

START

[www.shelsleywalsh.com](http://www.shelsleywalsh.com)

# TRIPLE-M REGISTER BULLETIN

DECEMBER-JANUARY 2018-19



THE MG CAR CLUB LTD



The late Colin Reynolds as friends would like to remember him; seen here in his 12/12 Replica (M2608) at the 2017 New Year Driving Tests.  
Photo Colin Murrell



## BULLETIN No 106 December/January 2019

### **Front Cover Picture:**

*Tom Hardman about to blast off up the hill at Shelsley Walsh Photo by Peter McFadyen*

### **Editorial:**

This edition of the Bulletin heralds the start of an important anniversary year for the M-type and for the tradition of MG cars in competitions. Details of the initial plans for the celebrations are covered elsewhere but any M-type owners who want to get involved should see Mike Dalby's appeal for owners to join him at the Lands End Trial in April.

Our friends in Australia have pre-empted us somewhat by selecting 2018 as the anniversary but M-type enthusiasts can benefit from this as the Aussies have produced a delightful commemorative badge, details of which are on



The Australian theme continues with an amusing account of a biennial tour to the south of the country, albeit some of the Triple-M cars had to be substituted.

Of particular relevance to the M-type celebrations is John Bevington's article that will make fascinating reading for more recent converts; the scouring of scrap yards for serviceable parts is quite a contrast to the ready availability of new parts that we benefit from now, albeit with a considerable cost penalty.

Adding to the mix, which I hope provides something for everyone, are articles by Cat Spoelstra, Jon Pedoe and Michael Marshall. Cat is well known to Triple-M owners and, in spite of her new responsibilities as Safety Fast scribe, has found time to provide a report on recent goings-on in Holland in her inimitable style; Jon Pedoe's commendably detailed technical articles are perfect for the Bulletin and hopefully more are in the pipeline. I also anticipate a follow-on article to Michael's recollections on the Continental Coupe he owned in the late 50's.

In conclusion can I wish you all a very happy and enjoyable year ahead with plenty of opportunities to enjoy our cars, whether it be in the garage, on the road or out on the tracks.

**Reminder: if you haven't done so already, can you make sure that you renew your subscription promptly and help make Paul White's job a little less difficult. Renewal details were in Issue 105.**

## Chairman's Jottings

### By Jeremy Hawke

Time flies and, by the time you read this, we will be into 2019 and another year of MMM motoring, or the plans for one at any rate. I myself have a long list of things to do before the family J2 is ready for the coming season. Never a J2 strong point, my brakes are in need of relining and a general "fettle", whilst the cooling system was drained down over the Summer to replace the block water plates, the radiator header tank developed an annoying drip upon refill and I have suspected head gasket woes to investigate. But that is not all – there are numerous other "small" jobs which have been planned and then put off for "another day" mostly cosmetic, but none the less needed.



I will be busy this January/February and that's just on the J2.

Ever a glutton for punishment, I took on the running of J3400 last year, a car which had not run for several decades. After many months of "fiddling" (modern fuel sets like gum after several years and is a devil to clean out of pipes and pumps) things were deemed satisfactory enough to enter a speed event at the end of the season – this produced another "to do" list of jobs, the most significant of which is replacing the crank rear oil seal (though hidden between floor-boards & undertray, a biscuit tin lid will only hide things for the shortest of sprints...). More work, but retirement is years away...

Even though I have only been your Chairman for a short while, I never cease to be amazed by all the hard work that goes on behind the scenes by a largely unnoticed group of volunteers, who give their time freely and do their utmost to keep things running smoothly. Though we have fewer cars, we must be one of, if not the most active Register in the MGCC with all the events we hold and material we churn out. So, from Committee Members past and present, to event organisers, marshalls, article writers and forum contributors, right the way down to those cleaning the bugs from headlamps and windscreens; Thank you all, you make this Register what it is and I hope to see as many of you as possible at future events.

Jeremy Hawke

## Secretary's Update

Greetings to all readers! Hard on the heels of the October November Bulletin comes this latest edition which I am told may reach you by the end of the year. I must say the previous edition is a tribute to the wonderful work that Digby and his contributors have done to ensure that this booklet remains full of interest. Do please support them by sending photographs, articles and other material for us all to share - and please remember to renew your subscription for 2019 as soon as possible!



I'm sometimes lambasted by one or two of you for using Bulletin space to report on committee matters, but I do think it's important that we keep you up to date on the committee's thoughts and plans. Please don't think that we just sit around dreaming up notions of no interest to anybody; far from it, we are always anxious to hear your ideas and suggestions, your wishes, likes and dislikes. It's important that we as a committee promote and encourage activities that will be rewarding to you, whether they be of a competitive, sociable or technical nature - so keep the ideas coming!

So yes, the committee did meet in late November and here is a run through some of the topics we covered:

- Jeremy gave us feedback on his attendance at the recent MGCC Council. (MGCC members can access the minutes of the Council and meeting through the member portal on the main club website);
- The Club is on a membership drive with a prize to the Register that brings in the largest number of new Members. Errm - you are a Member, aren't you?! No?
- The Stoneleigh Spares Day is on 10th February. The Register will be there with its customary display plus - new this year - an enhanced display, featuring the excellent photographic work of Colin Murrell and Steffi;
- The 2019 race programme has now been mapped out. The main event will be the MGCC Mary Harris Trophy race meeting at Brands Hatch on 27th and 28th April as well as three VSCC race meetings and other speed events during the season;
- We discussed a framework for the celebrations of the 90th anniversary of the start of Triple-M production, including some weighty plans for MGLive! Silverstone. Initial information has been trailed on our website forum, so watch out for further details. We would like to have a display of 90 Triple-M cars there on Saturday 15th June - the lists are already open - requests to me, please. And we aim to have an Triple-M Autosolo event on Sunday 16th June;
- Pre War Prescott on 20th July will be A BIG THING for our 90th year!
- We are looking to develop ever closer links with other registers including those given over to Triple-M activities outside the UK;

- We received reports about the work of the nine registrars who devote countless hours to ensuring that we log as much information, including the history our cars. You won't find the names of the nine registrars listed at the back of this bulletin, but their details are on the contacts page of our website. Do please respond to any request for information you may receive from the registrars and equally do please supply them with information about your car or your ownership, whenever any detail changes;
- Simon Johnston reports that the 2018 Yearbook is well in hand and we hope to have it ready for you at Brands Hatch in April;
- Rich Stott, our librarian says that sales have recently become rather sluggish, so please remind yourself of what we have on offer by looking at the Library page on our website! Amongst new lines, we have a Triple-M racing umbrella, a lavishly illustrated 2019 calendar as well as the return of an old favourite, the Register's listing of cars;
- The committee is examining ways in which we can simplify the payment arrangements for Bulletin subscriptions. Spare a thought for Paul White who is inundated at this time of the year with Bulletin renewal work and please do whatever you can to avoid the him having to chase you for payment! We may be able to set up direct debit or variable payment arrangements in the future. If so, that may make life easier for you and for him;
- Koen Struijk and Nick Feakes are embroiled in some complicated work aimed at unifying the hosting of a) our Register's website and b) the database of cars. This has been prompted by the retirement of Richard White, whose company currently hosts the Register's website;
- Following a request from an overseas Member, we actively encourage Members to use the new MGCC Members section of our website Forum - please contact me if you'd like access to it;
- Future touring events include the 2019 Welsh Hills event detailed elsewhere in this edition and - wait for it - the possibility of a return to Ulster in 2020, which Simon Johnston has offered to organise.

That's it for now, so back to the garage - still plenty to do - now I wonder whether my dynamo has been fixed yet ....

Dick Morbey

## VSCC COTSWOLD TRIAL

Words and Photographs by Colin Murrell



On Saturday 17th November, the Cotswold Hills were alive with the sound of Pre-war Trial cars competing in the Vintage Sports Car Club's Cotswold Trial. It was a lovely sunny day, which brought out a good number of spectators for the Prescott Hill stages. MGs competing seen overleaf were:

Top: No. 12 Claire Rolfe in a 1930 MG M Type (red) with a Riley engine. Claire was competing in the Trials Newcomers class.

Bottom: No. 106 Dave Rushton in his 1932 MG M Type. Dave set the standard for being the most airborne car during the event and was only outdone by one Austin 7 through the whole afternoon.

**VSCC COTSWOLD TRIAL**  
Photographs by Colin Murrell



## THE STORY OF "LITTLE M" BY JOHN BEVINGTON

Chassis No. CM1194: Registration Mark GC 7705: Triple-M No.1894



It all began really when my parents moved house from East Sussex to near Chichester in West Sussex in 1955 when I was nineteen years old. On finishing my National Service I got to know a group of young men of my own age who were all trying to build their own 'Special', some with success others with only hope. In those days before the advent of the MOT all you had to do was go to the local breakers yard and, with a little help from your friends and a £5 note, you came home with the remains of an Austin 7 or some similar decrepit vehicle from which you kicked off what was left of the bodywork. You then bodged up the running gear and engine, bought some nuts and bolts, angle iron, a couple of sheets of aluminium and a pop rivet gun and started to make a body. This usually ended up with no doors, solid sides and a sort of ice cream cone as a tail, but this didn't matter because it went, well sort of, and was great fun. The fun didn't last long as the rivet holes elongated with vibration creating a lot of rattles, and the aluminium started to crack which meant that things began to fall off. This usually started happening when the car had been on the road for a few weeks so after a while you had to start all over again.

I came late on the scene so realised the problems that my friends were having. At that time I was borrowing my mother's Ford Squire as personal transport but desperately wanted to have my own 'Special' like my friends, and I was in luck.

**Heading Photo shows the car as purchased in 1956 with John's brother at the wheel**

I was putting 1/2 gallon of petrol into my mother's car at our local garage which was only a few hundred yards from home and when I came to pay the garage owner, one Geoff Lander, I found him deep in conversation on the phone so I had a wander about while I waited. In one part of the garage I noticed a pair of dumb irons protruding from a load of clutter. In a state of excitement I rushed to Geoff Lander saying 'Mr Lander Sir how much do you want for the old chassis there'? He told me that it wasn't his to sell but the owner lived just down the road.

