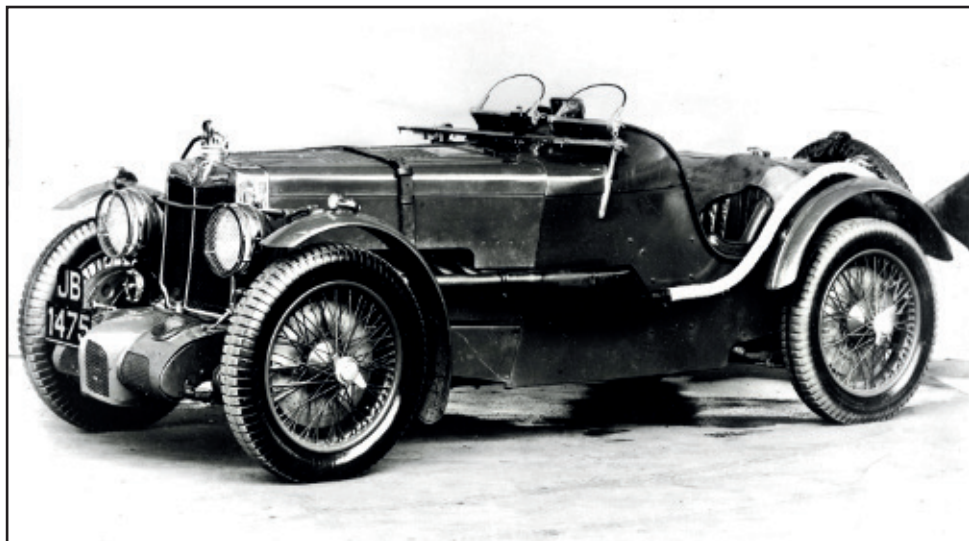


TRIPLE-M REGISTER BULLETIN

April-May 2023



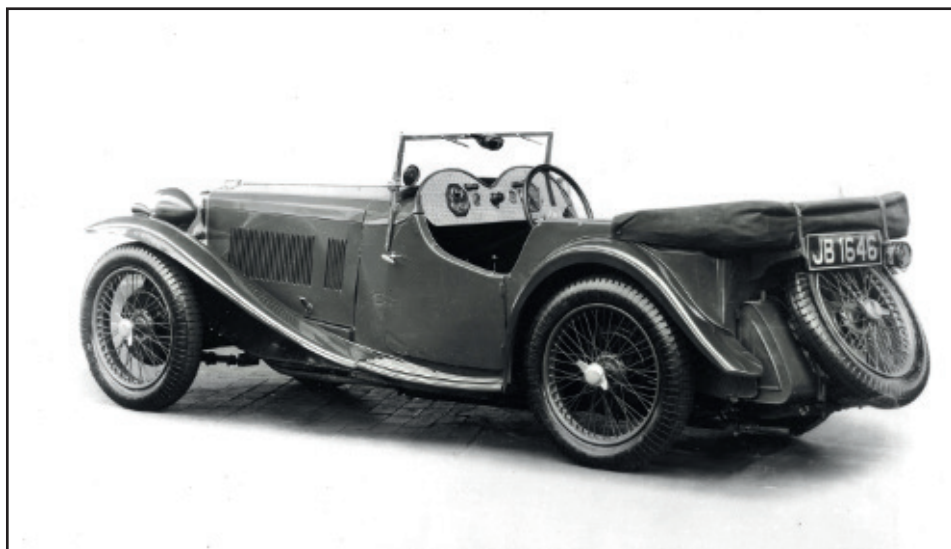
THE MG CAR CLUB LTD



These two factory photos feature the models that celebrate their 90th Anniversary this year.

Top is the well-known photo of K3003 taken in 1933; this is the Eyston/Lunari 1933 Mille Miglia car.

Below is a L1 Tourer; the photo demonstrates the elegant proportions that grace the rear of these 4-seaters.



BULLETIN No 132 April - May 2023

Front Cover Picture:

Car of the Year 2022: The Bellevue Special (NA0756), now in the hands of Charles and Steve McEvoy, just pipped Andrew Morland by one point to win the Trophy. From a photo by Colin Murrell.

Editorial:

We are now well into the 2023 Triple-M season which promises to be a very eventful year with many activities planned and more in the planning stage. The Committee is also having an eventful time; we are welcoming new members and there will be more changes ahead. In particular, our long-serving Secretary Dick Morbey will be stepping down after the AGM and will leave a big gap for someone to fill, and we still need that “someone”. Also, a replacement Editor is still desperately needed to take over from me if the Bulletin is to continue.



And now, another plea for help but this doesn't involve committee meetings. We need a volunteer (or volunteers) to prepare an index for the Bulletin. There is one, but that finishes in 2013 and there is nothing since. George Eagle does a sterling job in keeping the Yearbook index up to date and that is a very valuable reference tool. I have often cursed the lack of a similar index for the Bulletin particularly when I am hunting for a previous article to refer to or, more important, to check that I am not repeating myself! I am sure that George would be able to provide guidance on the system he uses for the Yearbook which may be a suitable starting point. So, if you enjoy this sort of mental exercise and have some time to spare, please volunteer.

Pictured above is the very stylish badge that our Australian friends have produced for their celebrations. Some of you have seen it on Facebook and I gather from Graeme Jackson that a number are probably already adorning Triple-M cars over here. The Committee is investigating if it is practical to have a batch shipped over so they could be available at Silverstone and thus save on shipping costs.

Subscription Renewals: If you have not renewed your Bulletin subscription this is the last issue that you will receive so, please contact Paul White as quickly as possible (contact details on page 46) and make sure payment method has been updated to the new subscription rates.

Secretary's Jotting:

March is giving way to April, and we have already gone past the vernal equinox, so Spring is definitely here and there is much to look forward to. And in our community, there's a distinct buzz in the air, rather than mere MMumblings!

At the time of writing, the first Club race meeting of the year, the MGCC Brands Hatch gathering is just a week away and we are promised a Triple-M grid of 20 cars.

Congratulations and thanks are due to everybody involved in making this possible. Three weeks later the competitors will be vying at Silverstone at the VSCC's Spring Start meeting.

A somewhat less energetic but nevertheless interesting and memorable gathering will take place in Somerset over the weekend of April 29 and 30 when Alan Grassam and team run the new-format MG Centenary Kimber Touring assembly. Places may perhaps still be available – enquiries to Alan, please.

On the 7th of May the MGCC South-east Centre plays host to the 'Best of British' day at Brooklands, to which Triple-M cars are always welcomed.

MG100

Our Register organisers are working hard to ensure that Triple-M cars have pride of place at numerous MG100 celebratory events. The 100th anniversary multi-club celebrations launch will take place at the British Motor Heritage Museum at Gaydon on the 27th of May; this will be followed on the 1st of June by an MGCC-specific Centenary launch event at Bonn Square near Nuffield College Oxford. This will feature a static display of 6 MGs and a guided walking tour of areas in the City of Oxford of historic significance in the MG story.

MG100 celebratory centenary social and touring event

Continuing the close working relationship between the Vintage Register and the Triple-M Register, the much-anticipated special MG100 celebratory centenary social and touring event takes place in the run-up to MG100 Silverstone. It will be very much an informal gathering, where flexibility will be the order of the day, allowing participants the opportunity to pick and mix their involvement. It all starts on Wednesday 7th June with a gathering at the event hotel, the Hilton Garden Hotel Abingdon, and a visit to the MGCC at Kimber House led by Club President John Day.



On Thursday and Friday, 8th and 9th of June social drives will depart from the hotel to places of MG related historic, technical and cultural interest in Oxfordshire, Berkshire and surrounding areas. On the Thursday this will include a visit to the workshop of Tom Dark Engineering, followed by a planned vintage bus trip from there into Oxford for a relaxed walking tour. The tours continue on Friday and conclude with a group dinner at the hotel on the Friday evening as a prelude to MG100 Silverstone!

On Saturday morning, 10th of June, social driving tours will again depart from the hotel and funnel in to Silverstone, then back to the hotel the same day, with a repeat the next day as we return to Silverstone on Sunday.

The team have negotiated on a dinner, B&B basis at the Hilton Garden Hotel Abingdon at very attractive rates. For details and to record your interest, please contact Rob Constant on rob@littleabingdon or call 07855 821 006 – but hurry!

