

TRIPLE-M REGISTER BULLETIN

June-July 2019



THE MG CAR CLUB LTD



MGCC Brands Hatch Races: Photos by Colin Murrell.

Top: “Team Painter” discussing tactics perhaps? Harry Painter in car 32 was the overall winner with father Mike in car 33 achieving a very creditable third place. Bottom: Mary Harris Trophy winner Charles Goddard in his PA Special with Thijs de Groot’s “Orange Clog” in his mirrors.



BULLETIN No 109 June-July 2019

Front Cover Picture:

Ties Verbruggen taking an early bath in his J1 while tackling Alham Splash on the Kimber Trial. Photo by Colin Murrell.

Editorial:

I recently had cause to hunt through past issues of the Bulletin to find a particular feature and it made me realise two things. Firstly, that it would be so useful to have an index to refer to and so, if anyone would like to volunteer to revive the index, I am sure our readers would be very grateful. Secondly, I was reminded of how many issues that I had been involved with and was staggered to see that I started to assist Bob Richards in October 2014 and took over a year later in October 2015; much has changed over those five years but the Register is going from strength to strength in so many of its activities.



One area that has suffered is participation in non-racing events; the Register is not alone in this but it would be good to see a similar revival of the involvement of Triple-M cars on muddy tracks and between the cones to that enjoyed by the Racing contingency. The classic Kimber Trial is a case in point and I hope that Alan Grassam's appeal encourages more participants, even if my choice of front cover photo may dissuade some!

This time of year is so busy that it is hard to keep up with events and we have tried to squeeze in as much as possible; I hope that the mix of articles appeals. The season is rushing through and in spite of my best intentions I have only managed one event so far. As I write this the planning for the Register's premier event, The Summer Gathering, is well advanced with a good number of advance bookings and some interesting cars promised.

The Register will also have a prominent presence at Pre-war Prescott (my personal favourite) and the Chateau Impney Hill Climb. The racing and speed events continue with an amazing number of enthusiastic drivers taking part.

A final word about the last Bulletin. As you are aware, publication was considerably delayed and, for once, it was not my fault! Our printers had some problems with production, mainly due to staff health problems. We are therefore trying very hard to get this issue out as promptly as possible just in case.

One final plug is to let you know that the new Yearbook is now available and thoroughly recommended. Copies available from Librarian Rich Stott or at the various events. The anniversary badges are also still available.

Digby Gibbs

FORTHCOMING EVENTS

29 June 2019	VSCC Donington Park.
7 July 2019	Shelsley Walsh Hill Climb
7 July 2019	Register Summer Gathering, Farnham Royal.
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.
22-23 September 2019	Kop Hill Hill Climb, Buckinghamshire.
28 September 2019	VSCC Prescott Long Course Hill Climb.
16 November 2019	VSCC Cotswold Trial, Prescott
30 November 2019	VSCC Winter Driving Tests, Bicester.

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Chairman's Jottings

Hot on the heels of the last Bulletin, here comes another one, or is it just that I've managed to spend a little time out in the garage sorting out the J2 (still headless...) since the last print? Thanks to our Secretary's comprehensive write up I dare say that my own jottings will be chopped by the Editor, so I will try and keep them brief. The AGM passed without too much drama and/or revolution, so your Committee must be doing something right! Thank you to all those who attended, those who didn't missed the opportunity to drool over a couple of J3s, supported by a rather nice K1 (probably even rarer in standard form?).



Every now and again a particular topic sparks a frenzy of activity on the Register Forum and, as I write, this is currently the case. An unknown J2 has made an appearance on the MG stand at the Shanghai Auto Show which, given the expanding market in Asia, is probably one of the more significant world motor events and the J2 was pretty much front and centre on their stand. The J2 was perhaps a little more "glitzy" than when it left the factory and, as was pointed out by several observers, had a number of non-standard features. To be fair, nobody knows whether these are the result of noble efforts to keep the car running over the years in a far-flung part of the world, or a hasty restoration. Your Chairman for one is keen to discover the identity of the car to (hopefully) fill in another gap in the J Type records.

The long discussion has turned away from the J2 itself and moved onto how our cars are described, particularly as many are "non-standard". To my mind, the printed Register is pretty much spot-on as it is; referencing the chassis number (of course), then brief notes such as F**d engine, hydraulic brakes, single-seater, etc. More important, is how our cars are described in journals such as Safety Fast and the Yearbook and, probably most important, in adverts. The main issue is what "Joe Public" would understand when looking at, for instance, three near identical cars with one being described as a K3, one a KN & one an N Type. The Committee has always shied away from using the term "replica" as, strictly speaking, the only replicas in the MMM world are the 12/12 M Types but, over the years, some "evocations" (call them what you will) have for reasons of parts availability/finance etc, been better than others. Personally, I think the word replica would not be appropriate, but we are a democratic bunch, so what do you think? I'm guessing a good number of you don't necessarily "do" the internet, but your views are very much relevant.

It is clear that we need to keep things clear for the casual reader, but also not be too long winded or infer provenance where there isn't any – we have several J2/PBs where the latter engine has been fitted and have been described thus for many years, but a pointy tail does not a PB/Q Type make? The question is how should we describe all the cars rebuilt to look like MMM exotica, rather than just using the term "special" which, whilst short, has wonderful "knocked up in my garage" connotations and might well offend those who have spent many hours and large amounts of cash on their pride & joy?

So, what do you all think? Are you bothered? Should your Chairman get back out into the garage & sort his car out?

Jeremy Hawke

Secretary's Update and AGM Report:

As I settle down to compile these jottings, it would seem that flaming June has given way to a dark and gloomy few days. Oh, the joys of the British summer! This edition comes hard on the heels of the April/May one and I must commend our editor Digby Gibbs for the fabulous work he does to put together such a wide variety of material for us to enjoy. I thought the last edition was especially interesting.

Another feature of our summer is the register's AGM which took place at Abingdon on Sunday 2nd June. Six members of the committee were in attendance and they were slightly outnumbered by MGCC members who made the effort to attend the meeting. Special mention should go to George and Marguerite Morgan and Ed Taylor who had not only made the pilgrimage from Australia but brought along their very delectable cars: J3756 the Morgan's ex-George Eyston J3 - the 1932 record car and participant in the 1933 Le Mans; and J3762, Ed Taylor's very effective and much campaigned J3. They made a splendid sight and sound. Keeping them company was Christopher Hobbs's K-1 tour, resplendent with its newly painted red wheels. The secretarial PA made up the numbers.

The AGM comprised the usual "official" fare – reports were received from the Chairman, Treasurer and Secretary. Mike Allison presided over the part of the meeting at which these three officers were re-elected for another year and, in doing so, was pleased to note that the Register had earned a useful surplus in 2018 to add to existing resources. Peter Green and Digby Gibbs, the two committee members retiring by rotation, were duly re-elected.

Before the formal closure of the meeting there was an open forum at which a number of interesting topics were raised; including consideration of how best to stimulate interest in the AGM. Last year, when the AGM was based on a tour, lunch and social it had been deemed a great success and it was questioned why this formula had not been repeated. You will doubtless have your own thoughts about what would induce you to attend an event based around the AGM, why don't you let us know? In the past we have had annual dinners, afternoon tea gatherings, AGMs at Silverstone etc., so you can be assured that the committee is open to all sorts of ideas; so, let's be hearing from you!

Also discussed was the disappointment that this year's MG live! has been "rested" for reasons that you are all familiar with. This situation provoked a discussion about whether MG Car Club members are well served by continuing to base the event at Silverstone, some questioning why we don't split things by having a purely social gathering at one location, complemented by a race meeting for those who wish to compete or spectate. These and other thoughts will be fed back to the Club who, by the way, I can assure you already are already well-aware of these and other options, all of which are worthy of consideration.

The AGM was preceded by our usual quarterly Committee meeting. We discussed a wide range of topics in a very short period of time, but here is a brief highlight of points that you might find interesting:

- We are awaiting news from the Club about the plans to digitise some of the historic factory records which could include those for Triple-M cars. This project is bound to be constrained by financial and other resource pressures, but our Committee is firmly of the view that there are huge benefits to be had by providing us with access to these important historic files.

