



VOL 40 #4
April 2022

**THE RACING
SEASON
IS
UNDERWAY**



From The Editor :

The evils of March are finished, taxes deferred or paid, crocus and daffodils are popping up and the Earth is renewed along with Hope. The Brooklyn Dodgers used to say "Wait Till Next Year" – well next year is here.

We've announced the two focus races at Mosport in Canada and at Put-In-Bay in Ohio and the calendar is full with dozens of vintage races organized by a half dozen sanctioning bodies. I know inflation is raising costs on towing and many of our retirement accounts are taking a big hit with the economy, but we still need to get out and exercise our MG's.

One man, Glen Moore took his MGTF to Sebring in February. Not exactly the circuit you would pick for a small displacement car, but Glen and his brain trust had a blast and he tells us the story, with photos.

For the New England crowd, the VSCCA starts up at Lime Rock on June 3-4 and 12 MG's are entered including half a dozen T's. Won't you join them? Details are included later in the newsletter along with a new series.

For our history buffs, a fabulous article entitled "The Real Captain MG" chronicles the life of Cyril Oswald "Mick" Jennings and his exploits far out in the Pacific in Malaysia prior to WWII. Written by the grand MG and racing historian, Eli Soloman, who has many a story to tell. Because I write this damn newsletter, I will publish them. The story and photos are lengthy, but Fascinating Stuff. Let me know if you like these historical and unknown historical pieces.

As always, nobody writes letters, nobody sends items or cars they have for sale and our newsletter and community are sadder for it. Write me.

Onward

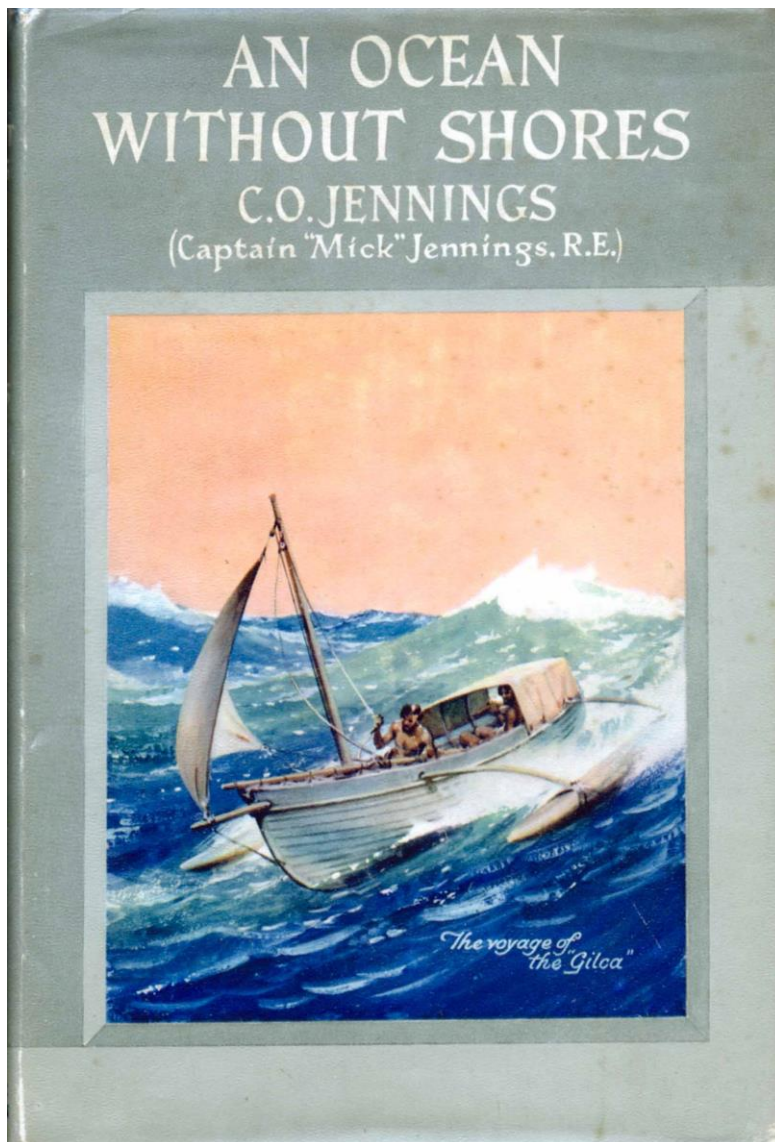
THE REAL CAPTAIN MG – PART I

By Eli Solomon
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The Real Captain MG – Cyril Oswald 'Mick' Jennings. Source: Jennings Family Collection.

Does the name Cyril Oswald Jennings resonate in Asian motoring history circles? His contribution to immediate post-war Kuala Lumpur and Petaling Jaya housing schemes in his capacity as Selangor's municipal architect has been glazed over.



To motor racing enthusiasts however, Capt. C. O. 'Mick' Jennings is best known as the winner of the 1949 Johore Grand Prix, and as the owner of a record-setting MG K3 in Malaya before the war. Indeed, he was an avid MG racer, and the author of *An Ocean Without Shores*, an account of his astonishing escape attempt from Singapore the day the British surrendered to the invading Japanese army in 1942. The story of his escape from Singapore, crossing to Padang and his eventual 127-day attempt to reach Australia in a small open boat, "Gilca," are accounted in "An Ocean without Shores." Jennings also wrote about his subsequent experience as a POW in Sumatra in an unpublished memoir he titled "Heaven Has Curtains."

An Ocean Without Shores was first published in 1950. It was reviewed in the *Singapore Standard*, 2 August 1950 (p.3). 2,500 copies of the Hodder and Stoughton book were dispatched to Kuala Lumpur for display in early August 1950. The book was priced at Malayan \$7.50.

RACING AGAINST TIME

Jennings, a 5ft 7in Yorkshireman born in 1899, was a government building inspector in Kuala Lumpur, having been posted to Malaya in 1935. Jennings first stepped foot on Malayan soil on 10 May 1935, a year after Sir Shenton Thomas arrived in the Straits Settlements as its Governor (1934 to 1942). Prior to that, Thomas had been Governor of the Gold Coast Colony (present-day Ghana) from 1932 till 1934 while Jennings was a surveyor there between 1926 and 1930. Not

an unusual posting for either as many of the Colonial civil service personnel were transferred to Britain's South East Asian outposts from Africa from the mid-1930s.

Both Jennings and his first wife Margery were active in social circles in Malaya before the war, often giving solo recitals on Malayan radio. In early 1938 Jennings was also a committee member of the Kuala Lumpur-based shortwave station of the Malayan Amateur Radio Society, forerunner of Radio Malaya. A 1937 MG PB, registration PK925, was acquired for regular commute and Jennings made his first appearance at a motor sport event in Malaya when he entered the MG at the Negri Sembilan and Malacca Branch of the AAM's first half-mile sprint at 1st mile, Seremban-Tampin Road held on 11 September 1938. He was up against Penang racing enthusiast Harry Marriot in a similar MG PB, Roy Newman in the Gordon England Austin Seven, Douglas S. Ainger in a 1937 Riley Sprite Lynx (1,496cc), Hugh W. Dornhorst in an MG PB and Malacca engineer John Keene in an MG TA. The big guns included Lim Peng Han in his Ford V8 L.A. Special (Number 1), Ted Holloway in his Holloway Ford V8 Special, and James L. Ross in a 2½-litre SS Jaguar.

On 25 September 1938, Jennings was down in Singapore with his MG PB for the Farrer Road Speed Trial. Here he won Class 10 for Sports Cars up to 950cc. His time of 38.8 sec. was well off Lim Peng Han's 29.6 sec. blast in L.A. Special Number 1. Jennings had caught the bug in Malaya and henceforth his mount would primarily be an MG. In the AAM's Central Rally held on 15 January 1939, the 200-260mile run saw 33 competitors entered. Final destination was Kuala Lumpur and Jennings emerged tops in his supercharged MG PB, beating John Keene (MG TA) and Margaret Braid (MG TA), wife of Lieut. Peter Karl Braid, who were joint-second.

