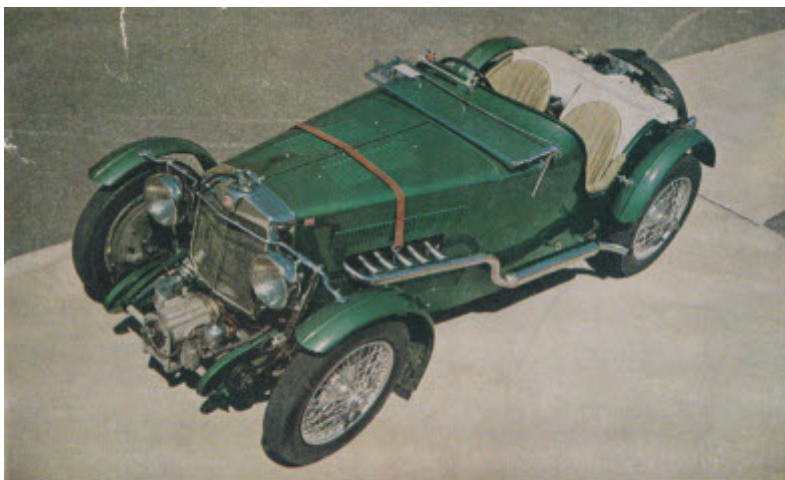


# **TRIPLE-M REGISTER BULLETIN**



**June 2011**





One of the ancestors of the MG Midget which is America's most popular sports car, is this 8.5 MG Magnette owned by Harry Cross of Redwood, California. This is a six-cylinder supercharged road racing automobile, one of a series of three built for the 1933 Mille Miglia race in Italy. The race was both open and class-wards. A very small engine (400 cc) with supercharger gives it a top speed somewhere on the high side of 120 mph. The supercharger and carburetor are mounted outboard between the front fenders. This car is believed to be the one in which the great Tazio Nuvolari won the 1933 Targa Florio, despite never having won a 8.5 Magnette before the race.

***K3008 in its prime, showing off its Powerplus No 9 blower***



***Crystal Palace Sprint - The Editor takes his C-type past the iconic radio mast and the remains of the original building***

Photo: M. Dolton

# **TRIPLE-M REGISTER**

## **BULLETIN No. 61**

**June 2011**

I am sorry to say that we still have not had anyone come forward to take over as Editor of this august publication. If we do not get anyone to take over the reins, it would appear that the August issue will be the last in the line, which would be a great shame. We will then be left with just the Safety Fast notes and the website to keep people informed. I took over when the previous Infoletter was becoming irregular and felt the Register needed something better. Initially it was printed on my home computer, but then we managed to get a good price from a professional printer. We need someone enthusiast to take this Bulletin forward and improve it further.

I felt at the start that we should have a regular publication to keep members abreast of what going on in the Triple-M world, as well as providing some historical features, to give an overall balance. I am sorry that the Tips and Hints section has been very poorly supported; there is so much information out there that people should be able to share with their fellow members. I often pick up snippets of advice whenever I attend meetings, and this happens, I suspect, with many members, who unfortunately do not pass on these gems for the rest of us to share.

However to return to our summer events, which are now coming thick and fast, we have our own 50<sup>th</sup> Anniversary celebrations starting at Gaydon on Tuesday 21<sup>st</sup> June. If you haven't signed up yet, Elizabeth Taylor may be able to find a place for you if you give her a call. This event promises to be the best event since the 40<sup>th</sup> Anniversary celebrations. We are even getting some of our Australian friends bringing their cars for the event, as well as many promised from the Continent. 50<sup>th</sup> Anniversary numbered rally plaques are being issued for this event, but UN-numbered plaques will be available to buy from our stand at MG Live. We hope people will sport these plaques throughout the rest of the year, so that everyone knows we have been around for 50 years.

At MG Live we will be trying to retain the California Cup Register trophy again, so come and support us on Saturday morning.

**Cover photo: Richard Jenkins in action with his N-type 'Miladi' at this year's Classic Kimber trial**

On the 24<sup>th</sup> July, MGs are the featured make at the Brooklands Society Annual Reunion, and we want to put on a memorable display of our cars, alongside five of the Evans family cars. See later for full details.

On the 31<sup>st</sup> July, the Chairman is holding his popular Summer Gathering, which is always a nice relaxed day, with a chance to talk to old friends and new. As well as the barbeque there are some mild driving tests promised. Entry forms will be with this Bulletin.

On the 14<sup>th</sup> August, as part of the 50<sup>th</sup> Anniversary celebrations, Patrick Gardner is again holding his Black Horse Gymkhana/driving tests at Pepperharrow, in the afternoon after the usual picnic lunch.

The final official event in this 59<sup>th</sup> Anniversary year, is the Continental Triple-M rally being held in Normandy, France from 23<sup>rd</sup>-25<sup>th</sup> September,

In the current climate of escalating insurance premiums it is even more important to shop around. Footman James had the audacity to try and charge me 50% more, when I advised them I wanted to reduce the number of cars insured from four to two – i.e. a 50% reduction in car numbers. I shopped around and got a quote at 43% less from Hagerty (0844 8241134), who seem to be run by classic car enthusiasts. The other person to try for classic car insurance is James Campbell, who is virtually a one-man operation, and so will not fob you off with silly excuses. He is a Vintage Alvis man, and was the only person who could insure Ed Taylor's J3 coming to the UK from Australia, specially for our 50<sup>th</sup> Anniversary.

In the Editorial garage the NA Allingham is still waiting for its resleeved engine to be returned, six months after we had originally taken it out. There is a large crack in the block from top to bottom of No. 6 bore which has been sleeved, but we are worried that we will end up with water leaks. So if anyone has a spare block that they could let us buy, we should be most grateful.

Our Jarvis F-type seems to have been sorted in the clutch department, and is proving to be a very capable car, climbing long hills in top at 2000rpm. The 8 inch brakes also seem to be very good at stopping the car, which is very reassuring. Stefann Vernyns own Jarvis F-type restoration is very nearly finished and we look forward to seeing the third car of the three known.

On a parting note, please can we try and get a replacement Editor for this Bulletin, which I'm sure we would all like to continue to grow.

# **KIMBER CLASSIC TRIAL**

## **By Alan Grassam**

Competitors enjoyed hot sunshine throughout the weekend, as fortunately Clerk of the Course Bruce Weston's prayers for rain were unanswered. Consequently the course, being baked hard and bumpy with lots of grip except for two sections, required discretion and an absence of the familiar red mist. Event HQ had moved from Sherborne to the Lanes Hotel, situated on the A30 just south of Yeovil. This former Victorian mansion has been seriously made over, to become a seriously up market hotel, offering all modern conveniences in a very pleasant setting. A move that was universally acclaimed, so the hotel has already been booked for next year's event on April 14<sup>th</sup>.

For the first time ever the Surrey contingent arrived without serious mishap; no fires, run bearings, broken axles, just a wing falling of Patrick Gardner's J2, that was fixed oh so elegantly with gaffer tape. It was especially pleasing to see the most famous J2, that of the late Mike Hawke, with son Jeremy behind the wheel. But what a wonderful surprise to see Anne out marshalling on both morning and afternoon hills, giving competitors a cheery wave and a word as they passed. Long may this continue!

The first cars were away at 9.15a.m. climbing out of the ancient rope-making village of West Coker, where large crowds stood on every corner to cheer them on their way. Two differing challenges awaited in a large sloping field in the picturesque village of Hardington Mandeville. The first involved driving downhill against the clock, to stop astride a line where Emma Digby, Mike Linward, Nick Benger, Albert Koolmer (J2s), Neil McKay (K1) and Richard Jenkins (NA) all failed to stop, though whether due to the red mist, or just lack of brakes was unclear. This was followed by a sub divided section, where the best climb, incurring only six penalty points, was made by Thijs de

Groot in his J2, energetically bounced by our very own Year-book Editor Dutch Cath. It was good to welcome a very large Dutch contingent again this year, even though they did drive off with most of the awards! How is it that drivers from the flat lands of Holland displayed greater skill climbing hills than the native contingent?