- Similarly, the Committee's work would be helped considerably if we were able to access MGCC member records directly rather than via the current rather laborious route!
- We recorded thanks and congratulations to Mark Dolton for his outstanding contribution to the promotion of Triple-M racing. Mark stepped down from the committee in late April following the very successful Brands Hatch race meeting. No pressure on Duncan Potter then!
- The main focus of the 90th anniversary (the start of Triple-M production) will now be the Register Summer Gathering on Sunday 7th July. This will be on a larger than usual scale and there should be a report in the next edition.
- We were able to report progress on a continuing upgrade of the database for the Register of Cars which has now been migrated from a 50 GB facility to a new 400 GB server. That gives you a clue about how much data we have accumulated about the cars! Koen Struijk continues to seek opportunities to improve the facilities of this database and to support Registrars in their request for further refinements. This may be a timely moment to remind you that if you would like to have direct access to the database to see your car's details (only yours - nobody else's!), please contact the secretary who will be happy to arrange this.
- it's worth mentioning that great work is done, not only by members of the committee, but many others who support our efforts. Please remember that all this is done by a team of volunteers who slot these duties into their limited available time. Please do bear this in mind when you have dealings with the Register. Amongst the band of unsung volunteers we should mention Paul White, the bulletin subscription coordinator, Nick Feakes our indefatigable Webmaster and Cathelijne Spoelstra the recently installed Safety Fast scribe. And a big shout for Simon Johnston, our Yearbook Editor who continues to work wonders to assemble material, get it into print (thanks Terry Hartley) and ready for you to enjoy at the Brands Hatch race meeting every year. They're all doing a fantastic job and please do continue to support them and, dare I say, it maybe that you would like to volunteer to help us as well (better to give than receive and all that!)?
- In this vein, the Committee decided to award the John Kidder Trophy to Bruce Weston in recognition of his stalwart service over many years as the main organiser of the Kimber Classic event in the South West region.

Keep a look-out for Register events during the summer. One week after the Summer Gathering we have the Château Impney hill climb on 13th and 14th July at which three Triple-M calls will have pride of place on display and, no doubt, others will be "barreling" up the hill as well!

A week later, on 20th July, we have Pre-War Prescott after which the season continues apace until we hit the Welsh Hills tour on 19th to 22nd September.

Until next time - Octagonal good wishes to all!

Dick Morbey



KIMBER CLASSIC TRIAL 2019: An Update and Appeal from the Organisers

Hopefully you will read Mike Dalby's report on this year's event elsewhere in this issue but I am hopeful that our esteemed editor will allow a few comments from the organisers. Congratulations to the 19 MMM's who entered this year out of a total entry of 29. It was very rewarding for organisers, marshals and the general public to see in action so many examples of the best cars MG ever made. When we first restarted this event in 1967 the aim was to recreate the atmosphere of the first event run in 1937. We were looking for the kind of cars that competed then, mainly MMM's. However we have always tried to encourage other cars of the same period extending to 1955 and latterly beyond, whether MG or other makes. Unfortunately T types have always been shy and other makes very sparse although always invited. We are not sure why this is especially as those T types that have entered have generally done well.

The scenic route, around 90 miles, has always been designed to give a flavour of what trialling was like in the 30's without risk to old machinery. Even Alham Splash should present no problem if you take the trouble to enfold your distributor in the gentle embrace of a Marigold or surgical glove. (Colin Butchers, are you paying attention?)

Highlights for me this year were threefold. Firstly two father/son combinations. Derek Moore, now in his 80's, was driven by son Adrian in the PA that he has owned and used regularly for over 50 years. Also Colin Butchers in his PA, so well restored recently by Oliver Richardson, navigated by son David. Hope for the future? Secondly the sight and sound of D'Artagnan flying up the hills. What a spectacle the three genuine works cars must have made, sadly never to be seen again! Thirdly the sight of 5 M types celebrating their 90th anniversary by being driven as Kimber intended. Congratulations to Mark Smith (photo below) on winning not only the special award for the best performance by one but also the class award. You can do it in an M type!



All of which leads me to informing you that we have listened to the many requests to run the event again next year and have decided to give it another go. To make the event viable we need an entry of at least 40 cars so are looking at ways of attracting “the right sort” of cars plus, of course, other models of MG’s. If you have a car that has been slumbering for years make next year’s Kimber the event to re-awaken it. You will not be disappointed. Surely there can be no satisfaction in owning a car that never turns a wheel? That is rather like locking a painting away in a bank vault. Be assured that the event is designed to cater for standard cars, just like the first event in ’37. We do not cater for “trials specials” so do not be put off by tales of trials being rough and damaging. Yes, the trials organised by the MCC and ACTC would not be suitable for our standard cars but the Kimber most definitely is.

The organisers are working on ways to attract a larger entry next year so please give this matter some serious thought. Even if you are unable to enter yourself perhaps you can persuade a friend with a T type, Singer, Riley or any other suitable “square rigger.” We look forward to seeing you next year.

Footnote: Did you know that we have to take photos of every section just before and immediately after the event in case we are sued for causing damage? Just one example of how Jobsworth has invaded our world. We will not let him beat us!

Alan Grassam



**This unique Trophy, that celebrates the M-Type anniversary year of 2019, was deservedly won by Mark Smith.
Photo by Derek Richards**

THE REGISTER AGM:

Such is the attraction of the AGM that people will travel half way round the World to attend!



The J3s of George and Marguerite Morgan and Ed Taylor seen leaving Kimber House in typically English weather after the AGM with Christopher Hobbs' K1 in the background. Their European trip has already taken in Vintage Montlhery (see inset Photo) and they will be catching up with old friends and attending other Triple-M events, including the Summer Gathering, where they will be joining other J3s in what should be a memorable and historic gathering.



THE BUTLEIGH GYMKHANA

Notes and Photos Supplied by Cat Spoelstra

Two photos of the fun and games at Butleigh on the Sunday after the Kimber Trial:
Top photo shows Ties Verbruggen's J2 lookalike J1 with Ties driving and Cat directing.
Bottom is Rainier Karthaus' red P-type with Barry Foster's grandson Joe Taylor looking at home in the passenger seat. The car is known as "The Flash" on account of its flashy bonnet stripes that it acquired sometime during the past 50 years spent with its previous owner in Scotland.





MG ERA DAY AT BROOKLANDS 14th April 2019 Report and photos by John Emmett and Jon Glover.

John Emmett and John Glover have combined to provide this entertaining commentary on their visit to the MG Era event. They start with a useful treatise on the use of a starting handle, probably inspired by having to start the cars after a cold night. Unfortunately, the event coincided with racing at Silverstone and the Kimber weekend so it is good to see that there was a good representation of Triple-M cars, particularly for the anniversary year.

A cold morning in April:

The Sound of an 8/33 MG Midget Sports Series D (Long Chassis) starting on a silent Spring dawn is quite memorable, and in better weather takes less time than reading this:

A word about Starting Handles:

The Carbodies B220 body fitted to the MG D, F1, F3 and J1 cars, carries a starting handle clipped to the toolbox. To use it, you lift and remove the front valence by the number plate, being careful of the horn lurking in there, and then swing the handle in the gap between the front cross member and radiator surround. It is of course, just human nature to take wild swings at it in annoyance, but that generally results in fingers pinched somewhere, or worse. It rarely brings instant results.

So...

- 1) Ignition off, carburettor full and choke in, use both hands to give the engine about four continuous turns to draw the fuel in.
- 2) Now, the handle has only two positions 180 degrees apart and, as a four-cylinder engine fires every 180 degrees, there is no point in moving the handle around. Turn the handle clockwise to set the crank handle at 4 or 5 o'clock as seen from the front.
- 3) Only now switch the ignition on and, whether left or right-handed, hold the handle sleeve with your right thumb beside your hand, just the fingers around the handle. Place your left arm on the radiator top above and, pulling swiftly upwards, swing the engine 180 degrees. It will have gone over two compressions.
- 4) If it doesn't fire, switch off the ignition and advance the engine clockwise to the next nearest 4 or 5 o'clock handle position, turn the ignition on and repeat.

Additional Notes:

1. *If you don't have one or the other, the Dutch MMM site has drawings of both. A length of ¼ inch BS steel pipe makes an excellent starting handle.*
2. *Next time you see a picture of David Bowie in Ziggy Stardust mode, notice the scar on his leg. That was done cranking a Riley in gear, but I'm certain that an MG would hurt just as much.*
3. *Strangely, it was my mother who taught me this invaluable ritual. She had learnt it on her father's ancient Lea Francis (1500cc and 5 to 1 compression), and could just manage a Routes group 1750cc at 10 to 1 compression, so a triple-m wasn't even exercise to her. There again, she was a PE teacher brought up in Glasgow, so that might have had something to do with it.*

Off to Cobham and Brooklands:

The Fairmile set back from the old Portsmouth Road (A3) will be known to some of you from VSCC meetings, but behind those perfect misty estate grasslands on this frosty morning, lurks a Premier Inn, and in it a welcoming hot breakfast.

