

TRIPLE-M REGISTER BULLETIN

February/March 2017



PA.1713 - Barny Creaser



M.3473 - Corinne Davies-Griffith



M.0927 - Nigel Stroud



The last competitive event of 2016 - The Winter Driving Tests at Bicester. Photos by Peter McFadyen

BULLETIN NO. 95 February/March 2017

Front Cover Picture:

The well travelled PB of Roger Tushingham features in this study by Peter FcFadyen taken at the VSCC Winter Driving Tests at Bicester on 3rd December. Roger's car also features in the centre spread.

Editorial:

Welcome to the first Bulletin of 2017.

As these notes are being penned, the Triple M competition scene is already underway with the New Year Driving Tests out of the way and the first session of MGs on Track successfully completed; both with a good mix of cars involved. I have repeated Mark's racing preview as the dates are now confirmed for what looks to be a very good year ahead on the tracks.



This issue of the Bulletin may appear to have more M-types than normal but that reflects their supremacy in the off-track events and the enthusiasm of their owners to take them out through the winter months. To balance this, we do have a very interesting feature on C.0294 that has been in reserve since I first became involved with the Bulletin and is entirely due to my wife chatting to Hugh Dibb when she was left to man the Register stand while we attended the AGM.

Once again, we have the sad duty to record the passing of a very well known MMM enthusiast and skilled engineer. I am sure that you will agree that the tribute, and accompanying photographs, provided by Robin Hamblett, are very appropriate. On a lighter note, we have a brief feature on the new Robin Gordon Trophy that commemorates the life of another, sadly missed, member of the fraternity.

Congratulations to MMM drivers who achieved notable successes in 2016; see Mike's notes for details. We will feature some of these winners in future issues.

Subscriptions: on a very practical note, can I draw your attention to the reminder on Page 10. Paul works very hard to sort out subscriptions and distribution of the Bulletin and late renewals cause major problems as we do not know how many copies are required from the printers and risk either disappointing late comers or having a costly surplus.

Digby Gibbs

Chairman's Jottings

By Dick Morbey

Welcome!

I'm sitting down to pen these notes to introduce the first Register Bulletin of the year. It's a time when it is to be hoped we are poised for action on various fronts. That's perhaps another way of saying that many preparations are underway but the real activity has yet to start! I hope that doesn't apply to you, or at least the readiness of your car to take part in the many planned activities during 2017? Speaking for myself I have a long and lengthening list of things I really must get around to doing on PA0743. There are brakes to be re-lined, rear springs to be re-tempered, a leaky water pump to be sorted and more besides. Just need to find the time!



Before I get down to the more interesting aspects of Triple-M activities, I hope you will indulge me if I spend a moment to discuss some organisational points and a few matters of Club policy and principle that have arisen?

Committee news

The winter 'close season' has been a time of intense activity for the Register Committee. As you will know, we must refresh the membership of the committee and provide for succession in all areas. There is an immediate and pressing requirement for someone to take over from Bob Milton as our Treasurer. Bob has now completed the 2016 accounts, which marks his final year as keeper of the books, so there is now an urgent requirement to find his successor. Those of you who read our website Discussion Forum will have seen the brief job description which Bob recently posted. For those who don't see the Forum, or would like a reminder, here is the gist of his statement:

The Treasurer

"Anticipating exceeding my 80 years by the time of the Register's AGM sometime in the coming summer, I wish to retire as your Treasurer. The number quoted does not I hope make me any less able to add 2+2 or make the odd percentage calculation. However it does make me realise that completion of what is to me a very interesting Triple-M project that has already been too long in manufacture for all sorts of reasons and probably requiring a further 2 to 3 years to reach the ultimate goal does now need 100% attention. Not least for the very good reason it would be nice to see the many thousands of pounds spent achieve the end result.

During the 9 or so years that I have been Treasurer our accounts have twice been audited by the MGCC external auditors with neither good nor bad comment, so I must be doing something right.

A new Treasurer would not be on their own, as it would be essential that we have worked together for a period of time to ensure the least possible financial disruption to our sales and events. This period of time I am happy to provide. Should you consider that your calculator, abacus or laptop is not up to the task then there may be assistance available.

There is not any need for you to be a trained accountant, I certainly do not have any formal qualifications in this field and there is always help available from the finance officer based at Kimber House.

Being a member of the Register Committee would give you an insight into the many, varied and interesting issues that have to be addressed and be part of a team that ensures the knowledge, history and the opportunities to enjoy our cars are maintained for many years.

Why not have a chat with either Dick Morbey our Chairman or myself, we don't do persuasion!

Of course the above does not only apply to the Treasurer, many Committee members are of a certain age where it would be nice to be able to see some form of succession plan in place, so if you have any interest in helping or joining your Committee please contact a Committee member."