The route then wended its way over the Somerset border into Dorset, taking in some spectacular views before bringing competitors up short before the new section of Barrow Hill in the charming village of Corscombe. Here again villagers had turned out in force to watch "They madmen". Comments received afterwards via the village clerk indicated that we had been perceived as offering good entertainment, being well behaved, welcome next year and perhaps not so mad after all! The start was through a swampy morass caused by a spring running down the section. All cars cleared this only to be faced with a cunningly placed restart. However only Nick Benger and Albert Koolmer were caught out by this. The rest of the field all got going again, fiercely spinning wheels managing to find grip and climb onwards and upwards with woodland to the right and occasional spectacular views to the left through gaps in the hedge. Having cleared this section, cars continued climbing on tarmac up to a ridge, with yet more splendid views to both sides, then ran along the ridge for several miles before descending to another new section, Butts Lane, with another restart placed on some ruts made slippery by a nearby spring. This caught out several competitors including Alan Grassam, Ian Davison (Ms) Emma Digby, Jeremy Hawke (J2s) and Neil McKay. A very scenic drive ensued, with a long climb up onto the A37, before dropping down the other side through Lord Digby's estate, and thence to Little Magna. This long, steep track up the side of a hill was first used by the MCC in their 1908 Exeter Trial. Then, in pouring rain, it must have proved an almost insurmountable challenge to belt driven motorcycles. Yet today in glorious sunshine, every wheel found plenty of grip on the hard surface covered in loose stones. Here our champion

Trials team of Bill and Liz Bennett was in charge, but not even they could devise a way of stopping any of the cars.

Bruce Weston's route then took us on through the historic town of Sherborne to Bottoms Up, a section named after a certain activity observed taking place there many years ago in a Volvo estate. Normally the roughest section of the Kimber, with deep ruts to be carefully avoided, this year it was smoother than the local potholed roads, thanks to the local farmer who thought he was being helpful by levelling with the blade of a caterpillar truck. Bruce Weston's comments are not recorded! In consequence was the second hill with no failures.

Soon after thirsty competitors arrived at the lunch stop in South Cadbury, having passed King Arthur's Camelot on the way. And what an excellent pub the Red Lion proved to be, providing superb real ales, with tasty fresh food served by two beguiling waitresses, who attracted many a lustful glance.

After lunch we journeyed on between leafy lanes to Batcombe, an easy section designed to lull competitors into a false sense of security before then tackling Alham Splash. Despite the lack of rain in the preceding weeks, the swift flowing stream was deceptively deep and caught out several cars. One has to drive against the clock for about 20 yards through the stream, before stopping astride Line B. Often drivers are so relieved to get through the stream without drowning their electric's that in their elation they forget to stop astride the line. This was the fate of Phillip Combos and John Maine (Ms), Neil MCI, Martin Warner and Richard Jenkins. This is the most popular spot for spectators, or more aptly ghouls, whose roars of laughter can be heard in Burton, as cars stop and bouncers have to roll their trousers up, disembark and push out. Experienced competitors come with distributors held firmly in the grip of a surgical glove. Now Martin Warner is a well seasoned competitor in his lovely KN torero, well versed in the delights of Alma Splash. So, with his blower in the bows rather than to starboard, so to speak, he had devised a devilishly cunning plate to deflect the water's ingress from the S.U.s

mouth. Sadly his design skills proved somewhat lacking for the plate instead served to fill his engine with fresh water! Once ashore he removed the plugs, pressed the starter and sent six jets of water squirting across the track, much to the amusement of the aforementioned ghouls. Happily neither blower nor engine suffered any lasting harm. Perhaps next year we shall see the first MG with a snorkel attachment. This section also caused the retirements of Nick Bengier and Richard Jenkins, presumed drowned.

The next section, Honeycliffe, featured in the first ever Kimber in 1937, and caused the failure of Dickie Green with a broken back axle, costing him an overall win. This year the dry rock based surface gave no problems.

A few miles further on in the hidden village of Pitcombe, an enterprising group of youngsters had set up a hot cross bun stall beneath the arches of the late lamented "Slow and Dirty" (or Somerset and Dorset) railway company's viaduct. Despite the extra weight now carried, none failed the long curving climb up a tree lined track, rendered innocuous by the dry weather





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Just round the corner awaited the intriguingly named Hell Ladder Lane, which in the past has given serious problems to many competitors, not least because of badger activity on the steepest part. This year there were no failures, so everyone was able to wend their way back to Lanes with a warm glow of success.

The results team of Andrew and Sue Owst had the results ready before our dinner. These showed that top man was Thijs De Groot, ably bounced to success by Cathelijne Spoelestra. Well deserved congratulations to them!

Close by in second place were Alex and Sarah Reid in their PA. It is good to see this historic ex-Curry trials car out doing so well in what it was designed to do.

There have been persistent rumours that an even more famous ex works trials car is almost ready after a long rebuild. How thrilling if this were to re-appear next year, the 25th anniversary of the re-instated Kimber.

In third place in another historic car, the ex Chalmondly Tucker M-type, was Oliver Richardson, showing us all just how good these little cars are. Well done to him on this his first trial. We all look forward to seeing him on the hills next year.

There were five M-types out this year, though sadly Mike Boulton, recovering from an operation, was unable to bring his famous Beggars Roost car. We wish him a speedy recovery and good luck next year.

After a superb dinner we were right royally entertained by our very own comp. Sec., the ebullient Mike Linward, with a series of rib tickling tales. He certainly has the "X" factor and we all owe him a huge debt of gratitude, not just for his wonderful sense of humour, but for the vast amount of work he so quietly and efficiently does on behalf of the Register. Thank you, Mike.

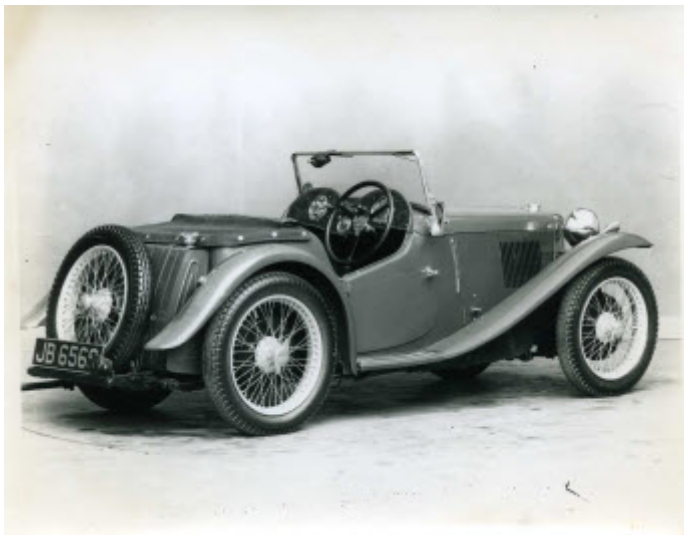
This historic trials meeting is always a good day out, and nobody damaged anything and went home feeling they had done something special. We hope others will be tempted to join us for next year's event.

## Results

(Number after is points lost. Where there is tie, times on special tests decide)

- 1<sup>st</sup> Thijs De Groot J2 - 6
- 2<sup>nd</sup> Alex Reid PA - 8
- 3<sup>rd</sup> Oliver Richardson M - 9
- 4<sup>th</sup> George Ward PA - 9
- 5<sup>th</sup> Patrick Gardner PA - 9
- 6<sup>th</sup> Mike Dalby M - 9
- 7<sup>th</sup> Ian Davison M - 13
- 9<sup>th</sup> Jeremy Hawke J2 - 13
- 10<sup>th</sup> Nigel Gibbons PA - 19
- 11<sup>th</sup> Philip Coombs M - 20
- 12<sup>th</sup> John Haine M - 21
- 13<sup>th</sup> Mike Linward J2 - 21
- 14<sup>th</sup> Alan Grassam M - 22
- 15<sup>th</sup> Emma Digby J2 - 33
- Neil McKay K1 - 38
- Albert Koolma J2 - 45

Retired - Martin Warner KN, Richard Jenkins NA  
and Nick Benger J2



So on to Sunday's Gymkhana, held by kind permission of those two famous dicers, Barry Foster and Hamish McNinch, in their large field at Butleigh. This is traditionally a much laid back social affair, and so it was this year. Six taxing tests had been planned by Barry, and laid out with the help of MMM stalwart Dave Brown. Cars sped round in circles, reversed into garages, parked alongside lines, passengers picked up strange creatures that had to be transported to and fro, drivers attempted to assess the width of their cars, all in all everybody had lots of fun. Which is what this weekend is all about: members enjoying their cars, the company of good friends, all set against the backdrop of light hearted competition. At the end of it all Thijs De Groot again emerged with the top honours, Nigel Gibbons (PA) was in second place, and Jeremy Hawke, showing some of his father's skill and judgement, in third place. Our thanks to Bruce Weston, Sue and Andrew Owst, Dave Mothersdill and the huge army of S.W. centre marshals, without whom the weekend could not take place.

Missed it this year? Never competed in this event, the only pre-war MG Car Club event still running? Then why not make a date for next year, the 25<sup>th</sup> anniversary of the event being re-started? Saturday April 14<sup>th</sup> is the date, book your room at the Lanes Hotel now.