Around a dozen MGs had been lured here at around 7.30 in the morning by emails from Jon Glover. Now Jon and I come from an industry where Breakfast is taken very seriously. Not only might it occasionally be your only good meal of the day, but it is where you meet old and new Chums, warm up and banter. We certainly did on this Sunday morning.

Forming up the cars in age order at 8.30 to head to Brooklands, C0294, seemed to be running rich and rough, and a modern TF was surrounded by steam. Not a great start for the last leg, but at least the iced-up C type carburettor cleared, and off we went. I can't honestly say that I saw a lot of the route, as following an 18/80 from the lowly perspective of a D, gives one ample opportunity to admire the vastness of the rear of one of the larger Carbodies offerings of 90 years ago.

In the centre of the Paddock at Brooklands, an octagon had been set out, around which a 14/28, 14/40, 14/80, Double-2 M, C type, D type, PA and WA shuffled to get at 45 degrees to each other. On the finishing straight another dozen Triple-Ms lined up, including three L2s, which must be some sort of record.



Triple-M line up

Statistics:

1,932 visitors went through the Public turnstile in addition to the crews of 450 + MGs of all eras which were on display in a time-line on the newly restored Start/Finish line .

Car of The Day was a Farina Magnette from the 60's. which had been owned by one family from new.

Reserve car of the Day was a black MG Metro, again very few left on the road and bought by the current owner from the original lady custodian who purchased it new when she could no longer get into her MGB.

C0294 of course raced at Brooklands in 1934 and is owned by Allan and Margaret Bentley. Allan is the Great Nephew of W.O. Bentley, and we are celebrating the Centenary of his Great Uncle' s Company this year. When Allan purchased the C (instead of taking up the opportunity to own one of W.O.'s products), his Great Uncle commented that "it was a good car and could be fixed in the home garage over a weekend".

Allan and Margaret intend to keep driving the C as long as she can still climb over the Exhaust pipe into the passenger seat. This side mounted Brooklands regulation exhaust was a unique local attempt to standardise both car and motorcycle silencing after noise complaints at the track during 1922. The same complaints meant that night racing was curtailed and the double-twelve race was introduced to compensate for the loss of really long races.

Almost immediately the M-type and C-types rose to fame, and hence MG was fully established as a serious Brooklands racing marque by the end of 1931.

For the Motor Show in October 1931, MG must have therefore shocked the sports car world by developing the C-type into two 4-seater tourers, the D and the six-cylinder F. And that is where we came in.



John Emmett's D-type (D.0430)



Above: Christopher Hobbs' K1 (K.0334) lined up with other Triple-M cars on the old Start Line at Brooklands.

Below: Starting handles at the ready – an early morning start for the Triple-M contingent at the Fairmile Hotel en-route for Brooklands.



BRANDS HATCH RACE MEETING - A SWEDISH POINT OF VIEW. Report and photos by Tommy Lyngborn

The author of these lines is the editor of MGCC Sweden's club magazine "MG Bulletinen". I have got to know Colin Murrell via a friend and Colin has sent me many awesome pictures and also good texts from MMM events during the last years. Up in Stockholm my thoughts have been to visit one of the MMM events to see one in real life. Colin suggested Brands Hatch Spring Event so in January I booked flight, hire car and hotel, The Mercure at the entrance of Brands Hatch.

On the Friday evening I met Colin and Steffie at the restaurant at the track and had a beer (or were there several?). They showed me the MMM pit with a big tent and I was introduced to those who were already there. I was very warmly welcomed into the family of the MMM racers.

Saturday morning after breakfast I walked down to the MMM cars, several more had arrived and there were great opportunities to take fine photos and interview racers for coming articles in my magazine. All were very kind, and keen in talking about their cars. We have a lot of MMM-cars even in Sweden but there is almost no racing at all with MG-cars in the historic races in Sweden although historic racing is quite big here.

As I have been an MGB owner for a long time and presently own a TF (modern) I had much to see in the practices on Saturday morning. Amazing to see how fast these old cars are and what a lovely sound they generate on a race track. Unfortunately, I had to wait until Sunday to see the MMM's but I could handle that with all the other classes to look at. The MGB V8's impressed me, like the small and very fast ZR's.



At the evening I was welcomed to a BBQ party at the tent so after having a shower I showed up at six o'clock and the grill was in full activity. Steffie was one of the chefs and hamburgers, sausages, ribs, haloumi and I don't know what were passed into the table in the tent at the speed of a Volvo (that's fast)!! There were also pies, potatoes, all sorts of bread and cheeses, fruit and wine and beer of all kinds. Everyone had contributed with something and it was for free. There was a very warm atmosphere that evening and I made many new friends that I hope to meet again. My way back to Mercure was up-hill, I felt that in my legs at 11 o'clock...

I had a good night's sleep and on Sunday morning it was time for practice and first race for the MMM cars. 27 crews were working at their cars in the pits and the activity was stunning. Colin showed me a good place for photographing, the inside of the hairpin at the Druids bend. When the green flag dropped there was an unbelievable sight to see all those old cars coming up the Pilgrim's Rise and entering Druids. Some of the drivers drove as if they had stolen both the car and the petrol and everyone had their own technique to drive through the bends. I got many fine pictures for the future. Sunday lunch was also included in the great hospitality of the MMM family, something left from yesterday's BBQ but also much new. No one got hungry from that lunch! I watched the afternoon's race from the other side of the track which allowed pictures of cars coming from right to left.



An impressive line-up of Triple-M racers plus Cat Spoelstra's faithful VW camper van "Heidi" trying to blend-in with the racing cars

MMM racing is very much a family event, I saw father/son and husband/wife teams competing. I hope that the future of these historically very interesting cars is in England and not in Germany, Japan or China. At the prize giving ceremony I gladly noticed that some of the trophies went to quite (or very) young drivers so maybe we will still be able to see them in the future. I hope so.

This was a very nice weekend and I hope to be able to visit MMM racing again, maybe on another track.

Did I mention the weather? It was not really genuine British, it only rained a little but the wind and the cold was there...

Greetings from
Tommy Lyngborn
Sweden



Mary Harris Trophy winner Charles Goddard with PA.1184



And so to Brands..... MGCC Brands Hatch Race Meeting
April 27th and 28th

Report by Duncan Potter, photos by Colin Murrell

The final weekend of April saw the MMM racing extravaganza descend upon Kent for the second race meeting of the year. Following a successful Silverstone only two weeks earlier, a truly impressive gathering of twenty-seven race cars, drivers and support crew arrived for the Baynton- Jones Historic Motorsport MGCC Triple M challenge.

Continuing a very healthy trend, more new drivers and cars were welcomed to enjoy their inaugural MMM races on the 1.2 mile Indy circuit. Nick Hayward-Cook and Henry Hichens both debuted in J2 Midgets; the former sporting authentic vane type supercharger and very attractive racing bodywork. The latter, in contrast, being in standard form sporting the original carburettors, brakes and body.

They were joined by Onno Konemann, arriving from Holland with his newly restored D-type racing Special resplendent in Dutch racing orange. Richard Frankel competed for the first time at Brands with his very proper looking PB Cream Cracker and was joined by the final new car/driver combinations of Monthery Midget C0278 piloted by Duncan Potter and the 'first time at Brands' combination of Emma Potter and C0287.

After a splendid social evening (reported elsewhere) the overnight rain receded and the cars and drivers made their way to assembly for qualifying. There was a high sense of anticipation in the paddock and no shortage of nerves as the first challenge, to successfully pass noise testing, was duly completed. There have never been so many MMM racing cars with maximum engine revs of between 4,500 to 5,000rpm!

Qualifying saw the ever-quick Painter team secure the front row of the grid but with the N Type of Oliver Sharp only 0.2 seconds behind. Charles Jones completed the front four with his rapid standard bodied L-type a few seconds ahead of the K1 Monoposto driven equally fast by Malcolm Hills and James Ricketts. After fifteen minutes all twenty-seven cars finished successfully and the grids were set for Races 17 and 22 later in the afternoon. Following consumption of the best racing lunch seen since the Bentley Diners Club arrived at Silverstone in April, it was time for the off. The weather gods delivered light rain as the cars sat in the assembly area followed by five minutes of sunshine leaving a damp but drying track on offer. Green flag lap, lights on, lights off and they were away with a glorious soundtrack of twenty-seven racing exhausts combining with the smell and sight of castor oil and spinning racing tyres.