Bob Milton - Treasurer (for now)

I don't really need to add anything to what Bob has written - his words speak for themselves. **I urge you to consider offering your services in this or any other capacity; we really need you!**

The Register and the MG Car Club

As most readers will know, the Triple-M Register is a Register of the MG Car Club and in past jottings I have mentioned the benefits of Club membership. The Club's board of directors recently conducted a review of the way in which Registers should interact with car owners and after a degree of consultation has now issued a policy statement, part of which I reproduce below. If you are already a Club member the statement should reassure you; if however you are not yet a Club member, the message is worthy of your attention.

Here is the Club's statement:

The Aims of a Register

The aims of a Register are to provide good quality support and information for fellow MG enthusiasts by direct contact, online through websites & social media, in contributions to Safety Fast! and by other published material. To welcome non-member enthusiasts and demonstrate to them that a Register is able to provide this valuable support and information, which they will perceive as a benefit as part of their Club membership package.

When enthusiasts approach a Register for help and support a friendly enquiry should be made as to whether they are a member of the MGCC. If so, their membership number should be requested and then verified against the listing provided by Kimber House.

To strike that balance, enough information should be provided to demonstrate to potential Club members the real value of our services so they will want to register and join the Club, however the amount of information provided should be restricted.

By allowing 'registrations' to web based forums from prospective members without the requirement of being a member of the Club, leads to minimal resistance in the future should that person choose to join the Club. All register websites, forums and bulletin boards operate on an "open to all" basis for viewing the content, but access to posting new messages and responses to existing threads is only available to enthusiasts who have registered.

The Register thus obtains valuable information about a particular car, the owner's contact details and Club membership status.

A two tier pricing structure should exist in such a way which rewards Club membership, with the non-member price being pitched at a higher level as to encourage most rational enthusiasts to see the advantage of joining the Club.

At all times, in any discussions with potential new members the 'Marque of Friendship' should prevail.

Our Register Committee has its quarterly meeting in early March, at which we will be discussing the Club's statement and the Register's response to it. We may also have to look again at our systems and start to make them compatible with this new policy. If you have views on the matter that you would like us to consider, please contact any Committee member.



Looking forward to Summer, The Chairman in train driving mode

And now for something more uplifting!

The 2017 calendar of events is full of interest.

We have just had a **track day at Goodwood**. One day later on 19 February the Register had a presence at the annual **MG/Triumph spares day at Stoneleigh**. This note is being written ahead of those events, so full reports will be published later.

On 2 April there is the annual **MG Era event at Brooklands** at which all Triple-M cars will be welcomed. This year the organisers promise that we shall have a more conspicuous display location!

The racing scene is catered for at a number of events, including the **VSCC Spring Start meeting at Silverstone** on 22 April.

One week later at **Brands Hatch**, over the weekend of 29 and 30 April, we have what has now become our annual premier MGCC Register race event. There will be two exclusively triple-M races and the Mary Harris trophy will be in contention. Mark Dolton has worked miracles to revive Triple-M racing and continues to do so, having now attracted race sponsors and race partners for the season as well as encouraging ever-increasing grid numbers. The format of the weekend includes a welcome barbecue on Saturday evening or paddock lunch and post race awards on Sunday, including the presentation of the new **Robin Gordon Trophy**. Please contact Mark for details at mdjtolton@gmail.com

A fortnight later comes the annual **Kimber Classic Trial**, which this year is being run on the later date of 13 May.

The MGCC's annual jamboree at **Silverstone - MGLive!** - takes place on 17 and 18 June. This year we plan to hire an marquee as an adjunct to the club's main marquee. We are currently working out the details but it is intended to offer facilities for people to gather and socialise, perhaps have some technical demos as well as the Register's AGM.

Peter Green's Annual Summer Gathering with a BBQ lunch is set for Sunday 9 July; application forms are on the Register website.

The over the weekend of 22 and 23 July we have another Mark Dolton special - **two days of racing at Cadwell Park** - starting with the MGCC meeting on Saturday and followed by the VSCC races on Sunday - the latter to include the second running of an MG Austin Challenge event.

Our UK season rounds off with the Kernow Wheals Tour - the Register's annual touring event, this time in the far west of Cornwall. Organisers Charlie Cartwright and Ian Goddard report excellent support - when I last checked they had 50 entries out of the 60 available and were pondering on the logistics of where to accommodate 3 tow cars and trailers! Hopefully PA0743 will make it there under her own steam!

Suppliers

Let me conclude with a word of thanks to the many traders who support our community. There have been some recent changes: Barry Walker's spares business was recently acquired by John Lomas and now trades as The MG Automobile Company from premises at Bicester Heritage. Barry is now focussing on car sales and restorations for pre-war and early post-war MGs.

