

TRIPLE-M REGISTER BULLETIN

April-May 2019



THE MG CAR CLUB LTD

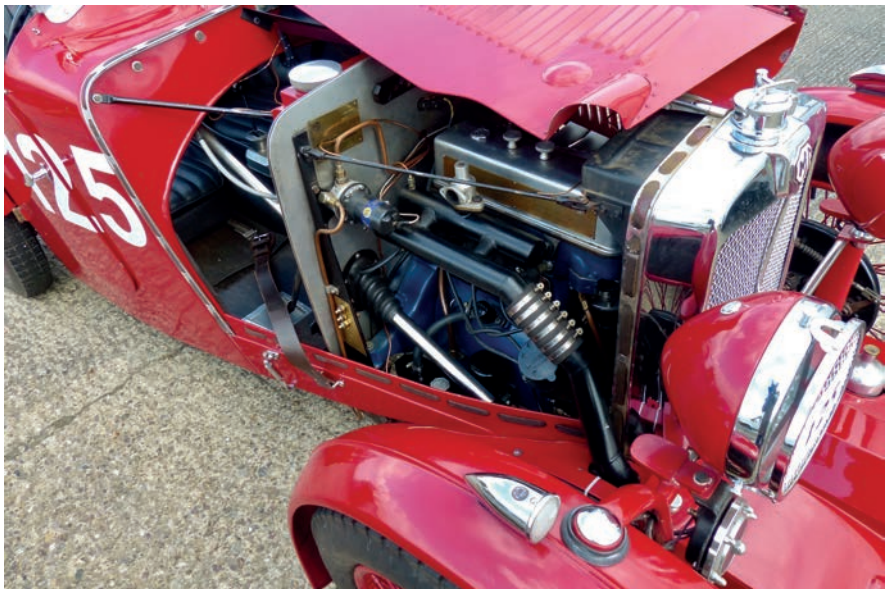


VSCC Formula Vintage Round 1 at Silverstone.

Top: “Any colour you like as long as it is blue”. The C-types of Chris Cadman and Emma and Duncan Potter in company with Simon Jackson’s PB.

Below: The immaculate engine bay of Geoff Enoch’s J2 (J 2221).

Photos by Digby Gibbs



BULLETIN No 108 April - May 2019

Front Cover Picture:

The Montlhery C-Type Midgets of Duncan and Emma Potter in front of a splendid art-deco recreation at Goodwood.

Photo taken by Steffi Broch during the “MGs on Track” event in February

Editorial:

Following on from the 1956 MG Car Club letter published in the last Bulletin we have reproduced the first ever Register listing which makes interesting reading, particularly for those of us who weren't around at the time. The fascinating article by Allan McNab also takes us back to that period when a running M-type could be had for £10 (equivalent of £230 today) and C-types, L-types and Airline Coupes were affordable. I forgot to acknowledge that the letter was provided by Bob Milton who, quite rightly, thought it would be of interest.



Back to current times, and in spite of the high value of the cars, Triple-M activities are now in full-swing with very active participation in different ways by a good number of owners. I attended the first day of the VSCC races at Silverstone where a selection of the regular Triple-M racers were present. On the same weekend there was MG Era at Brooklands and the venerable Kimber Trial to provide entertainment. There were concerns before the event that there would not be enough entries to make it worthwhile. On the day, there was a reasonably healthy entry of 18 Triple-M cars but overall numbers were low and the future of this historic event is in jeopardy- see Competition Secretary's Report for details. I hope to have a full report for the next issue.

One event that has been lost from the calendar is MG Live! the implications of which are dealt with elsewhere. My personal view is that this may be a blessing in disguise as the event was becoming less relevant for the Triple-M fraternity and something more interesting may emerge for next year. An expanded Summer Gathering and the ever-improving Pre-War Prescott will, no doubt, satisfy most of us.

As always, I would appeal for more articles, particularly on technical subjects, and for feed-back on what has been published otherwise it is very hard to know if I am getting it right!

Digby Gibbs

An entry form for the Summer Gathering is enclosed with this issue, alternatively forms can be downloaded from the Register website (download section). Please return your completed entry forms to Peter Green as soon as possible so that catering arrangements can be finalised.

FORTHCOMING EVENTS:

12 May 2019	VSCC Wiscombe Hillclimb
18 May 2019	VSCC Oulton Park
1 June 2019	VSCC Harewood Hill Climb, Yorkshire.
8 June 2019	Pre-war Shuttleworth. Old Warden, Bedfordshire
15-16 June 2019	VSCC Sprint and Double Twelve, Brooklands
29 June 2019	VSCC Donington Park.
7 July 2019	Shelsley Walsh Hill Climb
7 July 2019	Register Summer Gathering
13-14 July 2019	Chateau Impney Hill Climb, Droitwich.
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
16 August 2019	Dutch Triple-M weekend
24 August 2019	VSCC Brands Hatch.
7 September	VSCC Loton Park Hill Climb, Shrewsbury
13-15 September	Circuit des Ramparts Angouleme, France
14 September 2019	MGCC Wiscombe Park Hill Climb.
21 September 2019	VSCC Snetterton.
22 September 2019	Madresfield Driving Tests, Malvern.
19-22 September 2019	Triple-M Welsh Tour, Llandrindod Wells.
28 September 2019	VSCC Prescott Long Course Hill Climb.
16 November 2019	VSCC Cotswold Trial, Prescott



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Chairman's Jottings

By Jeremy Hawke

Well, another few months have flown by. Stoneleigh has been and gone, MG Live! has been cancelled and I have just returned from the wonderful Kimber Trial, ably organised by the MGCC SW Centre. Alas, the J2 missed this for the first time in many years due to a blown head gasket (untouched since the 80s) and indications of a crack in the block.

Whilst the cancellation of MG Live! is worrying, and the full impact on the Club is not yet fully clear, the MMM 90th celebration of the M-type at the event has also taken a hit. However, plans are afoot to expand the

Summer Gathering to compensate, so please watch the web-site & Safety Fast for details. As for the Kimber, new blood is desperately needed on the organisational and participation front in order that it can continue to be viable. This is the oldest event on the MGCC calendar, bread & butter to "our" cars back in period. Let's not let it die out.

Reflecting on Stoneleigh; we are pretty spoilt with regard to spares availability these days compared to the Register founders, who were pre-occupied with finding usable bits and could not have even dreamt of new-manufacture parts being available "off the shelf" and modern technology making previously unusable parts now perfectly repairable. Musing with one Barry Foster at the Kimber (block woes) he remarked "quite repairable with laser welding and so little distortion, you might not even have to hone it afterwards!". A far cry from the early days when there were only about 50 members connected to each other, with about 60 cars between them. They were so South-east Centre centric that only events in that area were included (there being no MMM Representatives established elsewhere).

These bits of trivia come to hand courtesy of Bulletins 1-23 (issue 1 was May 1962 – before I was even born), which sit on the bookshelf, along with the rest of "the set". If nothing else, they are a distraction which reflects a time when our cars were a darn sight more difficult to keep running than they are now.

Jeremy Hawke



Secretary's Update

90th anniversary update

In the previous Bulletin we gave a fanfare about some of the Register's plans for the celebration of the 90th anniversary of the commencement of Triple-M production. These were discussed in some depth at our March committee meeting (brief details below)

As most readers will now know, the main event at the MGCC's MG Live! meeting will not now be taking place. a Pause for a loud Grrrrrr! Despite the Club having firm and long-standing arrangements in place, Silverstone circuit took the unilateral

decision to cancel the booking because of their need to re-surface the race track. After looking at a very wide range of possible alternatives the Club subsequently decided to 'rest' MG Live! for this year and will be looking afresh at plans for 2020.



This untoward situation obviously leaves a big gap in our 90th plans, but Peter Green has nobly stepped up to offer to open up the Register's Summer Gathering event at Farnham Royal on Sunday 7th July to enable a much larger attendance than usual. To achieve this the traditional limit to the number of cars that can attend will be much increased and the limit may be removed altogether. (The limit has always been dictated by catering considerations, but arrangements will be made to ensure that everyone will be fed.) Please do reserve the date and watch out for announcements about the event and booking details.

The 90th anniversary commemorative lapel badge and car badge have proved to be very popular, so much so that we have had to re-order supplies of the car badge. Contact the Library to order yours!

Committee news

Our most recent committee meeting was held in March. We covered the usual ground, including reviewing the Register's finances, which continue to be in good shape. We also spent time discussing particular cars and their inclusion in our Register Listing; we also considered the possible digitising of some of the factory files, for which the MGCC currently has a pilot project underway.

By the time you read this the 2018 Yearbook will have hit the street, just in time for the Brands Hatch Mary Harris race meeting. Thanks are due to the many contributors and especially for the superb effort by Editor Simon Johnston, the designer Ted Koehorst and not least to Terry Hartley who sources and negotiates the print and production arrangements. And all this for just £12 a copy (+P&P).