I hurried to the owner's house and found him in a small attic office. He was a few years older than me, had finished university and was just beginning his studies to become a lawyer. He said that he was going to rebuild it himself and didn't want to sell it, but I persuaded him that he wouldn't have the time as his training took seven years. He eventually said 'OK £30 then' I was a bit shocked as it wasn't worth more than £5 and I was only earning £7 and 1 shilling a week. But I was headstrong and a bit desperate so I offered £15 and he said 'No'. Well, eventually I gave in and rather meekly agreed to twenty seven pounds and ten shillings! It was then that I was told that it was an MG! In fact a 1930 "M"Type! I gave him £5 out of my wage packet and went home to beg my mother to lend me £22 and 10 shillings. She asked what I needed this large sum for and I said that I had bought a car. I could see that she thought, with a car of my own, it would save her car any further punishment so rather reluctantly she loaned me the money.



**1956: The car as purchased**

A couple of days later when a friend and I had cleared the rubbish and pumped up the tyres we towed the rolling chassis and all the bits home. With the chassis came front wings, bonnet, radiator and what I assumed was the whole engine as a multitude of bits. Ah! Mother was not amused. I had forgotten to tell her that it wasn't actually a runner and consequently she gave her younger son a bit of a tongue lashing.

When things had settled down I realised I had nowhere to actually build this car; the family garage was not big enough and the carport was too exposed. My father suggested that there was a small piece of ground behind the garage that I could use if I wanted to build my own. I thanked him, perhaps rather too quickly, because I soon found that I would have to do a lot of ground clearance and bridge a small stream before I could start. Well I did these things and mixed enough concrete by hand to put down a rather thin 5x10ft base. The structure I built with 2x1in wood and hardboard with the roof of hardboard covered with felt; very flimsy. I then plugged into a light bulb socket in the main garage and ran a flex across to mine. Wonderful! I now had light but no power or tools so I visited Halfords and acquired a small set of Matador open ended Whitworth spanners (I think I still have them!) and one ring spanner. My father had screw drivers and pliers etc which I permanently borrowed as well as small and large hand drills. Now I could get to work.

I won't go into all the details of the rebuild during the next three years except to say that it was a steep learning curve and, had I not found the chassis in good condition having removed 25 years of crud, I may well have given up there and then and bought a horse or a rowboat. The engine was another kettle of fish though and as it was in its component parts, it presented itself as a mechanical jigsaw. Having no experience at all in these matters! I decided that my new garage was not big enough to do this work so I took over the brick built garden/potting 'shed' part of which had a glass roof. I built a wooden test bed, with the radiator fitted, on which to rebuild the engine. Needless to say over the next three months there was an awful lot of trial and error (mostly the latter) and heartache before it fired up. Eureka! It stuttered and misfired but it kept going until I noticed water seeping out of a crack in the block which had been painted over. Total anticlimax. So up to the pub with my good friend to drown my sorrows.

At that time I was working on a farm earning little for a minimum 48 hour week and of course overtime was demanded of you during peak periods, which seemed to be rather frequent. This was a serious problem for me as I needed the extra money to buy necessary parts but on the other hand doing overtime left little time to work on the car. I did incur the foreman's displeasure on several occasions and on one I was hauled in front of the manager which was risking instant dismissal.

Sourcing parts was a lot of fun as there were no new parts in garage stores and no specialist suppliers making them as today. Breakers yards were like Aladdin's caves to us and from them we gleaned most of the bits we needed and a lot we didn't. Fortunately 1930 MGs had the same running gear as late 20s Morris Minors of which there were a number in the yards. Most parts you found were worn out but you selected the least worn and fitted it.

Again good fortune came to my aid, I was in a breakers yard looking for something for a friend when I spied the front end of an engine amongst others under a bench, and it had a vertical dynamo! From what I could see of it I guessed that it wasn't long enough to be one with six cylinders so I went to the proprietor and as nonchalantly, as my excitement would allow, asked him how much he wanted for the "old Morris engine". He came and had a look and said he wanted "a fiver". Without saying anything I opened my wage packet making sure he could see how little I earned and took out five pounds in the smallest denominations I could. At that he hesitated and then said "OK then son make it a pound" which I handed to him as quickly as I could. I got it home and cleaned it up and to my astonishment and surprise found that it was an "M" Type engine with the number MG38A! Brilliant! I now had a replacement block and a lot of spares.

Having got the rolling chassis and engine in order the next thing was the body. I had an idea of what it should look like from pictures and from my father's M which he used throughout WW2 in his work with the Civil Defence. The front end wouldn't be too difficult as I had the radiator and bonnet to give me the line to the windscreen, but the rear end was different. I felt that with the proper M type it sloped down too much and looked a bit mean. I liked a more level top and a curvaceous underside.

During one of my regular visits to the breakers yard a mile up the road I bought what I believe to be a Hillman bonnet which gave to me the right dimensions and look for the upper part of the tail. I then built the horizontal curved ash frames to the same shape as the bonnet and the vertical frames for the scuttle, dash and the one behind the seats.

I now had the problem of what material I was going to use for the sides. Aluminium was out of the question as my friends mistakes had taught me. It was suggested that I went to an old coachworks in Chichester to see if they could help (they were repairing a two proper horse drawn coaches when I arrived!). They suggested Plymax (I think), a thin three ply faced with aluminium which they used in caravan building in the thirties. The foreman reckoned that they had a few off cuts left over which he found on the flat roof of his office inside the works. He threw them down and asked if they would do. Indeed they would do as you could bend it and screw and glue it to the frame. So from this I made the sides and doors. The next problems were the skirting and the bottom of the tail. The skirting wasn't too difficult as I found what I think was an old Daimler bonnet with louvered sides from which I cut appropriate size panels to fit below the doors. Again I was in luck; while in another yard I was admiring the nose of a wartime aeroplane wing fuel tank when I suddenly realised that if I cut it in half horizontally one half might be just right for the tail. It was and with a little sideways stretch it fitted perfectly.

I threw away the front wings because I thought them to heavy looking and instead bought two aluminium motorcycle wings. I made up two brackets which I got Mr Lander to weld up for me and bolted them to the back plates so that they turned with the steering. All good boy racer stuff in those days! Everyone said they would fall off within weeks, but they didn't and are still there fifty six years later. The rear wings which I bought were standard trailer wings which were easily attached to the ash frame. The next project was to make a windscreen. I wanted a split one as with the real "M" and once again in one of my frequent visits to the breakers yard I came across a divided flat screen with a brass frame and two glass panels.

I carefully cut it in half by hack sawing it carefully down the middle divider and with further sawing and filing I could put the two halves together again as a V screen. But how to join them? I tried to solder them but couldn't get the brass hot enough so eventually I made a jig to hold them and reluctantly took it up to Geoff Lander and asked if he would kindly braze it up for me. He said he would there and then, but as soon as he started he complained bitterly that "some silly idiot" had been trying to solder it up which made his job more difficult. He charged "the silly idiot" sixpence for his work.

I didn't know where the handbrake was supposed to go but I fancied one on the outside of the body. At one yard there were five Rolls Royce's in a row, three saloons and two open tourers. Yes in a breaker yard! With difficulty I took a nice brass handbrake off one for the sum of seven shillings and sixpence and rushed home and offered it up to the MG. Oh dear! It came up level with the windscreen. So I acquired a lever and mechanism from an old Morris and fitted it on the outside of the chassis. But the problem was that it was the wrong way round and had to be pushed on and not pulled. Well I couldn't find a law to say it was wrong.

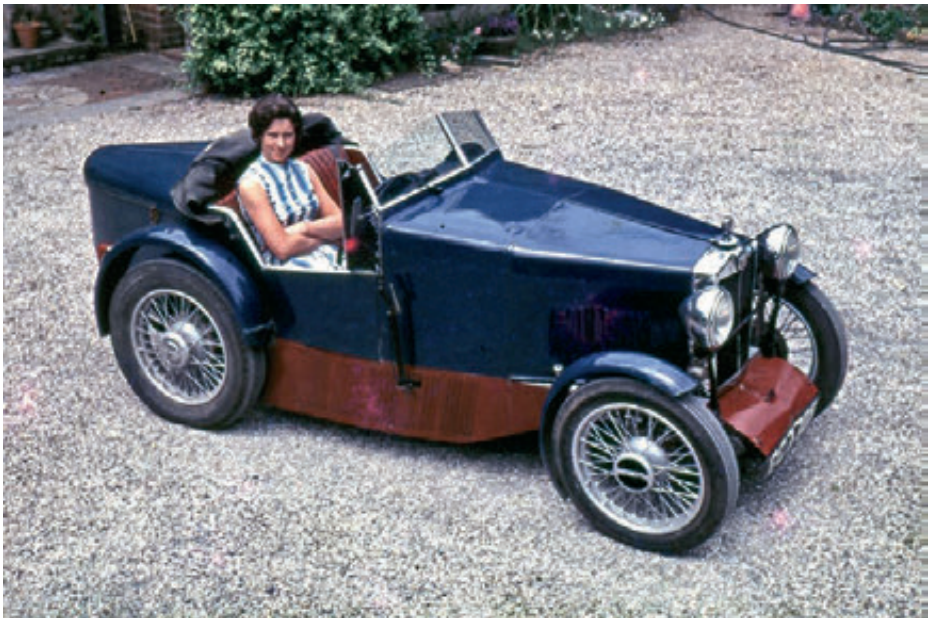
Finally I made the dashboard out of a nicely veneered piece of five ply and found the necessary instruments and a couple of unnecessary ones from breakers yards. The large speedometer which indicated a max speed of 100mph came from a Jaguar and I had it re-calibrated for the M. In those days small boys used to look into old cars, look at the speedometer and ask how fast the car went. Nowadays they don't look but just ask how much it worth is. There were no pre-made wiring looms available then so I bought one reel of red cable and wired up the car in one colour! You only had to pull one end of the cable and the one that moved at the other end was the right one. Simple identification.

All this work had taken me nearly two years and my "Special" was nearly legally ready for the road. Well I may have done a little road testing earlier to make sure things were right! Late in 1957 I was bet £5 by my friends that I couldn't drive it legally to the Goodwood Whitsun Meeting in 1958. With a great effort, bearing in mind that £5 was nearly a week's pay, I managed to get the mechanics up to scratch, though the body was not quite finished, and with a month's tax and insurance I arrived at Goodwood and won the bet. On the Monday I cashed in the Tax and Insurance and got two thirds of the cost back. Those were the days!

The next job was to paint the car and as this was **my** "Special" I could do it as I pleased. So I decided on a two tone arrangement of green above the chassis line and a dark red below. Of course this had to be done by hand and brush. I sought advice from the coach works foreman who suggested the use of Valentines Valspar and a suitable metal primer. Painting was never my métier but I did the best I could and even though I say it myself it didn't look too bad at a reasonable distance. It was now looking like a proper car so I bought the appropriate motoring cap and proudly drove it around and took girls to parties and for eight guineas became a member of Goodwood.