At the Selangor and Pahang Branch's AAM's Lornie Road Half-Mile Acceleration Test held on 26 March 1939, Lim Peng Han's L.A. Team consisted of Eric L. Williams (in Wong Chek Quee's Frazer Nash-BMW), Lieut. Peter K. Braid (MG TA) and Lim in his V8 L.A. Special. Judge Conrad Oldham's team consisted of himself in his Ford V8 Saloon, a Lieut. Gordon in a Ford V8 Coupe and Jimmy Milne in his Ford V8 Saloon. It may have appeared that none of this was serious stuff and merely a weekend of fun out in the tropics except that for people like Lim, whose business was beginning to depend on how many expatriates commissioned a Special from him, and those intrepid characters from Federal Motors (Fiat and Triumph agents), Wearne Brothers (Universal Cars in particular) and Borneo Motors (Austin agents), this was really the formative years of Win of Sunday, Sell on Monday.

Jennings, perhaps by virtue of his seniority (he was now 40), had John Keene and Ted Holloway on his 'Blown' Team while another, called the 'Number 4' team, consisted of Hugh Dornhorst, Harry Marriott and Jimmy Milne. Jennings' Blown team won the team prize, his supercharged MG PB winning the Sports Cars 1,550cc class. He finished third fastest in the Sports Cars 2500cc class. Lim Peng Han's disastrous weekend is document in the chapter on the Malayan Special.

There wasn't much rest before the Perak AAM's Easter Holiday festival Gopeng Hill Climb was held on 9 April 1939. It wasn't an easy drive up in racing cars, towed or otherwise, but as usual, Lim and his mates were up for the challenge to wrestle the Storch Cup for Fastest Time of Day from Wearne Brothers' Hugh G. Oates. Lim's team consisted of Judge Oldham, Lieut. Peter Braid and himself and this time, they bagged the team prize. With such MG competition coming from Harry Marriott, Hugh Dornhorst and Lieut. Peter Braid, it was no wonder that Jennings was limited to a Team Prize 3rd placing for the Selangor Team of Fiat owner S. Kuppan, MG owner John Keene and himself.

It appears that Jennings and Margery missed the Gap Hill Climb in Singapore on 11 June 1939 as the couple had departed for Britain on home leave on P&O's Rajputana on 2 June 1939, having been stationed in Malaya since 1935. Holidays for the couple had thus been limited to such locations as the salubrious Mount Pleasure Hotel in Penang, which offered a stunning view of Kedah's mountain peak. Also, Jennings had been studying for the qualification of

Associate of the Royal Institute of British Architects during his Malayan tour and when the couple returned to the UK in 1939, "he received three months of intensive coaching and then sat the whole five years' architectural exams at one time."

Mick and Margery Jennings returned from their UK vacation aboard the Sarpedon in February



1940. His newly acquired MG K3 was probably in the cargo hold of the vessel. Oil on canvas painting by J.S. Mann of the 11,321 Blue Funnel liner Sarpedon in Gladstone Dock, Liverpool.

A Straits Times correspondent in Britain reported on 20 January 1940 that Jennings, "...the well-known Kuala Lumpur racing motorist, is now on his way back to Malaya after a year's leave in England. He saw a great deal of British motor sport before the war broke out and hopes, as a result of his experience, to clip a few more fifths off his speed trial times when he gets back. Mr Jennings said, before sailing, that he hoped to be able to organise motoring meetings on behalf of the Malayan Patriotic Fund, and that he would try to inaugurate a small car club in Kuala Lumpur." The birth of the Selangor Motor Sports Club would have to wait a decade before it materialised. However, in Jennings' carry-on luggage was a weapon that would take off more than a fifth of his speed trial times.

A Review of Malayan Motor Sport in 1939.

By P. K. BRAID.

THE original idea of this article was to suggest some kind of annual competition to decide the most successful Malayan sporting driver of the year.

In England the B.R.D.C. award annual Stars to the most successful Road and Track racing drivers, and arrive at their decisions by a point system of marking.

A similar idea might be instituted in Malaya, with objects:—

- (a) To encourage regular participation in sporting events. Every event entered will increase the chance of gaining points.
- (b) To give individual drivers the chance of showing their relative skill in different types of competition, e.g., Speed Trials, Hill Climbs, Reliability Trials etc.

The A.A.M. might award prizes to the most successful drivers of—

- (a) any car,
- (b) saloon and touring cars only.

It is suggested that these prizes might take the form of badges to be worn on members' cars, and might be called, for example, the Malayan Competition Drivers Star 1939 (1st, 2nd or 3rd).

Now that war has broken out, with its consequent damping effect on motor sport, an annual competition may not be practicable at present, but I have compiled a League Table for 1939 showing the lines on which such a scheme might run.

Points have been allotted as follows:—

10, 8, 6, 4, 2 for 1st, 2nd, 3rd, 4th, and 5th, places respectively in each event as a whole.

In addition 4, 3, 2, 1, points respectively for the first four places in any class, where class events are included in the programme.

Two points for being a member of a winning

Team, one point for second Team award.

Team classes are not recognised.

To be eligible drivers must have competed at meetings organised by at least two different branches.

NAME.	Central Rally. 14/1/39.	K.L. Speed Trial. 26/3/39.	Copeng Hill Climb. 9/4/39.	Selangor Trial. 27/5/39.	Gap Hill Climb. 11/6/39.	Penang Hill Climb. 2/7/39.	TOTAL.	Place.
H. Marriott	1						42	1
Lim Peng Han		0	16		23		39	2
N. G. Reddish	2		8	10	12	5	37	3
C. O. Jennings	12	12	3	6			33	4
H. W. Dornhorst	5	4	7	6	2	6	30	5
P. K. Braid	7	0	3		17		27	6
J. Keene	9	10	7				26	7
F. M. Ferguson	0	1	3	1	6	14	24	8
E. H. Holloway		16			0	0	16	9
Conrad Oldham*		8	5		2		15	10
J. A. Milne*		3		10			13	11
S. Kuppan*	0	10	3				13	12

*Saloon Car Drivers.

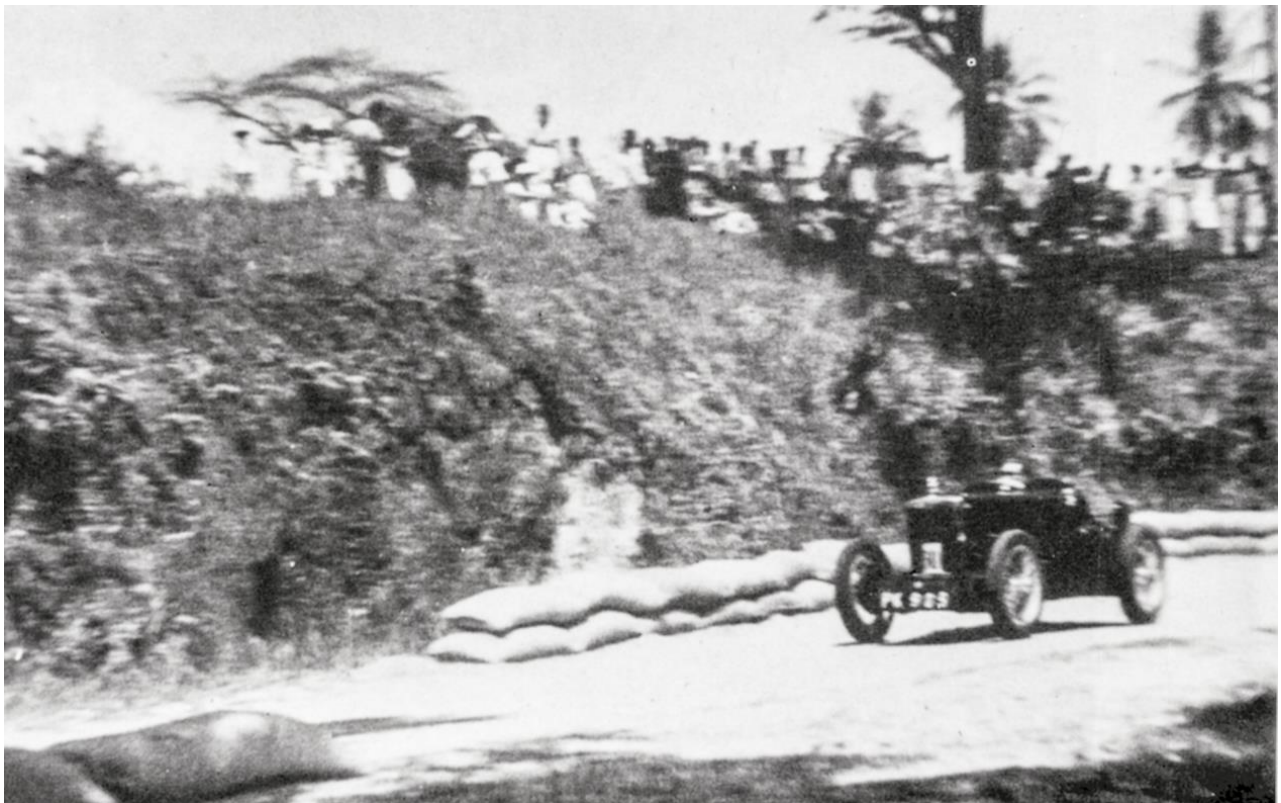
From the table H. Marriot, Lim Peng Han, N. G. Reddish appear as the most successful competitors, their opposite numbers in the saloon and touring class being Conrad Oldham, J. A. Milne and S. Kuppan.