What transpired was a thrilling race with duels all the way through the grid. The 4-cylinder, 2-bearing, brigade had a great battle with four J2s, three Cs and one D-type Midget successfully bringing up the tail. The two aforementioned J2s were very well matched with Henry Hichens just making it to the line 0.14sec ahead of Nick Hayward-Cook. A situation Nick will no doubt be looking to reverse as the season progresses. Nigel Stroud coaxed his fourth cylinder into action after a worrying pre-practice diagnosis and came in ahead of Gil Collins' swept wing J2. The final cars in the mix were the three C-types, two sporting the racing colours of the Potter equipe and the third being the ex Robin Gordon car piloted by David Downes. All cars went well and Emma Potter was able to put her Silverstone puncture behind her and enjoy seeing the chequered flag this time. Meanwhile Chris Edmondson was lapping well and finished shortly ahead of Andy King in his familiar and well campaigned Cream Cracker PB, a guest driver in the 2-bearing battle. This group unfortunately contained the only retirements of the race.



**Newcomers to Triple-M Racing, both J2 mounted:
Above: Henry Hichens.
Below: Nick Hayward-Cook**



Firstly, Fred Boothby was side-lined when a half shaft sheared and he was quickly joined in an early bath by Adrian Moore who was experiencing electrical issues in the C-type on loan from Barry Foster.

The mid-table battle contained a number of cars whose performance suggested that their owners had not been idle over the winter break. Simon Jackson ultimately led the group home in his ex Limerick Grand Prix winning PB, a car that he has mastered over the last couple of seasons and now drives very proficiently, and quickly. He was followed over the line by another PB, this time one of the Cream Cracker cars owned and driven by Richard Frankel. Andrew Morland steered his L1 home ahead of Onno Konemann who will have been delighted at the performance and reliability of his D-type in its first ever race. What then followed was a P-type sandwich with David Cooksey's Montlhery midget providing the filling (he and Onno Konemann mixing it with the 3-bearing campaigners).

The two P-types, providing the main competition in Class 1, were Mike Davies-Colley and Hamish McNinch who had a very close race separated by a margin of only three seconds as they crossed the finishing line. Completing the group were the two splendid K3s of John Gillett and Teifion Salisbury. The former short of its usual pace owing to blower drive issues, the latter sounding terrific every time the loud pedal was pressed and the car accelerated down the straights.

Meanwhile Harry Painter had been giving a racing masterclass as he drove his P-type racing special beautifully, leading the entire grid home by an impressive margin of some twenty seconds. Runner-up position was ultimately secured by Oliver Sharp who, following a great battle with Mike Painter's Kayne Special, steered what must be one of the quickest unblown MMM cars of recent times into second place. Charles Jones just missed the podium in his rapid standard bodied car finishing ahead of a great battle between Charles Goddard and Thijs de Groot in their P-type specials. These cars provided superb, close racing throughout the race with only 0.5sec separating them as they crossed the line. Completing the 'quickies' was the impressive K1 Monoposto of Malcolm Hills finishing in seventh place overall.

And so finished the Baynton-Jones Triple M challenge race for the Mary Harris Trophy.

The results were collated and awards were presented as follows;

Race Winner and 1st Class D – Harry Painter

Runner up and 1st Class C – Oliver Sharp

Mary Harris Trophy Winner and 1st Class B – Charles Goddard

Don Moore Trophy Winner and 1st Class A – Mike Davies-Colley

1st Class E – Malcolm Hills

Following some retirements twenty-two cars took to the track once more for the penultimate race of the weekend. The finishing order remained the same at the top with Harry Painter claiming a second victory of the day, Oliver Sharp runner up and Mike Painter taking the final podium position. Thijs de Groot managed to get the better of Charles Goddard and led the two P-type specials home in fifth and sixth position. With half shaft replaced and electrical gremlins eradicated, Fred Boothby and Adrian Moore finished well in seventh and ninth position, either side of the delighted Onno Konemann.

The unblown P-type battle resumed and, after a close race, Hamish McNinch finished ahead of Mike Davies-Colley by less than two seconds. With close racing all the way to the end of the field a great race was had by nearly all. Unfortunately, Nick Hayward-Cook and James Ricketts, driving the K1 Monoposto, both retired as did Chris Edmondson who experienced axle failure at the bottom of Graham Hill bend. Sensible driving and impressive car control saw the D-type retire leaving all concerned safely out of harms way. Overall another great race which resulted in only one change to the podium positions and class winners. This being Hamish McNinch who finished 1st Class A ahead, this time, of Mike Davies-Colley.

There followed prize-giving, champagne for all and much satisfaction following a truly excellent weekend. Fittingly an award was presented to Mark Dolton who, having done so much to create the resurgence of MMM racing and this weekend in particular, stepped down from his role as race co-ordinator; a position that he has executed so successfully over the last few years.

Duncan Potter



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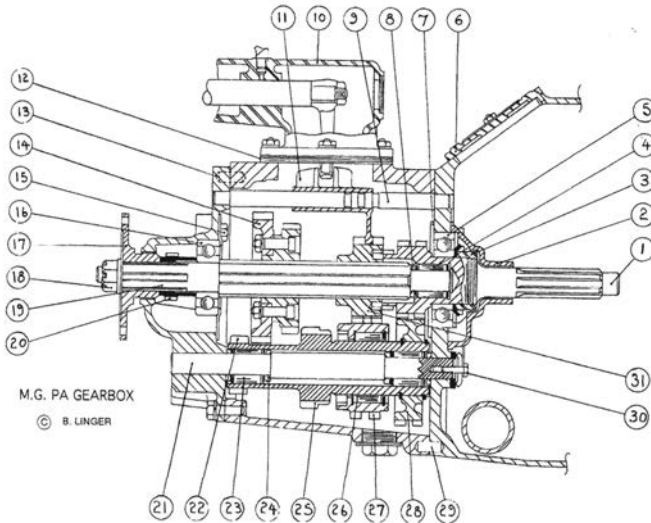
This dramatic shot by Phil Jones features Emma Potter taking to the gravel at Silverstone and clearly shows the reason for this uncharacteristic deviation from the track – the deflated front tyre.





CONVERTING THE J, P, L & N GEARBOX TO TAKE DRAWN CUP NEEDLE ROLLER BEARINGS

Colin Butchers



My dislike of the "Hyatt" type roller bearings originally fitted to the Wolseley gearboxes of early MG cars is quite well known and, for some years, I have been trying to source modern high speed precision ground bearings comprising an outer shell with a separate inner sleeve to fit exactly into the inside bores of the standard lay-shaft and first motion shafts (as is done frequently with the vertical drive shafts of our o.h.c. engines). However, I found this to be difficult, requiring either the lay-shaft train to be bored out or for a new thinner lay-shaft spindle to be made.

I do not favour either of these options and have now managed to find suitable bearings, albeit without an inner sleeve, so that the needle rollers run directly on the hardened and ground existing lay-shaft spindle. These bearings have an o.d. of 13/16th of an inch but a hardened and ground outer sleeve to make up the extra 3/16th of an inch is easily obtainable. I bought the required parts from Simply Bearings, but I have no doubt that they are obtainable from other bearing stockists.

The needle roller bearing is BA.108.ZOH which is a high quality Japanese drawn cup high speed (maximum 25,000 r.p.m.) bearing, hardened and ground and fitted with a full complement of needle rollers. The o.d. is 13/16th of an inch and they are 0.495" long, so two can be fitted at either end of the lay-shaft spindle and a further two inside the first motion shaft spigot. The price? Under £3 each ! How anyone can make such a lovely little piece of kit for that price, baffles me completely.

The outer sleeve to take up the required 3/16th of an inch is IRB.1316 – again hardened and ground and the cost is about £5 each but as they are 1.008” in length you only need three of them whereas you need six of the BA.108.ZOH bearings. The nice thing about this conversion is that no special machining is required, and, if you do not like the conversion (although I can't imagine why anyone would not) everything is easily reversible.

As you will know, when the “Hyatt” type bearings are used, it is important to include a pair of hardened steel thrust washers (known as beveled bearing washers) at either end of the bearings to minimize rubbing contact between the bearing and the gear case, as the “Hyatt” bearings are free to move inside the bore of the lay-shaft train. I don't think that these beveled bearing washers are necessary with the new drawn cup bearings as the profile of the drawn cup prevents any risk of the needle rollers coming into contact with the gear case or with any gears which might be rotating at a different speed. However, a trial fit showed that there is ample room to include the beveled bearing washers and consequently “to be on the safe side” I have included them. As with the “Hyatts”, the larger diameter of the thrust face faces away from the bearing itself.

The length of the original “Hyatt” type bearings is 0.945” or thereabouts (it seems to vary a bit from one bearing to another - which doesn't really surprise me) whilst the length of two new BA.108.ZOH bearings is 0.990”. I was reluctant to stray too far from the original dimensions, so I rubbed down one end of each of the three IRB.1316 sleeves using fine grit wet and dry paper on a flat surface (such as a piece of plate glass) to remove the unwanted 18 thou so that the overall length of the sleeve is reduced to 0.990”.