Our Register AGM takes place at Kimber House, Abingdon on Sunday 2nd June at 2.30 pm. MGCC members are welcome to attend and take part - non-members as well, as observers - so please come along to see the committee at work! As usual the three officers will be up for annual election and some other committee members are due to retire by rotation. Nominations to the committee and topics for discussion can be taken up to 11th May, or later with the Committee's approval.

Speaking of committee members, after the Brands Hatch race meeting our good friend Mark Dolton will be stepping down as race co-ordinator and as a member of the committee. Duncan Potter who is already a committee member, will slide into Mark's seat, something for which he is well prepared. We owe Mark a huge debt of gratitude for everything that he has done and continues to do to promote the re-birth of Triple-M racing - something that many thought to be impossible. His 'just do it' approach has attracted competitors to the fold and has earned just recognition, not least with the MGCC's Member of the Year Award in 2016. We thank Mark for his exceptional contribution and wish Duncan every success in his new role, which I believe he has been understudying for a while now

MGCC matters

Jeremy Hawke and I attended the recent MGCC Council meeting as Register reps. Naturally, the overriding mood was glum because of the Silverstone débâcle. Nevertheless the Club is in good heart, which will improve further if we can encourage more of you to join up! Speaking of which it may surprise readers to know that although the Register is an integral part of the MG Car Club, we do not receive a direct data feed to tell us which owners are (or are not) MGCC members. We are hoping for some improvement in the flow of information in the future, but as this may take some time, may I please remind those of you who are members to let me know your membership number? The same applies if you are a member of an overseas affiliate of the MGCC. The Register has a MGCC members only area of our website Forum, which admittedly is not very thickly populated at present, but if we have your membership details we can at least give you access to it!

2019 (again!)

The 2019 season is well under way here in the UK. The Kimber trial was a great success and well supported, not least by a contingent from Holland. The MG Era day at Brooklands was very popular and Colin Henderson received a well-deserved award for his lovely NA. The racing programme has already kicked off, we have the Summer Gathering and Pre-War Prescott events to look forward to in July, and others including the Welsh Hills tour in September, and much more besides! Check the events calendar and have a great Summer!

Dick Morbey

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INTER REGISTER CLUB UPDATE

Report by Philip Bayne-Powell

The first Inter Register Club's event took place in combination with the MG Car Club's SE Centre Navisat on 10th March. We had a total entry of 19 cars, who assembled at the start at the Old Tollgate Hotel/Restaurant in Bramber, Sussex to sign on and have a coffee and a bacon bap. Soon the clues were handed out and people started plotting in other parts of the hotel.

Of the 19 entries, we had seven from the invited Inter Register Club (IRC), and so 12 MGs were ready to try and beat them this time (We lost out to them on last year's Autumn Navisat). The IRC came with classic Rileys, Jowetts, Alvis and Humber to create a fine cross-section of cars.

Most people had plotted the 6-figure map references by 11.30 and so set off to scour the beautiful South Downs countryside to answer the clues at the given locations. The day was almost perfect with quite a strong wind, which was very noticeable on the top of the Downs.

As the 2.30pm deadline approached, there was flurry of contestants returning with their answers. Once they had handed in their answer sheets, they were then able to partake of the three-course buffet lunch. After about an hour, the results were announced, but the MGs were beaten again by the Riley of Adrian Ducker. We combined the Pre-55 class with the pre-1995 class, which was won by John and Sally Reay in their TC. Six MGBs competed in Class B, including Richard Dresner in his rare Costello MGB. Class E for all non-MGs had eight entries, which included the IRC entries. It was also nice to see that we had six novices amongst the entries.

Due to the new IRC eligibility rules which came in this year, all pre-1963 are able to compete against the pre-war cars, as long as they belong to the club registered with the IRC which includes our Triple-M Register.

This time we didn't have any Triple-M entries, but due to the new IRC dates the MG team beat the Riley team.

The next IRC event is on 20th April, being run by the Alvis Car Club, and starting at the Greyhound Inn on Cocking Causeway, Midhurst, West Sussex. GU29 9QH. Map Reference: OS197: 882 196. (One mile south of Midhurst on the A286). Regulations should be out any day now, but contact James Campbell (e-mail jamesiscampbell@btconnect.com) to get your entry forms. For other IRC events of the year, see the list opposite.

We now have three MGCC Registers signed up for the IRC – the Vintage Register, Triple-M Register and SVW Register. We are also trying to get the T-type Register involved too.

INTER REGISTER EVENTS 2019

Date	Club	Event	Location	Contact
March 10 th Sunday	MGCC	"Naviscat" Scatter Rally	Bramber, East Sussex	Philip Bayne-Powell 01483 811428
April 20 th Saturday	Alvis	Scatter Rally + Tour	West Sussex	James Campbell jamesiscampbell@btconnect.com
Date tbc	Riley	"Batho" Rally	Worcestershire	Greg Nicholas gregnicholas@hotmail.co.uk
July 13 th Saturday	Riley	Super Scatter	Thames Valley	Richard Scott rscottok@btinternet.com
Aug 17 th Saturday	Humber	Scatter/tour	Oswestry, Salop	Nigel Coulter coulters.email@btinternet.com
Sept 15 th Sunday	Crossley	Treasure Hunt	North Yorks	Stephen Weld Tel. 01765 658569
Oct 6 th Sunday	MGCC	Autumn "Naviscat"	Kent	Chris Leigh candleigh@yahoo.com
Nov 16 th Saturday	ATDC/ NHAEG	"Nightjar" Scatter/Orienteering	Surrey/Hants/Berks	Richard Long richard_d_long@hotmail.com

Treasurer's report:

Just a few words, this time from the "other" officer of your committee. I am told that I am not allowed to reveal figures in this Bulletin because they might be seen by a "non-member", that is somebody who is not a member of the MG Car Club Limited. In my view that shouldn't really matter, we are all MG enthusiasts, but I do encourage all readers of this Bulletin to join the club.

So, what about the figures? Well as the Triple-M register we do not receive any of your annual subscription, that is all spent by the central club; about half goes on producing Safety Fast and the rest goes towards general club overheads and the cost of MG Car Club attendance at various car show events throughout the year.

All our Triple-M happenings are funded from our own activities by careful budgeting and matching costs against income and in general aiming to break even or make a small surplus. As treasurer, I will probably record over a thousand transactions in a year reflecting the huge amount of detailed work undertaken by Paul White who collects and manages this Bulletin's subscriptions, Richard Stott who runs our library service, our annual tour organisers, Simon Johnston who co-ordinates production of the year book, Peter Green who organises and hosts the annual Summer Gathering, Mark Dolton who coordinates the Racing and all committee members and helpers who attend the various exhibitions and events throughout the year. MG Live! is normally quite a major expense for the Register, so maybe that will save us some money to put towards another event. Our annual accounts for 2018 are all complete and show a good result. I intend to put the details in the Members-only area of the Triple-M Forum, together with a summary of the main Club's figures dug out from the Members' Area of the MG Car Club website.

The MG Car Club Board of Directors, including Richard Colston the hard-working treasurer, have done a good job over the past 18 months nursing the club finances back to a break-even situation even though club membership is declining and overheads continue to rise. I guess that is inevitable as we are all mortal, the post war cars gradually succumb to the tin worm and younger sports car enthusiasts go for a comfortable and well equipped MX5!

Charlie Cartwright (Treasurer)

GLORIOUS GOODWOOD!

Photo by Steffi Broch. Words by Colin Murrell

MGs on Track returned to Goodwood again on Saturday 23rd February and we were lucky enough, thanks to the organisation of Mark Dolton, to have a Triple-M group with sessions all to ourselves.

Once the early morning mist lifted, it was so warm and sunny that it was hard to believe that it was only February, it was more like May!

The day saw track debuts for some cars and for some drivers, and we were lucky to see two young ladies becoming part of the next generation of MG Triple-M competitors.

Taking part were : -

11. Colin Murrell - 1931 - D Type MG1347 Blue
12. James Burmester - 1934 - PA Special, Single Seater Green
13. Michael Entwisle - 1934 - J2 Black
- 14 - Chris Edmondson - 1931 - D Type Blue
- 15 - Alexa Reynaga / David Reynaga / Tony Dolton - 1936 - PA Deep Red
- 16 - Bernard Holmes - 1934 NB Magnette Black
- 17 - Jonathon Sage / Sohvi Sage - 1935 PB Ivory
- 18 - Duncan Potter - 1931 C Type Pale Blue
- 19 - Emma Potter - 1931 C Type Dark Blue
- 20 - Mark Reece / Ellie Reece - 1936 PB Red

Emma Potter, Ellie Reece and Sophie Sage pose with PB 0528 in front of the Goodwood pit shelters.