## **Gymkhana Results**

<b>1<sup>st</sup> Thijs De Groot</b>	<b>J2</b>	<b>437pts</b>
<b>2<sup>nd</sup> Nigel Gibbons</b>	<b>PA</b>	<b>461pts</b>
<b>3<sup>rd</sup> Jeremy Hawke</b>	<b>J2</b>	<b>466pts</b>
<b>4<sup>th</sup> George Ward</b>	<b>PA</b>	<b>524pts</b>
<b>5<sup>th</sup> Alex Reid</b>	<b>PA</b>	<b>528pts</b>
<b>6<sup>th</sup> Mike Linward</b>	<b>J2</b>	<b>532pts</b>
<b>7<sup>th</sup> Richard Jenkins</b>	<b>NA</b>	<b>550pts</b>
<b>8<sup>th</sup> Mike Dalby</b>	<b>M</b>	<b>763pts</b>

# **Motor Sport At The Palace**

May 29<sup>th</sup> 2011 - by Mark Dolton

Another fantastic weekend of racing through the parkland course of Crystal Palace, and a great way for me personally to kick off my season, following the winter engine rebuild. Perfect day's weather brought large crowds to the wonderfully prepared and organised event. This year the Sevenoaks and District organisers had revised the class structures, which made for a more competitive event, and saw 4 Triple-M MGs pipped together in Class 2. Featuring in the Triple-M show piece battle were Ed Taylor's J3, Phillip Coombs' J2, Philip BP's C-Type and my PB.

The course was much the same as last year. Starting on Fisherman's rise and twisting back around onto the Terrace straight and down through the glade, this wonderful tree lined circuit certainly is a challenge to master and knock off valuable seconds. The start line had moved back slightly, making the first hairpin much quicker, but the finish straight had also been shortened, to help with braking areas past the line, after a Sierra Cosworth got it all very wrong last year.



**The Triple-M team line up for action (photo M.Dolton)**

Ed Taylor had shipped his J3 over from Australia, but nearly didn't make the start, as the replacement gearbox was only fitted to the car the day before. It wasn't the challenging six weeks at sea but the different OZ and UK safety standards on helmets and overalls that nearly caught him out. Luckily with a disclaimer signed, he was allowed to use his overalls, but had to share Philip BP's crash hat and so made it through and on to the start line. Originally shipped out to Oz in 1934, it has been prominent in competition down under and fantastic to see Ed and his car in the UK. Ed took the J3 consistently around the course all day posting a 53.53 best time.

Phillip Coombs was depositing detachable number roundels around the course through practice, certainly everyone, crowd and marshals new his number by the end of the morning. Philip BP must have lost time avoiding these around the course following the J2, Luckily some duck tape sorted this for the main event! Philip started steadily in the J2 but eventually recorded a 56.76 way below his original 1.02 first practice times.

Despite the C-Types continuing oil challenges, Philip BP really got to grips with the course, taking chunks out of his original 55 sec time down to 52.59 in his final run to take second in class. Driving the car to and from the event in style, the only issue being a broken temp gauge.



**Ed Taylor rounds the tight Link hairpin in his J3**

I'm glad to report that the PB ran wonderfully. I've clocked up around 300 miles since putting the engine back together, and despite running well, the car has felt underpowered, only giving 5 to 6 PSI boost, rather than the 8 we had last year. But compression seems good, and despite a few issues with rev counters and extending water leak in the block, the car ran very well. On the track my worries soon went away, as I managed a 48.87 on my first run, comfortably beating last year's time of 51.06. Maybe it's because I've shed a few stone and the track was quicker, but the car revved smoothly and just wanted to keep going and going! Very very pleased.

As with many hills and sprints it's exceptionally hard to better your time once you find the limits, and I couldn't match my first run time but kept consistently below 50 secs. Last year I was nearly the slowest car of the day, but with a 48 sec run we comfortably went quicker than a selection of cars in other classes, Wolseley Specials and modern machines, including a couple of Midgets!

Also on the track the modern machinery were powering around, Mike Field taking the FTD in a Stohr DSR, but by the narrowest of margins with a time of 35.85. A mere five hundredths of a second separating the two lead cars.

Elsewhere, the Brooklands Motorcycle Museum proved a particularly popular attraction, with many guests astonished to discover the speeds these wonderful old machines were capable of in their prime.

It really was another great day out at Crystal Palace. The event is well run and very efficient, easily getting our 3 runs in the afternoon. Many thanks to all marshals and organisers - a huge effort. Nearly 4000 people attended on the Sunday, with many very inquisitive and interested to see the MGs out in action. I highly recommend the day out to you all!

Next up Harewood for the first time; I've entered the VSCC and MGCC event the following day, so a full weekend in prospect!

## Results

Driver	Car	1 <sup>st</sup> Run	2 <sup>nd</sup> Run	3 <sup>rd</sup> Run
Mark Dolton	PB s/c	49.13	49.04	<b>48.87</b>
Philip B-P	C s/c	53.39	52.65	<b>52.59</b>
Ed Taylor	J3 s/c	55.22	<b>53.53</b>	53.63
Phillip Coombs	J2	<b>56.76</b>	57.01	58.35

# Pre-war Prescott

## Saturday 16<sup>th</sup> July

Having run three highly successful and enjoyable Prescott Garden Parties for the Vintage Minor Register over the last five years, Ian Grace is delighted to invite the Triple-M Register to participate in the inaugural Pre-war Prescott Garden Party. This exciting new annual event will be open to all Edwardian, Vintage and thirties cars and fills a gap in the annual schedule of events held at this famous hillclimb.

This new annual event will take place on Saturday 16th July, thereby affording VSCC Prescott competitors an ideal opportunity to practice for their August meet, without the formality of a competitive event. No flame-proof overalls, helmets or racing licenses will be required. Passengers may be carried, and saloons are equally welcome to join in the fun.

The day will be characterised by a relaxed garden party atmosphere, and will include untimed climbs of the hill throughout the day. The day will include trade stands, autojumble stands etc.

An event website will shortly be launched at [www.prewarprescott.com](http://www.prewarprescott.com), and online entries will be possible, with further updates as plans progress; but for now he would like to ask you to add the day to your calendar of events for 2011. If you have any questions or requests, please do not hesitate to get in touch with Ian Grace [vintageminor@gmail.com](mailto:vintageminor@gmail.com)



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## Brooklands Society Reunion 24<sup>TH</sup> July

This year all pre-war MGs are the invited marque at the Brooklands Society Reunion, which is a real privilege, and your Editor is arranging the entries. We are featuring the Evans family cars, and have arranged for five of the cars to be present, with the C/Q-type of Mike Dowley, the Bellevue Special single-seater of Ian Baxter, the N-type featured in last year's Yearbook, the Doreen Evans J2 owned by Keith Hall, and your Editor's C-type. These will be fired up during the day to parade round the pits to the lock up of Bellevue Garages behind the Campbell sheds where there will be a photo opportunity. We are hoping that we can get as many Brooklands historic cars to attend as well as other historic MGs, such as the Monte Carlo N-type.

We want as many Triple-M cars to turn up as possible to impress the Brooklands people. To get your discounted entry, please send me your £9 (£8 seniors), and also details of your car's history or other interesting aspects (e.g. special bodywork, etc). I will then make up display boards to put in front of your car, and those that do this will be guaranteed entry into the paddock area in front of the clubhouse, otherwise you might end up in the overflow area just outside the paddock. Entry tickets and paddock passes for cars with display cards will be sent out in the week leading up to the event.

There will also be runs up the Test Hill and along part of the banking for which there will be a separate charge.



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## **Chairman's Summer Gathering** **Sunday 31<sup>st</sup> July 2011**

Our Chairman, Peter Green, is again organising an informal Triple-M Register gathering with BBQ lunch at his home in Farnham Royal on Sunday, 31<sup>st</sup> July. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a light hearted Gymkhana and a Concours/Pride of Ownership for those that want to take part, as well as some other fun competitions to keep the non-drivers amused. The event will be run on similar lines to the previous ones that Peter has organised.

Peter regrets that it will not be possible to enter on the day, as he has to know in advance how many people will be attending, so that he can provide enough food and drink for everyone, so please enter in plenty of time. The cost of entry is £15.00 per person, which includes the BBQ lunch and drinks throughout the day.

An entry form is included with this Bulletin or alternatively it can be downloaded from the Triple-M website [www.triple-mregister.org](http://www.triple-mregister.org).

## **South East Centre Summer Celebrations** **Loseley House - 7<sup>th</sup> August**

We have been invited to join the South East Centre's main meeting, which takes place at Loseley House, near Guildford on Sunday 7<sup>th</sup> August. The day includes an organised run-in, Concours and Pride of Ownership, Grass Autotests, a Gymkhana and a Treasure Hunt on foot. If that is not enough, there is also a Craft Fair taking place on the same day in an adjoining field.

The event starts at 11am and the Elizabethan house is open from 1pm, where you will see art and furniture dating back to the 16<sup>th</sup> Century. There is also a walled garden with an award-winning rose garden, close to the moat walk. In addition there is a tea room, gift shop and plant sales.