The above table was compiled from official results as far as possible, but it may contain inaccuracies, and certain drivers who are entitled to a place in the list, may have been omitted. I should be very grateful if competitors who have amendments to make, or other drivers who can produce sufficient points to justify inclusion will write to me c/o the Editor; A.A.M. Magazine. Any other suggestions for an alternative system of marking will be welcomed.

Mick Jennings' racing record in 1939 placed him in fourth place. It would have been higher had he not been away when the Gap and Penang Hill Climbs were held. Source: Motoring in Malaya. September 1939 – RMA Collection

THE LEGEND

To us MG petrol heads, Jennings is a legend, the man who raced the supercharged MG K3 Magnette (chassis K3007), the very car that British racing legends Ron Horton and Major Goldie Gardner set numerous records in. Jennings acquired it from the MG factory in Abingdon in September 1939 while on home leave, just as war was declared on Germany. The car had been dismantled at Abingdon in 1938 and its original engine (28AK) was installed in MG's EX 135 record car (K3023). In March 1938, the car was put up for sale. This was the car that journalist Denis Jenkinson referred to as "a highly-developed track-racing car." Amidst all the chaos of shipping disruptions, the chassis (now with engine 29AK and ENV manual gearbox) miraculously managed to avoid being torpedoed by enemy U-boats and made it safely to Malaya by early 1940, probably on the same vessel that brought Jennings and Margery back. Jennings' *tukang* [Malay for craftsman/fabricator] in Kuala Lumpur quickly set to work to fabricate a new alloy single-seater body for the K3. The car broke cover in May 1940, road registered B2335.



The Gopeng Hill Climb was held over Easter weekend on 24 March 1940. Jennings' Supercharged MG PB was still Malayan registered (PK925). Source: Lim Peng Han Collection

Jennings missed the Penang and Kedah AAM Mount Pleasure Hill Climb held on 9 February 1940 but over Easter he attended the Gopeng Hill Climb on 24 March 1940 in his supercharged MG PB. One presumes the K3's body hadn't been

completed in time for the Perak race weekend. He missed the Singapore and Johore AAM's 28 April 1940 Gymkhana next to the Keppel Golf Club in Singapore but by 12 May, both the PB and K3 were ready for the Negri Sembilan-Malacca Branch of the AAM's Whit Sunday Seremban Half-Mile Standing Start Sprint at 1st Mile Seremban-Tampin Road. There were 73 entries with 14 teams participating and team Jennings had two very potent entries with Jennings looking to harness the power of the MG K3 to overturn Lim Peng Han's record established a year earlier.

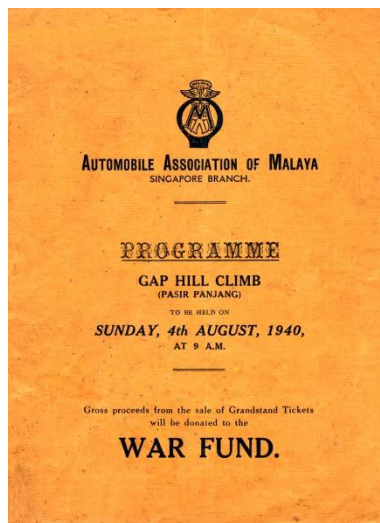
The entry list was made up of familiar names. Harry Marriott with his supercharged MG PB and Lim Khye Su with his 2½-litre SS100 Jaguar were heading down from Penang while Perak-based brothers James George Milne 'Bill' Ferguson (28) and Freddy Milne Ferguson had MG TAs (neither attended this race). Wearne Brothers' Hugh Oates had an MG Special (MG PB registration PK1784) while Federal Motors' Charles Vernon Crowther-Smith had his Fiat Victoria Special. Malacca engineer John Keene had a newly built Ford V8 Special to replace his MG. Kuala Lumpur dental surgeon Hugh W. Dornhorst had a thoroughbred, a Frazer Nash-BMW 328 which the press reported as a "Grand Prix Frazer-Nash-BMW". Borneo Motors' Roy Newman had the ex-Sultan of Perak Gordon England Austin Seven while Neville George 'Red' Reddish had his supercharged Austin Seven, listed as a T.T. Austin. From the south came Lim Peng Han and the L.A. squadron – Lim, Lieut. Peter Braid, Judge Conrad Oldham and Fl/Lt. Anthony Phillips. Wong Chek Quee was listed with a supercharged 120mph Maserati (4CS) and Malayan Broadcasting man John Barraclough had the ex-Wong 2½-litre Jaguar SS100. Would Jennings now be able to take on the big guns of Malayan motor racing with the former record-breaking MG K3?

Jennings' MG PB was entered in Class 6 and 7 for Sports Cars up to 1,500cc. Here he faced Lim Peng Kooi's Wolseley Hornet (1272cc), Lieutenant S.A. Potter's 1938 MG TB, Lieutenant Peter Braid's MG TA, Reddish's supercharged Austin Seven T.T. (raced by fellow Borneo Motors colleague John Wheeler) and Roy Newman's Gordon England Austin Seven. Braid and Wheeler came out tops and Jennings' time is not recorded.

Jennings also entered the car in Class 9, for Sports Cars Unlimited. Here he faced G.E.N. 'Geno' Oehler's 3917cc Mercury Coupe in the hands of Geno's buddy Jimmy Milne. There was also John Barraclough's SS100, Harry Stratton Brown's 1932 2-litre Bugatti, Captain R.D. Bell R.A.M.C.'s Alvis Speed Twenty, Wheeler in Reddish's T.T. Austin Seven and Alfred Giles Faber's 1938 3½-litre Jaguar SS Coupe. Barraclough won ahead of the Stratton-Brown Bugatti and Jimmy Milne in the Oehlers Mercury Coupe.

In Class 10 for Racing Cars up to 1,500cc, Jennings' supercharged MG K3 would face some serious machinery such as Wong's 1938 1,496cc Maserati 4CS, Richard Whitman's Bitzer Special Charles Crowther-Smith's little Fiat Special, Geoffrey Maund's Austin Seven and Arthur Loughborough in Peter Braid's L.A-Braid monoposto. The K3 was expected to win easily but teething issues continued to plague Jennings. Loughborough won ahead of Crowther-Smith.

In Class 11, where anything went, the K3 had Oldham's V8 L.A. Ghost, Reddish's ChevRemban Mk2, Wong's Maserati, Anthony Phillips' L.A. Special Number 1, Whitman's Bitzer (with Tam Wee Fun driving), Crowther-Smith's Fiat Special, Lim's new V8 L.A. Special and Ted Holloway's Holloway Special. Phillips won in the L.A. Special. Lim stripped his timing gears but managed to finish second, ahead of Oldham's Ghost.