Next find a longish 3/8th” bolt (preferably b.s.f. of course!) and a selection of 3/8ths” washers. Make sure that the outside surface of the bearing and the inside of the sleeve are perfectly clean and lightly oil both. Assemble the sleeve and bearing with the bolt, washer and nut and tighten the nut until the bearing is pressed into the sleeve. Continue tightening the nut until the bearing is fully inside the sleeve, then remove the nut and press the second bearing into the opposite end of the sleeve. While you are in the mood, you might as well load the other four bearings into the two remaining sleeves.

Next take the lay-shaft train and insert one of the bevelled bearing washers (larger bearing surface facing inside the train). This won't pass all the way through due to the thicker section in the centre of the spindle. Line up one of the sleeves with its two bearings, insert the long bolt, washers and nut and tighten the nut until the sleeve/bearing combination is pressed fully into the lay-shaft train. Then select a slightly smaller washer which can actually pass into the bore of the lay-shaft train and continue tightening until the sleeve/bearing combination is pressed further in for 0.160”, this is to allow for the second bevelled bearing washer to be inserted when final assembly takes place. The aim is for the bevelled washer to be completely flush with the end of the lay-shaft train when it is eventually assembled.

When rebuilding my gearbox I decided to fit a brand new lay-shaft train (which comes with a new first/second speed cog) and a new lay-shaft spindle and I found that the fit of the sleeve/bearing combination into the bore of the new lay-shaft train was very firm. This is fine as I did not want any chance of the sleeve/bearing combination moving inside the lay-shaft bore.

As an experiment, I fitted one of the sleeve/bearings into a pair of original (possibly 80 year old) lay-shaft trains I have in my spares box and found that it could be pressed in quite easily by hand. If you are using an original lay-shaft train, I recommend that a few drops of Removeable Loctite are put onto the sleeve to make certain that it will stay put inside the lay-shaft train.

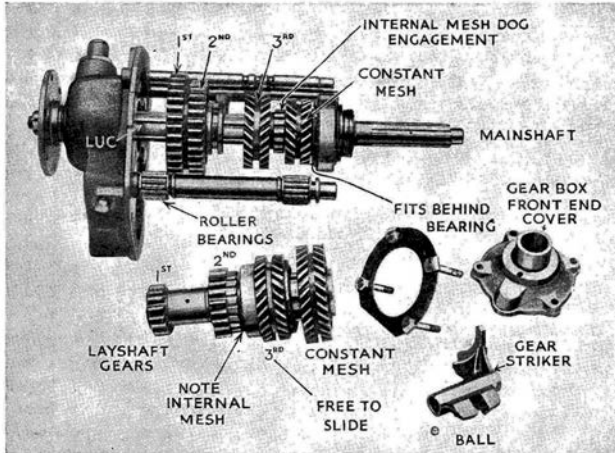


Illustration No. 38.—Another view of the gearbox components. The complete layshaft gears have been removed from the layshaft. Note the internal mesh engagement of the top gear on the mainshaft and the third gear on the layshaft.

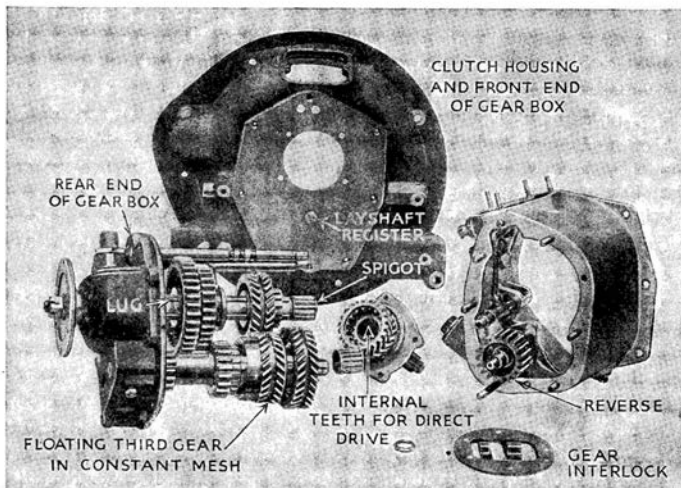
When the sleeve/bearing combination has been pressed into one end of the lay-shaft train, insert the lay-shaft spindle through from the opposite end making sure that the end of the spindle with the hole cross-drilled through it is at the opposite end to the double-helical gears then put a second bevelled bearing washer on the spindle and push it in as far as it will go into the lay-shaft train. You cannot use the “long bolt and nut” method to press in the second of the sleeve/bearing combinations and it will be necessary for you to devise an alternative method of pressing it into the lay-shaft train. I used a three leg puller which worked nicely, but a large vice or woodworking cramp would do just as well (or better still a hydraulic press, if you have one!). Remember to press the sleeve in for a further 0.160” to make room for the outer bevelled bearing washer when final assembly takes place.

At this stage, a trial fit of the entire lay-shaft spindle (with the bevelled bearing washers in place on either end) is probably a good idea. Slide the lay-shaft train and spindle into the bottom of the gearbox until the sliding third speed double helical gears are lined up to engage properly with the corresponding gears on the main-shaft and then raise the spindle until the rear end can be pushed into the hole in the end plate of the box. Tap the spindle until the back end emerges out of the of the end plate and then turn the spindle until the cross-drilling can be seen through the threaded hole underneath the rear housing. You can now be sure that the lay-shaft is lying in its correct position. Hold the spindle in position and check the movement of the lay-shaft train fore-and-aft on the spindle. There should be about 3/16th of an inch or thereabouts, movement visible.

The precise amount of movement is not critical, as the final positioning will be determined only when the first motion shaft is eventually engaged and tightened up. Next, place a straight-edge across the front face of the open gear-case and check to make sure that there is clearance between this face and the bevelled bearing washer in the end of the lay-shaft. At this stage, put a dab of white paint on the rear end of the spindle to indicate where the cross-drilling is, so that you can make sure that the drilling can be accessed easily during final assembly.

We are now getting to the final stage of this saga. The conventional method of joining the bell housing and gearbox together is to place the bell housing (with the first motion shaft and main bearing already installed) on the bench and to lower the gearbox onto it at a slight angle and “jiggle it about a bit” until everything falls into place. This method relies heavily on the inbuilt “sloppiness” present with “Hyatt” type bearings. With the new needle roller bearings I found it impossible to use the old system as the new needle rollers run straight and true with much greater accuracy than the original “Hyatts”. It is therefore necessary to develop a different method of joining the two parts together.

First, remove the first motion shaft with its main bearing and bearing retaining plate (the bit with the four ¼” b.s.f. bolts sticking out of it) from the bell housing and place it on the main shaft (first checking that one of the bevelled bearing washers is in place on the main shaft). It might be necessary to select third gear (to bring the third speed cog forwards) and to tap the lay-shaft spindle forwards half an inch to get the double helical gears to mesh. The bearing retaining plate with its four bolts should now be hard up against the main bearing (which should, of course, be one with a single seal – the seal on the flywheel side of the bearing). When the first motion shaft is properly engaged, tap the lay-shaft spindle back until it is about to emerge from the gearbox rear plate and using the dab of white paint to guide you turn the spindle until the cross-drilling can be seen through the threaded hole on the underside of the rear plate. You can now insert the special bolt with its reduced end diameter to locate in the cross-drilling and tighten it up appropriately.



Now, stand the bell-housing up vertically on the bench and mount the gear-case on suitable blocks of wood so that the first motion shaft is lined up ready to pass through the hole where the main shaft bearing will fit. Ensure that the bearing retaining plate with its four ¼" b.s.f. bolts is standing vertical (it has a nasty habit of slewing off vertical and jamming against the top gear cog) and bring the gear-case and bell-housing together gently so that the main bearing is about to enter the hole in the bell-housing. Using a pair of thin screwdrivers or rods (such as cycle spokes) ensure that the bearing retaining plate stays vertical and encourage all four ¼" b.s.f. bolts to enter their respective holes.

You might need to tap the gear case or the bell-housing with a soft faced mallet to assist the main shaft bearing to pass into the bell housing, and quite soon, the four b.s.f. bolts will start to emerge from the holes in the clutch side of the bell-housing.

As soon as you can, screw the ¼" b.s.f. nuts onto the bolts and tighten them diagonally one turn at a time, to make sure that the bearing retaining plate stays vertical, thus drawing the main shaft bearing into its final position in the bell housing. The ¼" b.s.f. bolts have only a short length of thread and therefore you will need to remove the nuts from time to time to pack the bolts out with washers or slightly larger nuts to enable the ¼" nuts to continue being tightened.