Mike and Jamie Dowley of Sports and Vintage Motors are now firmly established in their new and improved premises at Prees in Shropshire. Andy King has acquired a supply of mainly second hand spares and also the business of ash frame maker Enrique Linares; Vintage MG Parts continue to support the fraternity with new Triple-M components.

We encourage you to consider supporting them and the many other members of the fraternity, whose details you can find on the 'Links' section of our website and the 'Suppliers' section of our website discussion forum.

Until next time....
Dick Morbey



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Secretary's Update

I would like to start by reinforcing Dick's pleas for volunteers for the Committee, many of us have served for a long time and are not getting any younger; we do really need volunteers so come on!

We have just finished with the MG and Triumph spares day at Stoneleigh where we occupied our usual slot of stand 13 in Hall 3. The cars displayed attracted a lot of attention, these were the ex Parnell single seat twin cam engine K3 (chassis K3009) and the M type bodied in the style of the Le Mans M type (chassis number CM 2660). Thanks are due to Tony Ditheridge for the K3, to Greg Smith and owner Marguerite Morgan for the lovely little M type. I would also



thank the very welcome assistance given in manning our stand by Tim and Clare Luffingham, Keith Wallace and Mike Dalby. This year the main Club did not have a stand but the other Registers exhibiting were the Midgets and MGFs.

Our Librarian Rich brought along a selection of Library stock including the recently printed re-productions of the pamphlets Action M.G – 1935 and A "Chequered Career!" both of which sold well.

The main attraction of the show for me is the opportunity to meet so many owners both from the UK and Europe, the latter including regulars Strefaan Vernyns, Jos Schroeder, Gaston Lenaerts and his son, Cat Spoelstra, Thijs de Groot and Walter Kallenberg.

Dick and I also took the opportunity to demonstrate to owners the new web site and at the same time updating the information on their car.



The above picture shows Dick and Greg setting up the stand, unfortunately I was not able to take any more as we were always surrounded by all the visitors.

Tom Metcalf was not able to attend this year, he has been busy getting ready for the well known Amelia Island, Florida, classic car show. This is now a premier event where Tom has won awards, including with his 2 seat NB, and thereby given our cars much good publicity. This year he is showing PB0450 which he has just rebuilt for owner Roy Crowninshield. hope he wins again!



My main activity since the last report has been in working on the F/L/N type records, uploading pictures and reconciling the information between the new data base and the 2016 printed Register. What surprises me is the number of cars where we have not received any information/updates for many years – I wonder if there are some in this category which have not survived. Some rebuilds have taken decades to complete.

The date of our next meeting is 5th March where we will have much to discuss as Dick has highlighted in his Chairman's report.

Until next time.....

George

SUBSCRIPTIONS: IMPORTANT NOTICE

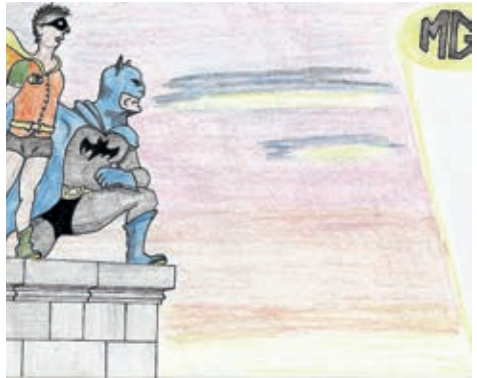
Paul White, our hard working subscription organiser, has asked me to remind anyone who has failed to renew that he needs you to return the forms (and payment) to him as quickly as possible. If you haven't renewed this will be the last issue of the Bulletin that you receive and, as future print runs will have to be reduced, we will not be able to guarantee availability of back numbers to send to late subscribers. There are at least 100 outstanding subscriptions so if one of these is you then please renew as quickly to help Paul at what is a very busy time of year for him.

Cartoon Competition

Congratulations to Peter Scully who is the winner of the last cartoon (shown on the right). His caption is:

“No Robin, it’s not a call to the bat cave, just someone on the Gotham City Trial who’s fitted an LED behind their radiator badge”

Peter will receive Ged Segrave’s original artwork for the cartoon with the caption inscribed.



I am sorry to say that this is the last time that one of Ged Segrave’s excellent cartoons will appear as a regular feature in the Bulletin. Other commitments mean that Ged has had to hang up his creative hat but I hope to be able to persuade him to make occasional contributions in the future.