And then MG100 Silverstone!

This is going to be an exceptional gathering and one that you really should not miss. Our Register will be at the heart of things with a dedicated 30-metre long marquee in which we will be displaying a number of K3s and L-types, which celebrate their 90th anniversary this year. The Register team will be there to greet you with our usual hospitality and offerings, and we look forward to seeing you there.

The MMM racers have two races and will be out on the GP circuit on Saturday and Sunday. Duncan Potter and the team are planning a Saturday evening BBQ for the racers, at which Triple-M owners will be welcomed – watch out for details! Saturday also sees the California Cup driving tests competition, while Sunday features Concours and Pride of Ownership competitions.

But that's not all! Thanks to the support of Andrew and Elizabeth Taylor, no fewer than 26 Triple-M cars will be selected for inclusion in a 100-car timeline, which will feature as many distinct Triple-M models as possible. They will be contacting owners directly to invite you to take part but if you feel that your car is especially deserving, please do get in touch with them. Unless all the places have been taken, circuit parade laps may be available on Sunday. Also, the plan is to spotlight specific MMM cars in the garage area when owners will be interviewed and their cars displayed to the gathered spectators.

It's going to be a great weekend, so shake off any lingering misapprehensions you may have and please do your bit by coming along to support the Register - and be sure to enjoy the event!

And relax....!

After all the anticipation of what lies ahead let me give you a quick update on other things.

The Stoneleigh Spares Day in February was judged a great success and we were particularly grateful for the support of so many MMM friends who supported the event by volunteering, displaying some mouth-watering cars and visiting the show. We were particularly taken by the great number of continental visitors who made the trek, which was a delight to all concerned, especially in view of the costs and complications of travelling to and from the UK nowadays.

Committee news: after 4½ years as our Register's Safety Fast Scribe (not to forget her many years before that as Yearbook Editor), Cathelijne Spoelstra is about to take a break and will be making way for Huw Davies to take over the Register pen. Huw, who is the proud owner of a delightful D-type (featured elsewhere in the Bulletin) will take Cat's place on the Committee and we are very happy to welcome him on board. Fear not, Cat will still be around, not least as Registrar for some of the rare and distinguished models, notably the J1, J3, J4, Q and R types!

In the previous edition I lamented the sad and untimely death of Michael (Mike) Linward who had been our Competition Secretary from 1985 through to 2023. Mike's demise has left a huge void in many of the Register's competition-related areas, as his involvement was indeed wide ranging. A report on his 'final race year' has been compiled with the assistance of his good friend, John Reid and can be read in the forthcoming 2022 Yearbook, which should be available in May. Therefore, it is with gratitude and relief that we can report that Mike Davies-Colley, a keen and key member of the MMM racing fraternity has stepped up to become our Competition Secretary and we all welcome him to the committee team!

The future is promising. Even though there has been sadness of losing friends such as Michael as well as others including Bob Milton, Bob Jones, J.J. Hall and Derek Moore, let's hope that we can all emerge into brighter days, enjoy each other's company while the opportunity exists, and thereby share in the activities that bring us all together.

Until next time, be safe and be kind!

Dick Morbey

Forthcoming Events 2023:

(see Events section of MMM, MGCC and VSCC Websites for updates. Events marked * are Triple-M Race events.)

29-30 April	Centenary Kimber Touring Assembly, Somerset.
30 April	VSCC Curborough Speed Trials
7 May	Best of British Day at Brooklands. MGCC SE Centre
21 May	Wiscombe Park Hill Climb.
27 May	MG100 launch event, Gaydon.
1 June	MG100 Celebration launch, Oxford.
1-6 June	MG Club de France Tour.
3 June	VSCC Harewood Hill Climb.
7-11 June	"Around Oxford and Abingdon" Tour; combined Vintage & MMM Register tour leading into MG Centenary event at Silverstone.
10-11 June	*MGCC Silverstone 100th Anniversary & Mary Harris Trophy.
10-11 June	MGCC MG & Triumph 100 event, Silverstone.
17 June	Double-12 Speed Trials, Brooklands.
18 June	*VSCC Cadwell Park Race.
25 June	MMM Summer Gathering, Greenacres. (Confirmed date)
2 July	VSCC Shelsley Walsh Hill Climb.
9 July	*VSCC Donington Park Race & Autosolo.
15-16 July	VMR Pre-war Prescott, Gloucestershire.
29-30 July	*Oulton Park Gold Cup Meeting (2 VSCC races).
2-8 August	MGCC European Event of the Year, Denmark.
5-6 August	VSCC Prescott Hill Climb, Gloucestershire.
9 & 10 September	VSCC Loton Park Hill Climb, Shropshire.
23 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
26 August	*VSCC Mallory Park Race Meeting.
16-17 September	Kop Hill Climb, Aylesbury
16-17 September	Angouleme Circuit des Ramparts + MG100 feature race.
14-15 October	VSCC Welsh Trial
19 October	MMM Register AGM on Zoom.
28-29 October	VSCC Cotswold Trial, Gloucestershire.
11 November	VSCC Lakeland Trial, Keswick.
3 December	VSCC Winter Driving Tests



Stoneleigh 2023

Photos by Nigel Blackham unless noted.



All set up and waiting for the crowds

And the crowds arrive....
(Photo Digby Gibbs)





“You can do it in a MG!”



Notes and Photographs by Richard Lansdown

Back in Bulletin 124 we featured Peter Lansdown's very original J2, now owned by his son Richard. Proof that the J2 is still being well used appeared on the Forum in September and Richard has kindly added some extra information, in spite of being heavily involved with trying to buy a house.

The chap in the photo below is my good friend Vasilli with whom I spend a lot of time in North Wales. Their house is north of Harlech, and I relish the drive in the J-type which is about 150 miles and takes around 4 hours.

The Brecon and Machynlleth mountain roads are an essential part of the route for me as the scenery is out of this world and it is good to be away from the busy A470.

The camping is at my friends' farm near Aberystwyth, another destination to which I frequently visit and is where I came across



the ideal way of attaching the bike. Quite simply, the handle-bars are secured with straps to the cross member behind the seat while the nose of the saddle is lashed to the spokes of the rear wheel. I am still experimenting; this year will be the first time I get to try it out properly.

I always have a bike with me as cycling is my favoured form of transport for smaller journeys and I have a profound love of mountain biking. On that trip, I had my camping gear and a bunch of cycling gear.



The drive to Aberystwyth took 2 hours; after a couple of days on the farm we headed up to Harlech. Having a tent and camping gear is rather comforting just in case any repairs that are required take a long time, and some of the roads are remote! We did break down on that trip, just as we returned to Cardiff, 3 miles from home. The fuel pump stopped and required some tickling of the contact breaker to encourage its continued performance. Fortunately, proper breakdowns are rare-ish, but I think these cars don't suffer fools gladly!

So, the J-type has been tucked up all winter and I am about to do a big service, new brake linings, filter and oil changes ready for the spring. I hope the car does most of my fair-weather motoring around Wales this year now that I have figured how to fit the bike. Generally, I don't use a car, preferring to cycle in town, as it greatly eases my socio-environmental conscience. I want my cars to last forever and small journeys are wasteful but, when I have big journeys to do, I like to use a machine that makes me feel like I have really made a journey.

The MG is so good! I find it comfortable and utterly engaging, one stays alert, ready and nothing is taken for granted! Also, open top motoring around Mid Wales is always a delight.

The car is in remarkably original condition. I aim to keep it so, whilst using it like I would any car. I'll have some adventures and let you know how it goes! Thanks for asking about the car!



Invitation:

We have received the following invitation for Triple-M cars to attend the Classic Stony Car Show:

At this year's Classic Stony Car Show in Stony Stratford, Nr Milton Keynes on Sunday 4th June, we intend to designate one area specifically for MGs to celebrate the 100 Years of the Marque. As a Register of the MG Car Club, you are invited to take part in this display. All details of the event can be found on our website www.classicstony.co.uk

If any of your members wishes to take part, please pre-register on the website.

Following successful registration please send an email to the Classic Stony Events Team c/o themstomers@gmail.com. so that we know what cars are arriving. (The website booking does not register the car type.)