While all of this is going on, the six 5/16" b.s.f. studs (actually one of my gearboxes has the six studs replaced by individual bolts) sticking out of the clutch end of the gear case, will start to engage with the six holes in the bell-housing. When you can, screw nuts onto the studs, (or get the separate bolts to engage with the gear case) and continue tightening these and the ¼" b.s.f. bolts fixed to the bearing retaining plate so that the main shaft bearing continues its journey into the bell-housing. Before the gap between the gear case and the bell-housing disappears completely you can introduce a small bead of your preferred sealant all around the two faces (only the thinnest of wipes is needed).

Continue tightening both the six 5/16ths and the four ¼" nuts a little at a time until the gear-case and the bell-housing are completely closed up together and you can then remove the extra washers and nuts from the four ¼" bolts. Before installing the small aluminium cover it is worth putting a thin smear of engineer's blue to the face of the cover, bolting it up tight and then removing it again to see how well the cover fits in relation to the face of the bell-housing. The cover should contact the exposed end of the main-shaft bearing so that the bearing is securely locked in place. If any doubts exist, cut a circular shim out of 10 thou shim brass the same diameter as the exposed bearing, which should take up any unwanted clearance.

On the question of sealing to prevent leakage of gear oil, this should not be necessary if you are using a new sealed main shaft bearing, but a thin wipe of sealant round the edge of the small aluminium cover is a useful "belt-and-braces" feature. It is still necessary to seal the exposed end of the lay-shaft spindle where it protrudes through the bell-housing and I use a suitable size "O" ring plus a bit of sealant before covering the exposed end with the special dished washer, "y" shaped locking plate and bolt.

I should mention that when I was carefully tightening the bolts to draw the bell-housing and main-shaft bearing together, I checked two or three times to see whether I could turn the first motion shaft and I found to my consternation that I could not move it. I continued to tighten everything up and found that when it was all tight I could spin the shaft and all gears very freely. I suspect that during the tightening process, the retaining plate with its four ¼" b.s.f. bolts had moved very slightly out of the vertical and I presume that the bolt heads were fouling the double helical gear on the first motion shaft. It clearly shows how little room there is inside the gear box.

I am sorry that this is so "wordy", but I am a great believer in using ten words when only one will do! Since doing this conversion on BGH 295 I am really delighted with the smoothness of the box and I have now completed 1200 miles of use, including running in The Kimber Trial. Apart from the smoothness, it is noticeable that after a number of brisk runs of over 60 mph, the box is only just warm to the touch, whereas in the old "Hyatt" days, it would have been almost too hot to touch.

Colin Butchers



**The proof of the pudding! – Colin and PA with rejuvenated gearbox successfully tackling the recent Kimber Trial.
Photo Colin Murrell.**

Illustrations:

The heading drawing is from Barry Linger's gearbox article in "MG Road Cars Volume 1" which has been out of print for some time. The drawing is reproduced with Barry's permission. The other illustrations are from an original PAVPB handbook.

GATHERING OF THE FAITHFUL: DAYTONA BEACH, FLORIDA



Report by Glen Moore, photos as credited

When Glen offered me this article I was brave enough to admit that the term “Gathering of the Faithful” had always intrigued me! He kindly did some extra research and has added the opening paragraphs to help explain the origins

Yes, this event title confuses many. As a member of the site selection committee for GOF South 2021, I contacted the Visitors and Conventions Bureau in one city. The representative for religious groups was assigned to me. I explained that, while we were faithful to our marque, we were not officially classified as a religious group. Appropriately, they reassigned our request to the person in charge of social groups.

Dick Knudson, who owned an MGTD, found that there was another MGTD owner in New England from a photo in December 1963 issue of *Safety Fast*, the MG Car Club (MGCC) magazine. He contacted Frank Churchill and they corresponded through the mail with the idea of creating a T-Series Register in the USA. After announcing their intentions of forming the Register in the summer of 1964, membership in the New England MG-T Register went from 0 to 120 in one year. They decided that there was a need for all the MG enthusiasts to gather and the idea for a “Gathering of the Faithful” was born and a new term coined. Its purpose was to have a “low key weekend to enjoy the cars and new friends.” The first GOF (Gee Oh Eff) was held August 1965, in Meredith, New Hampshire. Two GOFs have been held every year since.

In Orlando, Florida, Will Bowden, Blair Engle, and John Comichos, NEMGTR members who were the charter members and leadership of The MG Classic Club of Orlando, believed that MG enthusiasts in the southern United States also needed the opportunity to gather together like the T-series owners in the Northeast. So they organized the first GOF South, held in Kissimmee, Florida in November 1967. It was a successful gathering and one has been held every year since.

**Above: M-type ‘Emma’ on the iconic Daytona Speedway Track
Photo Gary Whiting**



**Top: the J2 (J.3488) of Dan Lanier with bonnet raised to display the custom intake manifold with pop-off valve for the supercharger.
Bottom: The MMM cars were assigned the premier spot on the show field: the M-type of Reinout and Henneke Vogt on display.
Both photos by Glen Moore.**



The program for that first event lists a “Gathering” beginning at 1:00 pm, which was defined: “Informal talk of MGs, MG park, flea market, photo display, MG looking, technical discussions, renewing old and meeting new MG enthusiasts, car judging through the day.” The next activity listed was appropriate: “Cocktail Lounge Open.”

Both Will and Blair went on to operate MG shops for many decades and were vintage MG racers. Sadly, Will left us a couple of years ago, Blair is no longer able to travel, but John is still an active participant, driving the same MGTD. In short, Gathering of the Faithful is a celebration of MGs and good friends.

Which brings us to 2019 and GOF South LIII, held in Daytona Beach, Florida, “The World’s Most Famous Beach.” The attraction of the location was the opportunity for the MG Faithful to drive their MG on the road course at the Daytona International Speedway, the same course that hosts the Rolex 24 Hours of Daytona. This aspect of the annual gathering was promoted with a separate logo and the theme “Safety Fast at the Speedway Track.”

The historic Plaza Resort & Spa served as host property with the car show and other activities located in the spacious parking lot behind the hotel, adjacent to the beach. The entire area was reserved for MGs, which made for easy parking and ample room for the Saturday car show. Sixty-five MGs made the journey to the Speedway where they were joined by a few other British cars for laps around the road course. The view from your car while making laps on the track is much different than watching from the stands or infield; an exhilarating experience. The Speedway photographer took photos of the cars on the track which were made available at no charge thanks to the sponsorship of Moss Motors. A photo of your MG on Daytona International Speedway is surely a prized collector’s item.

Some of the most beautiful MGs were on display in the car show on Saturday from early pre-war cars to post-Abingdon. Viewing the cars and discussing them with the owners made for an enjoyable and educational day. A walking tech session gave participants a formal time with each car owner and provided topics to discuss on mechanical issues and preparation. Glenn Lenhard, a long-time MG shop owner, led this session leaving everyone with a host of tips to make their cars more reliable and better performing. Many an MG left the GOF running better than when they arrived.

Although they are rare in the States, Triple-M MGs were represented at GOF South and welcomed by all in attendance. Dan Lanier brought his red J2 3488 Midget, with the power to be a serious racer, yet manners appropriate for street driving; it does both well. Under Dan’s ownership, it has raced at a number of American race tracks, including Blackhawk Farms and Road America, two very challenging race courses. The period-correct Marshal IZ 75 supercharger blows 7 pounds boost into an 8:1 compression ratio, controlled by a forged crank, Carillo rods, and Cosworth pistons up to 7,000 rpm. Since its last race in 2015, Dan has put over 2,500 street miles (4,025 Km) on the car. Crowds around the car all weekend kept Dan busy explaining the history of the car and sharing stories, a task he appeared to be enjoying. This car has been featured in Hemmings, the premier USA classic car publication.

<https://www.hemmings.com/blog/article/1933-mg-j2/>



The ex-Lancashire Police L1 Magna of Bill and Sarah Richie as displayed at GOF South is a previous Best In Show winner and has also been exhibited at the Amelia Island Concours. Photos Glen Moore

Reinout and Henneke Vogt brought their 1931 M-Type Midget to the GOF South. She is appropriately named "Emma" and proudly carries her name and birth year on her license plate. Barrie Dean restored this car in England, where the Vogt's purchased it in 2002 with just 12 miles showing on the odometer, then shipped it to Chicago, Illinois. Not just a wonderful, beautifully restored show car, the Vogts often take her on road trips. They made the GOF drive on Daytona International Speedway and were the talk of the event. There was an incident where they contacted the rear of the 1962 MGA of official photographer Gary Whiting. Was it Bump Drafting, like the NASCAR drivers do at this speedway, or was the MGA not capable of out accelerating the M-Type? Now, the Vogts have driven this Midget on three of the world's most famous race tracks: Silverstone, Indianapolis Speedway, and Daytona. Not many cars can claim that distinction.