Please put on your thinking caps and produce a caption for the cartoon below. Send your caption by e-mail to: triple.m.caption.competition@gymail.com

For details of the Competition Rules, please refer to the August 2012 bulletin or the web page: www.triple.m.caption.register@gmail.com



INVITATION



Alan Grassam has sent through the following invitation for this very special running of this historic event:

Kimber Classic 80th Anniversary Trial 13th May 2017

The South West Centre team cordially invites all Triple-M's to join them for this, the longest running event in the MGCC calendar. Indeed, we believe that this is the only pre-war event that still takes place. Further it is in the same format as the first event and includes one of the original sections, namely Honeycliffe. You will be welcome whether as a competitor, marshal or spectator. For those not in the know, HQ is the well-appointed Lanes Hotel in West Coker near Yeovil in Somerset. Cars are sent out on a scenic route of about 90 miles and will have to climb about 10 "sections" plus a couple of special tests. The sections are off road and are chosen not simply to provide a challenge but also to ensure that the cars will suffer no damage other than possibly getting very muddy. This year we have managed to find two new sections that will provide a fresh challenge.

Regulations will be sent out automatically to previous competitors but for those new to the game they may obtain them from Andrew Owst at andrewowst@hotmail.com, telephone 01761 221893.

Information about the hotel, where we have an informal dinner on the Saturday evening, are contained in the Regulations, as is information about other places to stay. If you would like further details please call Alan Grassam on 01935 863673.

Top: Alham's Splash - photo by Alex Reid

Bottom: Kimber Trial 2015: cars at the lunch stop with Nigel Gibbon's PA in the foreground.

Photo: Rhys Driver (Alan's appropriately named 9 year old Grandson).



Battery Cable Clips: to make at home

Article and photos by Horst Wendling

I first met Horst when he visited the Triple-M stand at Silverstone in 2015 to deliver a set of these clips that I had ordered. I was impressed with the quality and suggested that an article to explain the production methods would be ideal material for the Bulletin. The requested article is below and I hope it proves to be of interest.

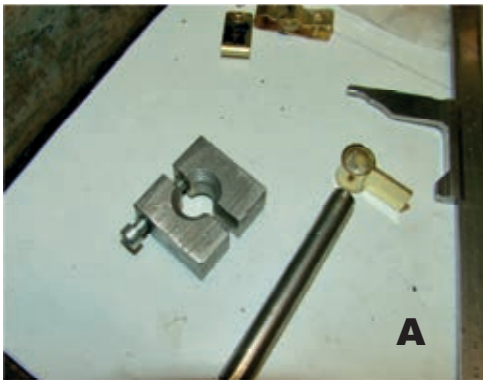
How can we make the crimped cable clips for our MMM cars?

After several experiments I came up with a simple solution that works well.

First job is to make the tool as follows:

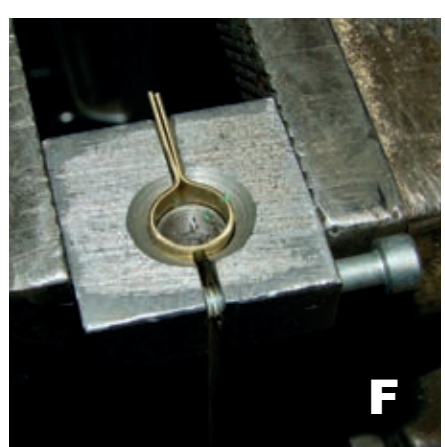
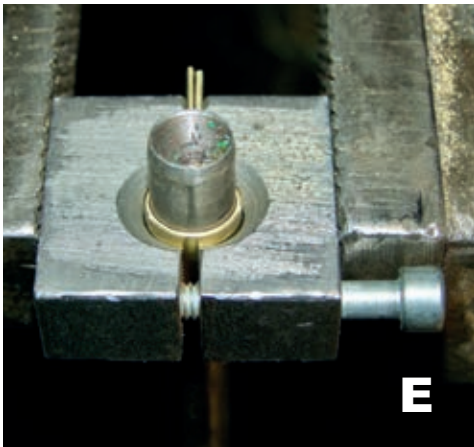
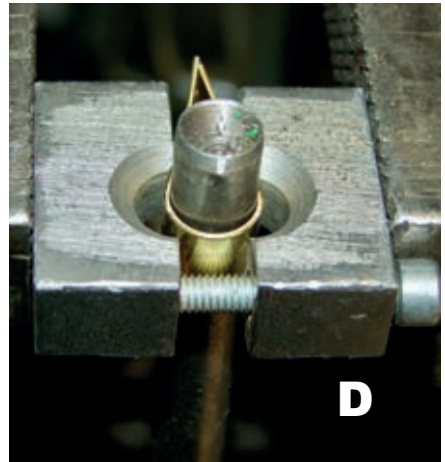
1. Shape a suitable steel block that is exactly the same thickness as the width of the cable clip.
2. Bore a central hole in the block, the diameter of the hole is established by the following calculation with the dimensions adjusted to suit the cable you are using and the gauge of the brass strip. This example is based on a 12mm cable and 0.8mm thick brass:
Bore of hole $12.0 + (0.8 \times 2) = 13.6\text{mm}$ approximately.
3. Countersink the hole on both sides of the block (see photos).
4. Drill and tap a second hole through the side for the clamping screw that will hold the block together once cut in half.
5. Cut the block across the centre of the block using a 1mm cutting wheel.
6. Select or make a round bar to the same diameter as the cable and countersink one end.
7. Locate a steel ball to match the diameter of the countersink in the top faces of the block.