F1446: Ready for a New Owner
Information and Photographs supplied by
Steven Keen at Silverstone Auctions



F-type Registrar, George Eagle, notified the Forum of the forthcoming sale of this interesting and original F2. The car was subsequently auctioned at the Race Retro show on 25th February. The auction catalogue notes and photos are reproduced courtesy of Steven Keen from Silverstone Auctions.

“A rarely discovered and refreshingly original F2 – Magna featuring a spritely six-cylinder engine, sporting short chassis and pretty two-seater bodywork. Believed to be one of 14 remaining from the 41 F2s originally manufactured.

Offered for auction at Race Retro is this beautiful F-Type Magna, Chassis #F1446, first registered in the UK in 1932. Fresh to market for the first time in 35 years, ‘NJ 447’ is only available as part of a deceased estate and once formed part of an eclectic collection of landmark classics from around the world.

The late owner, a gentleman and successful businessman, travelled the world for both work and pleasure and, as a lifelong motoring enthusiast, would often discover an interesting motorcar and add it to the Collection. This F2 was discovered on the South Coast of England and is understood to have been purchased directly from the original lady owner back in the late 1980s. Today, this lovely example appears to retain many original features with stamped parts matching the chassis number on the chassis rails and numbers on the panels including the bonnet hinge and the engine number, which appears to match the number on the chassis plate.

On test, the engine fired into life on-the-button and sounded good, the steering was pin-sharp, selecting a gear was like loading a Winchester rifle and the brakes worked relatively well. The body appears solid and the interior presents nicely. The MG is accompanied by an interesting history file which includes the V5C ready for a change of keeper.

The late owner's family have fond memories of learning to drive in this fabulous pre-war classic British sports car and, although it has been used sparingly over recent years, it's always been well maintained. Opportunities to own an F2 rarely present themselves as very few remain, this example is understood to be one of only 14 six-cylinder two-seaters from the 41 originally built.

A lovely and refreshingly original example offering access to many VSCC events, a handsome pre-war sports car that would once again make an excellent addition to another collection of landmark classics."





Very original looking engine bay and interior await the new owner of F1446 who, hopefully, will retain much of the patina of this rare car.



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TRIPLE-M REGISTER SUMMER GATHERING Sunday, 25th June 2023



The Triple-M Register's annual Summer Gathering will be taking place at its usual venue of Greenacres, Purton Lane, Farnham Royal, Buckinghamshire, SL2 3LY on Sunday 25th June, commencing at 11.30 a.m. The event, now in its 18th year, is open to all MGCC Triple-M members and their friends, whether their cars are on the road or not.

There will be a self-judging pride of ownership and a light-hearted gymkhana for those who want to take part, as well as some other fun competitions to keep everyone amused. There will again be a 'Bring and Buy' stall for those that have parts or memorabilia to sell.

The entry fee, which includes a buffet lunch and drinks throughout the day, is £20 per person. Entry details have been emailed to all past entrants and posted on the MMM Website. Entry is limited to 150 so do not delay, download the entry form, and return to Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Buckinghamshire, SL1 8EE, together with a cheque made payable to MG Car Club Triple-M Register. The closing date for entries is 16th June.

If you have any queries, please get in touch with Elizabeth Taylor
Tel: 01628 665055 or E-mail: e.taylor@oakend.net



Car News: D0353 Finds a New Owner

Notes and photos supplied by Huw Davies



New to Triple-M cars, but not to classic cars, Huw Davies is the new owner of D0353 and has been persuaded to provide a few details of his new car. An article in “The Automobile” magazine of August 2022 covers his restoration of a South African assembled TD that had travelled from Rhodesia (Zimbabwe) to the Isle of Man before being acquired by Huw. The last paragraph of that article is prophetic:

“Huw seems content with his new car, but as a very hands-on sort of owner, it is possible that he might get restless before too long, and he confesses “there are lots of enthusiasts around here with pre-war cars. That’s given me an itch I need to scratch...”.

Having grown up with pre-war and vintage cars, my father had two Austin Sevens (1935 and 1928) and a 1930 Standard, I was always a devotee of historic vehicles, but I must admit that I had a preference for more recent fare. A move to Northamptonshire saw me fall in with the wrong crowd (you know who you are) and a desire to own a pre-war car, preferably an MG – I had previously restored a 1967 MG BGT Mk1 and a 1950 MG TD. Fortuitously for me – and for my limited budget liberated from the sale of the TD – there were a number of pre-war cars available in late 2022 that appealed.

Of these, three were MG D-types – the proverbial “arrival of buses” comes to mind. I must admit to having soft spot for the four-seater MMMs. One sold, it was perhaps too much of a stretch anyhow and was a salonette, but two remained. Upon viewing both – and each was quite different in its own way – I put an offer in for D0353 which was accepted. The information available on D0353 was limited. The following is what I have so far pieced together:

The early history of D0353 relates to an article published in Safety Fast in June 1998. This was flagged to me by Ted Hack (who also kindly invited me over to see his two superb D-types) and who stated in the D-Group Dispatch 55: *‘The late Mike Hawke in his J-type archive searches found several D-types mentioned in pre-war competitions and wrote an article listing these in ‘Safety Fast’ for June 1998’*. Taking this as the start point and with some further investigation using the online MotorSport archive, the following records for D0353 were located. The driver was noted as Granville Tunstall, who would later compete in a Lea-Francis (perhaps he found the D-type a little less than competitive?). If anyone can add to this early history, then please get in touch.

- MCC Sporting One Day Trial Buxton: 15th October 1932 (Silver Medal)
- 21st MCC London-Land's End Run: 14th-15th April 1933 (Premier Award)
- 19th London-Exeter Trial: 29th-30th December 1933 (Bronze Award)
- MCC Sporting One Day Trial Buxton: October 1933 (Premier Award)
- 20th London-Exeter Trial: 28th-29th December 1934 (Bronze Medal)

The history of the car then goes cold until the 1960s. According to the continuation logbook, the car was then based in the Nottinghamshire area and changed hands a number of times but never left the area. In 1987 Tony Mowbray, again from Nottinghamshire and whom I would refer to as a serial MG restorer (also a vintage Wolseley), took on D0353. He restored the car which, I presume, had by then fallen on hard times. At the same time, he took the opportunity to make some changes that included the use of a J1 tub in place of the original that was beyond rescue. Tony would own D0353 for some 35 years. The photo below shows D0353 whilst in Tony's ownership with his 1932 MG J2; the latter is now in the hands of George and Marguerite Morgan in Australia (see MMM Bulletin August 2011 for more on the J2 story). Given that the restoration of D0353 was quite a few years ago, the car still looks remarkable and is a testament to the skills of Tony Mowbray.



D0353 and J4283 when owned by Tony Mowbray.



D0353 in its new home.

The K3 in Non-fiction Literature Digby Gibbs



The exploits of the K3 are well documented in the reports of historic events but they also appear in books, a few of which are pictured here.

“Wheels at Speed” by Prince Chula Chakrabongse has whole chapters devoted to his cousin “B.Bira” and their campaign with K3030. This car is, of course, well known thanks to John Gillett’s enthusiastic ownership and active use during the last few summer seasons in UK and Europe.

The book explains the origins of the distinctive pale blue colour that still graces the car; the story of is probably well known to K3 aficionados but worth repeating. *“This special shade was taken from the evening frock of a delightfully charming Danish girl. She was called Barbara Grut, and since then married. She was staying in London at the time when Bira and I were discussing the colour to*

be used for the Bentley. We had taken a party to the theatre, and it was while we were later taking supper at the Savoy that I noticed that the colour of Barbara's dress had the right shade of blue. I asked her if I might have a small piece of that dress. She readily consented and cut off a small piece for me. That became our motor racing colour!"

"Flywheel, Memories of the Open Road" is a remarkable book. For those who don't know it, the book brings together a collection of the motoring "magazines" produced during World War Two in a Prisoner of War camp in Mulhberg, Germany. Each edition was drawn and scripted by hand by the captives and circulated around the camp in 1944 and 1945. The book has facsimile copies of the actual magazines, all hand-written on lined paper complete with coloured illustrations, presumably all done from memory.