All this for £7 a head pre-booked, which guarantees a show plaque. Competitions are charged extra at £4, or £9 for the driving tests. For further details and entry forms go to the SE Centre website [www.mgcars.org.uk/mgccse](http://www.mgcars.org.uk/mgccse) or contact Philip Bayne-Powell on 01483 811428.

## **Triple-M Register's Black Horse Driving Tests/Gymkhana – 14<sup>th</sup> August**

This event is part of the Register's 50<sup>TH</sup> Anniversary events, and consists of a relaxing day starting with an al fresco picnic, followed by the driving tests in the afternoon. These take place in a wide open field, navigating between cones and "garages", with help from your navigator.

The event takes place on the Pepperharrow Estate, just off the A3 south of Guildford, near Milford in Surrey.

This is a true Triple-M family day out, as many sons and daughters enter, along with a sprinkling of grandchildren.

The winner goes home with a fine Black Horse Trophy and other prizes of the liquid or edible sort are also up for grabs.

For further details and entry forms contact the organiser, Patrick Gardner, on 01372 452133.

## **Petwood Hotel Concours D'Elegance** **14<sup>th</sup> August**

For our northern members, Mike Hewson is organising this event again at The Petworth Hotel, Woodhall Spa, Lincs on Sunday 14<sup>th</sup> August.

There are seven classes of concours ranging from pre-1940 through to cars up to 1990. The entry fee is £7.00 per car.

The event starts at 10am, with coffee, tea and biscuits available until 12 noon. The main Terrace bar will be open from 11am for other refreshments.

A hog roast will be served from 12 noon to 3pm (£6.50 per person). Alternatively you can book a Sunday lunch with the hotel for £18 a head.

For further details and entry forms contact Mike Hewson on 01526 388680 or by e-mail at [concours.at.the.petwood@gmail.com](mailto:concours.at.the.petwood@gmail.com)

## **Third Classics at the Centre** **24<sup>th</sup> August**

This charity event takes place at The Memorial Centre, East Common, Gerrards Cross on the afternoon of Wednesday 24<sup>th</sup> August, starting at 3.30pm. This event is open to all pre-1882 cars, for which the entry fee is £5, spectators £1.

The garden Tea Room and Mulberry Bar will be open for refreshments.

Entry forms may be downloaded from [www.gxrotary.co.uk/classiccars](http://www.gxrotary.co.uk/classiccars) or by phoning 07790 928535.

## **MMMs in and around Bremen** **2<sup>nd</sup>-4<sup>th</sup> September**

Our member Klaus Falldorf is organising this Triple-M rally around Bremen. On the Friday evening there is a drive to Bremen Town, and a guided tour of the historic centre, followed by an à la carte dinner.

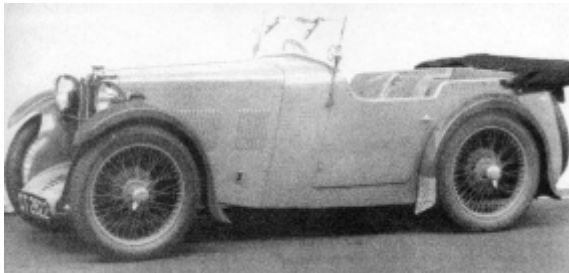
On Saturday the rally goes to Bremerhaven for a boat tour, snack and tour of the German Emigration Museum, with a 3-course evening meal.

On Sunday the rally goes to Worpswede to see the art gallery, followed by lunch and then departure home.

The entry fee of 120 Euros per person includes entry to Bremerhaven and Worpswede, harbour boat ride, and Saturday evening meal.

The rally is limited to only 20 Triple-M cars.

For further details and entry forms contact Klaus on [klaus.falldorf@web.de](mailto:klaus.falldorf@web.de)



# **Triple-M Continental Rally**

## **23<sup>rd</sup>-25<sup>th</sup> September**

The last event of the Triple-M's official 50<sup>th</sup> Anniversary events will take place in Normandy, France, under the capable organisation of ex-pats Lavinia and John Bevington.

The event starts with signing in at Hambye on the afternoon of Thursday 22<sup>nd</sup> September, when you will be given your rally pack and final details of the three days of jollity. Any outstanding monies will be collected at this time. There will be a barbeque evening meal to meet up with your fellow entrants.

Friday 23<sup>rd</sup> – after breakfast, we drive to Villedieu, a lovely old historic town, where you can visit the world-famous bell foundry or a museum. You will be asked to choose beforehand from a copper/pewter/ clock or lace museum. Lunch can be taken in one of the many and varied restaurants or bars in town. The evening dinner will be at a local restaurant.

Saturday 24<sup>th</sup> – after breakfast we drive to the Chateau at Balleroy, where you can go round the chateau, the grounds and the balloon museum. The Chateau is owned by the famous multi-millionaire Malcolm Forbes, who was the first person to cross America in a hot air balloon. After lunch at Le Relais de la Foret, there is a choice of venues for the afternoon; either the gardens at Planbessin or the Abbaye Cerisy-la-Foret. The day is rounded off with an evening meal at a local restaurant.

Sunday 25<sup>th</sup> – after breakfast there will be a scatter rally visiting local villages to answer searching questions. A light bagette lunch will precede the afternoon driving tests, which will be held in the cordoned off village square. The evening's gala dinner will be held in the Auberge de L'Abbaye.

Monday 26<sup>th</sup> – after breakfast you will be free to make your own way home. The price of £245/275 Euros per person includes all breakfasts, two lunches, afternoon teas, and three evening dinners, with transport provided, together with entry to all the attractions, including the Rally and driving tests. Accommodation is not provided, as this varies, but will be from 50–60 Euros per room. We ask you to complete the enclosed entry form and send it to me, Philip BP, with a deposit of

£50 (56 Euros) per person. You will need to arrange your own ferry crossings since these leave from different places, with different prices, also some people may want to stay on longer, and return later. If you want to stay over with John and Lavinia this can be arranged. I am proposing to go out from Newhaven to Dieppe on the Thursday morning and take the cross-country route down to cross the river Seine at the Pont de Tankerville, then via Pont L'Eveque and round Caen to reach Hambye by the afternoon. This is a lovely route, making the most of the quiet French country roads, and I hope a few of you will join us on this run in.

We are hoping that our European cousins will make journey to Normandy, as they do not have the cost of the ferry, which us UK entrants will have.

## Inter-Register Club Events - 2011

Sat

<i><b>Date</b></i>	<i><b>Club</b></i>	<i><b>Event</b></i>	<i><b>Location</b></i>
Sat 18 <sup>th</sup> June	750MC	Treasure Hunt & Rally	Hants/Berks
Sun 26 <sup>th</sup> June	Riley	Bathos Trophy scatter rally	Worcestershire
Sun 17 <sup>th</sup> July	Humber	Navigation Rally	Dorset
Sun 31 <sup>th</sup> July	STD	Driving Tests + tour	Hungerford
24 <sup>th</sup> July	Riley	Navigation Treasure Hunt	Scotland
Sun 18 <sup>th</sup> Sept	Riley	Scatter	North Wilts/ Gloucestershire
Sun 25 <sup>th</sup> Sept	Crossley	Treasure Hunt	North Yorks
Sat 1 <sup>st</sup> October	Alvis	Scatter Rally	Dartmoor
Sat 19 <sup>th</sup> Nov	ATDC NHAEG	"Nightjar" Scatter/Orienteering	Surrey/Hants/ Berks

For further details and entry forms please contact the Editor, who is the IRC co-ordinator for the Triple-Register.

# FUTURE EVENTS

11 <sup>th</sup> June	VSCC Cadwell Park race meeting	01608 644777
18 <sup>th</sup> June	VSCC Brooklands Speed Trials	01608 644777
18 <sup>th</sup> June	IRC Rally/treasure hunt	0118 983 2224
21 <sup>st</sup> -23 <sup>rd</sup> June	Triple-M 50 <sup>th</sup> Anniversary Rally	01628 665055
24 <sup>th</sup> -26 <sup>th</sup> June	MG Live Silverstone	01235 555552
16 <sup>th</sup> July	Pre-war Prescott	<a href="mailto:vintageminor@gmail.com">vintageminor@gmail.com</a>
24 <sup>th</sup> July	Brooklands Society Reunion	
31 <sup>st</sup> July	Chairman's Summer Gathering	01628 665055
14 <sup>th</sup> August	Triple-M Black Horse Gymkhana	01372 452133