Top: Colin Murrell looking serious as he presents his D-type at the noise test. Below: The NA of Bernard Holmes is an unusual sight on the race track but according to the Register it does have history as a Trials car.



M-TYPE RESCUE MISSION 1960 – 1969

An accountant's notes in celebration of 90 years of the M-type

Notes and photos by Allan McNab

I started to look for a car in 1957 and admired a white J2 in a garage on the Kingston by-pass, priced at £125. Not only was it double my budget, but my father cautioned that "they all leak into the dynamo and will have been thrashed". He was probably right so my first car was a 1935 Morris 8 which I bought in 1957. The Morris served me well until 1959 when a brick lorry demolished it at Hendon, fortunately without injury to myself or my passenger. I had to get transport to go to work and bought a 1947 Standard 8, which was beyond awful. We were saved by my parents buying us a Mini as a wedding present in 1960, which was a revelation in handling and performance, but I had not got old cars out of my system and found an M-type that year in St Albans for £10 which actually went! This was 2M3392 (CP 9864) which had a primitive flat backed body and as a consequence I joined the MGCC and MMM register.



I had some fun with it, but hated the three-speed gearbox, and then sold it in 1961 to my brother-in-law, Colin Smith, who constructed a pointed tail body with a Dexion frame, which had no curvature in it! Colin sold it to someone in Norfolk, but sadly it has not been heard of since. We then went to a breakers yard in South Mimms and I bought an M-type engine, axles and steering for £9.

In 1963 Colin bought a garage full of bits which included an M-type chassis and lots of parts which he did not need, so I bought the chassis 2748 (OV1054) and some more bits for £7. I started to build up the car and heard of the remains of an M-type 3343 (engine 2709) in a scrapyards in London Colney, that had the frame of a fabric body tail on it but I had to pay £7.50 for it. I removed the tail frame and put it on OV1054. I panelled that in aluminium and found a metal scuttle at Chessington. I then painted the car with Post Office Red Valspar. Sid Beer reconditioned the engine for me - ground the crank, re-metalled mains and big ends, new pistons and assembled the bottom end for £18.50 - I was into big investment now! I also fitted the J2 gearbox (cost £2.75 from John Skeavington, who was always immensely helpful with parts), which transformed the performance. I had three years of good fun with OV1054 - it cruised happily at 50mph and 60 was possible and, with the 4-speed box, hills did not bother it. Altogether it was a vastly better car than an Austin 7 and so it should be as an M-type cost 50 percent more than an A7! We did the MG Houghton Conquest Trial several times and scored best MMM car in 1966 and featured on the cover of the 1970 MMM Yearbook with Colin Smith bouncing.



Allan and Colin on the Houghton Trial in OV 1054 and Allan's trophies below.

I took it to the 60th anniversary of Brooklands in 1967 - the day my second son was born. Fortunately, he was born at 6.30 am and I had time to drop off his brother and get to Brooklands and be back at visiting time in the evening to see my wife, who has handsomely supported my car adventures ever since! She was very good about the engine in the hall cupboard and the body parts in the loft! In 1969, I was offered a decrepit Frazer Nash, which I thought would be better for VSCC trials as I had found that using the M-type in Trials it would run out of puff before it ran out of traction! So, I sold OV1054 to Adrian Gravestock for £275, who I still owns it. That was the last time I drove an M type!

Going back to 1963- 5, we had exciting times - Colin bought the C- type 0286 (MG 1245), which was driveable, though with a P-type engine, and a PA Airline and I bought an L type (L0397 APH 729) bought for £15, and again just driveable, but with a Vauxhall Light 6 engine. I also bought four more M types; 3140 (UF8788) chassis only, 3473 (PJ 7970) a complete metal bodied non-running car with a spare engine from a Mr Rudge in Bushey (£5), 3374 (FT2663) which was chassis only and 3251 (AXU 326) a metal bodied car in pieces, from John Kane in Finchley (£10).



M-type UF 8788 (2M3140) as she is today. Photo supplied by Andy King



PJ 7970 in action
Lightview Photography

- 3140 (UF 8788) was sold to Ron Homes (£30) about 1974 and he had it restored and eventually sold it to Connaught French of York and now with Andy King.
- 3473 (PJ7970) was the most complete and best M type that I bought, though sadly, I was too busy on other cars to do any work on it. This car was subsequently sold to Mike Dowley for £70 in 1969, again to raise funds for the Frazer Nash. He sold it on to Mike Rushton. I am delighted that it has become one of the most successful M-types ever and is still very active in David Rushton's hands and pictured in almost every MMM Bulletin.
- 3374 (FT2663) was never much more than a chassis and I sold it with back and front axles to Roy Taylor for £16.50 in 1967. It was owned by an SVW Register member in 1982 and sold by him. Not currently registered on DVLA.
- 3251 (AXU 326) was sold to Peter Roddis for £35 in 1968 and I believe he restored it, then sold it. This car is not registered with DVLA.

In 1969 I bought a J2 3156 (APJ755) completely dismantled (£25), which I sold in 1971 to Bjorn-Eric Lindh in Sweden. The last M type that I bought, in 1969, was the earliest; 2M -1500 (GH2183) a 1930 fabric bodied car from a Mr Bagley in Sheffield (£5). He had left it in a lane behind his house and it had been vandalised. Colin and I had to search the hedges to find parts, especially the bonnet. Over the 32 years I owned this car I gently progressed it, though it took second place to the Frazer Nash, C-type MG and various Bugattis that I worked on. The engine and chassis were restored in the 1980s by a school colleague of my son (the one born on Brooklands day!) as his practice piece on a car restoration course. It was obviously worthwhile as that student, Andy Heywood, now runs the leading Maserati business in the UK. I had the radiator rebuilt and bought a completely new body from Maurice Favell of Littleport. However, I sold all three of my MGs (C, PB and M) after buying a Bugatti in 2001. The M type was sold to Neil Sherrett who subsequently sold it to Len Bull, the well-respected MG specialist, who completed the rebuild and it was advertised at £29,500 and sold to Bart Bouchere Jr in Belgium, who I hope is fully enjoying it.

So how successful was my rescue mission? Certainly, 1500, 2748, 3140, 3251, 3374 and 3473 should be out there still giving fun to their owners. Sadly, 3392 disappeared and I don't know what happened to 3343 after I sold it. So, I think I can claim to have rescued six of the eight M types I owned. Happily, I am now back in the MMM swim now, having re-acquired a half share in my PB!

Note on inflation: £10 in 1960 equals about £230 today

Searching for Maggie PB 0675

This is the sort of article that makes my involvement with the Bulletin worthwhile. It arrived in my mailbox via Cat Spoelstra, Graham Arondelle and Mike Allison and concerns the whereabouts of a PB that has sentimental family connections. It also has a personal interest as my father had a very early PB (0259) that, long after his ownership, was shipped out to Auckland in 1960 but is still in New Zealand with Wayne Marsh. It is tempting to think that the two cars may have "met" at an MG event in the 60's.



Richard Bryett from Australia is trying to ascertain if the PB owned by his late father in the 1950's is still in existence as it was used by his parents, Michael and Gillian Bryett, for their wedding and his mother, who is now in her 80's, would be delighted to know if it is still around. Richard has provided the following information:

"Maggie" is a 1936 PB, originally registered XG 3842.

The car was originally Oxford and Cambridge blue but, in an amazingly romantic gesture, his father sprayed it white for the wedding.

The car was shipped to New Zealand in 1964 by Harry Walker and fully restored. He then contacted Michael Bryett in 1988 and they exchanged information and photographs. This included the two photos of "Maggie" in blue which were taken in Auckland in 1971. At that time the new owner mentioned the possibility of returning to the U.K. with the car and pondering if he would be able to reclaim the original number.

Richard has checked the DVLA register and that shows a blue PB with licence plate XG 3842 that was last taxed in 2004.



Further information has been provided by Mike, Graham and Cat as follows:

The car has a Register number (1816) and the last recorded owner was Harry Walker. The 2012 Register shows the last known information as it being up for sale in 2003. Harry Walker died about 3 years ago and the car was then sold through Terry Bone and possibly went to Holland.

From Graham's records he was able to advise that, at one time, "Maggie" had the ignominy of being fitted with a Morris Minor 1000 engine which was meant to be a temporary fix but the original engine got separated in the sale and is now in Norway.

Cat is pursuing the possible Dutch connection through the Triple-M grapevine in Holland and passed the information to me to see if any Bulletin readers can shed any light on the current whereabouts of "Maggie". Richard is keeping his mother updated and it would be wonderful if we could provide good news for her.