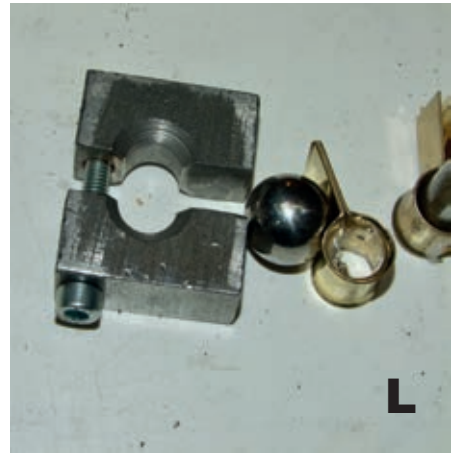
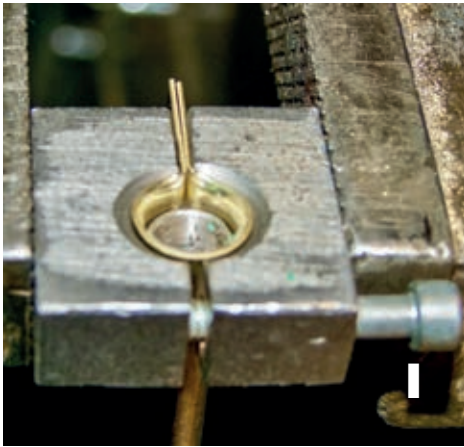
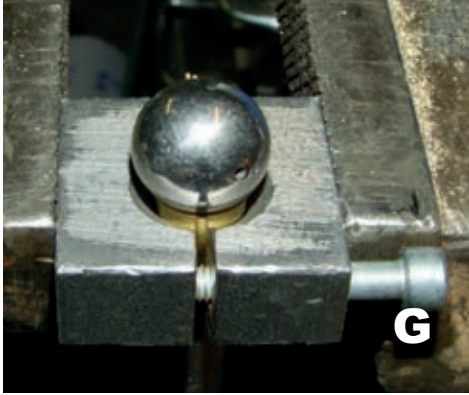
The completed tool should be as shown in Photos A and B.



You are now ready to make the first clip:

1. Use brass strip of the correct width required for the clip. I suggest this is obtained ready cut to width and in lengths of about 2m.
2. Cut strip to about 80mm length; the first clip will allow you to refine the length. See Photo C.
3. Using a heavy vice to hold the tool in place, follow the steps in Photos D to J and you should end up with a neat cable clip as shown in Photo K.
4. All that remains is trim the clip to length and drill the fixing hole (a simple jig would help to maintain a uniform fixing position). Photo L shows a set of brackets as taken from the jig and a finished clip drilled and ready for use.





2017 LAND'S END TRIAL

The MCC is introducing a new class R for this year's Land's End Trial on April 15th. The idea is that pre-war cars can experience the event much as it was in the 30's. The hills they are using are non-damaging and can be safely attempted by any well prepared MMM car.

Class R will start at the 3 main trial starts and then converge on Bridgwater. They will tackle sections Beggars Roost, Hangmans Hill, Orange, Linton, Petherwin Old Hill and Old Blue Hills. Their route also takes them up Porlock, Lynton & Hustyn, not observed this time. The time controls will be at the starts, Bridgwater and roughly every 50 miles thereafter.

This sounds like a lot of fun and will give those of you who have never entered a long distance trial the opportunity to find out what it was like for Macdermid, Toulmin, Bastock and co. If you are interested the man to contact is Bill Rosten at rostental@gmail.com



This photograph supplied by Paul Edwards shows the body plate from J.2164 (KG 1000) which is probably original as the car has been in the same family since 1942 (see Bulletin 93)

A TRIBUTE TO RON GRANT

By Robin Hamblett



Photo by Bob Grunau

I first met Ron about 20 years ago, during the restoration of my MG J2. Ron's name had been mentioned to me a number of times by Norman Isles and his son Simon. Norman and Simon were responsible for the bodywork and paintwork on my car and had asked me if I knew Ron. My answer being "no," they said in stereo, "Oh, you must meet him, we will introduce you."