One section deals with *"The History of the MG"* in remarkable detail, albeit with some understandable errors, and includes a section on the K-type. *"About 1931-32 the immortal Magnette came out - (first the K1, then the K2 and K3) a tuned L-Magna. It leaped to success with Nuvolari, Lord Howe and the unlucky Norman Black in the TT (the first small car "il Maestro" had ever driven and he liked it). Dick Seaman, Whitney Straight and Bira began their racing careers on these fast and sturdy, longish little cars. MG began to mean something. The letters stood out against a growing and glowing blaze of glory. Racing successes too numerous to recount followed in a continuous stream from every part of the world. Whoever wished victory in 1,100cc racing drove MG – if he wanted a sporting chance. The firm was building a reputation probably unique in history."*

"A Race with Love and Death" by Richard Williams tells the story of Dick Seaman, arguably Britain's first great Grand Prix driver. Much of Seaman's early race experience was in the one-year-old black K3 that he purchased from Whitney Straight for £650. The book covers the trials and tribulations of those early days against the backdrop of family arguments and the evolving motor racing scene.

After the car was sold, he joined Whitney Straight on his last adventure as a professional racing driver with a trip to South Africa. Straight had his Maserati and Seaman negotiated the loan of a K3 from Abingdon; the cost of transport outwards was paid by MG and Seaman was asked to endeavour to sell the car in South Africa for £500, otherwise be liable for the cost of repatriation.

Apart from racing, the team appeared to have made the most of social events in South Africa before returning home...without the K3! Seaman duly received a letter from the MG Sales Department expressing anxiety over the fate of the car, languishing in South Africa without a buyer. The car was subsequently located and returned to the UK and Seaman duly received a bill for £40 12s, 3d for the costs. The subsequent history of his involvement with ERA, and then Mercedes and all the tribulations of the early Hitler years, through to his untimely death in 1939, make this a fascinating book.

Seaman's K3 is the well known K3011, owned and campaigned by the late Peter Green and subsequently by Andrew Taylor, now with Elizabeth Taylor. I am reliably informed that Andrew had this book on his holiday reading list last year! I have not been able to identify the K3 that went to South Africa, but I am confident that Bulletin readers will be able to fill the gap.



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A line up of well-known cars and faces captured by Nikki Holden at the Goodwood Track Day. Pictured right to left:

- Steve and Charlie McEvoy (F-type)
- Richard Jenkins (N-type)
- Steve and Amanda Rees (J2)
- Duncan and Emma Potter (C-type)
- Tim Sharp (PB)
- “Team Enoch (Geoff)” (J2)



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MILIO

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J2 Brakes, continued...

Some observations on how our brakes might be improved.

Simon Johnston

As our editor, Digby Gibbs, observed in the October/November 2022 Bulletin, I have indeed been doing some in-depth research into our lamentable brakes and while I'm not yet ready to unveil the solutions that have been identified (with the enthusiastic help of the Automotive Research Centre at Bradford University, the leading automobile brake research institution in the UK), I feel that the work done so far does at least allow me to comment on Martin White's "bodges", (his word, not mine!).

In particular, I would like to address the fact that opening out the cam spindle bush seems to lead, initially at least, to improved braking performance. Amongst the many design flaws in Triple-M brakes (with the notable exception of the R-type) is the fact that the brake cam rotates in a fixed bush and thus, as the cam is activated and rotates, each shoe must move more or less the same amount.



Of course, the cam operates closer to the pivot on the leading shoe than on the trailing shoe and thus with the 8" brakes (but not the 12" ones – see below), the leading shoe will move further than the trailing one for a given rotation of the cam. In consequence, when new linings are fitted the leading shoe will contact the drum first. But once sufficient wear on the leading shoe has taken place to bring the trailing shoe into play, both shoes must move in unison, must wear equally and thus must do equal work, but at the rate of the slower wearing trailing shoe, not the leading one. I think that, in his original article, Martin referred to the fact that even with carefully set up brakes, after a certain amount of use they lose their effectiveness and this explanation of the constraints imposed on the leading shoe explains why.

The self-servo effect of the leading shoe, if left to its own devices, would produce two to three times the braking power of the trailing shoe and would thus wear two to three times as fast. However, once the leading shoe has worn down enough to bring the trailing shoe into play, it can only wear at the same rate as the trailing shoe and thus must do the same work as the trailing shoe, i.e. very little.

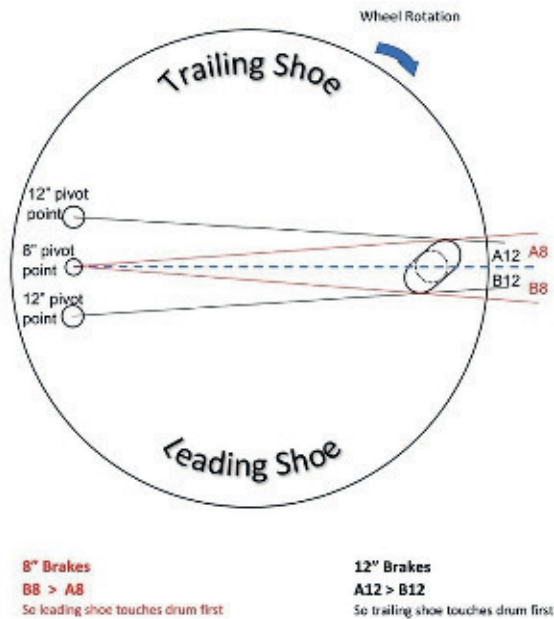
With the advent of hydraulic brakes this problem was overcome as, with a similar single leading-shoe setup, the hydraulic cylinders either had two pistons, with one operating on each shoe, or one piston operating on one shoe while the cylinder itself operated on the other shoe by virtue of being able to slide, or float, on the backplate. Both of these arrangements would be familiar to anyone who has fitted new brake shoes/linings to cars from the 1950s and 60s and either of them would enable each shoe to operate at its maximum efficiency (more or less). The result was the oft observed situation with single leading shoe hydraulic brakes where the leading shoe lining wore significantly more than that of the trailing shoe. This is unlike our brakes where, by definition, they must wear at the same rate as explained above. To be fair, Girling solved this conundrum with their mechanically operated brakes by having a wedge-shaped brake expander which was pulled to expand the shoes rather than a cam which was rotated, with the expander assembly able to slide, or float, on the back plate. This system enabled both shoes to operate at their maximum efficiency which may explain why Girling brakes were specified for the R-type rather than the cam-operated brakes with the complicated compensating device designed by H.N.Charles for the K-types.

So back to the “bodge”. The effect of opening up the cam bush is to enable the cam to float, albeit only a very small amount. If the bush is reamed out oversize then one could envisage that, with new linings, both shoes might actually touch the drum at the outset as the cam could move off centre in the bush. Furthermore, with sufficient clearance in the bush, the leading shoe would continue to be fully pressed against the drum, even as it wore down, as the clearance in the bush would allow the cam to float so that both shoes were fully pressed against the drum. However, the point will come where the floating movement in the bush (which is presumably quite small) is fully utilised and then we’re back to square one, i.e. both linings must wear at the same rate and the trailing shoe will then dictate the rate of wear.

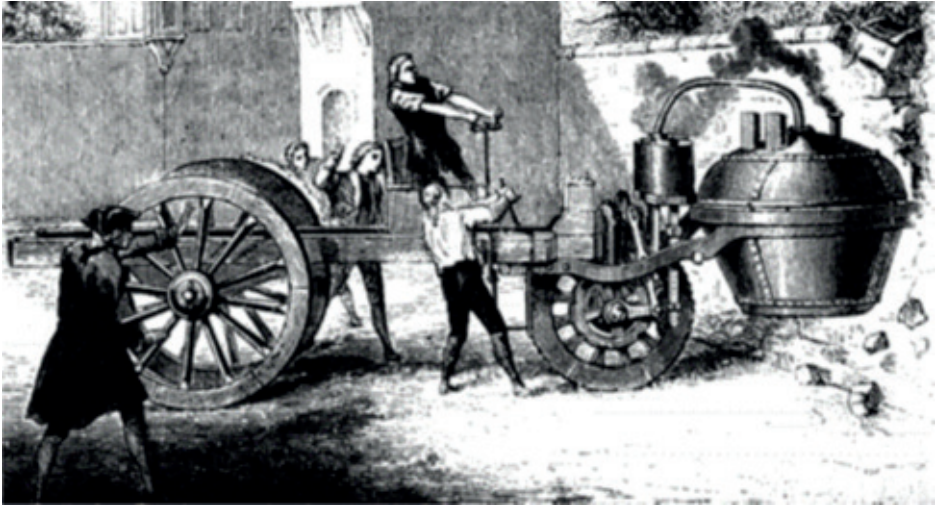
So, while providing free play in the bush by reaming it oversize will, to some extent, partially solve the problem created by a fixed pivot cam, it can only be a temporary solution (until the free play is all taken up). We must therefore look elsewhere for a long-term solution that will enable the leading shoe to operate at its full potential until its lining is worn down. It has been suggested that the answer might be to use a softer lining on the trailing shoe but since we are presumably already aiming for the softest lining anyway, this would actually mean using a harder lining on the leading shoe - hardly the ideal solution. Furthermore, it would be very difficult to find two linings of differing wear rates that otherwise behaved in a similar fashion in terms of stopping power and heat dissipation and which would therefore offer balanced braking between the leading and trailing shoes.