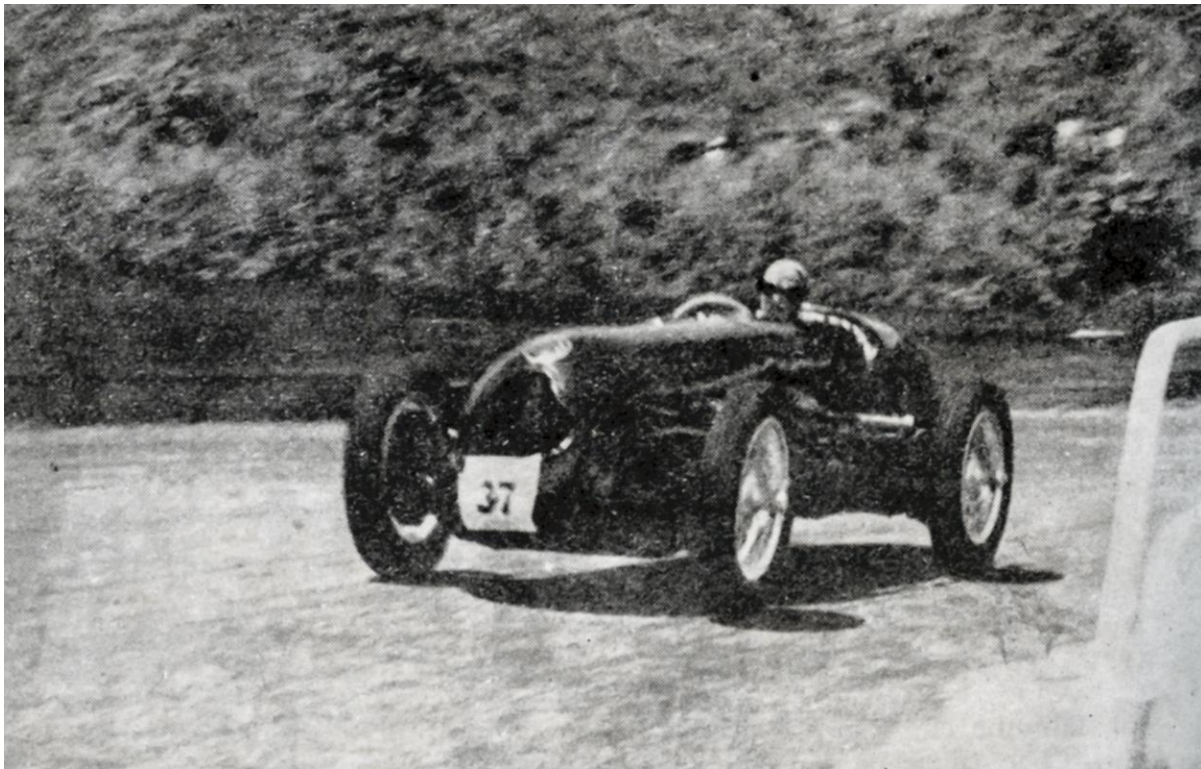
Not altogether a great start for the K3 but there was still the War Effort Gap Hill Climb in Singapore on 4 August 1940. There was also a buzz in the air (there were no brownouts or air raids at that point in Singapore), rumours of a big race later in the year.

The War Effort Gap Hill Climb was held on 4 August 1940.

The 1940 War Effort Gap Hill Climb in Singapore. The #36 Bugatti, a 1926 Type 37 unsupercharged 1,496cc motor entered by Lim Peng Han. Next is Jennings' MG K3 (#37). The white Special to the right is Conrad Oldham's



L.A. Ghost and to the Ghost's left is Ted Holloway's Holloway Special. Source: Jeremy Hawke



The K3 in action at the War Effort Gap Hill Climb in 1940. Source: MSVCR Magazine, February 1971

The Gap in August was extremely well attended with around 60 entries received. It was an exciting weekend of War Fund raising with events at the Johore Civil Service Club, Alexandra Garrison Sergeants Mess, the Malayan Tennis Championships in Singapore, the Gap Hill Climb and a Scavenger Hunt at the Airport Hotel, the Monday being a Bank Holiday. Because the grandstands were repositioned to accommodate spectator interests, there was also a very good crowd that packed the two grandstands overlooking Conrod Corner and the finishing line. Tickets cost \$2.00 each and were on sale at John Little's, presumably at Raffles Place, Singapore.

[18] CLASSES 12 & 13.				
Motor Cycles.				
(Winner 1939 - R. W. McCraith - Triumph - 42.8 sec.)				
No.	Entrant.	Vehicle & c.c.	Driver.	Times. 1st. run. 2nd. run.
32	Lennox bin Chomok	Norton 490	Entrant	.....
33	Kenneth Corneilios	Norton 490	da.	.....
34	R. W. McCraith	Triumph 498	da.	.....
CLASSES 14 & 15.				
Racing Cars				
(Winner 1939 - F. K. Brail - L.A. M.G. Motors - 47.4 sec.)				
No.	Entrant.	Vehicle & c.c.	Driver.	Times. 1st. run. 2nd. run.
45	Geoffrey Maud	Austin 748	Entrant	.....
46	Ray Newman	Austin 748	da.	.....
47	Lim Peng Han	Bugatti 1498	da.	.....
37	C. O. Jennings	M.G. K.3. 1286	da.	.....
38	Capt. F. K. Brail	Brail Special 1493	da.	.....
[19] CLASS 16.				
Racing Cars				
(Winner 1939 - Lim Peng Han - L.A. Special - 44.8 sec.)				
No.	Entrant.	Vehicle & c.c.	Driver.	Times. 1st. run. 2nd. run.
31	Miss Maureen Clark	S.S. '100' 1663	Entrant	.....
37	C. O. Jennings	M.G. K.3. 1286	da.	.....
38	Capt. F. K. Brail	Brail Special 1493	Min. P. K. Brail	.....
39	N. G. Redfish	Clovenham 2548	Entrant	.....
40	E. H. Holloway	Holloway Special 2022	da.	.....
47	Conrad Oldham	L.A. Ghost 2622	da.	.....
48	A. D. Phillips	L.A. Special 2622	da.	.....
43	Lim Peng Han	L.A. Special 3208	da.	.....
[20] TEAMS.				
(Winner 1939 - L.A. TEAM: Lim Peng Han, P. K. Brail, Conrad Oldham - 148.2 sec.)				
Aggregate Time - 148.2 sec.)				
CONRAD OLDHAM I.				
No. 47	Conrad Oldham	L.A. Ghost		
37	J. F. Barradough	S.S. 100		
40	J. A. Miles	Mercury		
CONRAD OLDHAM II.				
No. 47	Conrad Oldham	Ford V-8		
18	E. W. Conies	Mercury		
19	J. A. Miles	Ford V-8		
C. O. JENNINGS TEAM:				
No. 37	C. O. Jennings	M.G. K.3.		
10	A. W. Brown	Ford 22 hp.		
17	P. Jernyn	Ford V-8		
L.A. TEAM:				
No. 43	Lim Peng Han	L.A. Special		
38	P. K. Brail	L.A. Brail Special		
40	A. D. Phillips	L.A. Special		

The relevant entry lists for the 1940 Gap Hill Climb, showing the K3 entry as well as Mick Jennings' team entry that included famous Malayan jockey Arthur William Beven and Chief Paddock Marshal, and committee member of the Singapore Branch

of the AAM, Lt. Peter Jermyn R.A. Source: War Effort Gap Hill Climb program - RMA Collection

The K3 was still a work in progress with its replacement engine and ENV gearbox and totally new bodywork. Jennings faced another monoposto in the Racing Cars up to 1,500cc class in Capt. Peter Braid's Fiat-engined (1493cc) Braid Special. But then there were a number of other very fast cars entered – Neville Reddish's Chevremban V8 and Lim Peng Han's V8 L.A. Special, not to mention the other L.A. Specials he'd built for Conrad Oldham and Fl.Lt. Anthony Phillips, and of course Ted Holloway's 3,622cc revised Holloway Special. Lim set FTD at 43.6 sec. while Capt. Braid was second fastest with a 43.7 sec. run in the Racing Cars up to 1,500cc event, beating the K3 to second (46 sec) and Geoffrey Maund (Austin 7) to third. Jennings was also entered in the team event comprising himself, in the K3; famous Malayan jockey Arthur William Beven in a 2.2-litre Ford Saloon; Chief Paddock Marshal, and committee member of the Singapore Branch of the AAM, Lt. Peter Jermyn R.A., in a Ford V8 Roadster.

GRAND EPREUVE

No one had expected another attempt to host a Grand Prix in the Far East following the cancellation of the Malayan Grand Prix of the previous year. But it did happen, though not at Swettenham Aerodrome. The Royal House of Johore stepped forward and together with the Johore and Singapore Branch of the AAM, proposed a two weekend Grand Prix, loosely based on Brookland's handicapping rules. November was chosen for the big event. At last, a Grand Prix in Asia!

SINGAPORE FREE PRESS, WEDNESDAY, NOVEMBER 13, 1940.