Some while later, an opportunity arose and we met at Ron's house, on the outskirts of Stockport. Norman had tipped me off to anticipate, shall we say, a "busy" garage! Ron welcomed me as if we'd known one another for many years and took an instant interest in me, and the J2. His garages were indeed busy. They both had cars under sheets in them, plus a huge array of machinery, work in progress and the general signs of busy-ness amongst them. My instant impression was of a man who was passionate about his projects and very skilled in engineering, not to mention someone who had intimate knowledge of the workings of motor vehicles. Subsequently I invited Ron to the garage at my parents' house, where my J2 project was unfolding.

Having lost my father, some 3 years previously and not being an engineer myself, I clearly had lots to learn, absorb and worry about. Well, Ron and I really hit it off and shared many stories and interests in our projects. I made a point of keeping contact with Ron as much as possible, given I had moved away to London and only worked on my car at weekends on visits home.

One particular day, I was freezing to death on the drive when Ron turned up, on spec', armed with a freshly made steering column bush for me, without any prompt or request. So, we chatted for ages and I took his advice on a number of points.

Another golden moment was Ron calling me up to tell me that he knew a man who he thought was a previous owner of my car. He did, it was Robin Gordon in fact and we were introduced to each other a few months later. It turned out that Robin still owned the car, a C type, that he had purchased after selling the J2. We shared many stories and connections, trying to trace the history trail of my J2 and Ron took great interest in the story.



We kept in touch, always meeting at MG events far and wide. It never failed to surprise me to see Ron at far-flung events, sleeping in the back of his car overnight and dealing his own parts and castings to the merry band of enthusiasts. He seemed to have a knack of endearing himself to anyone, such was his understanding of our cars and needs for advice and help required. There was always a story as well.

During his time working in the far-flung British Isles, Ron would email me regularly, on the off chance that we were both in Stockport on a given weekend. His interest in my J2 and well-being being a constant and we did arrange to get together at his unit from time to time. It became apparent that Ron's ambition to restore his cars, make customer parts and enjoy his retirement was the sole mission, now he had the perfect set up and cars to restore.



These photos by Robin Hamblett show Ron Grant and Robin Gordon examining the ex Earl March C-Type (C.0253)



Almost every trip home involved a quick visit to his unit so I could catch up with Ron and see the progress ongoing, there was always some advice and interest to share. Given my lack of engineering knowledge, Ron always took time to explain a process and reasons why he had made something in a particular way, such was his patience and passion for correctness.

Ron's illness came as huge shock, seeing him only a few weeks ago. However, he seemed rather more interested in ensuring that his cars, spares and machinery were given proper new homes, rather than his own predicament.

In testament to Ron, I will miss him a great deal. He inspired me, took stress out of Triple M restoration and shared passion for the same, no matter what. Ron had patience, understanding, empathy and sympathy with everyone it seemed, not to mention his engineering talents. It seems he had the same or similar impact on many other people and is a huge loss indeed.

Ron, you are a hero to me and I wish you God Speed.

Robin

The following tribute by Peter Hentschel from America is typical of the many glowing tributes to Ron that appear on the MMM Forum.

What a loss to the MMM community and what an extraordinary person. Ron appears to have been an unsung hero who has touched many of us in different ways. Until, 2 months ago I had never heard of Ron, and he certainly didn't know me. Introduced by a mutual friend thru email, Ron (after letting me know that he was terminally ill) still found the time to graciously search his inventory of spares and find a blower appropriate for my PB restoration project.

With so little time left for concerns far more important he was willing to spend time to help someone he had never even met! This was certainly a rare individual and I can easily see why so many have been able to share so many similar insightful reflections on his wonderful character. I am sure he will be missed by all who knew him.



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TRIPLE M LIBRARY NEWS

Richard Stott is pleased to announce that the following items are now available to purchase from the on-line shop. Cost is a very reasonable £12.00 for either publication which includes UK postage. Please contact Richard for overseas rates.

ACTION 1935



Reproduction of a rare multi-coloured 14 page publicity brochure celebrating the International racing success of MG with many rare captioned photos.

A CHEQUERED CAREER



Reproduction of a rare 14 page publicity booklet written by H.S Linfield and E.C. Linfield of the "Autocar" telling the story of the Montlhery Midget racing success in the early 30's includes a superb centre spread illustration by Gordon Crosby of Captain Eyston's successful record achievement of one hour at over 100mph record at the famous banked track.