## Car Of The Year 2011 Scores to 23<sup>rd</sup> May

Position	Register Number	Car	Registration Mark	Driver/s	Points
1st	909	J2-PA/s	FW 3909	Bill Bennett	99
2 <sup>nd</sup>	341	M	PJ 7970	David Rushton	38
3 <sup>rd</sup>	1804	PA	MG 3848	Alex Reid	37
4 <sup>th</sup>	2362	NA	BTT 726	Richard Jenkins	33
5 <sup>th</sup>	2960	J2	AM-30-25	Thijs de Groot	27
6 <sup>th</sup>	1426	NA/s ss	Bellevue Spl.	Ian Baxter	23
7 <sup>th</sup> =	1883	J2	PO 8865	Patrick Gardner	19
7 <sup>th</sup> =	920	PA	TG 8337	George Ward	19
7 <sup>th</sup> =	3	J2	DG 5404	Jeremy Hawke	19
7 <sup>th</sup> =	3205	K3/s	JB 7526	Peter Green	19
11 <sup>th</sup>	65	PA/s	DPH 228	Nigel Gibbons	18
12 <sup>th</sup>	108	M	OU 4824	Mike Dalby	15
13 <sup>th</sup>	3226	C/s	JO 2288	Hamish McNinch	14
14 <sup>th</sup> =	1140	J2	JL 753	Mike Linward	13
14 <sup>th</sup> =	2761	K1/s	MG 2794	Edward Mullins	13
16 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	12
17 <sup>th</sup> =	317	Jarvis M	GP 1856	Annette Lee	11
17 <sup>th</sup> =	1428	J2	DG 6142	Nick Benger	11
17 <sup>th</sup> =	-	M	-	Paul Russell	11
17 <sup>th</sup> =	-	M	-	David Cutler	11
17 <sup>th</sup> =	1595	M	PG 1045	Frank Ashley	11

17 <sup>th</sup> =	1270	NB Cresta	MG 4750	Bob Clare	11
17 <sup>th</sup> =	-	PA/s	-	Mike Painter	11
23 <sup>rd</sup> =	1794	J1	UF 9856	Colin Lee	10
23 <sup>rd</sup> =	907	K1	ADH 360	Neil MacKay	10
23 <sup>rd</sup> =	2591	PA	MG 3242	Colin McLachlan	10
26 <sup>th</sup> =	148	M	OY 1 548	John Haine	9
26 <sup>th</sup> =	3303	M	LS 2464	Oliver Richardson	9
26 <sup>th</sup> =	2517	M	SV 6402	Roger Glistler	9
26 <sup>th</sup> =	1533	PA-PB	WV 5012	Dick Morbey	9
26 <sup>th</sup> =	1550	PA	567 CRU	Peter Scott	9
26 <sup>th</sup> =	2000	K3/s	MG 3570	Andrew Taylor	9
26 <sup>th</sup> =	250	PA	MG 3294	Andrew Bradshaw	9
26 <sup>th</sup> =	1963	PB	YS 5081	Keith Wallace	9
26 <sup>th</sup> =	2284	J2	OB 5374	Colin Henderson	9
26 <sup>th</sup> =	225	K1	ALU 463	Martin Jacobs	9
26 <sup>th</sup> =	135	KN Saloon	BYK 340	Peter Prosser	9
37 <sup>th</sup> =	2272	C/s	LJ 4444	Oliver Richardson	8
37 <sup>th</sup> =	-	PB	-	Simon Etherington	8
39 <sup>th</sup> =	2692	J2	SW 4156	Brian Galbraith	7
39 <sup>th</sup> =	2694	J2-PA/s	Kayne Spl.	Mike Painter	7
41 <sup>st</sup>	2715	KN/s	CG 8379	Tanya Lewis	6
42 <sup>nd</sup>	2579	M	MG 874	Ian Davison	5
43 <sup>rd</sup> =	1931	C/s	VD 30	Barry Foster	4
43 <sup>rd</sup> =	1463	NA/s	BUU 964	David Downes	4
43 <sup>rd</sup> =	-	NA/s	BXY 121	Chris Cadman	4
43 <sup>rd</sup> =	407	J2/s	XJ 4982	Peter Batty	4
47 <sup>th</sup> =	627	J2	FS 5663	Emma Digby Kim Jenkins	3
47 <sup>th</sup> =	2912	C/s	GX 9693	David Potter	3
47 <sup>th</sup> =	597	PB/s	VV 4538	Peter Haynes	3
50 <sup>th</sup> =	2200	C/s	RX 8306	Philip Bayne-Powell	2
	1000	PB/s	JB 7521	Brandon Smith-Hilliard	2
	1135	M	SV 5438	Alan Grassam	2
	2852	M	RH 5831	Philip Coombs	2
	3246	J2	AL-37-86	Albert Koolma	2
	676	PA/s	WP 5939	Roger Thomas	2
	2133	KN/s ss	-	Andy King	2
	1418	PA	ARO 872	Paul Ferrena	2
	1976	J2/s	JF 5278	Gil Collins	2
	605	L1/s	MG 2802	Bob Jones	2
	3018	PB	MG 4516	Graham Holdsworth	2

1997	NA	MG 3271	John Dutton	2
3272	J2/s	APG 718	Colin Bird	1
815	KN/s	MG 4314	Martin Wamer	1

Results from the following events are the only ones that have either been submitted or analysed since the last Bulletin, and hence are the only ones that make up the 2011 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

27 <sup>th</sup> March	Torbay Motor Club, Torbay Trial	Full
9 <sup>th</sup> April	VSCC Scottish Trial	Full
10 <sup>th</sup> April	Ross & District MC, Kyre Trial	Full
16 <sup>th</sup> April	Lothian Car Club, Doune Hill Climb	Full
16 <sup>th</sup> April	MGCC SW Kimber Classic Trial	Full
17 <sup>th</sup> April	MGCC SW Kimber Classic Gymkhana	Full
23 <sup>rd</sup> April	MCC Land's End Trial	Part Results
23 <sup>rd</sup> April	VSCC Silverstone Race Meeting	Full
1 <sup>st</sup> May	VSCC Curborough Speed Trials	Full
8 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
15 <sup>th</sup> May	Ilkley & District MC, Ilkley Classic Trial	Part

## Racing Challenge Trophy 2011 The Betty Haig Cup To 22<sup>nd</sup> May

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
C/s	Hamish McNinch	3	0.540
K3/s	Brandon Smith- Hilliard	2	0.689
KN/s	Tanya Lewis	2	0.704
J2/s	Peter Batty	2	0.820
PA/s	Mike Painter	1	0.278
PB/s	Peter Haynes	1	0.300
K1/s	Edward Mullins	1	0.583
C/s	Oliver Richardson	1	0.667
C/s	Barry Foster	1	0.800



## SLADE TROPHY 2011

### Scores to 29<sup>th</sup> May

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	J2-PA/s	Bill Bennett	43
=2 <sup>nd</sup>	M	David Rushton	10
“	J2	Thijs de Groot	10
4 <sup>th</sup>	PA	Alex Reid	9
=5 <sup>th</sup>	M	Oliver Richardson	8
“	PA/s	John Wells	8
7 <sup>th</sup>	J2	Patrick Gardner	7
8 <sup>th</sup>	PA	George Ward	6
9 <sup>th</sup>	M	Mike Dalby	5
10 <sup>th</sup>	M	Ian Davison	4
11 <sup>th</sup>	J2	Jeremy Hawke	3
12 <sup>th</sup>	PA/s	Nigel Gibbons	2
=13 <sup>th</sup>	M	Philip Coombs	1
“	PB/s	Brandon Smith-Hilliard	1
“	J2	Brian Galbraith	1

## SPEED CHAMPIONSHIP 2010

### To 29<sup>th</sup> May

Position	Car/s	Driver	Points
=1 <sup>st</sup>	M	Frank Ashley	7
“	PA	Colin McLachan	7
3 <sup>rd</sup>	NA	Richard Jenkins	6
4 <sup>th</sup>	NA/s ss	Ian Baxter	5

April saw the start of speed competitions in the UK and Colin McLachan was at one of the earliest, the Lothian Car Club's Doune hill climb, on 16<sup>th</sup>. Colin's best time of 78.38 seconds in the unsupercharged PA was quite respectable, but insufficient to overhaul a supercharged Austin 7 Special and a V8, 3.9 litre Mercury-engined special in the Pre-'46 Class.

The first Vintage race meeting on 23<sup>rd</sup> April is a good place to see some new season cars and on this occasion there was the K3 style supercharged NA of Chris Cadman and the Q-style, PB of Simon Etherington. Unfortunately, neither of them performed particularly well. Hamish McNinch's C-type was entered in two races as was Edward Mullins' K Special. and Tanya Lewis' KN Special. Oliver Richardson C and John Dutton NA just entered the High Speed Trial, Race 1. From memory, this used to be a 1 hour race, reduced to 30 minutes as a 'temporary' measure during the petrol shortages of the early 1970's from which it never recovered. The best performance of the day was from Mike Painter in the supercharged PA in Scratch Race 11. Mike's car was the smallest in the race but finished a creditable 5<sup>th</sup> behind a T51 Bugatti, ERA, Delage Special and Riley TT Sprite and was placed 1<sup>st</sup> on handicap.