S.C.C. SECOND XV

Experienced Driver

POLICE

le Gamely Outplayed

THE PADANG

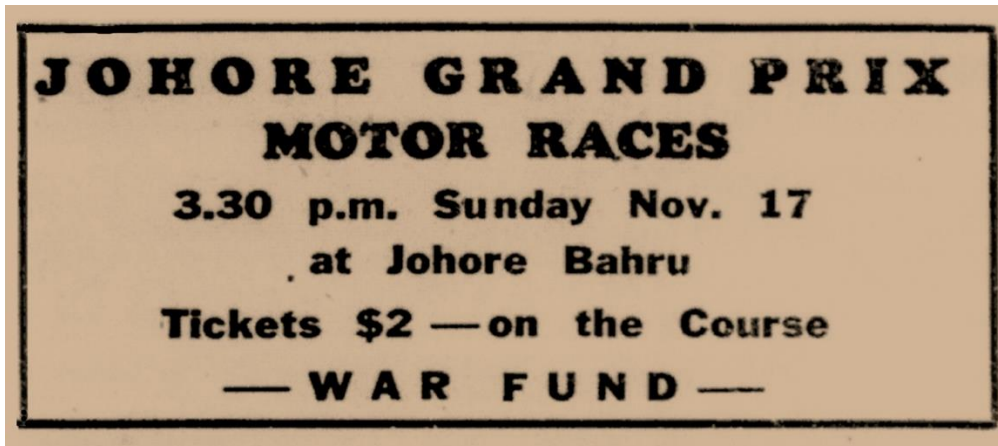
composed mainly of Asiatics, to three (three tries, one to one penalty goal) by in a game of rugger on re by no means disgraced. re at a disadvantage in t they more than made up d enthusiasm. They were er gave up trying right



C. O. Jennings driving his M.G.K3 Magnetto, past the paddock on the completion of his first lap at the practice held in Johore Bahru on Sunday for the Grand Prix Races this week-end. Jennings has had a long and varied experience in motor-racing, gained in race tracks all over Europe.

The Singapore Free Press and Mercantile Advertiser of 13 November 1940 (pg.10) featured Jennings and his MG K3.

The story of the 1940 Johore War Effort Grand Prix is described in detail in GENESIS & THE WINDS OF WAR, suffice it to say that the K3 was still untested, relative to the L.A. Specials from Lim Peng Han's stable. And so it proved, after a trying few weekends battling weather, bad news and a totally new road circuit that amounted to a Round The Houses race.



The biggest motor racing event ever held in Asia before WWII was the November 1940 Johore War Effort Grand Prix. Source: RMA

There is little doubt that the K3 would have been the most sophisticated (and most complex) car on the circuit in a grid comprising a supercharged 747cc Austin Special, a 1-litre four cylinder Fiat Victoria Special from Perak, a pair of straight-six OHV Fiat-engined L.A. Specials, a pair of 2,663cc SS Jaguars (one of which was an SS100), four 3,622cc Ford V8s, a singular Alvis Speed 20 and a Talbot-Salmson-Amilcar Special called the Bitzer (which the owner advertised for sale at \$600 shortly before the Grand Prix!), to name a few.

An interesting excerpt under the heading of Services' Notes And Brevities appeared in the Malayan Morning Tribune of 30 November 1940 (pg. 6): "Lieut. C.O. Jennings (R.A.S.C), whose MG K.3 Magnetto (sic) earned its owner yet one more silver cup at Johore in the recent Grand Prix meeting, is a racing and rally driver of several years' experience.

He first began racing in the Inter-Varsity Trials in England in 1920 and since that time he has competed in all the principal events in England and Malaya. Lord Howe and Prince "Bira" are only two of the man racetrack notabilities against whom he has competed."

The Malayan Morning Tribune's full page on the Johore Grand Prix races held on Sunday 17 November 1940 (p.9) featured Jennings' smartly fabricated MG K3 bodywork, a product of his tukang magic in Kuala Lumpur.

Shortly after, Jennings re-joined the Royal Engineers with the rank of Captain. Home was no longer Kuala Lumpur and both he and Margery headed down to Singapore along with their MG PB and the K3.

ROYAL SAPPER

The Jennings' spent their New Year (1941) at Command Gymnasium at Tanglin at celebrations given by the Fort Canning Garrison Sergeants' Mess. Margery soon immersed herself in singing and organ performances. Jennings' supercharged MG PB now carried Singapore registration S724, but the K3 retained its Malayan road registration. Capt. Jennings' full time role in the Royal Engineers probably

MORNING TRIBUNE, Monday, November 18, 1940. (9)

AYA'S FIRST DAD RACE

It was a great day for road racing for motor-cars in Malaya, the Johore Grand Prix was held on Sunday 17 November 1940 and demonstrated effectively the amount of motor sport in the country. Entries were from all over Thailand and Pahang. Unfortunately the only two cars, an Alfa Romeo and a "Bliss" (a Salomon-Bondary) were able to take part in the race on the difficulty of getting them prepared in time.

Most popular points were the half-pin bends where a thrill was guaranteed every time a car sometimes, two cars, came round. The pictures on this page were taken during the first day's racing on Saturday on the right are two pictures at the Ngee Heng Road half-pin. In the top picture are Jennings (M. G. Magnette) and Crowther-Smith (First Special) and in the lower picture are Lim Peng Han (L.A. No. 11) and Loughborough (L.A. Special, No. 7) who now hold the lap record of 1 min. 47 seconds.

Of the most beautifully finished cars in the race (bottom), C. O. Jennings' supercharged M. G. Magnette starting line for its official one lap trial which ended in 2 mins. 10 secs. In the scratch race for cars Jennings came in third to Crowther-Smith (Austin 8) after a thrilling six-laps duel which was the highlight of Saturday's racing. In Lim Peng Han's terrifically fast L. A. Special (Fiat and M.G. it is powered with a finely tuned V8 engine a type of engine Lim Peng Han is building his racing L. A. Specials.