The very fine 1933 MG L1 Magna Police Car of Bill and Sarah Richie was more than well received at the previous GOF LIV. It was selected as Best in Show among the field of over 100 MGs. This four-seat Tourer L1 Magna was delivered to the Lancashire Constabulary in Preston, England in 1933. It is one of eight police cars purchased by Lancashire and one of only 2 MG police cars known to exist. It was restored in its original specifications with a black exterior, blue leather interior, and blue wire wheels. Many parts were sourced from the UK to ensure authenticity, some NOS and some English-produced, such as the blue leather interior. The original 6-cylinder, overhead cam, crossflow 1086cc engine powers the car. Just prior to the GOF South, this car sat on the prestigious, invitation-only, showfield at the Amelia Island Concours d'Elegance, earning a second place award among the pre-war MGs.

MGs are for driving. To that end, multiple driving tours were offered. Thursday afternoon had the MGs traveling south on State Road A1A to the Ponce Inlet Lighthouse and Museum followed by dinner at the North Turn Restaurant, located at the north turn of the old beach racetrack. Two driving tours were on tap for Saturday afternoon. One trip headed north through Ormond Beach, "The Birthplace of Speed," where land speed records were run on the beach in the early 1900s, and around the scenic and historic roads known as the Ormond Loop. The other road trip made its way through Daytona Beach to the Legends of Speed Museum.

For more detailed information on GOF South 2019 and to see hundreds of photos, access the MG Classics of Jacksonville website, then click on the GOF logo: <https://www.mgclassics.org/>

The MG Classics of Jacksonville was the host club for the 53rd GOF South, a responsibility they share in alternate years with The Classic MG Club in Orlando, the group that initiated the event. GOF South LIV will be held April 17-19, 2020, in Central Florida, at the town of Howey-in-the-Hills. Yes, there are hills in Florida and back roads that have elevation changes. The Classic MG Club of Orlando will serve as host for the event, to be held at the Mission Inn Resort & Club. More and updated information can be found on their website: <https://www.classicmgclub.com/events>



Another Triple-M Australian Resident

John Gillett has provided the following brief notes about another car from his MG stable (see also Bulletin 108)

NB Magnette: chassis NA0904 (early 1936).

I acquired this N-type in 2004 from Barry Walker (I am a regular customer but only every 26 years!) in running but unrestored condition. The previous UK owner (name not to hand) was said to have been its custodian for about 40 years and any detail of its past would be welcome.

In Australia, our well-known MG man, Ray Skewes, undertook a virtually complete mechanical rebuild and fitted a side-mounted belt-driven J100 supercharger, lowered the rear axle ratio (4:875) and, importantly, made it go. We straightened out the body, which was in quite good condition, and repainted it from a rather non-vintage red to black, all this work was done in 2005/06. Since then it has been in regular use; it is registered in Victoria, on the same number as its former UK number, AKW 454.

This car has been to every Australian MMM/Pre-war Biennial gathering since 2006, having been driven long distances from Melbourne to Beechworth, Bathurst and most recently to Yamba in northern NSW, among other destinations. It has been run on the Phillip Island and Eastern Creek GP tracks in regularity events, and numerous other adventures. It is a comfortable and fast tourer for people and luggage. Most recently, the N Type featured in the historic support demonstration event at the Albert Park F1 Grand Prix, in front of a record crowd before the F1 race (photo below).

Picture below shows the NB returning to the pits with John and Helenmary Gillett in the front and grandson Sebastian and French friend Claudine in the rear seat.



LETTERS TO THE EDITOR:

From Colin Butchers

Just received my copy of the latest Bulletin – excellent work as ever.

I notice your comments on page 10 about JW 5703, currently owned by Bernard Holmes, as having some Trials history. It is probably the most successful NA in pre-war trialling, when owned by Ken Crawford with about 35 references in C.A.N. May's "Wheelspin". There is also a super picture of it facing page 64 with the car on Nailsworth Ladder with it's front wheels at least a foot off the ground!



1935 "GLOUCESTER"—H. K. CRAWFORD (M.G. MAGNETTE) LEAPS GAILY
UP NAILSWORTH LADDER

Photo : "The Autocar"

INVITATION:

Petwood Concours d'Elegance: Sunday 11th August.

Once again we have received an invitation from Mike Henson and team to join in the annual event at Woodhall Spa in Lincolnshire.

The event includes the Concours d'Elegance, with 7 classes for cars and motorcycles, including one for cars built up to 1940, a Supercar display, refreshments and live entertainment.

Entry forms and further details can be obtained from the organisers or online at orchardlodge2003@yahoo.co.uk

Contact Mike Henson 01526 388680.

LETTERS TO THE EDITOR:

From Ian Thomson

Imagine my surprise on opening page 13 of the MMM bulletin for April/May 2019 and seeing a registration number that I instantly recognised. I immediately went to my desk to confirm this as sitting there for some time now I have had the final tax disk of an M-Type I once owned having intended to return it to the present owner, if they exist, where it rightly belongs.

I bought the car, CP9864, my second MG, in August 1968, as evidenced by the buff logbook which I also have in my possession. I can confirm from this that Colin Noel Smith, the brother-in law of the writer of the bulletin article, Allan McNab, is also on this document with an address in London. I can correct, however, Allan's belief that it went to "someone in Norfolk" as I actually bought it from someone in Suffolk and remember clearly collecting it from a barn (an actual barn!) in a village not far from Stowmarket. The name and address of this person are the only other ones on the document.

I can confirm that when I bought it had a Dexion back end, pointed with straight sides, exactly as stated by Allan. I can add a few more details in that it had engine number 3157A and chassis number 2/3392 (this is how it is written on the logbook). It was first registered on 24 March 1932 and, oh yes, the generator didn't work, being covered in oil. I simply recharged the battery during the week and used the car at w/ends. To the best of my failing memory it had a 4 speed box when I bought it for £50 but I may be wrong on that. Perhaps Allan's brother in law or the next person swapped the hated 3 speed box for a later one. I have a note in my handwriting with the document claiming it is on the register with number 130. However when I come to check both registers that I have, 2009 and 2014, it doesn't appear there. The online register on the MMM website does not show it either. Perhaps the registrar could shed some light on this. I bought the car for £50 and sold it in 1969 to the relative of a person I knew at RAF Wattisham where I was stationed at the time.

It went to somewhere in Essex or London, or at least I can say that the remnants of it set off on a trailer one fine day headed for the A12 south. To the best of my sketchy knowledge he was intending to restore it. I kept the logbook due to the car being a non-runner and as a sentimental keepsake, I suppose. Certainly things were different then and getting a new logbook and retaining the number were not such a problem as now. If the car still exists I am sure that the present owner will be glad I did as the provenance it supplies is invaluable. It is the only MG I have had over the years which I have ever sold and have often wished that I still had it. I sold it for £50, which can be considered a profit I suppose considering it was usable when I bought it but rather less so when I sold it having "lost it" going down a hill covered in snow on a cold, frosty night around Christmas. An overhead power pole feeding the local houses arrested my sideways motion and plunged the houses into darkness. I just hope their turkeys got cooked properly that year. .

LETTERS TO THE EDITOR:

The following emails were received from Bob Clare and Mike Allison in response to the article on the first Register printed in the last issue. Bob has provided a copy of the earlier Register and Mike has added further background information.

From Mike Allison:

I am afraid the Quindecimal Register was really before my time. I had my first PA in 1956, but with tax and insurance found an extra 30-bob too much for my student budget, and finally joined the Club in 1959, by which time I had an F-type saloonette. On joining I was asked to Register with the Quindecimal, which I duly did, and had a nice letter from Russel Lowry and a membership card, but nothing else. The Vintage Register started, when I had just disposed of an 18/80, but didn't want to know about the F... I think they were too polite to say f-off, but that is what they meant, giving vague excuses about agreement with the VSCC!

I was absorbing the sneers regarding old bangers from various quarters, when Wilson McComb had a more than sideways shot about the deficiencies of the PB when compared with the new Austin-Healey Sprite, which started a lively correspondence leading to the start of the Triple-M Register.

I still have most of the correspondence on file, which was displayed at the 40-year celebrations, and have offered to put the story into writing for the Yearbook in 2020.