**1959: with John's brother at the wheel**



**1961: Now in blue livery and 'tarted-up' for wedding duties**

At last I had the freedom of my own transport and though it had the occasional problems like stripping the crown wheel and pinion going up the hill at Dorking while coming back from a party in London in the early hours of the morning. Fortunately, I just happened to have another diff in the boot so I changed it on the roadside at dawn. On another occasion I had a head gasket blow at Milford on the A3 and I had to get my brother to bring up my spare from Chichester and we spent most of the morning changing it. I had the inevitable electrical problems but otherwise things generally went well and my "Special" became my sole means of transport.

In 1959 I got a new job as "Assistant Manager" on a farm near Horsham. I soon discovered that I was the only farm worker, apart from the cowman, so for Assistant Manager read Dog's body. I had to keep the car in a covered yard where the silage was kept. For a while I wondered why girls were very reluctant to be taken to or returned from parties. At first I thought it I wasn't using the right de-odorant but I soon realized that the problem was the silage smelling car.

One day, while returning from Horsham to Chichester, I was T-Boned by a van coming in from a minor road on my left. The car rolled twice and when it came to rest it was looking a bit of a mess with the windscreen broken and bent, the wheels buckled, the front wings smashed, the snap filler cap on the top of the boot missing and me with only a grazed elbow. Amazingly lucky. The car was taken to a local garage where it sat out in the open for three months while I had a fight with the van's insurance company which finally paid me £110 instead of the £25 which they thought was all it was worth.

Having got the poor old car back home I started to repair the damage. The first thing was to get some wheels, but I couldn't find the correct 19in three stud ones, so I had to use 18in three stud wheels I found in the breakers. I was told that they had come from a Hornet. To get the speedo reading correct I put bigger tyres on the rear wheels; well it was also a bit of a fashion in those days and was thought to look good! I straightened up the windscreen frame and had new Triplex glass cut for it and fitted new aluminium motorcycle front wings. Finally, I repaired the scrapes to the bodywork and repainted it with a new livery of blue over the red. Good as new again.

The next year I got a new job with an Agricultural Merchant and with this came a company car, a new Ford Anglia (105E with sloping rear windscreen!) so the MG was rather sidelined and was only used on high days and holidays.

In 1961 I got married and we decided to go away in the "M", well at least leave the reception, so I spent time smartening it up. I silver painted the wheels and re-painted the body dark blue and maroon below the chassis line, very becoming I thought! Regrettably while testing it a couple of days before the great day the crankshaft broke. Fortunately there was no serious damage done as it didn't come apart and flail around; heaven forbid had it done so! An air of controlled panic set in as time was pressing and the engine had to come out and be taken apart. I had another bent wire crank but had no idea what size the bearings were and whether it would fit. But I put it in and everything seemed to be roughly OK so I bolted it up and overnight put the engine back in the car. Next day the engine started without any serious untoward noises so I was reasonably happy. My oily fingers nails were probably commented on at the reception.

In fact the engine remained like this until well into the eighties when I started competing at Wiscombe Hill Climb and other events. By then engine MGA38 was getting a bit tired so I bought a new crank and had the bottom end professionally rebuilt.

I had also acquired another engine by then from a very generous club member who told me to look after it as it had been the engine from his courting car.

During the late sixties and early seventies when children took priority Little M saw little service and instead of being sold spent a lot of time across the back of my mother's garage which was wide and long enough to accommodate both cars. But she was not forgotten and during her prolonged rest I had the radiator rebuilt and other vital work done. The company that I was working for in the seventies decided to sell up completely for re-development and so in 1980 I found myself without work, but I took this opportunity, while I was looking for a new job and the redundancy pay lasted, to "finish" Little M. I did all the finishing touches that hadn't been done in the earlier years and repainted her dark green, as near as BRG as I could find. I now felt that she looked more like a "Triple M" MG than an odd special of the fifties, and having been accepted by the MGCC and the VSCC

I started to enjoy the social and sporting functions that were offered. I will briefly record some of the varied events at home and abroad that I entered but suffice to say that all were great fun and Little M never had a back-up car and never had to be trailed home. The earliest events I did were the first and second Regency Runs and the Triple M meetings at Wedmore in Somerset. The longest single journey we did in one day was 420 miles from the south of France to Normandy leaving us stiff and tired but very happy as the car never missed a beat.

Other great events in the eighties were the Mary Harris (speed not good enough to impress) and the California Cup (Register winning team) both at Silverstone. I loved competing at Wiscombe Hill climb, because as a boy on a bicycle I always wanted to get from A to B quicker than last time. So hill climbing suited me down to the ground. My earliest time at Wiscombe was just over 80 seconds and it took another ten years to get under 70 seconds (just). Brussels to Liege was a great weekend though it snowed as we all set off from Brussels; then we went on three Forge-les-Eaux Rallies, where on the Saturday you were given a strong polythene bag with three litres of red petrol in it. This had a plastic pipe to connect to your carburettor and a strap with which you could hang it on your windscreen so the spectators could see it. You were then told to see how many laps you could achieve of a circuit around the town before it ran out. The winner was the car that did the most laps; regardless of engine size. Great fun, but I think perhaps Health & Safety in the UK may have disapproved.



**1985: Triumphant in the California Cup at Silverstone. Messrs Hart, Hayter and Bevington**



**1995: Little 'M' at Montlhery**

I was a frequent entrant at the VSCC New Year Driving Tests which, before settling at Brooklands, were held at various venues including Goodwood and Barton Stacey. Little M gained the odd third class win for me which, in the nineties, made the long and chill drive from France, where I had retired to worthwhile. Also in France we raced at Angouleme, which was scary in the "M", so what it must have been like in something more powerful I would hate to contemplate. I'm afraid that we were somewhat underpowered for Etretat Hillclimb but it was great fun. At the top of the list for French events were the ones that the late Jacques Potherat organised at Montlhery for pre-1941 cars. Arranged in loose classes, we were started from the pit lane as a demonstration of pre-war cars at racing speeds, so that's what we did. With such a variety of continental cars, some of which you had never even known of, it was enormous fun. We did five of these events even though it was a round trip of over 500 miles each time plus the miles on the track.

As is usual in France we did various parades and shows and, after twenty years and with old age creeping up, I found that Little M got used less and less so instead of letting her deteriorate in the garage I decided, reluctantly, to find a new home for her. She is now in the hands of a young person who I hope will get as much pleasure and fun with her as I did.



**Nearly 90 years old and 'Little M' is still being used in anger. Kim Jenkins competing in the VSCC Winter Driving Tests. Brooklands 2017  
Photo by Colin Murrell**

**MG Touring in the Antipodes and ...  
How Marguerite got a Brick for her Birthday.  
28th September to 8th October 2018  
Notes and Illustrations supplied by Graeme Jackson**



Eight years ago the pre-war MG mob had the bright idea of staging an octagonal raid on the Sporting Car Club of South Australia's annual historic Collingrove Hill Climb, and managed to encourage fifteen owners of Abingdon's finest creations to tackle the challenging ascent. The Bay to Birdwood Rally of over 600 interesting cars, and also some American ones, manufactured before 1940, is held the weekend before Collingrove, so the late, much missed Ken Catlow (P.0484) suggested that we go touring in our MG s during the intervening week. So a biennial tradition was born.

A sports car has been defined as a vehicle, usually red with wire wheels, whose carrying capacity has been compromised for performance. Our organiser Tony Basham, came down from Cairns to South Australia bringing the green swept wing PA 0437, an MG providing plenty of go and still enough accommodation for a bloke for a week away. George and Marguerite Morgan's N powered MG F.1178 squeezey two seater, is fitted with an MGB Laycock overdrive on four forward gears and also on reverse for quick parking. It had just sufficient room for a couple of tooth brushes, two night shirts, and a handful of Whitworth spanners for George's daily recreational MG tinkering.

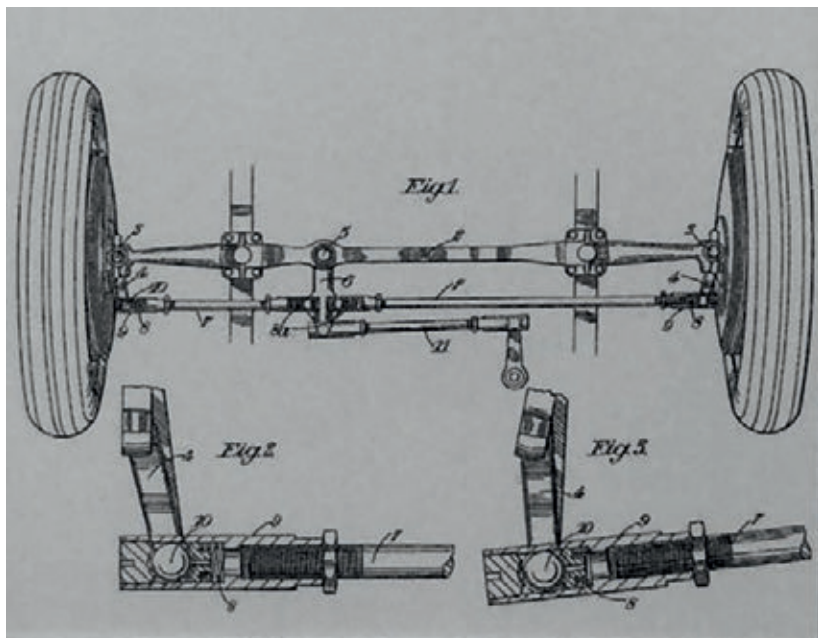
Ed Taylor's MG J.3762, with the fitment of an ancient mountaineers' backpack full of kit, dangling from the spare wheel, coped with the space problem, and Jim Thompson thought his M.2040 just too much of an MG Midget, and favoured his gorgeous French Racing Yellow 1925 Type 23 Brescia Bugatti. Jennie and Graeme Jackson planned to tour in the commodious four seater L.0532, in favour of J.3418 and P.0595, but the L type decided to stop charging, yet again, so consequently after some deliberations, MG TB 0508 saw service.

As the Bard once wrote, "TB or not TB, that is the question. Whether 'tis nobler in the mind to suffer the slings and arrows of Rotax electrics which cost an outrageous fortune, or to take armatures against a sea of troubles."