THE KLEINIG HUDSON SPECIAL

A Racer with MG Magna Genes

By David White and Graeme Jackson

Frank Kleinig commenced his engineering career with Kirby's Engineering Works in Sydney in the early 1930s, where he built a reputation as a talented motor engineer, particularly with competition vehicles. During 1934 he was singled out by one of Kirby's regular customers, Wal McIntyre, who wanted Kleinig to construct a racing car for him. It was to be built around a 1500cc straight eight twin overhead camshaft centrifugally blown Miller engine, which McIntyre already owned. He also owned an almost new L Type MG Magna Salonette which they dismantled and used the chassis with modified suspension for the new Special. A robust, dropped beam axle from a French Mathis car with its enormous brakes replaced the MG L type front axle. It was fitted with a two-seat body and large head cowling on the tail. Folk-law has it that the donor MG was rebuilt with new parts purchased from Abingdon, which certainly would have been possible, but the potential buyers for MG Magna Salonettes were pretty thin on the ground and the K-type engine from the dismantled car would have found a ready market, so we will probably never know what happened. However, wearing our rose coloured, Edna Everage octagonal spectacles, we can claim the Special as an MG.

Accordingly, the Kirby-Deering Special came into being with Frank Kleinig as driver. The car was exceedingly fast. He broke the Australian flying quarter mile record at a speed trial in Canberra in 1937 with an average speed of 116.9 mph. The previous record of 112 mph had been set by Bill Thompson in a Type 37 Bugatti. However, the Miller was predominantly a sprint car engine and reliability was a problem in long distance races, even though he was hugely successful and almost unbeatable at Penrith Speedway. Kleinig had left Kirby's by this time and renamed the car the Kleinig Special.



In 1938 Wal McIntyre's quite new Hudson Sedan became the donor engine and the car known as the Kleinig Hudson Special was born. Kleinig then entered the car in this form for the 10th Australian Grand Prix at Bathurst in April of that year, but was forced to retire on the fifth lap due to a split radiator. He had won a preliminary short handicap race for cars of over 1500cc earlier in the day.

In January 1939 it is recorded that Kleinig *“unofficially broke the existing lap record of 43.85 seconds at Aspendale Speedway previously set by Peter Whitehead in his ERA R10B the previous year. This was a remarkable drive in view of Kleinig having to pass other cars during the lap”*. On Australia Day in January 1939 he ran at Rob Roy Hillclimb for the first time and became the first competitor to break the 30 seconds barrier and created a new Outright Record of 29.72 seconds.

During the 11th AGP held at Lobethal in South Australia early in January 1939 he retired after only three laps, again with mechanical issues.

Some months later in April 1939, while racing again at Bathurst, and at full speed on the very fast straight coming down the mountain, the engine blew completely apart scattering pistons and rods over the immediate area as he was bringing the car to a halt. When walking away from the car Kleinig picked up one of the con rods, but being very hot he had to continually throw it in the air to carry it. He later had it chrome plated as a souvenir to show his mates, and Tom Roberts, the current owner of the car, is fortunate to have this very item today. It has long been considered this was the origin of the name of Bathurst's notorious “Con Rod Straight”.

War then intervened which brought motor racing competition to a halt for some years. After the cessation of hostilities, Kleinig recommenced racing the car at Strathpine in Queensland in 1946, winning the Victory Handicap and recording fastest time.



He entered for the first post-war AGP at Bathurst in October 1947 of that year but retired after 27 laps when his engine ‘destroyed itself’ once again.

A few weeks later he ran again at Rob Roy in the Australian Hillclimb Championship but finished in second position to Arthur Wylie in his Ford Model A Special (Wyliecar), who set a new outright record of 29.18 seconds.



In November 1948 at the Australian Hillclimb Championship at Rob Roy, Kleinig once again regained the outright record with a time of 28.72 seconds, thereby becoming the only driver to hold outright records at Rob Roy both pre-and post-war with this car. He claimed he used 7,200 rpm on this run which allowed him to cross the finish line in second gear. He then followed this success in April the following year at Hawkesbury retaining his title with a win in the 1949 Australian Hillclimb Championship. Further wins at the Easter Bathurst handicap event in the over 1500cc Class with fastest time, and at the 1949 AGP at Leyburn he was the scratch car, starting on pole position carrying number 1. He was leading early in the race but retired on lap 21, this time due to a broken fan belt. He shared equal fastest lap with the eventual winner, John Crouch in his Delahaye.

During this post war period, the car was modified and developed continually and it is recorded that it had already “devoured six Hudson engines”. Sometime during this period, amongst other Kleinig modifications, it was stated that “he developed an ingenious form of water injection direct into the cylinder head, with pressure from the water supply coming from a line tapped into the exhaust system”.

The 1953 Australian Grand Prix run at Albert Park on 21st November gave Kleinig his best result from six AGP's when he finished in outright 7th place after starting on the second row of the grid. He finished the race with only first and fourth gears available.

Prior to the Australian Grand Prix in 1954, the body was modified to a single seat design, offset differential and lowered seat. It was also fitted with the ex Johnny Wakefield 1936 Maserati 6CM body giving it a slimmer appearance. The front chassis members were lopped and an independent front suspension from a Peugeot grafted on to the racer. The car was considered at this time to be at the peak of its development but unfortunately was a non-starter in the race due to battery failure. Surprisingly during this year Frank also decided to retire from all competition, and the car was put into storage for the following 38 years.

Even after his death the family retained the car until around 1992 when it was purchased by Tom Roberts, still in its 1954 AGP form, together with much of its original bodywork.

David Rapley rebuilt the chassis frame, which included hand forging the front chassis members to M.G. profile, and refitting the original Mathis front axle.

The Kleinig Hudson Special made its long-awaited return to competition at the Historic Rob Roy Hill Climb meeting on 26th November 2000 in the hands of its owner, Tom Roberts, and provided a static display in 2017. The racer still carries some M.G. genes which we pre-war enthusiasts can claim as essential to its racing successes. A bit like our writer, whose English and Scottish ancestors have contributed traces of the Neanderthal to his genetic profile, and he naturally inherits a passion for M.G.s



90TH ANNIVERSARY REGALIA

To celebrate 90 years since the production of the first Triple-M car, the M-type Midget, the Register has organised some very smart badges featuring the 90th Anniversary Logo. The lapel badge was featured in the last issue and is still available at £5.00 plus postage, either through the Library or from George Eagle who can accept credit card payments. Contact is geagleregistrarfintype@gmail.com.

The car badge measures 3 inches across and is finished in coloured enamel; the car is black and finely detailed with chrome, white and grey highlights on a cream background with a purple rim. Badges are available from the Library at £30.00 plus postage. Orders can be placed on-line to www.triple-mshop.org or by calling Rich Stott (01327 842549).





Mark Smith's M-type takes flight on the Dean's Hill section of the Herefordshire Trial.
Photo Peter McFadyen.



NB.0793

THE PURCHASE AND RESTORATION OF A 4-SEATER NB

Part Two: Six mysteries to unravel.

Notes and photos by David Allen.



At the very end of my first article on the provenance of this car [see [Bulletin 102](#)] I promised another mystery next time. Well, during the restoration, which is now virtually complete, I actually found six items in total that need some explanation. Two were mentioned in the first article but four are more recently discovered. I have tried in this article to make a coherent story about the reasons for these six items which to say the least are not original to the MG N type or are quite unusual.

They are as follows:

1. Already mentioned is the petrol filler at each side of the car. Initially I was told that this had been a Shell test car at some time with a split tank to hold different kinds of petrol. However, the tank had two vertical baffles with spaces top and bottom that allowed the fuel to flow through from side to side just like the standard tank. Externally the tank looked standard with a fuel gauge unit on the top. Twin fuel pipes from the off side of the car were also standard.
2. The extra vertical rear lights have also already been mentioned. They each had three 5-watt bulbs though the wiring scheme was not on the car when I acquired it so I do not know how they worked. There were no makers' marks on the lenses and the bulb holders, with strange screw threaded ends, were mounted into brass brackets. See top photo on page 27.



3. I discovered that the road springs on all four corners were not according to Blower. At the rear an extra leaf was included that engaged with the trunnion on top of the main leaf spring. The trunnion slot had been slightly widened to accommodate the two spring ends and the top leaf made slightly thinner at the end. In addition, the spring leaves were held together by rivets through the leaves and clamps that were turned over underneath the leaves. This is a more modern leaf spring arrangement than the original MMM practice which has U-shaped clamps with a bolt at the ends of the "U" underneath the spring. The front springs were of the same construction and also had an extra leaf. See photo.



4. The engine had been re-bored to 60 thou. A set of new 70 thou pistons came with the car and it was just possible to slip a 70 thou piston into the 60 thou bore. This all indicated that the engine had been very well used in the past.

5. The brake cross-shaft was decidedly non-standard. See photo. Instead of the round, slotted wheels at the ends to which the ends of front and rear brake cables should be anchored, 0793 had two long drop arms which would provide a lot of leverage but would only operate one set of brakes, front or rear with either foot or hand brake.