The Curborough Speed Trials on 1<sup>st</sup> May also had a 'new' car, the M-type of Paul Russell, double entered with David Cutler, who proved the quicker of the two with 55.77 seconds for the single lap, slightly faster than Roger Glister's M-type, but no match for David Rushton's M with 52.21 seconds. Duncan Potter had entered his C-type in Class 3 for Special Sports Cars. Mike Painter was entered in the Racing Car Class 6, this time in the 'Kayne' Special, a J2 with a supercharged PA type engine. In a large class of 19, he finished 5<sup>th</sup> with a best time of 40.26 seconds, which was nearly half a second quicker than Ian Baxter in the single seat N-type 'Bellevue Special'.

Also in early May was the Vintage Revival at Montlhery, followed a week later by another Montlhery visit, this time as part of the MG Club of France's 30<sup>th</sup> Anniversary celebrations. Altogether almost a dozen Triple-M cars took part, the majority from England.

The Vintage 'SeeRed' Donington race meeting has moved forward in the calendar and took place over the weekend of 21<sup>st</sup> and 22<sup>nd</sup> May. The, by now traditional, 2 hour Relay Race concluded the first day's racing and this year there was only one team of MGs, titled 'Four By Four' and comprising Barry Foster, Hamish McNinch and Oliver Richardson in C-Types and David Downes in his supercharged J2. The only drama came towards the end of the race when the McNinch C-type lost water after the threaded filler parted company with the top of the tank. Fortunately, Barry Foster's C was standing by and completed the remainder of the race without penalty. At least, that was what the team thought and it seemed

they would have a top two finish. By the time the announcements were made later in the day, it was discovered the team had been penalised 3 laps which dropped them down to a disappointing 7<sup>th</sup>. At the time of writing it is still not clear what the penalty was for, as their 'official' race observer had recorded none.

Vintage Wiscombe hill climb on 8<sup>th</sup> May had three Triple-M cars entered. Frank Ashley's M-type took the handicap award in Class 2 and finished third in Class with 65.91 seconds. Richard Jenkins was placed 2<sup>nd</sup> on handicap in Class 3 with a best time of 68.17 seconds and Ian Baxter was second overall in Racing Class 14 with 51.39 in the 'Bellevue Special'. Weather conditions play a large part in the performances at Wiscombe as so much of the track is in the shadow of trees and difficult to dry out. Although the day was rain free, the rain from the previous day and the cool temperatures meant the course was slippery throughout the day.

The traditional South West Centre 'Wessex' Sprint on the first Bank Holiday Monday in May was not able to take place this year due to problems with permissions to use the airfield site. The event has now been re-scheduled for 6<sup>th</sup> August at Castle Coombe. For details, contact Bruce Morgan on 01275 790855.

As the speed competitions start so the trials finish, or at least the first half of the competition year. Bill Bennett's trials year did not get off to a good start when he had to withdraw the J2 on the MCC Exeter with a blown head gasket. Although this has scuppered his chance of a 2011 'Triple', after repair it was business as usual for the remainder of this half season which included six Class wins and a Gold Award on the MCC Land's End at Easter. The SW Centre's Kimber Classic Trial took place on 16<sup>th</sup> April and had a good Triple-M entry of nineteen cars made up of six M types, seven J2s, three PAs, one N-type and two long wheel base K tourers, the supercharged KN of Martin Warner and the K1 of Neil Mackay, which also sported a pre-select gearbox – very brave. Unfortunately the Kimber Trophy was not won by a Triple-M car but the Class Winner was Thijs de Groot's J2, with Alex Reid's PA second Triple-M. The Gymkhana, on the following morning with kind permissions from Barry Foster and Hamish McNinch, was also won by Thijs de Groot's J2 with Nigel Gibbon's supercharged PA second

## **Triple-M report from our Australasian Rep Peter Kerr, from the Sunshine Coast, Queensland**

Our pre-war MGs tend to follow a full calendar of events under the umbrella of our own MG clubs. The events in Australia are very comprehensive, and include the annual MG National meeting, which, for me, is an opportunity to catch up with my colleagues and enthusiasts around the globe. In fact, there is little need to venture out from under our large MG club umbrella.

However, I note a growing trend, which I support, where we move out from under the club comfort zone and into open competition. I have done this myself, particularly in State and National competition, and have achieved several class wins in National Hillclimbs, for example. I also compete in historic hillclimbs and sprints in open competition with all marques.



**NA 0550 competes in an open historic hillclimb**

The result is that the Alfa Romeo, Bentley, and other prominent marque owners accept MG as worthy competition. This was the case in the 1930s of course, but today when we step out from under our club umbrella,

They do not see our MGs competing at a club level, or at the Nationals, and I have appreciated the respect shown by some of the more expensive, or valuable marque owners.

This can also apply to an open concours of course. I started my 2011 calendar year in January at an Australia Day presentation with many different marques, which was open to the public at large. I really was 'talked off my feet' answering the questions from other owners and the public in general.



### **NA 0550 at January 2011 Australia Day open concours display**

I always attend the Formula 1 GP in Melbourne, and a group of pre-war MGs made an excellent display in the historic tent, and on the Albert Park GP track this year. These MGs stood head to head with Jaguar, Alfa, Ferrari, Vauxhall, Bugatti, and so on. It was most impressive, and the MGCC Victoria Pre-war Register always holds an evening get together to meet and greet the international visitors at the F1 GP.

Ray Skewes was in charge and it was a wonderful venue to meet everyone. Well done.

I thought about the benefits of these open events, which are featured in the public arena. Obviously, the MG flag is waved to a much wider audience, and some of the fancied owners such as Alfa, gain a respect for MG, particularly when they read their achievements on the display boards, or talk with the current custodians. The other side of the coin is that the MG owners make new friends and appreciate the respect shown for their MGs. The press feature the MGs on an equal footing too. The Nationals is shown as an MG event, and all the models may be given equal prominence. At the Formula 1 GP, the Triple-M cars stand head to head with the other marques.



### **John Gillett's K3 030 at the Formula 1 GP**

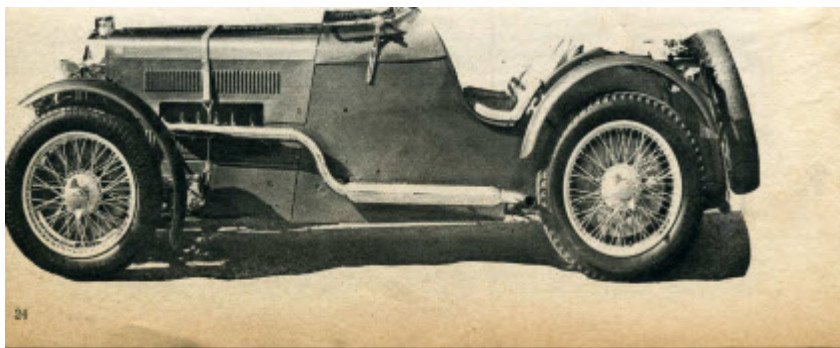
I will continue this trend, as I am sure that several other Triple-M owners are already down the path ahead of me. We are not diluting the importance of those great MG only events. Beechworth, for example, will be a standout later in 2011, I am sure. All I am encouraging, is another tier of activity, which will

bring some of our gems out of the closet and onto a wider public forum. It is obvious that many more people attend the Formula 1 GP at Albert Park than our MG club events. In the UK, I see plenty of examples too. Silverstone and Goodwood come to mind, and Ed Taylor from Melbourne has just arrived in the UK with J3762. Please welcome our Aussie visitors. Philip has told me he is doing just that now, and replacing the duff gearbox in the J3. Well done.

## **K3 Magnette**

By John Viertal

From Auto Sport Review of May 1953



Harry Crown, who runs a good sized machine shop in Burbank, California, has been fascinated by fast motor transportation all his life. In the Twenties, he drove in races at the old Ascot Speedway and other Western tracks. Today he owns two sprint cars, in partnership, and is a prominent and active member of the Western Racing Association.

Some time back he felt the urge to own an outstanding European sports car of the pre-war era, one that would typify all that was best in its period. His choice finally settled on the K3

Magnette –one of the most illustrious ancestors of today’s largest-selling sports car, the MG roadster.

Finding one of these supercharged 1933 six-cylinder 1087cc road-racing champions wasn’t easy. When he contacted the firm of Chiltern Motors in England, he learned that only three K3 Magnettes in good repair and original condition were known to exist in all of Britain. Of these, one was finally found that was available, seemed mechanically healthy, and bore a price within the bounds of reason. It was shipped across the Atlantic last summer. When I drove up to his home in the foothills above Burbank, Harry Crown lifted the door of his garage to disclose the K3 sitting there beside his 5.4 straight eight four seater Mercedes convertible. Next to the massive opulence of the big Mercedes, the K3 looked quite small and delicate. The contrast brought out its qualities of lightness and agility, a machine that was ruthlessly shorn of all that was non-essential, a design dedicated only to the purpose of speed and nimbleness.