As I said at the outset, in conjunction with the good folks at Bradford University, a solution that in theory should work has been identified. However, as we all know, the difference between theory and practice is often greater in practice than in theory so I'm saying nowt more until I've tested the theory on the road.

I should add that the focus of my investigations has been on the 8" brakes and, while creating clearance in the cam bush of the 12" brakes should produce similar results to those I've outlined above, it seems to me that on the 12" brakes, the trailing shoe will make contact with the drum first rather than the leading shoe as on the 8" brake – see diagram below



Quite what difference this might make I haven't investigated, being a dyed-in-the-wool 8" brake man myself! Hopefully, over the winter I'll get a chance to try the modifications I have in mind and with luck we'll have a way of making a substantial improvement to the 8" brakes, at minimal cost as well. As Digby says, watch this space!



8" brakes in a J2 are not brilliant but hopefully better than this: the first known automobile accident, apparently caused by lack of brakes. Nicolas-Joseph Cugnot's steam powered vehicle crashed into a wall in Paris in 1771. Image and notes supplied by Simon Johnston.



Parts for Sale:

Martin White has the following parts for sale:

Rocker shaft pedestals; new and nice clean castings. Need drilling, etc.	2 no.	£20 each
Spigot bearings. New old stock with rubber seals, marked '2062'.	4 no.	£8 each
Bronze bushes which I think are suitable for rear main bearings after a bit of turning.	2 no.	£10 each
Body mounting clamp with U-bolt. Original.	1 no.	£10

Contact for Martin is 01344 424258 or by post: 71 Deepfield Road, Bracknell, Berks. RG12 2NN.

Technical: SU Carburettor Specification.

The following tables have been extracted and compiled from an old but undated SU Midel (Australia) catalogue. I understand that SU Midel have been involved with SU carburettors since 1970 and their current website shows that some of these components are still stocked. It would be interesting to know more, perhaps our Australian readers can oblige?

The tables need to be read together; Table 1 gives an "AUC" reference number for the individual models, including some quite detailed variations. The AUC specification is repeated on Table 2 where the individual component references can be read-off across the page. As a D-type owner, I am disappointed that this model does not feature but, as I am reliably informed, the D is the only MMM variant not represented in Australia, it probably makes sense!

Table 1:

Model Details			Year	Spec.	No. of Carbs.	Type	Needle	Piston Spring
M.G.								
	6 cyl	MK I	1930/1	AUC 65	2	HV3	24	
	6 cyl	MK II	1931/2	AUC 17	2	HV3	24A	
	6 cyl	MK III	1932	AUC 120	2	HV4	TB	
847cc	4 cyl	M	1929/32	AUC 59	1	HV2	M5	
746cc		C	1931/2	AUC 136	1	D3	C	
1250cc	6 cyl	MAGNA F	1931/3	AUC 147	2	OM	M5	AUC 1167
746cc		S/C	1932	AUC 160	1	HV4	GK	
746cc		C (PETROL)	1932	AUC 166	2	HV2	3	
746cc		C (ALCOHOL)	1932	AUC 166	2	HV2	CS-2	
847cc		J	1932	AUC 172	2	OM	1	
1067cc		L MAGNA	1933/5	AUC 147	2	OM	M5	
847cc	4 cyl	J2 (LIGHT PISTON)	1932/4	AUC 185	2	OM	D8	
847cc	4 cyl	J2 (HEAVY PISTON)	1932/4	AUC 185	2	OM	D8	
	6 cyl	KA/KB MAGNETTE (LIGHT PISTON)	1933/5	AUC 189	3	OM	D2	
	6 cyl	KA/KB MAGNETTE (HEAVY PISTON)	1933/5	AUC 189	3	OM	R5	
746cc		J35/C	1932/3	AUC 199	1	HV3	RLB	
1067cc		KC MAGNETTE	1933	AUC 203	2	HV2	L	
		K3 MAGNETTE						
		S/C & Q. 746cc S/C	1933	AUC 205	1	HV8	RM	
746cc		145/C	1933	AUC 208	1	HV5	OI	
	6 cyl	KD MAGNETTE	1934	AUC 222	2	HV2	L	
847cc 938cc		PA/PB	1934/6	AUC 241	2	OM	M6	
1250cc		N/KN MAGNETTE	1934	AUC 249	2	HV2	3	
		NE MAGNETTE SPECIAL	1935	AUC 275	2	HV4	CI	
		P S/C	1935	AUC 278	1	HV4	RA	
		NA MAGNETTE	1934/6	AUC 290	2	HV3	E2	
		P S/C	1935	AUC 293	1	HV8	AWC	
		TA	1936	AUC 327	2	HV3	AC	
1290cc	4 cyl	SA	1936/8	AUC 328	2	D3	CH	AUC 1170
2228cc	6 cyl	SA	1936/8	AUC 328	2	D3	CH	AUC 1170
1292cc, 1250cc		TA/TB	1937/9	AUC 374	2	HV3	AC	

SOLE AUSTRALIAN SU - IMPORTERS
& DISTRIBUTORS

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4 FRASER ST. LAKEVIEW, N.S.W. AUSTRALIA 2106
TEL: (02) 759 6006 FAX: (02) 768 1506

Table 2:

SU		* To order throttle shafts without part number, quote measurements. Refer p.27						SUMIDEL	
Damper	Jet	Needle and Seat	Float	Throttle Spindle	Throttle Disc	Gasket Pack	Spec. Repeated		
								M.G.	
								AUC 86	
								AUC 17	
								AUC 120	
---	AUC 8182	AUD 9095	AUC 1223	*	AUC 2103	AUE 800		AUC 59	
---	AUC 8182	AUD 9096	AUC 1223	AUC 3059	AUC 2169	AUE 800		AUC 136	
---	AUC 8182	AUD 9096	AUC 1223	*	AUC 2375	AUE 800		AUC 147	
								AUC 160	
								AUC 166	
								AUC 166	
								AUC 172	
								AUC 147	
---	AUC 8182	AUD 9096	AUC 1223	*	AUC 2375	AUE 800		AUC 185	
---	AUC 8182	AUD 9096	AUC 1223	*	AUC 2375	AUE 800		AUC 185	
---	AUC 8182	AUD 9096	AUC 1223	*	AUC 2375	AUE 800		AUC 189	
---	AUC 8182	AUD 9096	AUC 1223	*	AUC 2375	AUE 800		AUC 189	
---	AUC 8182	AUD 9096	AUC 1123	AUC 3059	AUC 2169	AUE 800		AUC 199	
---	AUC 8182	AUD 9096	AUC 1223	*	AUC 2103	AUE 800		AUC 303	
---		AUC 8196	AUC 1182	AUC 1501	AUC 2602	AUE 800		AUC 205	
---	AUC 4185	AUC 8196	AUC 1182	*	AUC 2554	AUE 801		AUC 208	
---	AUC 8182	AUD 9095	AUC 1223	*	AUC 2103	AUE 800		AUC 222	
---	AUC 8182	AUD 9095	AUC 1223	*	AUC 2375	AUE 800		AUC 241	
---	AUC 8182	AUD 9095	AUC 1223	*	AUC 2103	AUE 800		AUC 249	
---	AUC 8183	AUC 8195	AUC 1182	*	AUC 2300	AUE 800		AUC 275	
---	AUC 8183	AUC 8195	AUC 1182	*	AUC 2300	AUE 800		AUC 278	
---	AUC 8182	AUD 9095	AUC 1123	*	AUC 2169	AUE 800		AUC 290	
					AUC 3602	AUE 801		AUC 293	
---	AUC 8182	AUD 9095	AUC 1123	AUC 3058	AUC 2169	AUE 800		AUC 327	
---	AUC 8182	AUD 9095	AUC 1123	AUC 3058	AUC 2169	AUE 800		AUC 328	
---	AUC 8182	AUD 9095	AUC 1123	AUC 3058	AUC 2169	AUE 800		AUC 374	

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TEL: (02) 759 8006 FAX: (02) 758 1155

The references are the same as the UK Burlen catalogue that I have (2011) but that does include more details, for example an alternative "rich needle" for the J2 and PA as well as extra references for service and rebuild kits. The Burlen catalogue has much useful information and component diagrams so well worth looking out for a copy.