6. The driver's seat base had, at some stage, been torn across the points where the seat runners were attached. Not only the base of the seat frame but also the channels of the seat runners themselves were split on one side. The base had been crudely repaired but the force required to cause the damage must have been from a very heavy driver or some very enthusiastic cornering activities. The passenger's seat was perfectly OK although the wooden floor in front of the passenger seat was very worn with heel marks. This means that the car was well used with two occupants.

So how could one explain these unusual features which had all been done at some cost and effort and presumably each for a good reason?

- If the double fillers pointed to a Shell connection, then the tank had been expensively returned to the standard condition afterwards with two baffles. The tank showed no sign of major rework. On the other hand, in pre-war motoring competitions re-fuelling had to be from petrol cans (even at Le Mans until the 1970s), rather than from pumps. Hence the twin fillers could just have been for quick filling from both sides or convenient filling from different petrol facilities during stops in a road competition. The cost of making the change must have been justified by the value of filling from either side.

- In 1956, new UK legislation demanded that all cars should have twin rear lights so these strange extra lights could have originated there. However, most pre-war MMM cars had one rear lamp at one end of the number plate and it would have been much cheaper and better visually just to add a similar lamp at the other end of the number plate as many MMM cars show today. Perhaps another reason for the lights could be to identify the car at night either in long distance or circuit competitions. 2 lights, each with three five watt bulbs, would have been much brighter than normal rear lights of the time and the vertical orientation of each light would be easy to spot.
- The extra springs can only be explained in two ways. Either the car had to be adapted to carry a heavier load (test equipment say) or the suspension had to be stiffened up for flatter cornering or even trialling. I do not know what the conventional wisdom of MG racers is for stiffening cart springing but adding a leaf would certainly do it. The N-type rear springs, according to Blower, had a significant spring-rate change after chassis 0585; going from 227 lbs/inch to 148 lbs/inch on the rear and from 337 to 350 on the front. Perhaps this made them less good for racing but better for comfort; hence the need to stiffen them up by the owner who wanted to use the car in competition.
- Extensive re-boring of the engine only really points to high mileage and several rebuilds but this could be because of competition activity, especially long distance endurance events.
- The brake cross shaft is very difficult to explain. The long levers could give better braking but lack of front or rear brakes could be a handicap in racing. Trials could be a different matter where the handbrake could be used to enhance grip but the real trial cars have fiddle brakes to brake each rear wheel separately. Also, the cost of making a new cross shaft rather than retain the proper one must have had some justification but I can't really see it.
- Finally the condition of the driver's seat frame must have been due to some very heavy use especially going around corners. Seat slides that also tilt are only anchored to the floor at the front so heavy sideways pressure on the seat can cause the base of the seat and the frame of the seat runners to lift and twist. Competition of some kind is the only explanation that seems reasonable here.

Overall one could perhaps think that the car had gone through many owners and had many random adaptations simply due to the limited availability of suitable spares. Certainly by 1968 it was a very sad case as to overall condition. However, in my opinion an explanation that the car had become a mish mash of bits from other cars because it was repaired several times in its life is unlikely. The reason being that the engine, chassis and body numbers all match together, and there was certainly no sign of chassis damage when the body was eventually taken off. The ash framed body and aluminium skin and interior trim also seemed to be original.

Of course, all this is surmise on my part but I cannot but believe that most or even all of the six peculiarities were deliberately carried out and linked. I have no access to car magazines of the 1930s with reports of competitions but would hope, if my surmise is correct, that the car would have appeared somewhere in reports of sporting MGs. Maybe those readers who do collect such records and magazines could do a bit of research?

In the last years of its use prior to 1968 the car was clearly not for competitions as these two photos show. The bumper at the front is unusual for a MMM car and the twin tail pipes at the rear were, I am told, gas pipes added to make the car look more sporty but had no function.

As always suggestions and ideas would be welcome.

David Allen January 2019.

The recent photographs of the nearly complete restoration are testament to the quality of the workmanship that has gone into bringing this example of one of the rarer Triple-M cars back to life. David has promised a further article on the restoration and it will be interesting to see how he dealt with the unusual features referred to above.





Two recent photos of NB 0793 showing the excellent standard of restoration. As a fitting foot-note to this article I am pleased to report that, after four attempts over a period of seven months and with the assistance of George Eagle and Barney Creaser, David has succeeded in getting DVLA to re-issue the original registration so that the the NB can again sport the number CYF 756.



ANTIPODEAN UPDATE...

Following the news that two Australian J3s are travelling to the UK this summer (Bulletin 107), I am pleased to be able to add that a third car is also on its way to add to the variety. John and Helen Gillett's L-type has joined the J3s "on the water" and they plan to use it for some road events for which it is better suited than the K3. John advises that the K3 has been removed from its winter quarters at the Brooklands Museum to be prepared for the racing season. John has provided the following information on his L-type:



L-Type: L1 chassis L 0389 (approx. March 1933). Acquired from Barry Walker in 1978, during a visit to the UK. The car was in very poor overall condition, but was mechanically fairly complete, and was shipped to Australia cheaply as deck cargo. At the time (1978) I was working in Indonesia, so the car was collected from the Melbourne wharf by Tony Sloan who was then, and until recently, registrar of the Aussie MG pre-war movement. Tony worked with me in the same company and showed me where to get things fixed around Melbourne because he had recently restored his own P-type and knew these things.

Heading photo supplied by John Gillett shows L 0389 looking immaculate and wearing the name "Moriarty" which John explains was coined by Ian Mawson when the car was part of a MG rally team called the "Octagoons" with each car named after a Goon character!

The L-type body was original but rusted, and the interior had rotted away apparently from time in the UK weather! I was fortunate to be able to have John Pagnussat of Adelaide resurrect the body, by preserving every piece of old timber and creating a new exact timber frame, repairing rusted guards, tank and side panels, and making new inner guards. Cable brakes were re-instated, a new windscreen frame and hood bows made from another car's dimensions, and the interior done to match the original. It was on the road by 1982 and has been used every year since then.

This car was my introduction to the world wide MMM circle of friends, repairers, and competitors. It extended my passion for MGs which started when I left school and bought a TF 1500, soon followed by a TC race car, both still in my possession. I am very fortunate to have Helenmary as a tolerant and supportive MG wife. I think she (mostly) sees the positive side of our game. The L-type is on the water to the UK for the summer, to meet some of its peer group. I would appreciate any details of the past of L 0389; I recall it may have been owned in Liverpool in the 1960s, but I have no detail. Any information gratefully received!

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Where it all started.....the very first Register.

The ever-vigilant Cat Spoelstra has picked up on the Car Club letter printed in the last issue and has pointed me towards what is thought to be the first printed register. Page 1 of the original listing is reproduced below but with the addresses removed in line with current sensibilities! As the layout does not fit easily in the Bulletin format, we have re-typed the full list, again with addresses edited, and it is reproduced on the following pages. Cat has also followed up on one of the listed cars with further information which is featured on page 38.

THE TRIPLE M REGISTER

Midget 8/33 Mk I - 'M' type.

<u>Chassis No.</u>	<u>Engine No.</u>	<u>Reg. No.</u>	<u>Owner</u>	<u>Address</u>
15. 2M 329	MG 62A	RX 5128	F. Bruce-White	The Manor House, Minkley, Wiltshire, Salisbury, Wilts.
28. 2M 1198	MG 63B	CM 9741	W.G. Nicholls	Willingdon Villa, Bourne End, Bourne End, Bucks.
45. 2M 1536	MG 1305A	VC 4992	N. Greaves	Yew Court Farm, Chandlers Cross, Richmansworth, Herts.
42. 2M 1594	MG 1872A	RX 6795	M.P. Boulton	1111 Road, Nr. Hythe, Kent.
21. 2M 1933	MG 1652A	JO 96	R.H. Mace	25 Ashgrove Road, Old Windsor, Berks.
10. 2M 2076	MG 1862A	GH 5629	R.J. Munro	10 Woodman Hill, New Barnet, Herts.
24. 2M 2739	MG 2508A	LJ 3782	R. Ray	1/A B/D/O, London W.C. 1.
46. 2M 2790	MG 2568A	M 833	M.J. Ellman- Brown	Woldingham, Surrey.
20. 2M 3310	MG 3078A	NV 959	R.J. Hudson	Shepperton, Middx.
17. 2M 3463	MG 3232A	(YY 3824)	W.H. Scholten	Arnhem, Holland.