Crown had painted the car a brilliant emerald green, and that, together with the impeccable gleaming chrome of the radiator, fixtures and Rudge knock-off wire wheels, gave its appearance a gemlike brightness.

The engine sprang to life at once, and the characteristic, pulse-quickening beat of the racing exhaust made the ground vibrate.

The type K3 Magnette has been considered one of the most successful designs produced by MG during the company’s racing activities in the 1930s.

During the late Twenties the MG Car Company had produced a series of sports cars of 2<sup>1</sup>/<sub>2</sub> litres, culminating in the 100hp road racing model known as the “Tigresse”. In Europe 2<sup>1</sup>/<sub>2</sub> litres- a little smaller than the engine of the Aero Willys – is considered a relatively large car. The “Tigresse” had a 114 inch wheelbase, and was within reach of only the wealthiest enthusiasts. The economic disturbances of the year 1929 turned the company’s thoughts towards a sports car more readily accessible to a wider public, and thus the first MG

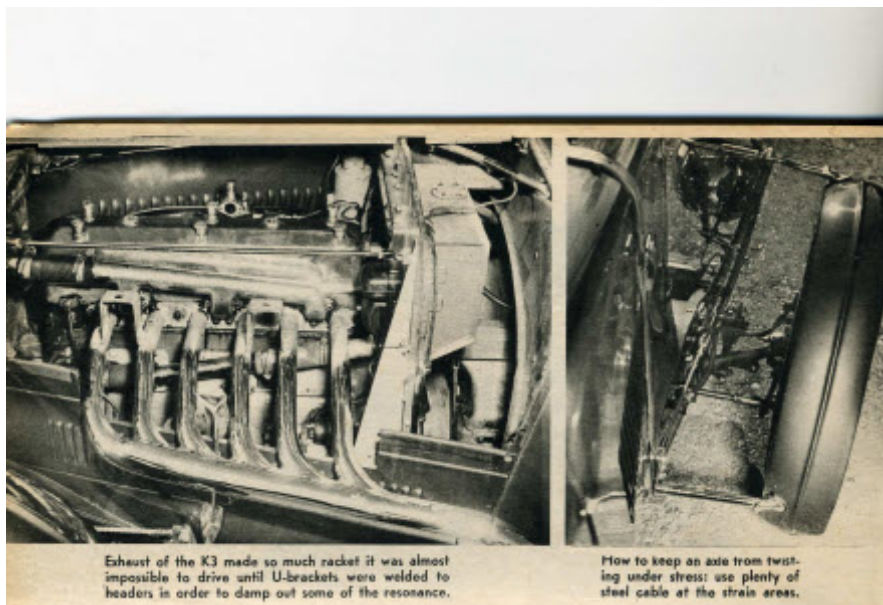


Midget was born – the first of a line of cars that leads up directly to the TDs and Mark IIs of today.

The first Midgets had a four cylinder engine of 847cc – 57mm bore and 83mm stroke. Weight was little more than 1000lbs, wheelbase 81 inches. The engine was rated at 37hp at 600rpm. They were entered in the Double Twelve Hour race at Brooklands (in England) in 1931, where in their first appearance in competition they won their class, achieving a closely contested victory over their chief rivals, the supercharged Austins. From that time on, successive refinements of the design scored a most impressive record of successes in European competition. MG Midgets held the world speed record in the 750cc class - the engine volume having been scaled down to bring them within that limit – at first at 103mph, and with a later model in 1935 at 140mph. Meanwhile in addition to other modifications, a supercharger had been added, which helped boost horsepower considerably above the original 37hp.

The success of the 1932 version of the Midget, the J-type, with an engine of 846cc with bore and stroke of 57mm by 73mm, induced the company to plan a larger engine simply by adding two cylinders to this four cylinder design. Late in 1932, before construction of the first prototype had even begun, it was decided to enter a supercharged form of the new six-cylinder car in the Mille Miglia in May 1933. Within this six month period three team cars were completed, shipped off to Italy for testing and practice, and then won both class victory and team prize, setting a new class record by a considerable margin. This was the 1087cc K3 Magnette.

The Mille Miglia team cars having been shipped off to Italy, only two cars of the 1933 series K3 remained in England. They had the short square stern that has since become part of traditional MG design, while the later series of K3s built in 1934, sported the faired, tapered, tails usual in all out racing machines. The car in Harry crown's garage was one of the two remaining 1933 models. As it had about 10.000 miles on it, and



Exhaust of the K3 made so much racket it was almost impossible to drive until U-brackets were welded to headers in order to damp out some of the resonance.

How to keep an axle from twisting under stress: use plenty of steel cable at the strain areas.

showed signs of having been raced extensively, all the evidence added up to the conclusion that this was the identical car in which Tazio Nuvolari won the 1933 Ulster Tourist Trophy race, (*which we know now not to be true – Ed.*). It was with a feeling of considerable reverence that I inserted myself into the cockpit.

The K3 is now 20 years old. Harry Crown had no absolute assurance of the condition in which he would find the car he had acquired by lengthy negotiations via airmail and trans-Atlantic telephone calls when it finally arrived in California. Yet all he has had to do to it in the six months he has owned and driven it, is to give it a coat of paint, and insert a 1/16" compression plate under the head to take some of the extreme stress off the engine – which still gives him a much greater potential of power and performance than he can ever use on the normal highway. Otherwise "I've just filled it with gas and oil" he says. We drove out of Burbank down the wide straight roads that border the San Fernando Valley, the along a gently curving two-lane highway up a canyon in the foothills. It was a brilliant, clear, sunny day – ideal sports car weather. We drove quite

gently, never coming anywhere near pushing the engine to its peak. Still, whenever the road was sufficiently clear to allow it, just opening the throttle about one third shot the K3 up to 4200rpm in fourth gear. With the 19x4.75 inch tires, and the rear ratio giving bus about 19mph per 1000rpm, we were doing an easy 80mph. And the engine still had more than 2500rpm left in it; we were not even approaching the car's cruising speed.

A ride in the K3 offers just about the ultimate in sensation; you sit extremely low, in front of you the long slender hood and the agile looking wire wheels covered by slim cycle-type fenders. You see the wheels turning and the road rushing under the front axle. You feel the urge of the tautly stressed engine pulsing through you. It gives you a terrific sensation of speed. And the exhaust outlet is right next to the passenger seat; its blast is really soul-shaking.



In the K3, since the reduction of gear noise is not considered of consequence, all the gears, those driving the blower and the cams, and those in the differential are straight cut instead of

helical, as is the practice in more discreet transportation. So they make a forceful contribution to the general racket.

Indeed, exhaust gear and blower noises are of such an order that Crown's neighbours, not having cultivated the connoisseur's taste for this type of music, have complained strongly. So when pulling away from his garage, he has to apply, with the greatest restraint, what the British so fittingly call the "load pedal".

Transmission is by preselective epicyclic self-changing gearbox. There is no clutch in the conventional sense. Instead, after the gear lever is set, you jab the left pedal and bands close instantaneously over the gear drums selected. There is none of that gentle transition between engage and disengage that you get in the conventional well-tempered clutch – the drive is either all out or all in, and requires judicious and sensitive handling to avoid undue strain on engine and power train. If you should be so foolhardy as to try, you could also shift directly from fourth to first gear, and the transmission would unhesitatingly carry out your command, though as a result the internal parts of the engine would most likely become indecently exposed.

The ride is extremely firm and therefore pretty rough. The suspension – semi-elliptic all round, but with the rear springs mounted to the side of the straight frame rails, and the solid rear axle carried above the frame – is really stiff. That, and the perfect weight distribution, gives the car phenomenal handling characteristics, though at the cost of some comfort.

You make a rather closer acquaintance with each unevenness in the road than you might like, and Harry Crown himself admits the K3 is not the ideal car for long journeys. Still, the firmness of the ride gives you a tremendous sense of security – as Crown says, you would have to make a really horrible mistake to get into trouble in this car. And the lovely way the car settles into fast turns should more than reconcile you to its lack of gentleness in the ride department. Breaking characteristics, too, are of a high order. When you step on the pedal, no matter at what speed, the car stops; it

doesn't fuss, it doesn't wriggle, it doesn't sway or slide – it just stops, right then.

The bodywork is extremely solid; materials and workmanship definitely of the finest. Whenever it was considered necessary, lightness of weight was sacrificed for the sake of strength and durability. Thus fenders and headlights show none of the tendency to flap about that one finds in many cars of less than half the K3's age. And still it weighs in considerably lighter than many machines that call themselves sports cars today.

The K3 Magnette is 20 years old. With the boost given by its No 9 Powerplus blower, the engine develops 120bhp at 6500rpm out of a swept volume of less than 1100cc (65 cubic inches) compared to the 54bhp at 5200rpm developed by the unblown 1250cc MG TD of today.