Well-born from Melbourne, but now living just beyond the southern reach of the spectacular and precipitous Grampian mountain range in Western Victoria, James Earl who rejoices in the title, Earl of Cavendish, and his lovely wife Jo, enjoy farming at a property called "The Hummocks" on account of some attractive red gum covered bumps on the landscape. Their major asset is a large well insulated corrugated iron motor home. This abundant season has allowed James plenty of time away from tending the superfine woolly Merinos and the fat Aberdeen Angus cattle, to work on the refurbishment of L.0594, now that his quite magnificent 1921 16/50 Benz tourer is finished. Naturally we paid them a visit.

The L type Magna, L.0594 came to Australia new in chassis form in 1933 and was fitted with a four seater body by Chas. Aspinall of Armidale in Melbourne. The MG has a significant competition history. Of particular interest, the Magna was once fitted with engine number 530AK from K.3010, a car which disappeared circa 1933, but due to the recent proliferation of post-production K3s, is sure to be found soon in somebody's grandfather's barn. The engine was bought from Toulmin Motors by Otto Stone in 1953 for use in his K.3016, but, after shipping to Australia, it was found to be sleeved, which may not have suited supercharging. Otto wangled a swap with the interchangeable KC motor from L.0594.

However, James' car has been supercharged during much of his 53 year ownership and has always gone like a scalded cat. His current performance modifications reflect K3 design features; the newly reconditioned engine is supercharged and is fired by a BTH magneto which replaces the coil and distributor fitted to L types, it also sports a new coat of powder blue coloured paint like the MG factory competition engines.



An attachment to the L type front axle beam provides a pivot point for an idler, to facilitate the fitment of split tie rod steering, to aid road handling and to avoid bump steering. Invented and patented by MG's Cec Cousins, this system was common to all K types. (See diagram on previous page) James has refurbished the current two seater body, and with a new coat of fire engine red paint, it is again mounted to the chassis. We look forward to once again seeing this projectile passing us on the road.

We wandered the back roads of Victoria, to our favoured pub at a tiny border wheat town called Frances for a sleep, then down the big dipper to Padthaway, and on to Angaston in the Barossa in South Australia to dump stuff. The countryside was simply stunning, fence high wheat, paddocks of vigorously budding grape vines, and vast tracts of intensely yellow canola in full flower. Tony Basham collected his niece Sarah to join George, Marguerite, Ed, and Jim on the Bay to Birdwood run. They reported speaking to Peter Cundy whose NA.541 (see Bulletin 105) is still being fettled after suffering lack of oil supply to the overhead gear at Historic Winton motor races, and to Arthur Ruediger who was driving the desirable and rare ND.0333 two seater, resplendent in Oxford and Cambridge blue livery.

On account of Adelaide's Monday public holiday, the city traffic was sparse, so a pleasant putter past the city's rows of churches took us to a beach-side bakery to join the touring assembly to follow the scenic, ship wreck littered coast line, south to the Kangaroo Island sea ferry. It did not sink, and the four MG s and the rapid yellow Bugatti revelled in the 90 mile dash across the island to Flinders Chase National Park in the south west corner, where we made ourselves most comfortable in an old lighthouse keepers' house. Instead of going 1-3-4-2 or 1-4-2-6-3-5, the lighthouse is timed at flash, two seconds, flash, ten seconds, flash, two seconds, flash etc., but does not need a timing light. Our tour director and caterer, Tony Basham in the Meals-On-Wheels P type, with Jennie Jackson, seemed to know how much spag you need for spag bog for seven, and how many hamburgers make a barbeque. To lubricate the spirited evening discussions, Jim was able to conjure up an adequate supply of bottles of a splendid Heathcote Shiraz stored behind the seat in the elegantly curved bottom of the Brescia. And so we survived.

In the morning we toddled down to the admirable Admiral's Arch, to view the large fur seal colony, but were disappointed not to see an MG oil seal in their midst. The next day a bus load of Italian tourists found the sea-sculptured igneous intrusion called Remarkable Rocks quite unremarkable when compared to the Abingdon sculptured MGs that intruded into the carpark. Now, we know a few commonly used Italian words, like Nuvolari, Mille Miglia and Count Lurani, and luckily the tourists had good English. They had seen Australia in six days, it can't be that big, and our little cars were the undisputed highlight. Preferring to cuddle a rugged but co-operative MG driver than a smelly Koala, and to sit in an MG for the Facetwit photo, we left them happy. For the next three days we enjoyed motoring about, seeing the sights, talking MG, and staying in another excellent renovated stone South Australian house on the eastern side of Kangaroo Island. Our accommodation was cleverly found by Tony, who also discovered a near-by high quality take-away pizza joint, whose products were quite flat, and so nicely complementing the Jackson cask wine, Chateau de Cardboard Reserved. The wine attracted a bit of derision, but one must adapt, because by then Jim had a bottle-less Bug.

Quite by chance, while waiting for the unsinkable ferry, Marguerite, the girl who has almost everything including an MG K1 tourer, found that Kangaroo Island had once produced bricks stamped K1 with a representation of a kangaroo imprinted in the centre. The brick kiln had closed in 1909. Clay bricks are a particularly useful object which can serve as an MG K1 wheel chock cum hand brake. They can also solve vehicle access difficulties, as detailed in the book "How to Get into a Locked Car through the Windscreen" by Eva Brick. It was Marguerite's birthday so we chatted up the local collector of anything old, in whose house we had stayed, and, presto, a rare K1 brick was hers. It made her day, and George was off the birthday hook.



Tony's route back to Angaston in the Barossa took us along first class winding roads traversing gorgeous rolling hills through McLaren Vale, arguably the source of the world's best red wines, skirting the Lobethal GP circuit where Alan Tomlinson won the 1939 AGP in his MG TA, passing Mount Pleasant and the pot holed Mount Obnoxious. The welcoming, friendly, Sporting Car Club of South Australia hosts a highly recommended weekend of lunches, dinners, and tours to local points of interest. On Saturday, drivers and passengers get to squirt up the Collingrove hill, then on Sunday the serious competition begins. Victorians, who make up about 40% of the entrants, included Graeme Steinfort, custodian of P.1298 and P.1427, taking no risks when unleashing the power in his Austin Seven. He recorded the longest time on the hill, thereby getting maximum benefit from his entry fee. Ed Taylor climbed the tricky course rapidly in the MG J3, and Jim Thompson who scorched the hill on his first run, but then, after 400 miles of trouble free touring, suffered a blocked main jet in the Bugatti's brass Zenith Carburettor. The well-tuned N engine and overdrive gives George Morgan's F-type a great advantage, and the MG went very well. P.1223 owner Steve Denner found that his quick, recently acquired Cooper, powered by an 1100cc vee twin JAP motor, is faster than the Alvis in which he emigrated from England many years ago. Developing 13psi supercharger boost, SA's Lindsay Hick's blown P-type's straight through exhaust sounded crisp and the MG went like the clappers.

The P-Type car was built by Alistair Clarke in Sydney with an offset aluminium body so that the driver can sit low alongside the transmission, to give a strong incentive to keep the universal joints in good order to avoid an amputation. Unfortunately, after an impressive first ascent, Arthur Ruediger experienced some engine trouble in his MG ND, when a broken oil line caused a sump full of oil to be sprayed into the engine compartment. And, there in the crowd, we saw Peter Fleming who is well advanced with the task of returning the M.2741 to the road.

The highly social and entertaining day of motor sport concluded our South Australian sojourn. We drove home to put index finger to keyboard to record how much fun it is driving a pre-war MG through magnificent countryside in convivial company with other enthusiasts; fortunate people with gorgeous MGs driving upside, Down Under.

Graeme Jackson



# BARRY WALKER

Estd. 1968



*.....for the very best in vintage MGs.....*

**Thinking of buying or selling a pre-war  
or early post-war MG?**

**We offer a professional, no hassle service  
to both buyers and sellers alike.**

**ADVICE, INFORMATION, COLLECTIONS, DELIVERIES**

**PLUS Commission Sales: Our highly regarded service is always available to you.**

**In addition we can offer nose-mounted and side-mounted superchargers,  
tool kits and mascots for the cars we sell.**

## **www.barrywalker.com**

**Tel: 01789 400181/Fax: 01789 400230/Mob: 07836 244103**

**Email: [barry@barrywalker.com](mailto:barry@barrywalker.com) Web: [www.barrywalker.com](http://www.barrywalker.com)**

**Please phone  
before visiting**





**The L-type of Pedro Villas-Boas at the Estoril Classics Week in October where Pedro gained Second place (Post-Vintage 1929-1945) in the Concours d'Elegance.**

# PB0373 - REPAIR AND RETORATION TECHNIQUES - PART 3

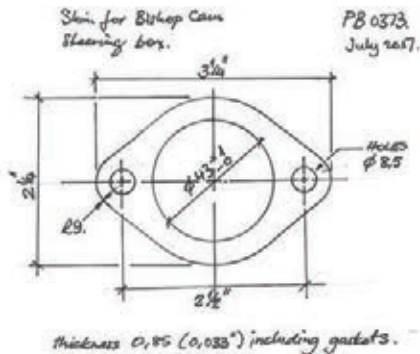
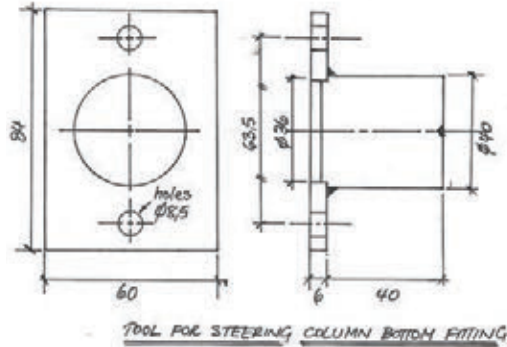
## Notes and Illustrations by Jon Pedoe

### Replacement of steering column outer tube

The steering column outer tube was corroded and had to be replaced. The original tube size was 1.25" OD x 16 gauge. I wanted to use a slightly thicker tube and went for 32mm OD x 2mm wall. The new tube is stainless steel type 304 ERW (nothing very special). It was "super-polished" and looked nice! I bought a length 1250mm, which left about 40mm surplus.

The new OD is slightly bigger and the bore slightly smaller. Precise measurements of the tube were 32.1mm OD and 28.5mm bore. That allowed me to use the existing bottom fitting (after machining the bore) and also the top bush (after machining the OD).