1962 Register re-typed (pages 1 and 2 [part])

Midget 8/33 Mk 1 – 'M' type					
No.	Chassis No.	Engine No.	Reg. No.	Owner	Address*
15	2M 329	MG 62A	RX 5128	F. Bruce-White	Salisbury, Wilts.
28	2M 1198	MG 63B	CM 9741	W.G. Nicholls	Bourne End, Bucks.
45	2M 1536	MG 1305A	VC 4992	N. Greaves	Rickmansworth, Herts.
42	2M 1594	MG 1872A	RX 6795	M.P. Boulton	Hythe, Kent.
21	2M 1933	MG 1652A	JO 96	R.H.Mace	Old Windsor, Berks.
10	2M 2076	MG 1862A	GH 5629	R.J. Munro	New Barnet, Herts.
24	2M 2739	MG 2508A	LJ 3782	R. Ray	London WC.1
46	2M 2790	MG 2568A	M 833	M.J. Ellman-Brown	Woldingham, Surrey.
20	2M 3310	MG 3078A	NV 959	R.J. Hudson	Shepperton, Middx.
17	2M 3463	MG 3232A	(YY 3824)	W.H. Scholten	Arnhem, Holland.
Midget 8/33 (Long Chassis) – 'D' type					
8	D 0295	545 AD	PJ 2495	R. Readdie	Windermere.
Midget - 'J1' type					
Nil					
Midget – 'J2' type					
3	J 2396	989 J	DG 5405	M.H. Hawke	Limpley Stoke, Somerset.
37	J 2323	892 AJ	YY 1770	N. White	London N.22
44	J 2741	1447 AJ	-	J. de Boer	California, USA
29	J 2895	1657 AJ	WV 2915	W.G. Nicholls	Bourne End, Bucks.
6	J 2988	N/A Rebuilt as J4 replica	AEV 652	M.H. Jones	London SW.1
36	J 3069	94J 105CS	PO 7234	M. Cass	Greenford, Middx.
31	J 3237	2088 AJ	RM 9658	R. Purdie	Kenton, Middx.
30	J 3596	2524AJ	OC 3816	W.G. Nicholls	Bourne End, Bucks.
27	J 4275	891A/199PB (PB engine)	DRV 740	P.G. Martin	Peterborough, Northants.

1962 Register re-typed (page 2 [part], 3, 4 and 5 [part])

Midget – 'P' type					
No.	Chassis No.	Engine No.	Reg. No.	Owner	Address*
18	PA 0424	656 AP	MG 3122	B.A.R. Dermott	Esher, Surrey.
35	PA 0468	724 AP	GFH 956	M. Baird	Corby, Northants.
13	PA 0941 (4-seater)	1197 AP	CKE 70	A.E. Hay	Alton, Hamps.
39	PA 1238	1496 AP	WS 1191	J.S. Brown	Bearsden, Dunbarton.
4	PA 2021	2134 AP	JB 6588	I.J. Bramson	London N.16
38	PA 2182	N/A	DPJ 881	I Woolstenholmes	Peterborough, Northants.
26	PA 2218	2459 AP	YS 6491	R.E. Yate	Glasgow
Midget – 'PB' type					
23	PB 0345	528 APB	AOT 978	D.H.L. Maunder	Tiverton, Devon
47	PB 0469	728 APB	DBB 761	W.T. Fisher	Gerrards Cross, Bucks
5	PB 0504	770 APB	CUW 523	M.D.J. Harris	Sidcup, Kent
2	PB 0556	N/A	MG 4396	S.W. Dear	Bristol
11	PB 0560	543A/199PB	CCD 981	R.J. Balsom	Sidcup, Kent
48	PB 0725	E 951 APB	BWJ 564	A.J. Coles	Bristol.
Midget – 'RA' type					
7	RA 0256	-	-	M.H. Jones	London SW.1
Magna – 'F' type					
12	F 0316 (Saloon)	580 AF	TM 9731	B.J. Graves	Kempston, Beds
32	F 0328 (4-seater)	1172 AF	KJ 4190	D.P. Sparkes	Coventry, Warks
33	F 0849 (4-seater)	1120 AF	PJ 4024	C.B. Thornton	Beckenham, Kent
34	F 1129 (4-seater)	1149 AF	JF 3333	B. Page	Welling, Kent
Magna – 'L' type					
25	L 2054	TM 2360	MG 47	D. Leech	London N.22
Magnette – 'K1' type					
22	K 0395 (4 seater)	596 AKO	BRF 891	C. Shepstone	Clevedon, Somerset
Magnette – 'K3' type					
9	K 3002	23 A	JB 1474	P. Bucknell	Victoria, Australia
48	K 3015	1170 K	JB 3180	A.J.T. Smith	Banstead, Surrey

1962 Register re-typed (page 5 [part])

Magneette – 'N' type					
No.	Chassis No.	Engine No.	Reg. No.	Owner	Address*
1	NA 0307 (Rebodied)	553 AN	JB 3852	M.F.L. Allison	Amersham, Bucks
41	NA 0525 (4-seater)	669 AN	NV 4364	R.D. Tatham	Northolt, Middx.
40	NA 0702 (4-seater)	966A 134N	TJ 9928	B.D. Duncan	Thursby, Leics.
14	NA 0812 (4-seater)	B 12	CWL 5	R.A.A. Eardley	Sheffield

* Note: addresses have been edited from the original document.

Some further thoughts on the first Register Notes and photos supplied by Cat Spoelstra

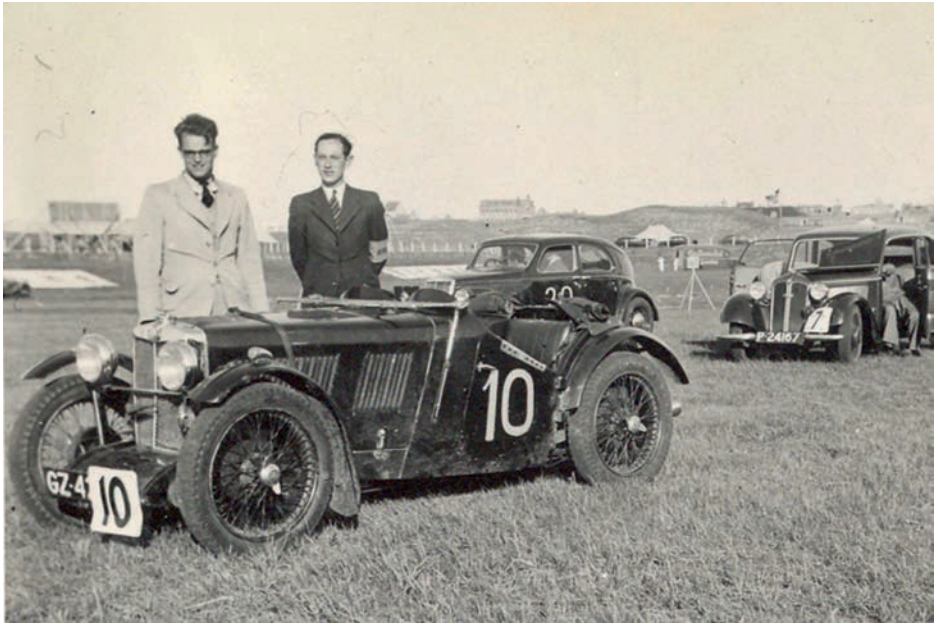
I notice that there are two cars carrying Register number 48 and numbers 16 and 43 are missing. From the next published listing I gather 43 should be PB 0725 but 16 is more interesting.

Register number 16 was allocated to a J2 with an un-known chassis number which may be why it missed the first listing. The current data-base shows this car to be J 3006 which happens to be a Dutch car. Two photographs have been located that show the car when owned by Guus Voetelink; one suggestion is that they were taken at Zandvoort shortly after the War, alternatively it could be the first ever running of the "Prix of The Netherlands" (note the lack of "Grand" in the title). If so, the date is June 1939 when Guus came home second in class.

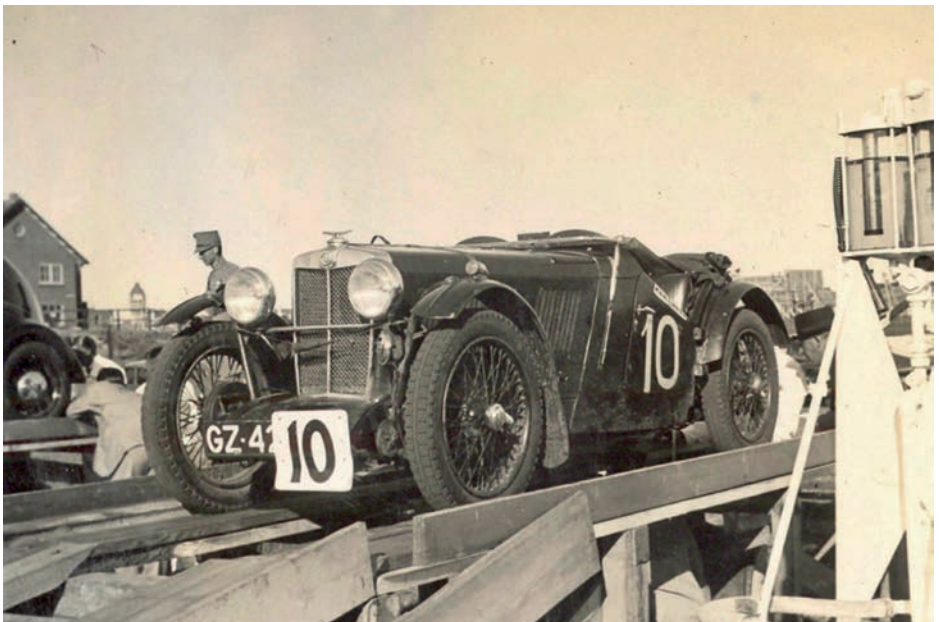
Mike Allison, who was the Register Honorary Secretary at he time, has confirmed that this is the first listing probably dating from late-1962. He also provided the following insight to the early days:

"We had it stencilled and sent to members from Club HQ... Margret O'Brien was very cooperative! I think by the time we had getting on for 300 cars to record, we could no longer afford either to copy or post the thing! My "Budget" was a £5 note whenever I asked for it, but during 1964 we started to get an allowance from the Club, and appointed a proper Treasurer, the first being Nick Wardle. They were exciting days!!"