Weight is in the neighborhood of 1400 pounds compared to the 200 plus of the TD. Wheelbase and tread dimensions are almost identical with those of the current car. Perhaps it is not fair to draw comparisons in performance. The K3 is a highly cultured, all-out competition machine, which the TD is not, and is not meant to be. The ease with which the Magnette reached 80mph did not incline me to entertain any doubts about its top speed, which is over 120mph.

Crown believes that the K3 Magnette is the most representative small car of its era. It is the car on which many of the great European drivers of today put in their early experience, and learned their art – among them Bira and Reg Parnell, just to mention two.

The engine and chassis of the K3, slightly modified (the engine hotted up to develop 200bhp and enclosed in a streamlined body designed by Reid Railton), formed the basis of the 1939 car which Goldie Gardner set the first record of over 200mph for the 1100cc class. But even in touring trim, the K3 is certainly one of the most exciting cars of its own or any other era.



**K3008 in the condition it was as recently sold  
at auction in the UK**

*This car was subsequently owned by Noel Cobb, in America, from where it was recently brought into England, to be sold to an English enthusiast, so we should soon see it back in action after its sympathetic restoration – Ed.*



**The recent condition of the engine bay, still with the  
stiffener straps to the exhaust**

## **Further Production Modifications to the J-type**

(Omitted from the last Bulletin by mistake)

**J3581 (approx)** - On engine 2501, most likely fitted to car J3581, the front housing was changed to accommodate an extra main bearing, and new clutch lever pins were introduced. It is thought that at sometime the clutch cover plate was changed from steel to aluminium. The parts list does not mention this, but maybe the new pins are merely longer than the original ones, so as to allow for the fact that the lugs on the ali cover plate, through which they pass, would probably have to be thicker than the steel one to maintain strength. The extra bearing was fitted in the hope it would prevent crankshaft breakages; perhaps they thought a lighter clutch would also help.

**J3581 (certainly)** - The exhaust system was modified, probably on engine 2501. The front pipe was shortened, and the tail pipe lengthened, thus bringing the silencer forward, necessitating an undertray with a recess in it to clear the silencer, instead of being flat. It would be useful if the chassis files could be checked out to see if J3581 did indeed have engine 2501, or if engines 551 and 1675 were fitted to J2048 and J2910.

## **YOUR LETTERS**

### **From Paul Mullins**

Dear Philip

K0433 may be being chopped up to make another K3 replica (April bulletin) but its body, wings, bonnet, windscreen, dashboard, hood, seats and interior are staying together to speed me on my way re- building my K1 chassis. I did build a K3 replica fifteen years ago (not from a complete car) so the front axle, radiator and various other left over K1 parts are finally being recycled.

Give it a year or so and there will be one more K1 tourer.

Regards

## From Paul Edwards

Hello Philip,

I thought you might like this shot of my late uncle's J2164, of which I am now the custodian.

It was taken in the woods near Wiscombe, after I had just nipped over the gate to answer a call of nature. I am (almost) a local, so go to the entrance the back way.

I became the custodian in 2008, after the car had spent years in my uncle's workshop. I got it going in Spring 2009, the first time I drove a Triple-M car was when it passed the MoT on a Tuesday, and we set off with Andrew and Katherine Morland for the Exmoor Rut on the Friday. I've had a TC since 1965, but I really enjoy the J2 - it's so light and responsive - a different experience altogether.

I don't know whether this is useful, but I polished the head-lamp reflectors with Goddards 'Long Term' silver polish, and two years on they are still gleaming.

Regards, Paul





## From Keith Herkes

Hello Philip.

I recently bought a small collection of original photographs and amongst them was one of an M-Type, Registration PJ 3200. It is possible that it was taken around the 1960s, early 70s, as that would tie in with some of the other photos in the collection.

I have been onto Robin Hamblett, but sadly there is nothing in the Register.

If you would like to include it in the next Triple-M Bulletin, as a "where is it now" item, then you have permission to reproduce it as such.

Perhaps it may jog a few memories somewhere.



## From Alan Grassam

Hello Philip,

Much to my surprise no one at the Kimber weekend came up with the name of the historic mystery car that had been wantonly destroyed. It was, of course, Bongazoo, as will be clear from the attached photo. Therefore I have had to drink the prize, a bottle of

grand cru St. Emillion, myself. Shame on you all for not knowing the car!  
Kind regards,



## **TIPS AND HINTS**

*We urgently need more items for this section, so as to enable the many people who read the Bulletin to get the technical information, that they subscribe to the Bulletin for. Many people are new to this game and wish to obtain as much information about their cars as possible. So please think about a little dodge or assembly detail that you may have recently done which may help your fellow Triple-M member. Almost as important is a recommendation of a firm who has been of help to you recently – often people are reassured when they use a firm that has been recommended by fellow owners; it helps to save people going to a firm which has been less than satisfactory when the firm is picked at random.*

**Roe Engineering (Fleet) Ltd, (10 Kings Road, Fleet, Hants, GU51 3AD tel. 01252 613404)** recently skimmed the banana head on the editorial C-type in under 24 hours and for only £48. As well as surface grinding of heads, they do cylinder boring, Crankshaft grinding and balancing, valve seat and helicoil inserts, amongst other things. They are an old established firm, of the sort that seem to be going out of business these days.

**Ewan Harris** responds to the recent article of F-type head gaskets, suggesting that one solution could be the fitting of a solid copper gasket, with the appropriate beefing up of the head studs. It is important that the gasket is annealed before fitting, this involves heating the whole thing up to a dull red heat, and then plunging it into water. This should be done every time the head is removed. If using 3/8" studs, the required torque used for tightening down should be 40lbs ft, as there is not much metal in the block.

This firm can produce a solid copper gasket, if you send them the old gasket as a pattern:- G.R. Johnston Gaskets, 2 Verity Street, East Brierly, Bradford, Yorks, BD4 6PN. Tel 01274 682298.

Another firm which is very helpful doing one-off machining jobs is The Exe Engineering Co. Ltd, 60-64 Alphington Road, Exeter, Devon, EX2 8HX. Tel 01392 275186 and ask for Nicholas.

On the subject of lip seals, Ewan recommends that you check them for fit before installing, and the parts should be free of oil. There should be some definite resistance to turning. The seal should be about 20 thou smaller per inch of diameter than the item it is fitted to.

Another subject is hydraulic brakes, if one is not too concerned about originality. Using Morris 8 backplates, the original 8" drums can be used. It is possible to fit larger wheel cylinders than the standard 7/8" Morris ones; 1" ones at the rear and 1 1/8" ones at the front, which gives a 40/60 split in braking

effort from front to rear. Ewan made his out of solid stainless steel with stainless steel pistons, which avoids problems of rust. Rust can also be avoided by sleeving steel cylinders with stainless steel, and using stainless steel pistons. A firm which can do this is:-Past Parts, Unit 4, Chase Road, Northern Way Industrial Estate, Bury St Edmunds, Suffolk, IP32 6NT Tel. 01284 750729.

For a master cylinder use the same as on the Y-type MG with a remote reservoir; it can be mounted alongside the chassis on plates with wedges so that the angle is correct. If using Morris 8 fittings these can be obtained from Ian Harris, 11 Moormead Close, Hitchin, Herts, SG5 2BA Tel. 01462 456330

## **SPARES FOR SALE**

*We do not charge for putting your advert in the spares for sale/wanted, but ask that you send a contribution in the form of a Tip or Hint for that section.*

## **SPARES WANTED**

**Alan McHarg (71 Midton Road, Ayr, KA7 2TW. Tel. 01292 281347)** is looking for a complete differential assembly for a P/N; condition of crown wheel and pinion not important.

**The Editor (Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2 EB. Tel 01483 811428)** is hoping someone can help him with an N-type block to replace the current one with a cracked No, 6 bore. Also if a front, rear housing and cheeses can be provided, it will allow a complete bottom end to be built up ready for transplanting. Already have crank and rods.

**Mike Hewson (The Cherry Trees, Bucknall, Woodhall Spa, Lincs, LN10 5DT)** is in need of an M-type front water take off from the cylinder head, or even a Morris Minor one with the fan mounting. He would also like to get hold of a 12/12 type downdraft carburettor and 4-branch matching exhaust manifold

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

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***Some of the many C-types at this year's Brooklands MG Day. At left Alan Bentley (C0294) over from France, at right Dave Cooksey (C0256), with the Editor's C0263 in the foreground*** Photo: The Editor



***The IRC/MGCC Spring Naviscat, with Colin Lees' J1 alongside the 12/25 Humber of the overall winners, Philip and Barbara Longhurst***  
Photo: C. Leigh



**Malcolm Bailey's newly renovated ND (NA 0471) now with correct wings**

Photo: M. Bailey



**A very early Triple-M rally at Beaulieu in 1964,  
with the MG Car Co's restored NB and M-type in the foreground**

Photo: The Editor