The POM 2023

One Man's Experience of the VSCC Pomeroy Trophy by Rich Stott



Little and Large: Photo by Brian Halford shows Rich in his PA with Micah Lazarus in 4.5 litre Bentley.

The Pomeroy Trophy race is a very eccentric event comprising a series of tests and culminating in 40 minutes of track time. The VSCC website describes it thus: "There is perhaps no other event that captures the imagination and ethos of the Vintage Sports Car Club better than the legendary Pomeroy Trophy. It is a truly unique event, run since 1952, in which the speed and agility of pre-war cars are pitted against those of newer cars." Cars ranged from a 1913 Oakland all the way through to a McLaren M1B.

If you have never been to the POM, well why would you, Silverstone in February with storm force rain wind and snow to contend with - you could be sat at home, at the dentist, watching paint dry, all would be more enjoyable. The POM is silly stuff like measurement of pedals to seat back, how many suitcases fit in the boot, not real racing and on the GP circuit to boot, dull as dishwater.

Well, a few years ago I was dragged along, as it was free and what the heck. Under a black sky the puddles were circumnavigated to see what was in the pit garages.

Toyota and BMW coupes, modern Morgans with one too many wheels, then a GT40 copy, then some Nash, then more Nash and some Edwardians and a Morgan with the right number of wheels, not at all what I expected and looked as if it might be fun. Sure enough and after lunch, from the warmth of the BRDC suite I watched some close run racing including a spinning GT40 and chatted with some old friends about our sort of cars and winter progress thereof. There you go, the POM is worth going to, as is Silverstone.

Roll on more named storms than usual to a race entry at VSCC "Sillystone" in 2022. It was one of the hottest days of the year and my supercharger ate its keyway in practice but, when it was running, the track was great fun, and I wanted more laps. So, after a beer too many at a VSCC pub meet I was asked if I had any race plans for the year ahead and stupidly, I said I would enter the POM! It would also be good practice for the two MMM races at MG100 this year (get your tickets?).

If you look at the past results of the POM, you can see that our sort of cars do not figure in the results as the engines or the boots are too small, so in some ways it is less pressure (fit a blower) and you are there to have fun. The event Regulations have two pictures of accepted suitcase storage, and ten more of what is not accepted. If you do not have a hood, that is another penalty. The number of laps to complete in forty minutes are the same or slightly less than a bigger-engined car, but much less than a modern.

Much to the chagrin of my suffering better half, I started to work on the PA and not her Traveller which, incidentally, I may have mentioned as entering next year. I had at last got the MG set up on a rolling road in December and the new needle let it rev cleanly. The brake linings had glazed in a race, so I asked a local firm to supply some in a fast road compound and Angie King kindly sent them a shoe to use as a template.

Also, worried that on the straights I would not be able to see the oil pressure gauge if the rain was beating down, I made a pressure switch setup that would put a warning light on the dash. Sure enough, the oil filter housing would not release the bsp fitting for me to fit anything, so I removed the filter from the engine and it leaked like a sieve on reassembly, but we got there in the end. All silly stuff that seems to take an age.



After a week of nervously consulting the long-range weather forecasts, the morning drive to Silverstone was in lovely bright sunshine, with a stiff breeze and no rain forecast. Whew!

With the Scrutineer checks done, I set tyre pressures and stiffened up the Hartford Shock Absorbers from their usual setting that is set to handle the potholes on the local roads. Race suit on and I drove round to assembly and was greeted by the friendly faces of Peter Parry and Tim Sharp who were marshalling. We had a nerve calming (for me) chat about it all, Tim had been at Goodwood, testing and would be out there racing himself soon, which was good to hear.

Now to the nitty-gritty of the race (I hear you saying get on with it man); the morning involves three tests, wiggle-waggle, brake test and also a standing/flying quarter for which you are led around once behind a pace car, then stop and complete the tests. I soon found at speed on the straights the front of the car was too stiff and, rather like Lewis Hamilton's Mercedes, it was bouncing, Arghh! Sure enough, the standing quarter was just about OK but I had to come off the throttle on the flying quarter as it was so bad. Oh dear, a return to the pits before lunch was required so I could sort them out quickly as there was only a 40-minute break. Nigel Stroud was passing through the pits and kindly came to help adjust; then a change of plugs to do the race and I was ready to go, if a little bit worried.

A quick sarnie and once again round to Assembly. The drivers' briefing explained: *it was not a race..... to drive with respect to other competitors...Edwardian cars were back, and they only have two-wheel brakes so do not overtake them into a corner and slam on the brakes as they will just keep on going...the race would be a rolling-start after two laps behind the pace car and no overtaking until the National flag.*

The sun was bright in our eyes as we lined up on track, ahead of me was a Nash, the owner I had chatted to earlier in the pits had told me he was not the fastest of drivers, alongside was the Oakland Romano – an impressive sight with the owner wearing a flying jacket. Two formation laps showed (a) that Nigel had set up the dampers perfectly and (b) the Nash was indeed slow and I would have to pass him soonest. As the Union Flag dropped, everything shot past on the left and I was going to have to wait till the twisty section to get the Nash.

Silverstone is not just a full throttle blast with a couple of bends, I find it can be described as three long straights where you can look at all the gauges and get your thoughts together on how well the tricky bits had gone; it is almost two club circuits rolled into one.

After Copse, comes Becketts. This is fun as you sweep left and right before it tightens up to go left again and you have to judge the corner exit as it is a long sweep into Hanger straight. Here the car is at maximum revs and boost and with a tail wind it feels good on the smooth surface, so much so you would like a 5th gear. A fast turn at Stow and a short run gets you to Vale; a super chicane almost too slow but you can really attack it and the car will turn. You then pedal like mad before the entry to the new Wing pit-straight; this is eerily quiet as there are no people on the pit wall and the stands are empty, so it feels like a ghost ship. The next bend is full-on but, unlike Copse earlier, it leads to a tricky section in Village and a corner that is tight, tight, tighter – you shout to yourself and the car, Turn IN, TURN, but it never did.

Now it's down to the Wellington straight, the part of the circuit we are all familiar with. Brooklands is at the end with most of the spectators waiting patiently. To get to it Wellington is quick unless you have a head wind, it seemed a bit slow to gain speed so I tried to keep the car in third on the Arena approach, until I noted the boost reading and thereafter took it in 4th; must get that throttle stop sorted or drive more gently!

Luffield is a sweeping curve that leads onto the finish line, it is on and off the throttle feeling the rear wheels on the limit in 3rd; it also feels good to have gone round without spinning as so often happens in the wet. You can see why it's the best section to spectate as drivers and cars are working hard. You can then open-up into 4th for the old pit straight and the lap is done.

One lap is great, ten laps are amazing. You get lapped by the MGA Twin-cam a few times, the "fast" Nashes a couple or so but you also get to catch and pass some even slower cars along the way. More importantly, you get to drive a historic circuit and get to know what you and your car can do; I can thoroughly recommend it. The POM is open to any type of car and next year or it would be great to have several MMM on the grid so we can have a race of it.

Thanks to all mentioned above, Oliver Richardson and Foz for showing how to set up a blower, the VSCC, the marshals, Silverstone Circuit and lastly, to you for reading. I hope to see you all at MG100 or sooner.

2-seater Triple-M cars are not ideal for the Pom; Rich advises that not having a hood, or space for the regulation luggage, cost too many penalties for him to be placed, but his efforts did gain him the "Voiturette" Trophy in the Overall Awards.