Mike's article in the 2000 Yearbook entitled "Early Days" celebrates the first 40 years of the Register and makes for interesting reading for those of us who weren't around at the time.



J 3066 that appeared on the original Register and is seen here in Holland, date is either just before or just after the war (see notes on page 37).



LETTERS TO THE EDITOR:

From John Passmore, on the subject of J3s:

A good Feb/March issue, I liked 'The Aussies are coming' piece about the three J3s going to the 'Montlhery Revival'. Being a member of the MGCC of Victoria, I did know about the trip and, of course, nice to see that my old J3 [J3756] is an important part of it.

I did meet Tommy Wisdom a couple of times in the late 60's/early 70's, and I asked him what was the scariest part of the 24 hour record run for him. His reply was "... at night, when some of the oil lamps around the perimeter went out it created black gaps that left you not knowing exactly where the circuit was, until they refilled and relit them". Brave stuff in those days!

And thinking about the J3's, as you say in the Bulletin piece, J3756 also ran in the 1933 Le Mans, and my very old friend Walter Magilton, who, by the way, wanted to buy the 'bits' from me when I came to live permanently in the UK in 1966 but said he 'couldn't afford it'. I forget how much Pip Bucknell [P, K3, R etc] paid me for it, I think it was about £850 or so; Walter of course did get it later after Rod Hiley restored it. Well, you might know that Walter is a very accomplished artist, mainly Australian bush scenes, but hanging in our house here in Nettlebed, I have a brilliant painting* by Walter of J3756 rounding Mulsanne Corner in the race, as seen on page 142 of Barre Lyndon's 'Circuit Dust'. It was a gift for my 50th birthday, 30 years ago, from my company's first customer in Australia, Repco, and they commissioned Walter to paint it for me! I'm very proud of it. In fact, because my wife Rosemary is a long-time friend and, also an admirer of Walter's work, it is the only 'car' picture allowed in the house, all my others are in the study and garage!

All the best for now,
John



***We will be featuring an article on John's J2 restoration project in a future issue together with a reproduction of the Le Mans painting.**

TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

Just four events so far this year - one driving test, two trials and a race meeting; so if any events have been missed, please let the Competition Secretary know about them.

There was only one Triple-M entrant to the VSCC New Year Driving tests back in January, namely Andrew Lucena in his M type. Andrew finished seventh in the Modified Sports-Car Class 4 and with no penalty points, achieved a Third Class Award.

Bill Bennett entered the Stroud & District Cotswold Cloud trial in February and, not surprisingly won Class 2 as the only entrant. Bill was also seventh overall out of an entry of fifty-eight which was the best performance by a Stroud member.

The Kimber Classic trial on the 13th April attracted eighteen Triple-M entries out of a total of twenty-nine, although Robert Billson's NA scratched before the start. Richard Jenkins' NA was the Class 2 winner but the Kimber Trophy was awarded to Nigel Wood's TA who beat Richard's special test times by just 4.97 seconds – both finished with zero penalties. Second in Class 2 was Mark Smith's M type which also gained an extra award as the best placed M- type in its 90th year. Third was Thijs de Groot's J2, one of eight Dutch entrants. Sadly, the event organisers have concluded that there are just not enough entrants in this event to justify the ever increasing effort in organisation. Each year, the number of bureaucratic 'hoops' that have to be jumped through seem to increase and the time and effort required to complete these is not justified by an entry less than thirty. Ideally an entry of fifty plus would be welcome but this is extremely unlikely so 2019 is likely to be the last Kimber Trial. There was however, a good entry to the Sunday driving test

Also, on the 13th April was the VSCC's first race meeting of the year at Silverstone in which ten Triple-M cars took part. The best performances were by Charles Goddard and Simon Jackson both in P-types, gaining second and third respectively in their pre-war handicap race.

Unfortunately, the majority of Triple-M drivers were short changed when it came to allocating Car Of The Year points for their efforts. HS Sports Ltd, who handle the timing and results for the VSCC race meetings, no longer show the car class allocations on their results sheets. As most of the MGs would be grouped in the smaller capacity classes and, not surprisingly, they finish in the bottom half of the results table so overall racing finishes are low. A proper Class allocation would be more representative. Although a handicap winner is also announced for each scratch race, the previous practice of listing all the handicap finishes has also been dropped from the results.

Racing Challenge Trophy 2019 The Betty Haig Cup				
Scores to 19th April				
	Car/s	Driver/s	No. where less than 5 Races	Index of Performance
	PA-PB/s	Charles Goddard	2	0.407
	PB/s	Simon Jackson	2	0.408
	PB/s	Mark Reece	2	0.765
	C/s	Duncan Potter	1	0.300
	KN/s ss	James Ricketts	1	0.417
	KN/s ss	Malcolm Hills	1	0.476
	J2/s	Fred Boothby	1	0.615
	NA/s ss	Thomas Hardman	1	0.938
	C/s	Chris Cadman	1	0.962
	J2/s	Geoffrey Enoch	1	1.000

SLADE TROPHY 2019			
Scores to 19th April			
Position	Car/s	Driver/s	Points
	NA	Richard Jenkins	10
	J2	Mark Smith	9
	J2	Thijs de Groot	8
	PA	Adrian Moore	7
	L1/s spl.	Bryan Ditchman	6
	J2-PA/s	Bill Bennett	6
	J2	Mike Linward	5
	J2	Ian MacKay	4
	PA	Rainier Karthaus	3
	J1	Ties Verbruggen	2
	M	Philip Coombs	2
	PA	George Ward	1
	J2	Peter Lansdown	1
	M	John Haine	1
	M	Nigel Stroud	1
	PA	Colin Butchers	1

C.O.T.Y. 2019					
Scores to 19th April					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	2362	NA	BTT 726	Richard Jenkins	12
	3610	PA-PB/s	RC 2206	Charles Goddard	12
	909	J2-PA/s	FW 3909	Bill Bennett	11
	1445	M	SC 6436	Mark Smith	11
	3458	PB	6 KPK	Simon Jackson	11
	2960	J2	AM-30-25	Thijs de Groot	9
	2077	K1-KN/s ss	-	Malcolm Hills James Ricketts	9
	920	PA	TG 8337	George Ward	9
	1140	J2	JL 753	Mike Linward	8
	705	PA	AVP 342	Adrian Moore	8
	2502	M	GX 1047	Andrew Lucena	6
	627	J2	FS 5663	Ian MacKay	6
	1235	L1/s	VD 3010	Bryan Ditchman	6
	2912	C/s	GX 9693	Duncan Potter	6
	554	PA	AR-98-49	Rainier Karthaus	4

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 2019 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:

27 th January	VSCC New Year Driving Tests	Full Results
3 rd February	Stroud & District Motor Club Cotswold Cloud Trial	Full
13 th April	MGCC SW Centre, Kimber Classic Trial	Full
13 th April	VSCC Silverstone Race 'Formula Vintage Round 1'	Full

And they are off.....

The Triple-M racing season gets underway at Silverstone:

VSCC Formula Vintage Round 1: April 13th 2019.

Notes by Duncan Potter.

As Spring dawns, it can only mean one thing; yes, time for the MMM racers to get to work for another season. With the 'big event' at Brands only two weeks away it was great to see an excellent turn-out of MMM cars and drivers, prepared to risk mechanical malady and rapid repair, for the season opener on the Silverstone club circuit.

The starting eleven arrived with ten cars having entered seven of the day's races. The MMM racing équipes certainly have a great presence now within the VSCC race card. Two new drivers were welcomed aboard, firstly Emma Potter in only her second race piloting the familiar 'dark blue' C Type Montlhery of the Potter racing team. The second debutant was Geoff Enoch, in his beautifully presented J2, complete with supercharger, 12" brakes and exterior exhaust. A very nice car and one of very few J2s amongst the current MMM racing numbers, a situation destined for remedy as the season accelerates.