FUTURE EVENTS

2 nd April	MG Era Day, Brooklands
8 th April	VSCC Scottish Trial
27 th to 29 th April	Manx Classic
29 th & 30 th April	MGCC Brands Hatch (Mary Harris)
29 th April to 2 nd May	MMM South Africa Knysna Gathering
30 th April	VSCC Curborough Speed Trials
7 th May	VSCC Wiscombe Park Hill Climb
13 th May	MGCC Kimber Trial
27 th & 28 th May	VSCC Loton Park Hill Climb
3 rd June	VSCC Harewood Hill Climb
17 th & 18 th June	MGCC MG Live
17 th & 18 th June	Brooklands Double Twelve weekend
1 st & 2 nd July	VSCC Shelsley Walsh Hill Climb
9 th July	Summer Gathering
22 nd July	Pre-war Prescott
22 nd July	MGCC Cadwell Park
23 rd July	VSCC Cadwell Park
28 th to 30 th July	Luxembourg MMM Tour to Piedmont, Italy
3 rd to 7 th October	MMM Kernow Wheals Tour, Cornwall

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TRIPLE-M RACING RETURNS FOR 2017



Photo by Colin Murrell

Mark Dolton previews the opening events of the season

MGCC Brands Hatch: April 29th & 30th The Mary Harris Trophy Races.

We plan the same format as last year with two 20 minute races combined with a welcome BBQ on Saturday night and the usual Paddock socials on the Sunday.

This is our main show-case event so please make every effort to join the grid. International entries are welcome so let's try for a maximum grid of 30 cars!

There will be Practice and Racing on Sunday.

This year we are very lucky to have 10 Partner sponsors signed up and a Title sponsor in Baynton Jones Historic Motorsport. This is essential to allow us to host such a big grid and to ensure that we have the logistics and support behind us to make it a great weekend and the "number one" event of the year.

Cadwell Park weekend.

MGCC Cadwell Park: July 22nd.

VSCC Cadwell Park: July 23rd.

Saturday will feature a Pre-war race with the MG Car Club and Sunday will see a repeat of the MG versus Austin Challenge with the VSCC.

Cadwell is the perfect venue for our cars and with plenty of track time available it will make the journey worthwhile. As a further attraction there will be some social activities to "top and tail" the racing.

The PB of Roger Tushingham and Neil Worsfold undergoes scrutineering before the start of the VSCC Measham Rally on a very cold Saturday evening. The location for this evocative photo is the hanger at the Bruntingthorpe Proving Ground in Leicestershire. In the background is an old English Electric Lightning; there are also Buccaneers at the site.

Photo and information courtesy of Gary Clarke who, along with the hardy competitors, endured temperatures of at least - 4.5 ° through the night





MG 4581

TRIALS SEASON

The VSCC Trials season resumed with the Welsh Trial over the weekend of 8th/9th October, followed by the Lakeland with the Cotswold as the traditional season finale. This year is slightly different as VSCC are in the process of shifting the season to finish in the Spring so it appears that there will be 2016 results and 2016/2017 results. Triple-M interest is in the Short Wheelbase classes, both Standard and Modified, with a number of regular competitors. David Rushton has won the Class 1a category for 2016 and consequently is leading the points in the extended season tables with the Exmoor, John Harris (Derbyshire) and Scottish still to come.

The Lakeland Trial

Triple-M interest was provided by the following:

Class 1a: Short Wheelbase Standard Cars:

- 103: David Rushton M-type
- 105: Mark Smith J2

Class 1b: Short Wheelbase Modified and Special:

- 107: Michael Barber M-type
- 134: David Rolfe M-type

David Rushton achieved 2nd place in Class 1a to continue his excellent form.



**David Rolfe in his M-Type on Drumhouse Hill (Honister Slate Mine)
Photo by Gary Clarke**



The M-type of Michael Barber seen here on Drumhouse before he had to retire.

VSCC Welsh Trial

The Welsh Trial was, as usual, part of the VSCC Welsh Weekend and had two MMM regulars both in Class 1b:

- 128: Tom Dark M-type
- 141: David Rolfe M-type

Tom's efforts were rewarded with a 2nd Class Award.



David Rolfe in M.3206 his Riley engined M-type Photo by Gary Clarke

VSCC Cotswold Trial

As usual, the 2016 Trial was centred on Prescott where spectators can see action on several hills.

Class 1a: Short Wheelbase Standard Cars:

- 110: David Rushton M-type
- 113: Mark Smith J2

Class 1b: Short Wheelbase Modified and Special:

- 144: Tom Dark M-type
- 152: David Rolfe M-type

David Rushton again achieved 2nd in Class, this was in spite of bouncer Corinne Davis-Griffith being ejected from the car in Humblebee Woods. Happily Corinne was not injured and the team were still able to clear the Section.



Tom Dark in M.2946. Photo Phillip Jones

The Cotswold was the final event of the 2016 season and three Triple-M competitors featured in the published results. David Rushton achieved a very commendable 1st in Class 1a with Mark Smith at 5th in the same Class. David Rolfe was 14th overall in the competition for the Trials Trophy.