First, the bottom fitting was removed from the old tube by carefully cutting through the bore with a hack-saw blade – this was found to be a plain press-fit. The bottom fitting was machined in the lathe to enlarge the bore to fit the new tube. To hold the fitting in the lathe chuck, some tooling was necessary – this is shown below. The tool allowed for the boring tool to pass right through, then the tool was used to knock the fitting on the new tube. A small interference fit of 0.002" to 0.003" was chosen. This resulted in a new bore size of 32.03 to 32.05mm.





### **Machining the bore of the bottom fitting**

After machining, the fitting – again, mounted on the tooling – was heated to 250C in the oven and the new tube end cut and finished square. A little grease was applied to both parts and the fitting was knocked quickly into position on the tube, before the heat passed into the tube and “grabbed” the fitting.

Then the tube was finished to length (1210mm) and the old top bush machined and fitted, so that it was a light tap fit into the tube, after finishing out the tube bore welding flash (ERW tube) – about 0.001” maximum interference fit.

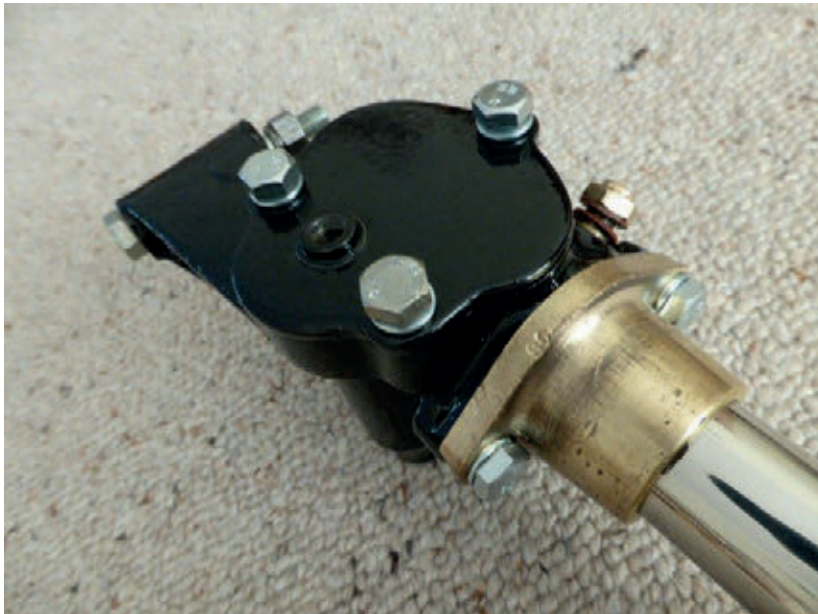
Finally, the outer tube was assembled to the steering box and shaft assembly to size the shim, which was estimated at 0.033”, which should give freedom over the full travel of the worm and peg, allowing 0.005” each side for a paper gasket (i.e. a 0.023” shim), which was cut from 0.5mm brass plate. Any adjustments needed will be made later.



**Machining the OD of the top bush**

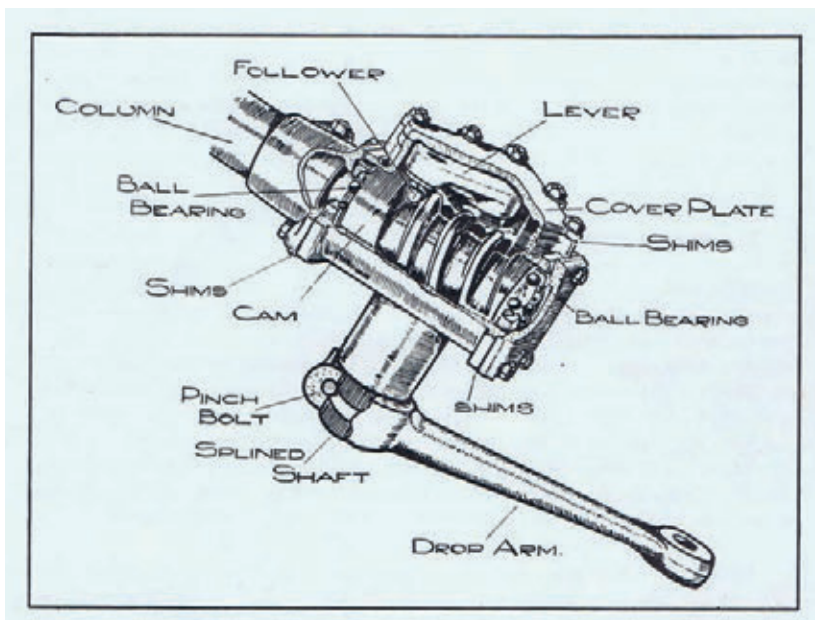


**Top bush installed**



Outer tube assembled to steering box for sizing the shim

To be continued:.....



Barry Foster has provided this fascinating copy of an extract from the Factory files for the Marquess of Cholmondeley's C-type which lists modifications and corrections required. Barry has forwarded this as an example of how factory modifications were carried out to cars often within a few months of production and to impress on owners undertaking restoration that parts that appear to be non-original should be researched before they are "binned" in case it is a special part or modification that was unique to that particular car. Two more documents relating to this car are reproduced opposite; the detailed requirements are intriguing and demonstrate the degree of detail that was involved.

SPECIAL INSTRUCTIONS FOR THE FINISHING OF THE M.G. MIDGET  
MARK II MONTLHERY MODEL BELONGING TO THE MARQUESS OF CHOLMONDELEY.

14th Dec., 1931.

F - *Paint car*

BODY.

Flap, arranged at the forward portion of the cutaway sides, to prevent mud from splashing into the car. (Kindell will explain).

A trap slide in the front cowling above the carburettor, to enable this to be flooded without removing the cowling. Rear vision mirror to be fitted between the two cowls on the front of the dash.

Boot lock similar to the two-seater, for the back compartment.

F - Sidelamps to match the bodywork in colour.

The registration number to be painted on the front cowling. Triplex screen to be supplied.

Bonnet clips on each side of the bonnet and the bonnet strap to be moved further back, so that it is two louvres from the rear end of the bonnet. A special strap is being sent to us for this purpose.

The letters, "G.B." to be painted on the rear end of the rear wing.

The floorboards to be divided down the centre.

F - The holes of the body are not opposite the grease gun nipples. This should be adjusted.

F - When fitting the fasteners on the bonnet to keep the sections together, adjustment should be made as the bonnet is now too near to the exhaust pipe flange, and chatters.

The rear of the footboards to be filled in.

The clips on the tail are continually coming undone, and should be adjusted.

F - With regard to the spare wheel in the tail, this wants fitting more carefully, and the cables beneath require anchoring. (Kindell will explain this).

F - Seats will require rather more padding than on those tried.

CHASSIS.

The underpan and tail to join up.

F - The greasers on the steering are not accessible.

F - Gearbox arm cracked.

F - Gearbox case porous. Examine for oil leaks.

F - Two holes are needed in the propeller shaft casing in order to facilitate the greasing of the universal joints. Wheels to be balanced.

F - The brakes need considerable attention as they are bad at the moment, and Mr. Kimber suggests that they be relined with M.R. linings.

F - If possible set brake lever more upright.

F - It has been found necessary to put additional springing on the accelerator, in order to throttle the engine down. This needs adjustment as the extra spring should not be necessary.

Reverse safety catch on the gear

*gear* Lever requires tightening.

Cont'd.

TO:

Mr. Temple. (Copy made for Miss Hodgkin).  
Service Dept.

FROM:

Mr. Colegrove.

EC/LB.  
5th Jan., 1932.

The bonnet strap herewith has been sent to us for fitting to the Midget Mark II Montlhery model for the Marquess of Cholmondeley. There is a special punch enclosed for the purpose of making the holes in the strap, and the Marquess wishes the protective metal to be rather higher than on our own strap, as his is of more delicate material. I should like to suggest that you put rather more metal on this strap, so as to make sure that the heat from the exhaust pipe does not affect the leather. When you have finished with the punch, the Marquess wishes us to send it on to: Messrs. W. Skeggall, Ltd.,  
30, North Audley St., London, W.1.

E.C.

TO:

Service Dept.

EC/LB.  
5th Jan., 1932.

FROM:

Mr. Colegrove.

Details of instructions for painting the body of the Midget Mark II Montlhery model for the Marquess of Cholmondeley:-

Body, wings, lamps, chassis: Red  
Supercharger cowlings, wheels, and brakedrums: Blue.  
Body lined in blue where marked.  
Red diamonds to be painted on the cowlings of the Supercharger, similar in shape but rather smaller than the diamonds on the belt for the bonnet. These will be in two rows on the Supercharger cowlings, one at each side, coming from back to front.

When the car is finished we should make arrangements to send it by lorry to either Folkestone or Dover, to arrive there not later than the 16th January.

E.C.



The Pre-war MG Register of Australia have produced these stylish badges for their celebrations of the 90th anniversary of the M Type. They chose 2018 as the anniversary; this being the year that the car was launched at Olympia and, as Robin Page advises, resulted in 200 orders and accolades from the motoring press. As you will see elsewhere, the UK Register is focusing on 2019 for the celebration as this is when the cars went on sale and when they were first used in competition; thus heralding the start of the era of MG cars for the sporty motorist.

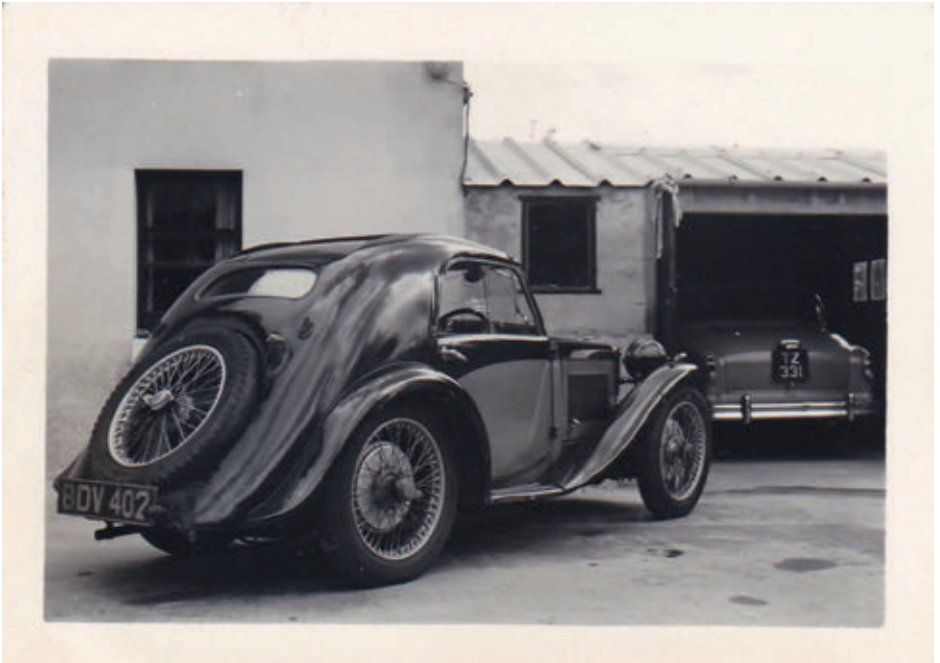
Information on the badges has been provided by Robin Page and he explains that the design aimed to achieve a "period" look and they selected Monitor Grey for the car so that it would not clash with the various colours that now adorn the cars (and perhaps to guarantee a sale to one well known campaigner of an M Type). They also went for a dark chrome finish to help with the period feel.