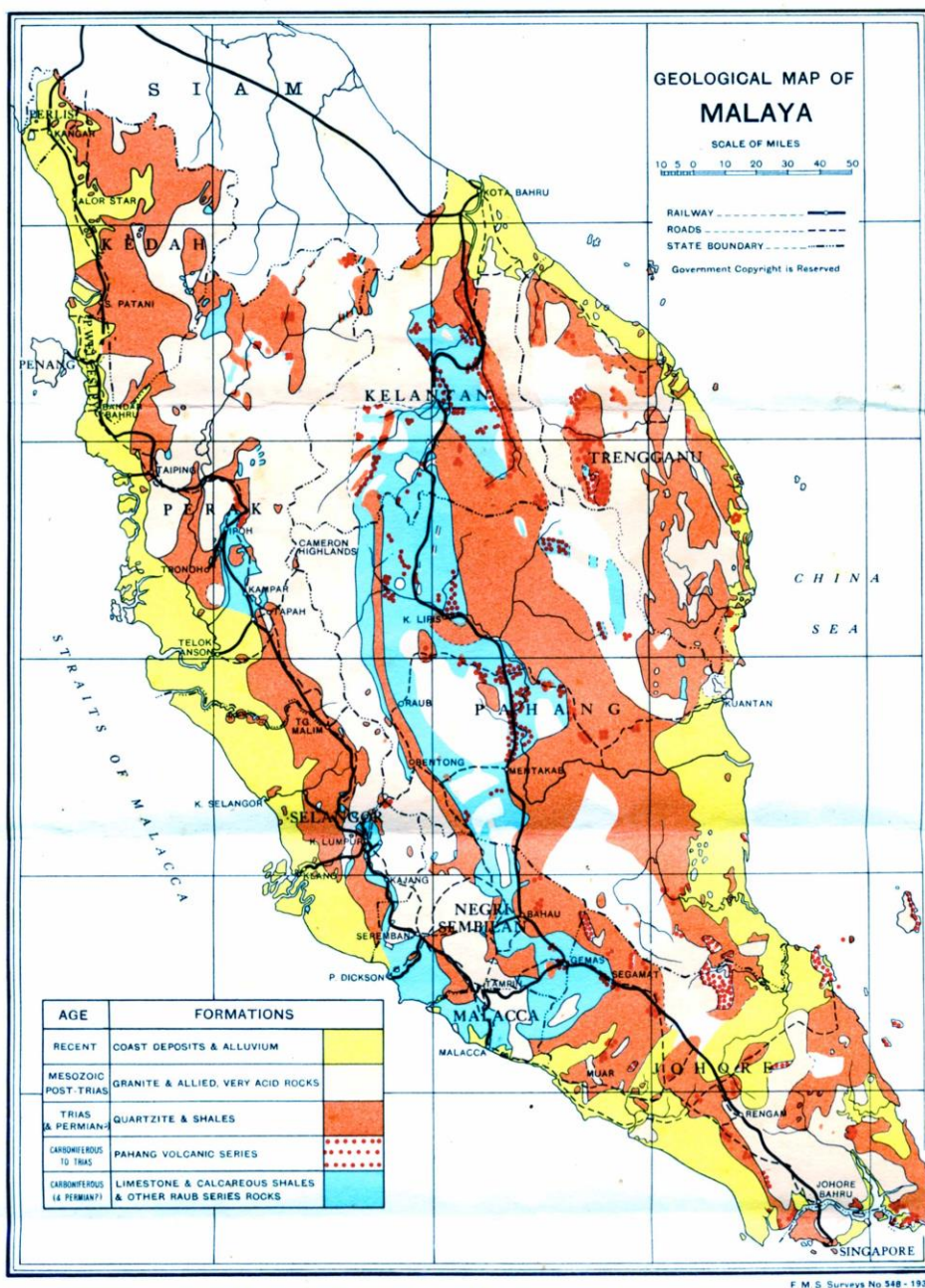
THERE WERE NO SPILLS AT JOHORE, BUT SPECTATORS SAW THIS ON THE WAY

WHILE 100 miles-per-hour cars raced at Johore Bahru without crashes, one fatal motor accident occurred on Saturday when, near the 8th mile Bukit Timah Road, a saloon Austin 10, J. 7359 and a Willys-Knight lorry (S. 783) carrying a load of attaps, came into head-on collision. The driver of the Austin was pinned under the lorry. He died within a few minutes while the lorry driver, who was seriously injured, is lying in a critical condition in Tan Tock Seng hospital.

meant he had living quarters provided and this may have included provision for his two MGs.

In April 1941 Margery performed at a Gordon Highlanders event at Selarang Camp in Changi. And if one were an avid listener of the wireless [radio] and tuned into ZHL, ZHP1 or ZHP2, one would have been able to listen to the voices of Mick and Marjory Jennings singing at 9pm in April and again in June 1941. Margery also performed in the Wesley Church Hall in Singapore, and on one occasion, she performed a solo song at the wedding of an RAAF Corporal. In October 1941 Margery visited Cameron Highlands, staying with 44-year-old American Methodist Missionary Dr Hobart Baumann Amstutz and his wife Celeste at $\frac{3}{4}$ mile Ringlet Village when the Reverend spent a month on leave at

Ping Shan from early September, the four-room bungalow of Reverend and Mrs Ho Seng Ong of Tanquerah, Malacca. Interestingly the visit coincided with Capt. Jennings R.E.'s move to Ipoh. It was but a short-lived relocation because on 8 December 1941 the Japanese forces made their move into North Malaya and the seven major airfields in northern Malaya at Alor Star, Sungei Patani, Butterworth and Penang on the west coast of the Peninsula and Kota Bahru, Gong Kedah and Machang on the east coast, were bombed.



A pre-war geological map of Malaya showing the road and rail network and the course Jennings would have taken as he beat a retreat down to Singapore in his supercharged MG PB late in 1941. Source: RMA

The British Military and civilian retreat down the Peninsula began in earnest. Jennings would have had instructions to return to Singapore so the supercharged MG PB would have had to make yet another long distance run for it, once the Japanese advance began. Jennings' route, certainly undertaken before Christmas of 1941, would have been via the only road that linked Ipoh (which fell by 28 December), Kampar, Slim River, Kuala Lumpur (which fell on 11 January 1942), down through Seremban, Gemas and thence to Johore Bahru and across the causeway (which was disabled by the retreating forces on 31 January 1942) to Singapore. His job as a Sapper in the Royal Engineers was to deny anything of value to the enemy such as the floating dredges in the tin mines.

Years after Mick's passing (1964), Ruth, his second wife, wrote in her diary that: "He had put the scorched earth policy into effect as much as was possible. From all accounts of the Malayan campaign, he and all Allied troops were repeatedly ordered to retreat, never making a stand until those surviving had returned over the causeway to Singapore Island." His family recalls he fulminated on not being able to apply his expertise properly – his view was that he ought to "zoom around in his MG PB making lightning strikes, blowing up bridges..."

When Jennings ultimately reached his barracks at Tanglin Hill, probably where the present day Phoenix Park (Kay Siang Camp) stands, is not known. The Royal Engineers were based at Sapper Road, Tanglin Hill with Brigade HQ at Mount Echo. Retreat took place at the end of January 1942. On Friday 30 January 1942 Margery Jennings' diary notes: "...we removed to the Hinchies," in reference to the situation in Singapore, following the retreat from Ipoh. Had Mick and Margery read the Straits Times of Thursday 29 January, they would have been aware of heavy fighting around Rengit, south of Senggarang in the Batu Pahat district of Johore, and that the north western coast of Singapore island, facing the Straits of Johore, was being evacuated of civilians.

When the British surrender was announced, Jennings recalled: "Instructions from Lt. Col. Meade; Gentlemen, today at 4.30pm the British Commander-in-Chief surrendered unconditionally to the Japanese Commander-in-Chief. You are now at liberty to try to escape, or to stay, as you desire; but if you go, I am to advise that you go in uniform, otherwise, if captured, you may be shot as spies. That is all. Through the shell-scarred Lion City we quickly made our way, driving over piles of rubble from shattered buildings. (In my supercharged two-seater MG sat Major Slater, R.E., with two Sappers on top of the petrol tank)."

CUSTODIAN OF PROPERTY

During the Japanese occupation, the K3 was lost and there are various stories of where it could have ended up: the K3 and Jennings' supercharged MG PB were

sunk off Laburnum Wharf as he fled the island; the K3 ended up in the Hong Kong & Shanghai Bank Mess in Singapore during the war; the engine powered a motor boat during the war [rather unlikely]; it was sent to Japan; it was salvaged by Lim Peng Han in Singapore...in no particular order, though the Japanese requisition was a strong possibility, given that it was spotted on Hong Kong Bank's Mount Echo grounds by POW Paul Gibbs Pancheri while on a fatigue party from his River Valley Road Camp. Following the British surrender, Mount Echo was occupied by a Japanese General.

Based on Gibbs Pancheri's account, the K3 might have been stored there before surrender or it may have been requisitioned by the Japanese after surrender and kept by a General who knew his MGs and racing cars.

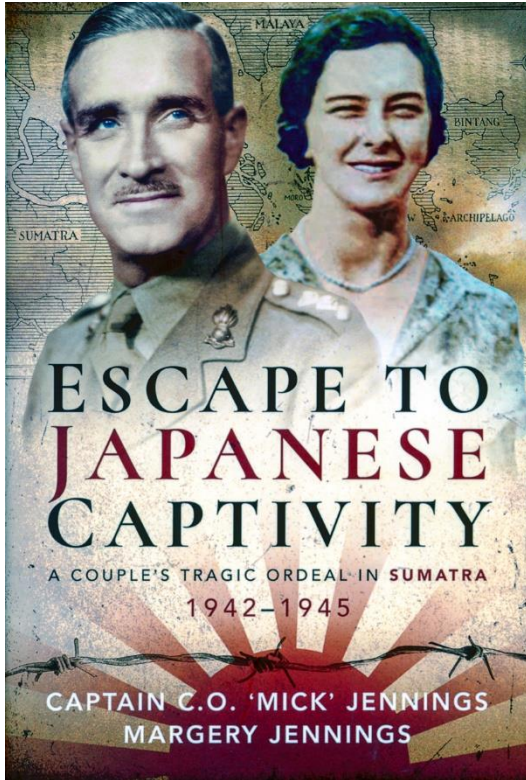
Jennings also lost his supercharged MG PB, his runabout he often raced at the sprints and hill climbs up and down the Peninsula. He loved his MGs too much to have pushed the PB into Laburnum Wharf in Singapore when, as a Sapper with the Royal Engineers, he made a beeline for the wharfs to escape capture. Margery, who was serving with the Medical Auxiliary Services at Kandang Kerbau Hospital on Kampung Java Road and helping out at the YWCA in Singapore prior to the British surrender in 1942, was evacuated on the overcrowded HMS Mata Hari a few days earlier during Singapore's "mini Dunkirk", one of the last vessels to leave Singapore waters before the surrender. Another sentimental possession lost during the war was a Monington & Weston short compass upright piano, a wedding gift from Jennings to Margery while in the Gold Coast, Ghana, during his early career as a surveyor.