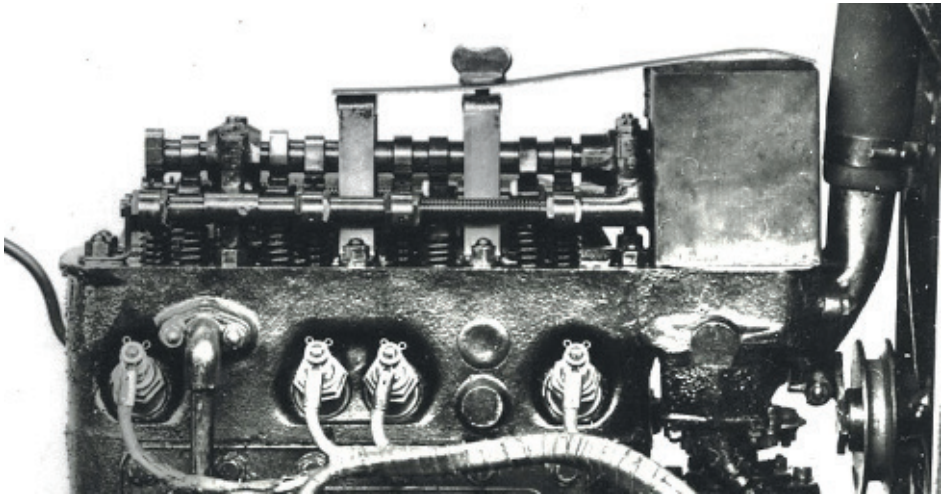
Technical: Tightening the Cylinder Head

Martin White

I recently had the block and head of my Austin side-valve skimmed and bolted on the head with a new gasket. I went through the “rigmarole” of re-tightening when hot and again after 100 miles, but the nuts would not move anymore. Then I noticed water seeping from the join so, in desperation, I loosened each nut in turn (in the correct sequence) and then re-tightened. Lo-and-behold, each nut rotated an extra 15°.

I have never seen this method published in any instruction manual, but I believe it is something to do with modern heads with stretch* bolts; it may be worth a try if you have water seepage after fitting a new gasket.

To anyone as ignorant as me on technical matters, a stretch bolt (or “torque to yield fastener”) is, according to Wikipedia, “a fastener that is torqued beyond the state of elasticity and therefore undergoes plastic deformation, causing it to become permanently elongated”. A further explanation is that when a specific tightening torque has been reached, the bolts are further turned through a defined angle, which pre-loads them into the plastic region. You can’t say that the Bulletin is not educational!



No sign of “Stretch Bolts” here! Extract from a Works photo of M-type engine and gearbox on test stand

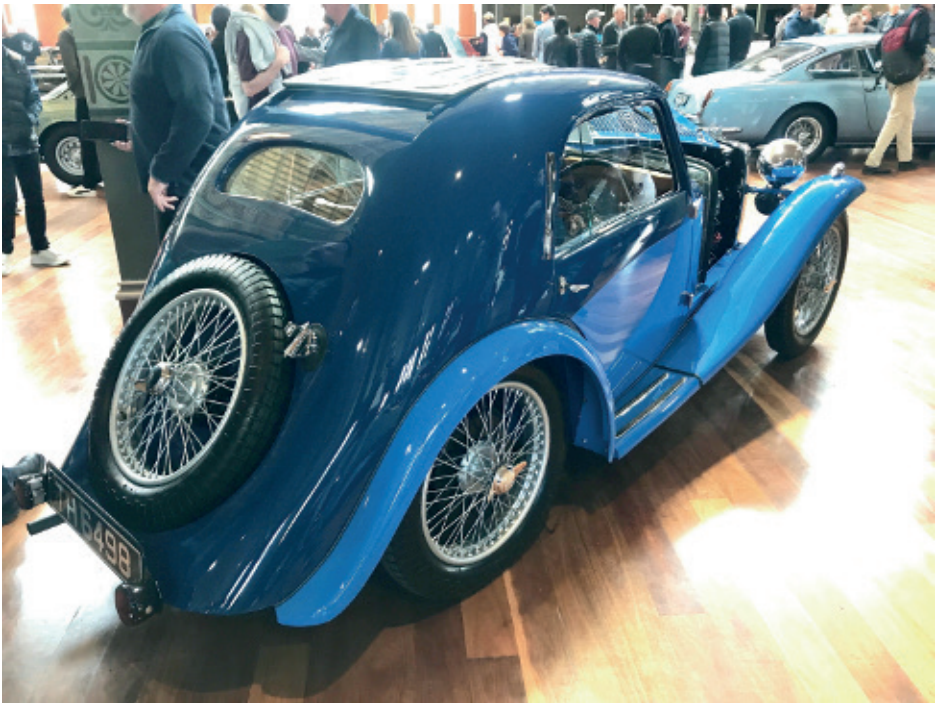
**Correspondence: Airline PA2242 (Bulletin 130)
From Graeme Jackson.**

Yes, I know I we have been slow getting Bulletin 130, but I am enjoying reading your excellent work tonight. More feedback follows:

You may well have already twigged but on page 43 Lew Palmer refers to PA2242, the Airline, as being in Australia and bound for Pebble Beach.

It was at Motorclassica in Melbourne and photographed for our last Pre-war Register Newsletter (November 2022).

If you already know this, then sigh a breath of sympathy for your elderly correspondent in Australia!



PA Airline Coupe PA2242 as displayed at Motorclassica in Melbourne October 2022

Photo by Ross Kelly via Malcolm Robertson.

Brands Hatch 2023: Awards Dick Morbey

There were a lot of fun and games over the inaugural weekend of Triple-M racing at Brands Hatch and a full report will appear in the next Bulletin.

Quite apart from the inaugural award of the Frank Ashley Trophy (see below), there was an awards presentation after Race One which included the presentation of the Register's Speed Championship Trophy for 2022 to Steve McEvoy, pictured right. Also in the picture is Tony Dolton and Duncan Potter. Steve's winning total was 48 points, runners-up were James Burmester (37 points) and Stephen Rees (36 points).



Photo: Nigel Blackham

As many of you will know, Frank Ashley has been a stalwart competitor in his M-type for quite a number of years now. A long time MGCC and Triple-M Register member, he is also closely allied with the Bugatti Owners Club, and Prescott Hill in particular

Over the years, Frank has won many competitive Triple-M speed awards* but last year hung up his racing overalls for good because of health reasons.

In bowing out, he wanted to establish an award to be known as the Frank Ashley Trophy. This has now been duly done. it is to be awarded annually to the person in a Triple-M car who achieves the greatest speed improvement compared with handicap whilst competing on the Prescott Long Course Hillclimb. In practice, that means that the award will be decided at this VSCC annual event.

The award was established in 2022 and Steve Rees is the first winner of the trophy; he owns and competes in a blown J2, J4276, a car he has owned since September 2020.



Photo: Amanda Rees

On behalf of the Register, I would like to say to how very appreciative we are that Frank and Thelma have established the Frank Ashley Trophy and it was very fitting that they were able to be at Brands Hatch to present the Trophy to its first recipient, Stephen Rees.



Photo: Nigel Blackham

*Frank Ashley won the following MMM Awards in his meticulously presented M-type:
Speed Championship: 2009; 2010; 2015; 2020.
Car of The Year: 2007 and 2020 (Second in 2019).

Triple-M Racing: 2022 Review and Looking Down the Track to 2023

Duncan Potter

What a great season we enjoyed in 2022. In total we had an impressive 32 racers on the track across our various races run by the MGCC, VSCC and the Goodwood Circuit. New racers and new cars all added to a wonderful season, using our cars as they were intended (well most of them!).

I know that none of the racers are at all competitive and will have absolutely no interest in the results but, for completeness, the list below records the honours achieved;

The 2022 Triple-M Racing Championship:

1st and winner of The Betty Haig Cup: - Team Goddard PA/PB
2nd - Andrew Long NA
3rd - Duncan Potter C-type
4th - Barry Foster C-type
5th - Andrew Morland PA

The Kimber Trophy: Vernon Mackenzie - K3

The Mary Harris Trophy: Mike Davies-Colley - PA

The Don Moore Trophy: Annie Boursot - PA

2022 also saw our MGs feature in the VSCCs Special Championship, invented and now run by our own Nick Hayward-Cook and Harry Painter respectively. With over fifty cars of varying capacity the below achievements are pretty impressive, good work.