The good news is that, although the badges were produced for the Australian market, they do have some spare and can organise a further batch if there is demand. Prices in Australian dollars are AUD50 for the grille badge and AUD12 for the lapel badge. Costs for postage to the UK are AUD29.25 "tracked" and AUD13.05 "un-tracked". Orders to Robin Page by email with payment via PayPal; he will advise the PayPal reference when replying to emails.

Contact for Robin Page is [mg0045@gmail.com](mailto:mg0045@gmail.com)

## **PB AIRLINE COUPE**

**Notes and Photos by Michael Marshall**



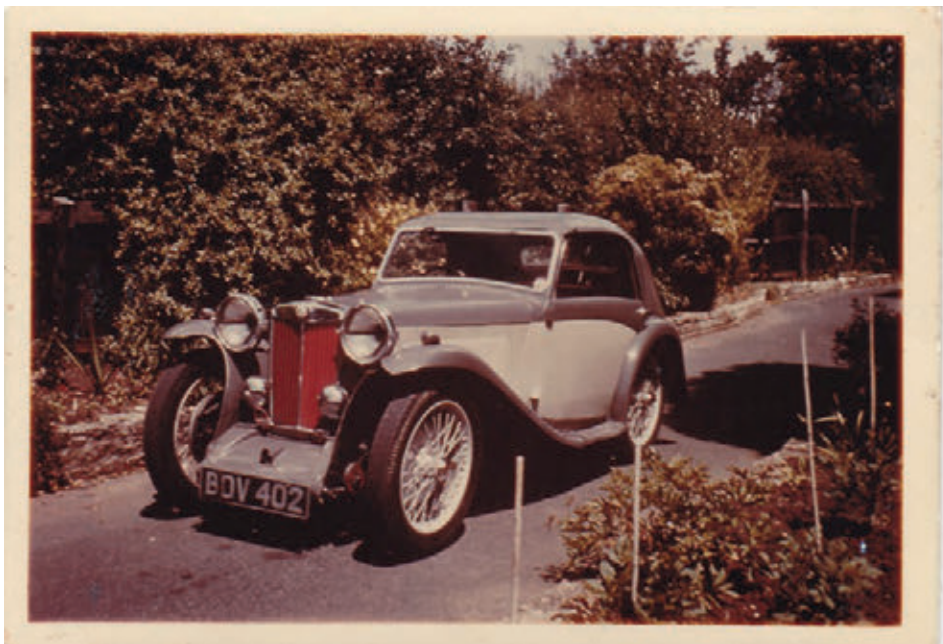
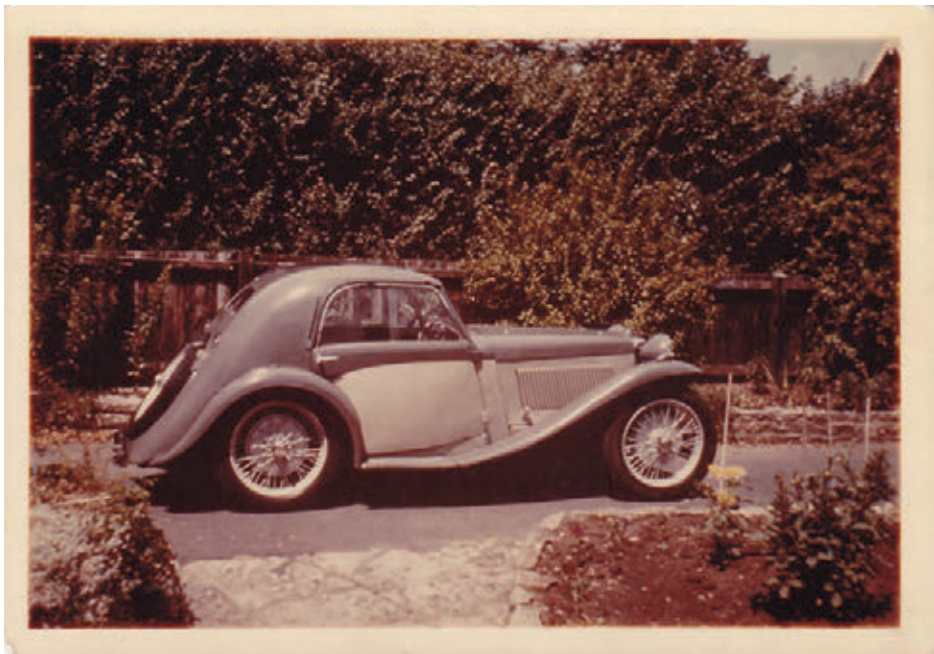
One of the benefits of the Inter Register Committee is the exchange of bulletins and newsletters and this article is a direct result of that interchange of information.

My interest was triggered when I saw an article by Michael Marshall in the June issue of the Riley Register Bulletin that featured a photograph of a very smart looking Airline Coupe. The article was Part 3 of a fascinating 5 part feature by Michael on cars and other machines that had featured in his life. Michael has been kind enough to contribute the following recollections of his brief love affair with PB.0609.

At the end of the article I have included some additional notes on the car and I am hoping that a further article may follow to bring the history up to date.

I am writing to pass on as much as I can remember of my much loved 1936 PB Airline Coupé I ran in Belfast 1955-58 and Bolton, England 1958-60. I dimly recall that its reg. no. BDV 402 was of Devon origin.

When acquired in 1955 the only items missing was the MG flap on the starting handle tunnel which I never replaced, and the handle of the windscreen opener. It was very sound, being then only 19 years old, but somewhat tired and its dullish all-black paintwork did not do it justice. That was the first thing I changed by painting its upper works and wings Oxford blue and the side panels Cambridge blue using Valspar. This absolutely transformed its appearance – see first attachment. I repainted it in England in dark and very pale grey, which I never thought looked as well as in Oxford and



Cambridge blue and did not go with its very comfortable blue hide seats - see second and third attachments. It looked so well that a sporting car dealer in Belfast offered a swap with his 1923 Brescia Bugatti – an offer I refused as being painted yellow, and having little bodywork other than an oval petrol tank behind the seats, also no hood, it would be no use for my extramural activities since no father would allow his daughter to be seen in it.

The only changes I made were the addition of a fold-up prop to keep the mixture control partly 'rich' until warmed up, and what I considered an artistically curved replacement handle for the windscreen opener. The knob of this arm was a cleaned-up flint fixing bolt from a 1759 flintlock that pistol that was too badly corroded for restoration.

Its Carl Zeiss of Jena headlamps were of very high quality; their parabolic mirrors were of glass with a little heater at the bottom to prevent misting up and they swung open sideways around vertical hinges.

The car went very well and would easily attain 70mph. although out of respect for its age I seldom exceeded 60mph – nor needed to in pre-motorway days..

The vertical dynamo was always kept oily by leakage from the overhead camshaft drive, but this never caused a problem.

The only mechanical problems came to light in England: a cracked valve seat, repaired with an insert and a loose cylinder sleeve, both done very nicely by Burtonwood Engineering in Cheshire.

On the 11th of June I emailed the Midget Coordinator at [info@mgtoronto.com](mailto:info@mgtoronto.com) saying: "*I have recently learned that the beautiful 1936 MG PB Airline Coupé reg. BDV 402 (see attachment) I owned in Belfast 1955 to 1959 is alive and well –somewhere in Canada*". I added that if he was able to contact the current owner to please let them know that I would be happy to provide some quite good photos of it when it was not yet 20 years old. As yet I have had no reply.

Background information from the Register archives on PB.0609 has been provided by Dick Morbey as follows:

PB.0609 is one of those interesting cars that started life as a PA (2232) but was converted by the factory to PB specification when PA's became less desirable. Engine number was 2508AP. The car was built on 30<sup>th</sup> December 1935 and released for sale on 28<sup>th</sup> February 1936 and then registered on 1<sup>st</sup> March by the first owner, Miss J M Clements of Torquay. The colour was originally black with green trim.

Other known owners are Mr P Hennessy (April 1940) and Ray Masters (1960/61). The current owner is Peter Welch who lives in Canada.

I have also received some information from Lew Palmer of the North America MMM Register who has had the opportunity to inspect the car. Lew has provided some photos of the car in its restored state which I hope to publish in a future issue once I have made contact with Mr Welch.

## **DUTCH DOINGS**

**A light hearted report on recent MMM developments in Holland.**

**By Cat Spoelstra**

As I am all for globalisation when it comes to matters Triple-M, I thought I'd give you an update on what's been going on at this side of the pond in the course of 2018. Nothing to do with Digby pestering me for copy of course.

We'll start with NA0462. This car was collected from Wales by current owner Wim van Santen in October 2014 for restoration. It's had its engine block overhauled and white metallised by a local specialist. They have now come up with a lovely little video of the job and put it on You Tube.

For anyone interested, here's the link:

[https://www.youtube.com/watch?time\\_continue=15&v=u1Ait3dYLwY](https://www.youtube.com/watch?time_continue=15&v=u1Ait3dYLwY)

Wim is very busy getting his car back on the road wanting it ready for a three month European trip in honour of a 'united Europe' next summer. These things always take longer than expected of course, so fingers crossed he'll make it in time ...

Ties Verbruggen has a 1975 'date of build', still a pup in Triple-M circles, and has bought himself Gerard van Putten's (of [www.mgmmm.com](http://www.mgmmm.com) fame) old J0616 at the start of the year. Though built on a J1 chassis, it actually looks like a J2. Ties is very much a driver; he's already done a lap of Brands Hatch during the lunch break at the MGCC's spring race meeting back in April and is now planning to enter the Kimber Classic Trial in a few months' time. He' is often seen touring the local area with either of his young sons, the younger especially seems highly mesmerised by the car.

