s	Philippe Douchet	3	1.000
	NB/s	Jane Metcalfe	3	1.000
	K3/s	Andrew Taylor	2	0.393
	KN/s ss	Malcolm Hills	2	0.409
	J2/s	Mark Reece	2	0.750

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No respect for an old lady! Andrew Taylor and friends have fun at the Summer Gathering in JB.7524. Quite a contrast to the centre spread photo taken 85 years earlier .



**The inner workings of a C-type - Dave Cooksey in his element at Cadwell Park
Photo by Dick Morbey**