Sadly, he subsequently lost Margery to the war. Her boat sank but she made it to Banka Island. She was taken prisoner by the Japanese on Bangka Island, was interned at various camps, and died at Loebok Lingau Camp in Sumatra on 12 May 1945. Following his capture at Pulau Boyan, Bencoolen on 7 September 1942, Jennings was interned as a POW in Sumatra until he was repatriated to the Changi POW camp on 26 May 1945, shortly before the Japanese surrender

DRAFTING BOARD

Jennings returned to Kuala Lumpur on 20 June 1946. The MG PB and K3 had gone missing during the war. One way to seek the recovery of lost property was to put an advert in the local newspapers. suggesting that he had not lost interest in his pre-war MGs. His advert appeared in the Straits Times of 23 September 1946. "REWARD OFFERED. To anyone giving Information leading to the recovery of (a) a Monington Weston short compass piano. (b) Motor Car M. G. K3 (B. 3335) (c) Motor Car M. G. P. B. (S. 724) Capt. C O. JENNINGS. Town Board, Kuala Lumpur."

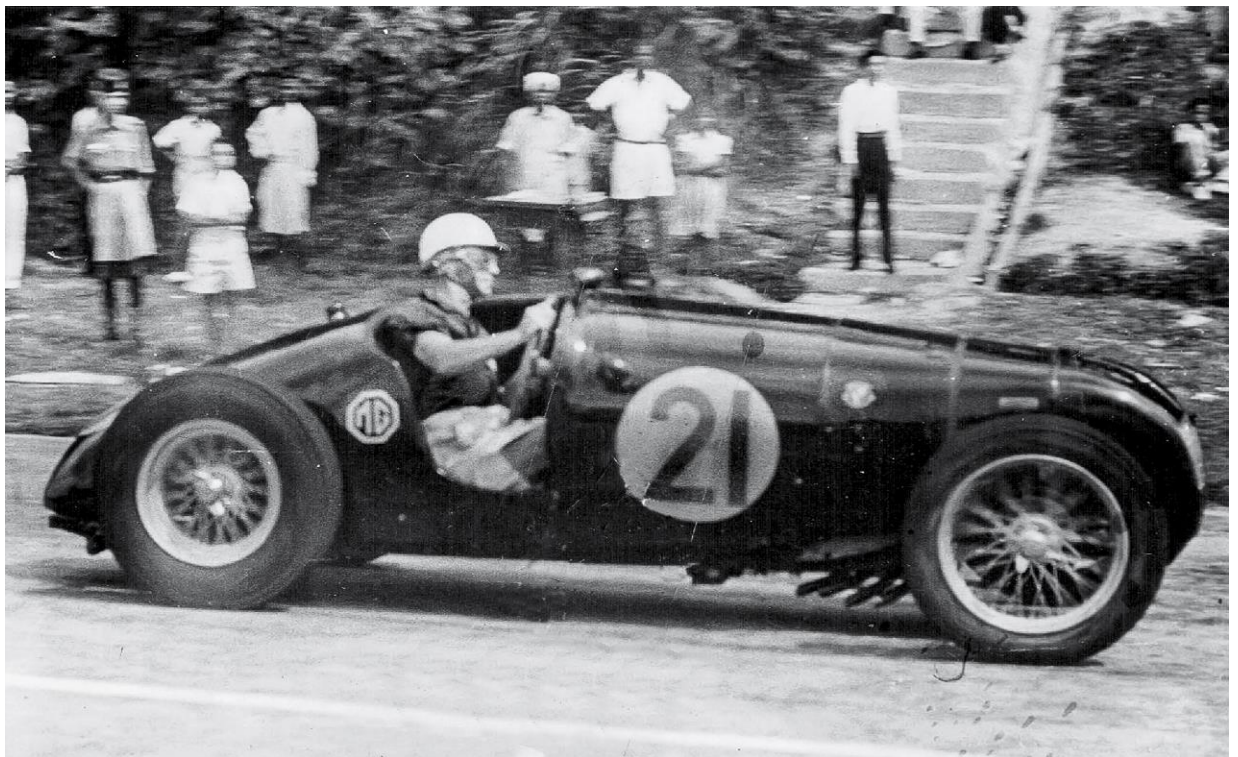
*The secret diary Margery Jennings was the basis of **Escape To Japanese Captivity**.*



During his repatriation home to Yorkshire from Changi POW Camp in September 1945, Jennings met Ruth Stay, a Red Cross nurse on board the ship taking passengers back to Britain. They were married in the UK and had their first child, Sally, in October 1946. Jennings returned to Singapore on 20 June 1946, now Municipal Architect and building inspector of the Kuala Lumpur Town Board. Ruth and Sally made the long journey to Malaya shortly after, arriving in Penang on 11 March 1947. Jennings drove his newly acquired MG TC to Penang to welcome his new family but with no accommodation available in the city, he was forced to spend the night on board the vessel. The family headed back to Kuala Lumpur the next day over the bumpy, pot-holed road that had yet to be repaired after the war. There was

a stop at Ipoh for lunch and a short stint in a hotel bedroom to feed the baby. And this is where our story temporarily ends.

Mick Jennings in his post-war Black Draught MG TC Special with XPAG motor. The photo reveals the Selangor Motor Sports Club badge to the right of the "21" roundel, predating the formation of the Malayan Motor Sports Club (established 18 March 1953).
Source: RMA



Competition



Latest Info on upcoming events:

We are promoting and starting a series for British cars with VDCA

Here are the 2 races :

Roebling Road—Hurricane in Savannah Sep 3-4

Road Atlanta—The Peach State Historics Sep 17-18

We would love to get the MGVR group involved. Here's what we're after

This race series is aimed at preserving the true spirit of the English sports car, for drivers looking to maintain the originality of both their cars and the sport of vintage motor racing. Honest cars from the 50's through the early 70's that are prepared with integrity and good clean racing to match. We are looking to bring a certain sense of comraderie and like-minded vintage racing back to the mindset of the swinging 60's when our great British sports cars ruled the roads with style and lined the paddock every race weekend. We will encourage all racers with British production based cars to participate based on current safety regulations and group rules and standards. Along with our philosophy we bring into the series two great sponsors , Classic Castrol oils from the UK who have been there from the beginning of racing and Distributed by Christopher John LTD & Pacto vintage helmets who are the envy of enthusiasts and collectors with their hand made helmets and authentic racing apparel. Like all racing , the race will have a winner , and that's what Racing is about , but I also want to acknowledge the British cars in the series as they are the stars , sanitary race prep and a well driven race car regardless of the finish may get our nod for the "best of Britain " race . We want the series to grow and the cars to shine. Cheers to Good racing



Sincerely
Christopher Silvestri
772 634 4363

The EMPIRE CUP will again be celebrating the Sports Racers of the 1950's and 1960's by offering a dedicated grid in this traditional VSCCA event.

Friday and Saturday, June 3-4, Lime Rock Park

- Two full days of racing, plenty of unmuffled track time (at least 7 track sessions)
- This is an unmuffled event.
- This event does have timing and scoring using Transponders.
- Finishing position from the race before will be your grid position for the next race.
- There will be a class for non-VSCCA (post-1959) closed wheel race-cars.
- You can enter both your VSCCA car and a later closed wheel 1960's through 1970s race car.

On Friday we hope to have the traditional party. We will not decide that until closer to the event. Should we have it, although this barbecue is free for everyone, donations in the form of wine, beer and sodas will be gratefully accepted. If you can't bring a beverage to the dinner, think of adding an extra donation to your entry fee to help offset the cost to the club. The club does have to pay for all the extras at the dinner. We would like this dinner to be a social event. Meet your fellow drivers, corner marshals and friends to talk about the days racing.