Another of our youngster M.G. friends has managed to secure himself a piece of Triple-M history in the form of PA2136, the project Bryan Ditchman recently decided he was ready to dispose of. Gideon Hertzberger (35) has Triple-M history in his actual blood being Eddie Hertzberger's cousin-once-removed. Now, if you don't know who that was, then the 'Cosmopolitan K3' article by Wiard Krook in the 2002 Yearbook will teach you all you need to know.

Anyway, with a second child on the way, you might think his freshly acquired P-type won't see the light of day any time soon, but Gideon is known for his speed in finishing restoration projects, so we might just be surprised!

Incidentally, PA2136 now lives in the same area as my J2539 with which it shares its first owner, a Mr John Ashworth. I just love these little snippets!

Onno 'D' Könemann has almost finished his long term project, has managed to obtain his international racing licence and should be joining the grid at Brands Hatch next spring with D0495. Having bought the project some eight years ago, he has always maintained he would "drive when I'm 35" and he seems to have kept word, only turning 36 next August!



**Ties and Dirk Verbruggen 'racing' J0616 at Brands Hatch in April.  
Photo:Stefanie Broch**



**There's only one thing for it if you're going to start your engine for the first time; invite your Triple-M mates and have a party! Onno Könemann's D0495 getting the ceremonial treatment. Photo: Cathelijne Spoelstra**

Seeing that Onno has opted for a lightweight skimpy body to go racing with, the (sort of) D-type body that came with the project when he bought it should be finding its way onto a new car for me; Thijs is turning J0574, a chassis we bought at Stoneleigh back in February, back into a car. I can then take my two Beagles cruising and Thijs can continue using J2539 for all the events that are not altogether suitable for a certain orange clog. No rush though, might be a few years yet! And in the meantime I'm happy to passenger for others in need of a navigator or bouncer.

So, what else happened? En route to MG. Live! in July, Albert Koolma had the diff in J3636 implode on a lovely countryside road appropriately called Devil's Lane which, being his navigator at the time, I told him to take ... Oliver Richardson, as ever, came to the rescue bringing his spare to the pub to fit, so all was well. Oh, and Henri de Jong had the crankshaft in Plonk's (2M2697) engine snap in two some 50 miles before reaching Harwich on the way back from Silverstone. I have to mention he jinxed it though, saying "Well, we've all made it back again in one piece, haven't we?!" during the last break in beautiful Finchingfield before the last leg to the ferry. Five miles on he had to leave his car behind on a farm and hitch a ride home with someone else in our party ... Otherwise it was a lovely year for Triple-M motoring. Here's to 2019 being just as eventful and fun!



**Albert Koolma digging up the diff from the depths of J3636 in The Bell's car park in Winslow, Bucks. Photo: Cathelijne Spoelstra**

# The MG Automobile Company

incorporating Barry Walker Spares has moved to Bicester Heritage  
Bicester Heritage, Building 90 A1, The Main Stores, Buckingham Road, Bicester, Oxfordshire OX26 5HA

01235 426 251



We are the pre-war and early T-type parts specialists with an extensive selection of new and second-hand parts for your MG.

[www.mg-parts-spares.co.uk](http://www.mg-parts-spares.co.uk) | [info@mg-parts-spares.co.uk](mailto:info@mg-parts-spares.co.uk)



'Sharp Historics Ltd' The Pre-War Triple-M MG Specialists  
Restoration | Engine Building | New Parts | Special Projects | Engineering



[info@sharphistorics.com](mailto:info@sharphistorics.com)

[www.sharphistorics.com](http://www.sharphistorics.com)

Oliver Sharp  
+44(0)7709 490285

## **M-types Wanted!**

I put the following piece on the Triple M Forum, and had a limited response, so I ask again to those who do not follow the forum!

April is the 90th anniversary of the M-types winning two gold medals and two silver medals on the Lands End Trial. This event is still run by the Motor Cycling Club have a Class R for older cars in "hot and sunny" Cornwall next Easter Saturday the 20th April 2019. It is proposed that the start would be at Wilsey Down in north Cornwall, just off the A395 Launceston/Camelford road, and climbing only tarmac hills of Ruses Mill, Hustyn and Old Blue Hills travelling about 80 miles to the finish near Penzance.

I would like to take part in the event, but I would like other M- types, but also MMM cars, so that we could re-enact the 1929 event. It would be possible to leave trailers at Wilsey Down, and you would not have to join the M.C.C. as the M.G.C.C. would be an invited club. I hope others are "up for it"!

The regulations will not be out until the New Year, but if you have any questions I would be pleased to answer them.

**Mike Dalby (mikedatum@sky.com)**



**Approaching Blue Hills on the 1931 event**

## **TRIPLE-M REGISTER CHAMPIONSHIPS**

### **Mike Linward, Competition Secretary**



With just a few more weeks to go before the tables can be closed for 2018, and very few events left for potential competitors, it looks as though Mike Painter will be leading the Racing Challenge with Fred Boothby as runner up. As all the leading drivers have completed at least five races, it's only improvements that might add to their totals.

The second half of the trials season started in September but there has been a disappointing number of entrants to the usual events. Even entrants to the VSCC trials have been low this year. A sign of the times maybe.

There are very unlikely to be any more speed events in the UK which involve Triple-M cars so the Speed Championship list could well stand until the end of the year but Brian Galbraith only leads Tim Sharp by a single point so a missed result could make all the difference.

Similarly with the COTY list. Brian's J2 only leads Andrew Morland's L1 by 2 points currently but, as previously stated, there are not many events organised in December for our owners to enter.

Please remember that the tables do not officially 'close' until the third week of January to allow time for December's competition results, or any other missed results for that matter, to be published and processed.

Results from the events list on the next page are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2018 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Competition Secretary's discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January:

**Heading photo by Colin Murrell shows Claire Rolfe at the Cotswold Trial**

## COTY EVENTS UP TO 17 NOVEMBER 2018

28 <sup>th</sup> January	VSCC, New Year Driving Tests	Full
28 <sup>th</sup> January	North Devon Motor Club, Exmoor Trial	Full
4 <sup>th</sup> February	Stroud & District Motor Club, Cotswold Clouds Trial	Full
17 <sup>th</sup> February	VSCC, Exmoor Fringe Trial	Full
17 <sup>th</sup> February	Fell Side Auto Club, Northern Classic Trial	Full
17 <sup>th</sup> March	VSCC, Herefordshire Trial	Full
30 <sup>th</sup> /31 <sup>st</sup> March	MCC Lands End Trial	Full
1 <sup>st</sup> April	Hagley & District Light Car Club, Loton Hill Climb	Full
7 <sup>th</sup> April	MGCC SW Centre Kimber Classic Trial	Full
14 <sup>th</sup> /15 <sup>th</sup> April	Hagley & District Light Car Club, Loton Hill Climb	Full
21 <sup>st</sup> /22 <sup>nd</sup> April	VSCC Silverstone, Formula Vintage Race Meeting	Full
26 <sup>th</sup> April	Manx Classic Sloc Hill Climb	Full
27 <sup>th</sup> April	Manx Classic Creg Willeys Hill Climb	Full
28 <sup>th</sup> April	Manx Classic Lhergy Frissell Hill Climb	Full
29 <sup>th</sup> April	MGCC Brands Hatch, Baynton Jones Historic Motorsport	Full
30 April - 3May	MGCC Triple-M Border Reivers II Rally	Full
6 <sup>th</sup> May	VSCC Curborough Speed Trials	Full
12 <sup>th</sup> May	500 Owners Association Wiscombe Park Hill Climb	Full
13 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
15 <sup>th</sup> May	MGCC SE Centre Tour of South East, Pride of Ownership	Full
19 <sup>th</sup> May	VSCC Oulton Park, Formula Vintage Race Meeting	Full
19 <sup>th</sup> May	VSCC Oulton Park Auto Solo Driving Tests	Full
2 <sup>nd</sup> June	BARC Yorkshire Centre, Harewood Hill Climb	Full
2 <sup>nd</sup> June	MGCC MG Live Silverstone California Cup Driving Tests	Full
14 <sup>th</sup> June	MGCC SE Centre, Fairmile Pride Of Ownership	Full
16 <sup>th</sup> June	VSCC Brooklands Sprint	Full
24 <sup>th</sup> June	VSCC Donington Park, Formula Vintage Race Meeting	Full
1 <sup>st</sup> July	MGCC SE Centre, Newdigate Pride of Ownership	Full
1 <sup>st</sup> July	MAC/VSCC Shelsley Walsh Hill Climb	Full
8 <sup>th</sup> July	Triple-M Summer Gathering, Concours & Gymkhana	Full
15 <sup>th</sup> July	MGCC Donington Park, Baynton Jones, Triple-M Race	Full
16 <sup>th</sup> July	MGCC SE Centre, Reigate Pride Of Ownership	Full
22 <sup>nd</sup> July	VSCC Cadwell Park Race Meeting	Full
4 <sup>th</sup> /5 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
11 <sup>th</sup> August	VSCC Mallory Park Race Meeting	Full
18 <sup>th</sup> August	VSCC Goodwood Sprint	Full
25 <sup>th</sup> /26 <sup>th</sup> August	VHC Etretat/Benouville Hill Climb	Full
26 <sup>th</sup> August	Truro Motor Club, Portreath Sprint	Full
8 <sup>th</sup> September	MGCC SW Centre Wiscombe Park Hill Climb	Full
8 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
9 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
22 <sup>nd</sup> September	VSCC Snetterton Sprint	Full
23 <sup>rd</sup> September	VSCC Snetterton Race Meeting	Full
29 <sup>th</sup> September	VSCC Prescott Long Course Hill Climb	Full
7 <sup>th</sup> October	MGCC SE Centre Autumn Navisat	Full
21 <sup>st</sup> October	Launceston & North Cornwall MC Tamar Trial	Full
10 <sup>th</sup> November	VSCC Lakeland Trial	Full
17 <sup>th</sup> November	VSCC Cotswold Trial	Full

## READERS LETTERS

The following was received in email format from Paul Edwards in response to Bulletin 105. I would welcome similar feedback from readers, particularly in response to the technical articles, as it all helps to spread knowledge and expertise to all Triple-M owners.