Quindecimal, I was told, was dog-Latin for 15 and the Register was intended to be for all models over 15-years old. I am not a Classics scholar, so cannot comment on the "Latin", and incidentally the same person (If I remember correctly, Russel's son) was responsible for the quotation on the Triple-M Badge, which was the nearest that we could get to "Maintain the Breed", which was my suggestion for the inscription! Russel was a journalist, who got brow-beaten (his term) into being the Club Secretary by John Thornley, since he was writing the column in "Motoring" about MGCC activities after Mary Harris retired from the position around 1953. Russell started the register following a line-up of "every" model of MG at the 1955 Silverstone meeting. when several people said it should be started. I seem to remember that the official number of cars when Triple-M started was 114, which included all pre-war models, and this was the basis from which I wrote to all those owning "our" cars to start Triple-M in late 1961.

Those were great days of enthusiasm born of fun, and I formed many friendships which have lasted to this day, as well as enjoying the excitement of driving cars which are now approaching their centenary.

Long may we continue,
Mike

From Bob Clare:

Many thanks for the quality of the latest Triple-M Register Bulletin, a superb effort. May I comment on the "Where it all started" Item on page 34 et seq.?

Whilst I agree that the first Register named Triple-M was most probably that of 1962 (and our President should know!) may I suggest that this was not the earliest attempt to list surviving pre-war MGs, including the then known Triple-M survivors? This might be of interest to our readers.

I have in my possession a copy of the 1956 "Register of Old Cars" which has the MG logo on the front. This list was perhaps sometimes referred to at the time as the "Quindecimal Register" though I don't know why and anyway, from the pseudo-Latin root, that name suggests 50 years or 50 cars, neither fitting the list I have. This only includes 35 cars of which 22 are Triple-M and include 2 Ds, 4Js, 9 Pas, 4 PBs, 1L1, 1L2, and 1NA. I will post you a copy so you can redact (horrible Yanky word) personal details if you decide to publish it.



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TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

There was a good Triple-M entry for this year's Kimber trial but probably not enough to keep the event running as the organisers have indicated an entry of significantly more than 30 will be required for next year, which seems at the moment to be unlikely (see *Alan Grassam's up-date for the current situation*). The entry was boosted somewhat by eight cars from Holland which was very welcome. Richard Jenkins in his NA was the winner of Class 2 but the Kimber Trophy was won by Nigel Wood in a TA. The Sunday Gymkhana was well attended by over fifteen drivers in a variety of cars, the winner being Thijs de Groot in his J2. Other than the Kimber, there has been very little trials activity now that Bill Bennett has all but retired from competition. There were 3 Triple-Ms entered in the Lands End MCC trial plus David Rolfe in a Riley engined M-type, the only one in Class 2 and the event proper. John Wells was in Class 0 and gained a 'copper' award plus Mike Dalby and Roger Tushingam, both M-types, in Class R which is essentially a road run. Both retired.

The three race meetings, VSCC Silverstone and Oulton plus MGCC Brands Hatch have so far included thirty-three Triple-M drivers including a number of first timers and represent a very healthy situation, much to the credit of Mark Dalton and Duncan Potter. The remaining speed events Loton Park, Wiscombe Park (twice), the Manx Classic plus Curborough have only produced eight Triple-M drivers between them. A bit disappointing but it is still early in the season and may be not all the results are to hand at this time.

Due to shortage of space the Competition tables have been omitted but will appear in full in the following issue.

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KIMBER CLASSIC TRIAL 2019

Report by Mike Dalby

Because I live relatively close to the start of the Kimber Trial it has been my lot to marshal navigate or drive on the event since the mid 1980s when we started trialling, and later rallying, after I had bought the MGA and joined the MG Car Club.

I have navigated in an MGBGT Jubilee, even the MG YB that we used to rally, and a red PA that my "driver" owned! Then I have driven in the MGA and more recently the M-type. The only damage was on the MGA exhaust clamp that was bent out of all recognition! So what "Organiser Alan" always says is somewhat correct, in that it is a non-damaging event for all MGs, but it is weather dependant.

This was the thirty second in the series since its reintroduction in 1987, as a result of conversations between Alan Grassam and John 'Jesus' Jones, one of the original 'Cracker' drivers. The Trial's origin was on Boxing Day 1937, run by the Southwest Centre of the MGCC, starting in Bath and finishing at Bruton, where John Jones lived.

The event started in very dry conditions with the cars leaving the Lanes Hotel in West Coker in Somerset more or less bang on time at 9.01am. The first test was within a few hundred yards of the start; up a grassy field between narrow pylons, relatively easy on a dry day, but would have been difficult in the wet. However, in the twenty odd years that I have been taking part there have been very few wet ones!

The route card was very easy to follow with all directions and intermediate mileages but, as the card says, "the route has been designed to be as scenic as possible, and as a result you will find yourself along many narrow twisty lanes, often single track!" The second test, Isles Lane, where one starts on Line A and drives round the corner to stop all over Line B, and then reverse back to stop astride Line C and forward again, all timed to when the front wheels cross Line D. Severe concentration is required as it is unknown how far round the corner line B is!

Success again, then it was the seventeen mile drive into Dorset to Honeypits Hill near Cerne Abbas and the Giant. This was first used on the 1928 Exeter Trial, but then known as 'Little Minterne'. It is not as fearsome as it sounds; it is a long farm track up the side of the hill, with quite deep wheel tracks on the approaches due to the large tractors in use these days, but negotiable with care. Again a hill I know well, having marshalled there a few times!

Only ten miles to the next hill with a stop and restart called Huish Lane. I cannot remember this hill at all, and I thought that we had failed the restart, but the marshals were very generous and we received an 'OK' when the results came out! So we must give them an extra special thank you for tuning out!

It was only four miles to the next hill at Osborne called Stoney Lane, and it lived up to its name, but nothing that an M-type cannot cope with! I had marshalled on the hill before so all was good, even with the restart!

Then lunch at the Camelot Inn in South Cadbury back in Somerset and the end of the southern loop. There the cars and marshals collected for an hour of "Hello, long time no see!" There was a group of 'past experts' out marshalling; Ian Williamson, Steve Dear, Gerald Burrige and Bill Bennett. It was good to see them gathered together again and it would be nice to have a photograph of them if anyone took one.

There were five M-types out on the event and all were parked together at the pub, to celebrate the 90 year anniversary of the M-type that we are celebrating this year. All too soon, event organiser Andrew Owst said it was time to start again and so it was the ten miles to Batcombe north of the A303. Another long stoney lane but again I knew it as I had marshalled there many times.

Alham Splash was next, the terror for many cars when driving too fast into the water. This makes for good pictures but gives grief when the car stops and they have to be pushed out. I find that the 'step' to climb over when nearly at the top of the lane on the way out to the village is more of a 'terror' than the water.

Eight miles to Nettlecombe Hill, on the outskirts of Bruton, which was used on the first Kimber Trial in 1937 and then known as 'Honeycliffe'. In that year it failed five of the competitors, but this time seven of the of the twenty six survivors failed the restart, including me!



**Mike and the M-type at Alham Splash
Photo Colin Murrell**

Then it was on to the Pitcombe Hill. Just before, and under the viaduct, is the stall selling cakes in aid of Marie Curie Cancer Care. I find this a very bizarre place for a cake stall, but the local villagers seem to have fun selling the super cakes and watching the cars! According to the results we cleared the Hill which was a straight climb.

Next was Hell's Ladder was only a few hundred yards away but there was a long approach to the hill along the lane to the bottom. As the name suggests it is very steep with a badger sett across the track.

We seemed to be down on power for most of the day and, attempting to climb this 'stopper', the car failed, and Glenn the navigator had to dismount in order for the little car to be coaxed up the hill. The second failure of the day! The end of the section was the finish of the Trial and we collected our prized finishers' certificates.

We then lifted the bonnet and found the reason for our lack of power, a very loose spark plug. This had a very tight plug lead screwed to the top, so I must have put the plug back after cleaning them before the Trial but not screwed it down tight before replacing the plug lead! It was then the 16 miles back through Yeovil to the Lanes Hotel for a beer and to tell of tall tales of the event. Also to hear of the misfortunes of others including Ian MacKay's broken half shaft that he was able to replace with one loaned from a spare car.

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Bryan Ditchman with Derek Richards in D'Artagnan complete with pheasant that was collected en-route! Photo by Alan Grassam.



PA1167 spotted at the recent Classic Car Rally at Kingsbridge in South Devon. The car was entered by Bob Breeze and was in immaculate condition. Photo Digby Gibbs.



**Richard Jenkins and "Miledi" (NA0528) enjoying the sunshine on the Kimber Trial.
Photo Colin Murrell.**