For more information on the the Empire Cup please contact Event Chair
Charles Bordin at cbordin123@aol.com or call 914-968-5700

If you are an MGA driver, don't forget the always fun GT annual meeting



NAMGAR
North American MGA Register

*The cars get you here but it's the
people that bring you back*

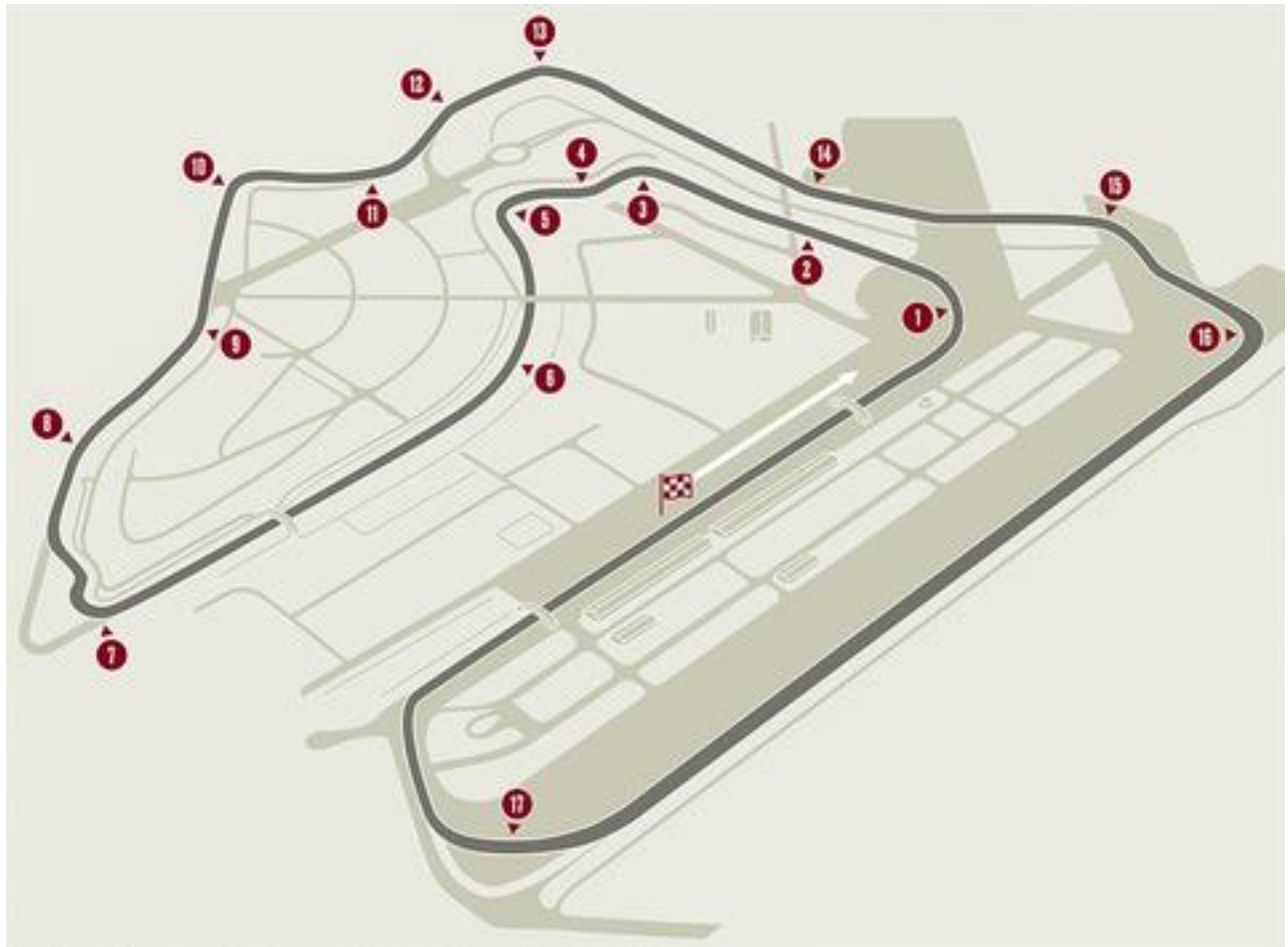


[GT-47 - June 6-10, 2022](https://mgccrmc.regfox.com/gt-47)

<https://mgccrmc.regfox.com/gt-47>

Sebring, Florida, February 23 - 27, 2022 The first sportscar race at Sebring was held in 1950. MGs were on the track competing. MGs raced every 12-hour enduro race at Sebring for decades. Much of the MG post-war racing history was created at the Sebring International Raceway. Partly to experience the history, and to become part of that history, the crew chose to make the first race for the MGTF the SVRA race at Sebring. And, in part, because the first sports car race that Glen attended was the 1959 12 Hours of Sebring.

But first, a part of the story of the race track must be shared.



Hendricks Army Airfield was built in 1941 to train pilots of heavy bombers. such as the B-17, to serve in WWII. After the war, Alec Ulmann, a sports car racing enthusiast who was involved in rebuilding military airplanes for civilian use, saw the airport runways as a perfect place to stage a race. The first race, in 1950, was named the Collier Memorial Race in memory of MG racer Sam Collier. The original track layout was 5.2 miles long. The growing needs of the current airport and industrial complex have shrunk the track to 3.75 miles long, a challenging, technical course with 17 turns. Some of the racecourse is the original 1941 concrete and is rough, tossing the cars around.



SVRA is the acronym for the Sportscar Vintage Racing Association. SVRA organized their first race in 1978 as a support race for the 12 Hours of Sebring and has been holding races every year since. In 2022, SVRA will have 19 races,



from Florida to Washington State. <https://svra.com/> The Vintage racecar that the crew has chosen to campaign this year is a 1955 MGTF. Well over 200 cars were entered in a variety of classes and different groups. Our MG was the oldest car and, therefore, the most vintage racecar at Sebring. The detailed description of the car would best be accomplished in a separate post and that may be done in the future. This image shows the car on the pit straight just past the walkover bridge.

The Sebring race schedule had competitors arriving on Wednesday to get in long lines to register, then wait for the slow process of moving the race cars and trailers into the paddock. Thursday had practice sessions scheduled, three for each race group. Friday had a practice session and a qualifying session to set the starting order of the first race. Two races were run for each race group, one on Saturday and one on Sunday. A long weekend and a lot of track time. This image is of the TF in race #1 on Saturday. Fellow MG owner, George Butz, captured this shot.



All of the action at the races doesn't happen on the race track. The paddock, where the cars, trailers, and crews are located, is always active with work on the

cars. Changing race setup to reduce lap times and effecting repairs keeps all the crew busy. In this image, the crew looks contemplative, considering the next step. Geoff Ashcroft, the driver, Tony Cassata, and Dave Burrows are pictured here. Geoff, Tony, and Dave, all good friends, came to Sebring to aid in the maintenance of the race car. This image could be one used in a caption contest.

Another photo of the crew appropriate for a caption contest. Three heads are better than one? Brain Trust? Tony Cassata, Dave Burrows, and the driver study a broken throttle linkage shaft and consider repair possibilities knowing that a new part is not available. A fix was determined, changes made, working correctly for the rest of the weekend. A true repair will be made after the car returns home.



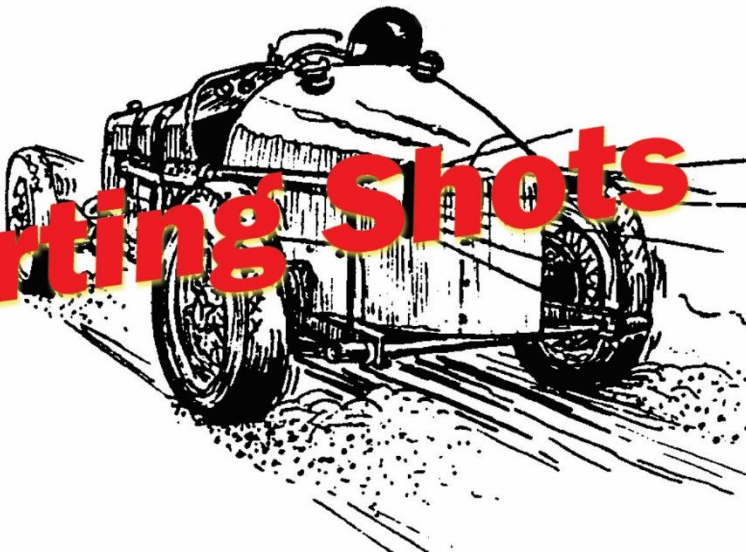


Sebring proved to be an enjoyable race and a true shake-down for the car before a journey north to experience some favorite race tracks with long histories of MGs racing. Many thanks to all who helped with the car during the weekend. A true adventure among classic and fast cars. Now, the Moore MG is a part of MG Sebring history.





Parting Shots



MGA's on the grid at Laguna Seca 2008