Thanks for another interesting Bulletin. I have a Shorrock supercharger on my TC, so I am familiar with vane blowers. I hadn't realised the Powerplus used that sleeve to prevent the vanes from contacting the casing at the expense of interfering with the air-flow. I couldn't understand what Allan means by 'the tip-speed problem' so I will have to read his article at least once again. I must say that, as an engineer, the Roots design seems far more elegant than the vane.

*(Paul has since advised that he has had reports that, in extremis, the vane-type supercharger is more effective than the Roots pattern).*

Just in case you need yet another mug-shot of a Triple-M car with two heads protruding from it, I have attached one. (See *back page*).

This is the story behind the photograph; a friend in the village belongs to a camera club that was running a competition. Members had to submit a set of photos each of which showed one or more of a list of subjects. This shot combines two of the subjects: "a sun-hat on a head" and "a pre-war car on the road".

She asked me if I could help so I drove around the village whilst she got busy with her camera. My passenger demanded to be part of the action. The photograph also proves that I have got my engine working at last.

Thank you for your work on the Bulletin. Everything stops when it arrives here,

Best Wishes  
Paul Edwards



The following letter received from Bryan Ditchman provides some historical information on his old car that is, at the time of writing, for sale.

Please be informed that PB 4-seater chassis number PB.0295, an ex-works demonstrator, is presently for sale with Robin Lawton at Petersfield, Hampshire (01420 474919).

The car has been totally restored and has the registration JB 6879, previously on Musqueteer D'Artagnan.

Kind regards  
Bryan Ditchman

## FORTHCOMING EVENTS

27 January 2019	VSCC New Year Driving Tests. Brooklands.
10 February 2019*	MG & Triumph Spares Day, Stoneleigh.
25 February 2019	Goodwood Track Day.
7 April 2019	MG Era Day. Brooklands.
13 April 2019	Kimber Trial. West Coker, Somerset.
13-14 April 2019	VSCC Silverstone
25-27 April 2019	Manx Classic Hillclimb.
27-28 April 2018	MGCC Brands Hatch Indy. (Mary Harris Trophy)
28 April 2019	Drive-it Day.
25-28 April 2019	South African MMM Gathering. Franschoek.
15-16 June 2019*	MG Live, Silverstone
15-16 June 2019*	VSCC Sprint and Double Twelve, Brooklands
18 May 2019	VSCC Oulton Park
8 June 2019*	Pre-war Shuttleworth. Old Warden, Bedfordshire
29 June 2019	VSCC Donington Park.
7 July 2019*	Shelsley Walsh Hill Climb
20-21 July 2019	Pre-war Prescott and Navigation Rally.
27 July 2019	VSCC Cadwell Park.
1-4 August 2019*	European Event of the Year; Barcelona
3-4 August*	VSCC Prescott Hill Climb
24 August 2019	VSCC Brands Hatch.
7 September*	VSCC Loton Park Hill Climb, Shrewsbury
21 September 2019	VSCC Snetterton.
22 September 2019*	Madresfield Driving Tests, Malvern.
19-22 September 2019	Triple-M Welsh Tour. Llandrindod Wells.
*New events added	

## FOR SALE

Bob Milton has the following parts for sale:

New crankshaft skew gear to drive a water pump for J Type etc: £90.00  
 New crankshaft thrust washer set (3 pieces) for J Type etc: £25.00  
 New steel water jacket plate zinc plated for J Type etc: £10.00  
 Pair of new front spring trunnion bushes suit 1/4" spring leaf: £35.00  
 Pair of new flat stainless-steel water jacket plates suit J Type etc: £20.00  
 Machined front housing cover plate fitted with 1 3/8" diameter oil-thrower suits a supercharger drive: £50.00  
 Pair of used front hubs with bearings: £80.00

Prices include P & P UK only Overseas will be extra at cost.

[bobmilton03@gmail.com](mailto:bobmilton03@gmail.com)

# BAYNTON JONES

## HISTORIC MOTORSPORT

Bob and Charles Jones for Restoration and Preparation of  
Triple-M Sports and Racing cars

Engine Rebuilds for Road or Competition  
Steering and Suspension Components  
High Performance Camshafts for Every Triple-M Model  
Forged Pistons

available exclusively from BAYNTON JONES :  
OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.  
UPGRADED VALVES, VALVE SPRINGS AND RETAINER CAPS  
STANDARD AND BIG BORE K,L,N-TYPE BLOCKS

TEL : +44 (0)1747 858915 [sales@baynton-jones.co.uk](mailto:sales@baynton-jones.co.uk)

 **MIDGET**  **MAGNETTE**  **MAGNA**

**50**  
YEARS OF SERVICE

### MMM

**50**  
YEARS OF SERVICE

**THE SPARES SERVICE YOU CAN RELY ON !**

Phone on **01948 840899** Fax on **01948 840897**

For prompt despatch of stock orders

**Parts for all OHC Models 1929 to 1936**

**View our Website [www.sportsandvintage.co.uk](http://www.sportsandvintage.co.uk)  
which is regularly updated with special offers**

Illustrated Catalogue

Visa - Mastercard Welcome



  
**SPORTS & VINTAGE**  
MOTORS  
LIMITED

Gorse House,  
Whitchurch Road,  
Prees, Shropshire,  
SY 13 3JZ



*DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register*

## **CONTACTS:**

**PRESIDENT - Mike Allison**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel: 01635 40724). E-mail: [mgmikeallison@gmail.com](mailto:mgmikeallison@gmail.com)

**CHAIRMAN - Jeremy Hawke**, 27 Spencers Orchard, Bradford on Avon, Wilts BA15 1TJ (Tel: 01225 863934; 07590 272544) E-mail: [mgk3007@btinternet.com](mailto:mgk3007@btinternet.com)

**SECRETARY - Dick Morbey**, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel: 01494 883112. E-mail: [richard.morbey@gmail.com](mailto:richard.morbey@gmail.com))

**TREASURER - Charlie Cartwright**, 6 Trewartha Terrace, Penzance, Cornwall, TR18 2HE (Tel: 01736 368610, mob: 07974 900682)

E-mail [charlie.cartwright@gmx.co.uk](mailto:charlie.cartwright@gmx.co.uk)

**REGISTRAR CO-ORDINATOR - Barney Creaser**, 53 Park Road, Wellingborough, Northant NN8 4QE Tel: 01933 226806

E-mail: [barnycreaser@yahoo.co.uk](mailto:barnycreaser@yahoo.co.uk)

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London, E4 6BZ. (Tel: 0208 529 3241 E-mail: [mikelinward@yahoo.co.uk](mailto:mikelinward@yahoo.co.uk))

**COMPETITION ASSISTANT - Duncan Potter**, Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP 01986 785096 E-mail: [potterduncan@gmail.com](mailto:potterduncan@gmail.com)

**TECHNICAL ADVISOR - Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel: 01753 643468 E-mail: [p.green@mgk3.co.uk](mailto:p.green@mgk3.co.uk))

**YEARBOOK EDITOR - Simon Johnston**, 15 Finchley Vale, Belfast, BT4 2EU (Tel: 02890761884 E-mail: [mmmyearbookeditor@gmail.com](mailto:mmmyearbookeditor@gmail.com))

**YEARBOOK ADVERTS - Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel: 01628 665055 E-mail: [e.taylor@oakend.net](mailto:e.taylor@oakend.net))

**LIBRARIAN - Richard Stott**, 35 High Street, Long Buckby, Northamptonshire NN6 7RE (Tel: 01327 842549 e-mail: [mg\\_roadster@yahoo.com](mailto:mg_roadster@yahoo.com))

**BULLETIN EDITOR - Digby Gibbs**, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 Email: [Digbygibbs@outlook.com](mailto:Digbygibbs@outlook.com))

**BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White**, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652

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

**EVENTS REPORTER - Mark Dolton**, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel: 07718404363 E-mail: [mdjdolton@googlemail.com](mailto:mdjdolton@googlemail.com))

**SAFETY FAST SCRIBE - Cat Spoelstra**, Havenstraat 44A, 2681 LC Monster, Netherlands. (Tel: [0031-6-41216600](tel:0031-6-41216600) email: [info@mgworkshop.nl](mailto:info@mgworkshop.nl))

## **15** *Winter Driving: How to Keep Warm in an Open Car.*

The joys of winter motoring are many, so long as one can *keep warm*, but it is not given to every one to be able to stand the rigours of our erratic climate in an open car in winter. It stands to reason, of course, that the one who pays most attention to the general health, digestion, and care of the body will get most out of his car in winter, and it is important to note that one should never start out feeling cold. A few simple movements of the limbs will improve matters by starting circulation. Breathing should be slow, deep, and regular—through the nostrils, not through the mouth. The clothing worn next the skin is the great factor in keeping the body temperature right, and is assisted, of course, by the use of leather and fur-lined coats, rugs, comforters, and the like. The critical places are the neck, wrist, and ankles, the blood vessels in those parts being just under the skin and most liable to chill.

Attention must be paid to the gloves. They must not be too tight, and woollens are preferable for winter use. With regard to the feet, one can drive better when using thin-soled, comfortable boots—with thick-soled boots the clutch cannot be felt as it should be—and on a long run in winter there is nothing better to keep the feet comfortable than the use of a pair of cheap and heavy workmen's woollen socks put on right over the boots and drawn up over the ankles.

It is well known that spirituous liquors actually lower the bodily temperature, and should be avoided on this account while driving. On the other hand, hot tea and coffee are very useful.

In driving without a screen in winter it is well to remember that just in front of the ear is the seat of the large ganglion which supplies the nerves to the face, and rather than run any risks, it is advisable to wear a Jaeger helmet of wool which will completely envelop ears, cheeks—in fact, the whole face with the exception of nose and eyes.

The virtues of the hot mustard bath after a day's exposure are not sufficiently well known. The essential oil found in mustard is not only a good prophylactic against chill, but is also a good sedative to the nervous system, counteracting the wearying effects of vibration whilst motoring.

Some very seasonal advice for those hardy souls who use their cars in the winter. Taken from "Complete Hints and Tips for Automobilists" first published by Autocar in 1902. My copy is the Eighth Edition but not dated. Drivers should take particular note of the warning about "spirituous liquors" and the recommendation of the benefits of a hot mustard bath after a cold drive!



**Proof that J.2164 is back on the road (see Bulletin 93). Paul Edwards and Scruffy (you decide which is which) enjoying the tropical summer. For the story behind this charming photo see Paul's letter on page 43.  
Photo by Pauline Dagnall**