VSCC Specials Championship:

3rd Overall - Charles Goddard - PA/PB
Class 4A - 1st - Andrew Long – N-type

The 2023 Season:

Being the 100th anniversary year it is no surprise that we have a full racing season planned. The dates for the diary are as follows;

April 1st - 2nd - MGCC Brands Hatch.

Our usual season opener on the Indy circuit, excellent for spectators and racers alike. There will be a paddock BBQ on the Saturday evening with practise and two Triple M races on the Sunday. At this stage we have 19 cars entered, great news.

April 22nd - VSCC Silverstone.

No specific MG race, but this event is usually well supported by the Triple M'ers. Everything on the Saturday.

June 10/11th - MGCC Silverstone 100th Anniversary Meeting.

This is the big one! We have two Triple-M races and qualifying over the weekend, and we will be racing for the Mary Harris and Kimber Trophies on the Grand Prix circuit. Expect plenty of K3s, register marquee with lots of cars on display, Paddock BBQ to which all Triple M'ers are welcome, racers or not and plenty more....

June 18th - VSCC Cadwell Park.

Being only a week after the Silverstone spectacular, we have not taken a Triple-M grid this year. However, this is an excellent circuit for our machines so expect to see lots of MGs.

July 9th - VSCC Donington Park.

July 29/30th- Oulton Park Gold Cup Meeting (2 x VSCC races)

August 26th - VSCC Mallory Park.

We will have a Triple-M race as usual at this final VSCC meeting of the season. The qualifying and racing will be on the Saturday, paddock BBQ and social on the Friday evening.

September 16/17th - Angouleme Circuit des Remparts - MG 100th Anniversary feature race.

The other big one! We have the guest marque grid on our 100th year. There will be a weekend of racing and gastronomy based in the city centre of Angouleme. Entries are building well and we expect to have over twenty Triple-M cars on the track. Entry (to our Triple-M race) is by invitation via Philippe Douchet or Duncan Potter. We have a block booking with a hotel in the city centre from the Thursday to Sunday night, so come along and support, race or both!

So, all bodes well for a successful and fun season of racing which will again see new racers and cars making their debuts in 2023. A big thank you to Baynton Jones Historic Motorsport, our main sponsor, and all of our race partners. As always, please do make contact if you would like any help or assistance on all things Triple-M racing, we remain happy to help!

Duncan and Mark on behalf of:

The Triple-M Catering and Racing Department, various locations....

Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP

Tel: 01986 785096 / 07516 683314

MIDGET, MAGNA & MAGNETTE 1929-1936

TRIPLE-M RACING 2023



ANGOULÊME

CIRCUIT DES REMPARTS
SEPTEMBER 16-17, 2023

TRIPLE-M REGISTER CHAMPIONSHIPS

Sadly, these tables represent the end of an era as they are the last to be prepared by Mike Linward. Thanks to John Reid, the tables have been completed up to the end of the year and thus provide the usual record of the achievements of Triple-M owners and drivers at all type of events throughout the year. The full tables will be printed in the Yearbook.

C.O.T.Y. 2022 Scores to 31st December 2022

Pos	Register	Car	Reg. No	Driver/s	Pts
1	1426	NA/s ss Bellevue	-	Charles McEvoy Steve McEvoy	108
2	2913	PA/s	MG 3855	Andrew Morland	107
3	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	106
4	1595	M	PG 1045	Frank Ashley	88
5	3527	NA/s	AUO 889	Andrew Long	83
6	2912	C/s	GX 9693	Duncan Potter	76
7	1018	J2	MG 2853	Steven Rees	75
8	48	K3/s	JB 3180	Teifion Salisbury	74
9	2931	D/s	UG 281	Christopher Edmundson	66
10	2200	C/s	RX 8306	Chris Cadman	65
11	1931	C/s	VD 30	Barry Foster	61
12	1000	PB/s CC	JB 7521	Andy King	58
13=	689	PB/s	CND 973	Mark Dolton	57
13=	580	PA/s	JK 3785	Mike Davies-Colley	57
13=	3627	PA/s ss	CRF 468	James Burmester	57
16	2769	M 12/12 Rep	AM-06-31	Onno Konemann	56
17	3301	PA/s	UG 8739	Keith Riches	55
18	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	51
19	3668	M	KW 7956	Nigel Stroud	49
20	283	M	SVS 374	Stefanie Broch	46

The COTY results include all events listed previously up to and including the VSCC Winter Driving Tests on 3rd December. The full table of results will be printed in the 2022 Yearbook.

Racing Challenge Trophy 2022				
The Betty Haig Cup				
Scores to 23rd October				
Posn	Car/s	Driver/s	*	Index of Performance
1	PA-PB/s	Charles Goddard	5	0.179
2	NA/s	Andrew Long	5	0.411
3	C/s	Duncan Potter	5	0.419
4	C/s	Barry Foster	5	0.530
5	PA/s	Andrew Morland	5	0.553
6	PA/s	Mike Davies-Colley	5	0.654
7	PB/s CC	Andy King	5	0.657
8	D/s	Chris Edmondson	5	0.659
9	K3/s	Teifion Salisbury	5	0.691
10	PB/s	Mark Dolton	5	0.713
11	C/s	Chris Cadman	5	0.755
12	J2/s	Fred Boothby	4	0.324
13	PA-PB/s	Ian Goddard	4	0.733
14	J2-PB/s	Mike Painter	3	0.464
15	PA	Anne Boursot	3	0.528
16	J4/s, K3/s	Richard Frankel	3	0.528
17	PA/s	Richard Stott	3	1.000
18	J2-PB/s	James Painter	2	0.218
19	PA/s	Harry Painter	2	0.361
20	M 12/12 Rep.	Onno Konemann	2	0.583
21	F1/s	Adrian Moore	2	0.690
22	K3/s tc	Roland Wettstein	2	0.722
23	K3/s	John Gillett	2	0.845
24	J2/s, M	Nigel Stroud	2	0.875
25	M	Oliver Richardson	2	1.000
26	NA/s	Oliver Sharp	1	0.286
27=	PB/s	Simon Jackson	1	0.333
27=	C/s	David Cooksey	1	0.333
29	K3/s	Vernon MacKenzie	1	0.571

Note: * Number of qualifying events.

SLADE TROPHY 2022			
Scores to 6th December			
Position	Car/s	Driver/s	Points
1	M	Derek Chatto	12
2	M	David Rushton	11
3	J2-PA/s	Bill Bennett	5
4	PA/s	John Wells	2

SPEED CHAMPIONSHIP 2022			
Scores to 27th November			
Posn	Car/s	Driver/s	Points
1	NA/s ss	Steve McEvoy	48
2	PA/s ss	James Burmester	37
3	J2	Stephen Rees	36
4	NA/s ss	Charlie McEvoy	34
5	PA/s	Keith Riches	31
6	M	Frank Ashley	22
7	PA-PB	Peter Scully	20
8	PA/s	Andrew Morland	19
9=	PB/s	Rachael Holdsworth	14
9=	C/s	Duncan Potter	14
9=	PB/s CC	Andy King	14
12	PA-PB/s	Charles Goddard	13
13	PB/s	Mark Dolton	10
14	PA-PB/s	Ian Goddard	9
15=	C/s	Chris Cadman	8
15=	D/s	Christopher Edmondson	8
17	M 12/12 Rep	Onno Konemann	5
18=	M	Nigel Stroud	3
18=	PB/s ss	Michael Barber	3
18=	PB	Sarah Davies	3
21=	J2	Andrew Harrington	2
21=	PB/s	Colin Davies	2
21=	J2/s	Nigel Harper	2

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Nikki Holden captured suitably spring-like photos of the “on-track” day at Goodwood on 18th February.

Above: line-up of well known cars in the Pit Lane, Duncan Potter on inspection duty.

Below: Early daffodils grace the track as Triple-M cars get a shake-down before the race season gets underway.





Although this factory photo is dated as 1934 and therefore shows a later K3, it is of particular interest as it shows the car in an unfinished state. It would be interesting to know why this photo was taken. Please contact the Bulletin if you can add any information.