With the frost thawing and the Ghost Ship becoming a memory the first group assembled for practice session one. Normal service was resumed as Fred Boothby led the team home in his reliably rapid J2 followed by Mark Reece in his supercharged PB. This is another new car joining the band this year and a most historic one with Brooklands, Crystal Palace and Goodwood history. Chris Cadman and Emma Potter then successfully completed the session, and the MMM presence with their Montlhery Midgets. Practice 2 saw the quickies take to the track where Tom Hardman, piloting the Bellevue Special, led the Malcolm Hills KN, driven by James Ricketts home. The remaining MMM cars joined in Practice 3 which proved to be a very close thing between Charles Goddard and Simon Jackson both in PBs and Duncan Potter in the already warmed up Montlhery Midget. With less than one second separating the three cars, Race 9 was likely to be a competitive one for this group. Geoff Enoch concluded matters with a successful session in the J2.

With the final practise sessions complete, it was straight into the races:

Race 1: Fox and Nicholl Trophy race for pre-war sports cars.

A great drive by Fred Boothby saw him top the MMM leader-board finishing ahead of such exotica as 1750 Alfa Romeo and Aston Martin Le Mans. Mark Reece came in next having successfully held off an Alfa Romeo Monza by 0.5 seconds. With MGs beating the Alfas home, it could have been Italy in 1933. There were mixed fortunes at the 746cc end of the MMM team; Chris Cadman successfully completed the race without incident in the ex-Evans C-type but misfortune struck for the other such car. After a good start and opening laps, Emma Potter's C-type suffered a slowly deflating front near side tyre. After some skilful handling and a brush with the gravel the car was safely steered home to the pits where the problem was diagnosed.

Race 3: Silverstone Trophy Race for Special Sports Cars.

Charles Goddard was the only MMM combatant in this field of very fast cars. A most credible finish was achieved against some quick cars including a 3.5litre Delahaye, 4.5litre Lagonda and the fastest full race specification Frazer Nash.

Race 4: 21st Amschel Rothschild and Patrick Lindsay Memorial Trophies

There was no shortage of ambition for Tom Hardman as he took to the track against no less than seven ERAs, Cooper, Maserati and Lotus racing cars in the Bellevue Special. With open exhausts the sound, and sight, of these cars coming down the Pits straight into Copse was sensational. With average lap times of over 85mph these cars must have been passing the pits at nearly 130mph. After thirteen laps Tom brought the MG home at terrific pace and with ERA 12C still in his sights.

Race 6: Short Handicap race for Pre-war Sports and Racing cars

A podium finish beckoned for Malcolm Hills in his single seater KN racing projectile. Having started, as expected, very near the back of this handicap field he powered his way through the pack gaining thirteen places by the end of the five lap race. Crossing the line in third place it seemed a bottle of Burgundy's finest would be his only for the stewards to rule that he came off the starting blocks a little too eagerly.

Race 8: Standard Racing and Sports Car scratch race

As the sun came out Geoff Enoch and Simon Jackson took to the stage for a full grid of cars ranging from Maserati to Austin 7. Starting from the second half of the grid Geoff steered his J2 in steady fashion and successfully completed proceedings, thus ending a very positive meeting and introduction to the MMM racing world. With new supercharger, Simon Jackson had a terrific tussle with the 1750 Alfa Romeo of Nick Rossi for the entirety of the race. Ultimately Alfa won this battle, but only after Simon had demonstrated how quickly he and his PB now perform.

Race 9: Short Handicap for Sports and Racing cars

This was a much-anticipated race by the protagonists involved, having produced very similar lap times in practice. Simon Jackson, in his race- warmed PB stormed off the line creating a lead of some five seconds from Duncan Potter, Mark Reece and Charles Goddard. Charles drove rapidly and over the course of the race managed to overhaul his MMM team mates and all but the race winning 6-cylinder Riley. Simon Jackson, although in the sights of Duncan Potter who was slowly reeling him in, managed to cross the line ahead and took the third podium spot behind the Goddard PB. Mark Reece was making good progress but, with an extra 10 second handicap, could not quite catch the C-Type of Duncan Potter. An excellent race and one of great camaraderie within the MG ranks.

Race 10: Scratch race for Sports and Racing cars

It was left for James Ricketts in the KN single seater of Malcolm Hills and Tom Hardman to finish off proceedings in the last race of the day. Starting on the fourth and fifth row of this fast grid of cars, the Bellevue Special and KN were lapping within one second of each other for four laps and an exciting finish looked about to happen until problems struck the Bellevue which saw it retire. Meanwhile James Ricketts was lapping at a fast pace finishing in a very creditable fifth place.

Over all, a very successful day of MMM racing with some new drivers and cars enjoying a great day to open the season, next stop Brands Hatch.....



Emma Potter, Mark Reece and Simon Jackson doing some pre-race bonding!



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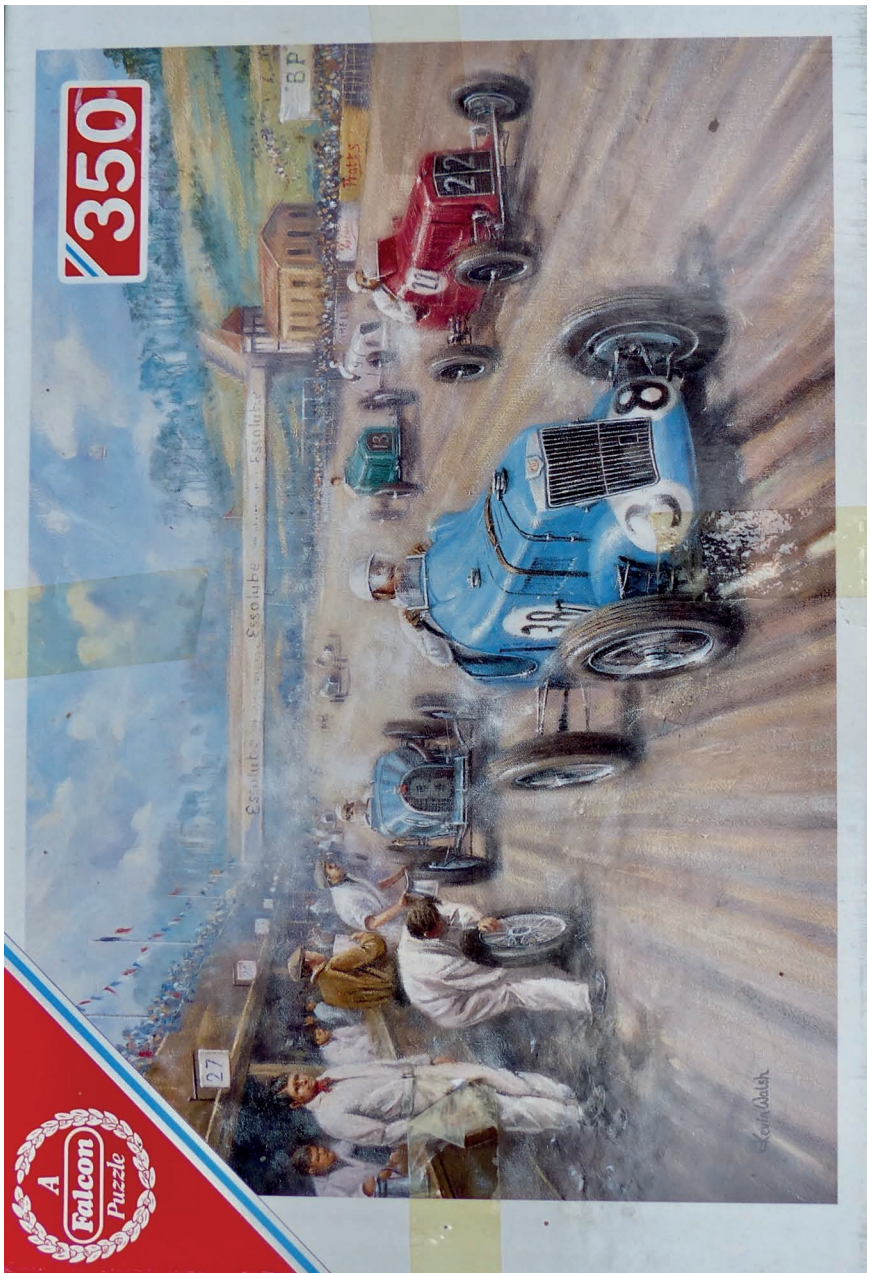
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An interesting follow-on from the R-type article in Bulletin 107 is this jigsaw of a well known view of Brooklands. Advice from Bob Milton is that car number 38 is RA 0255 at the 1935 JCC International Trophy Race. The car was driven by Doreen and Dennis Evans and finished in 7th place.



The glory of Trials is captured in this atmospheric view by Peter McFadyen of Mark Smith's M-type on the Dean's Hill section of the VSCC Herefordshire Trial in March.