VSCC 2016 Loton Park Hill Climb

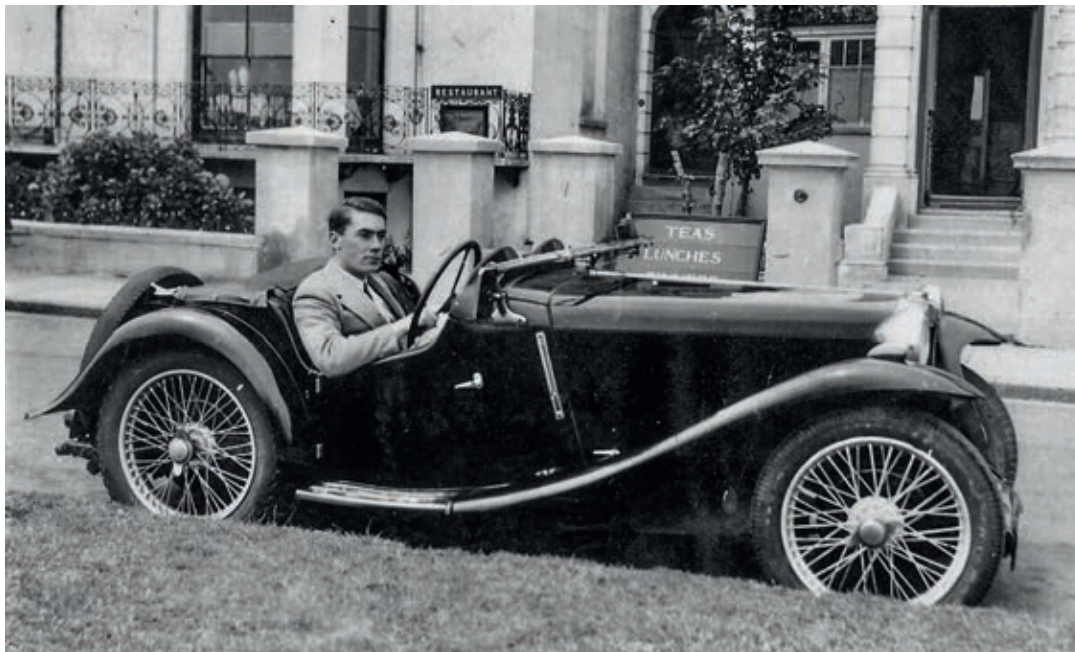
Three photographs by Stuart Mathews (Lightview Photographic) reflect the atmosphere of this lovely event.

Top: Mike Painter in the Kayne Special waiting for his run.

Centre David Rushton in the M-type (2nd handicap in Class 2).

Bottom: Harry Painter takes his turn in the hill in the Kayne Special. Harry finished 2nd overall in Class 123.





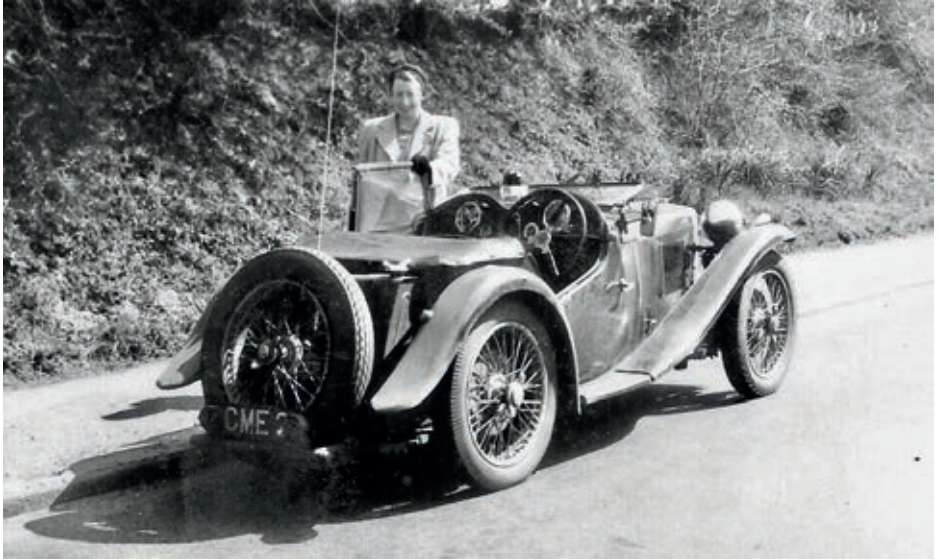
MG PA.1835 - CME 2

Notes and photos supplied by Martin Latimer.

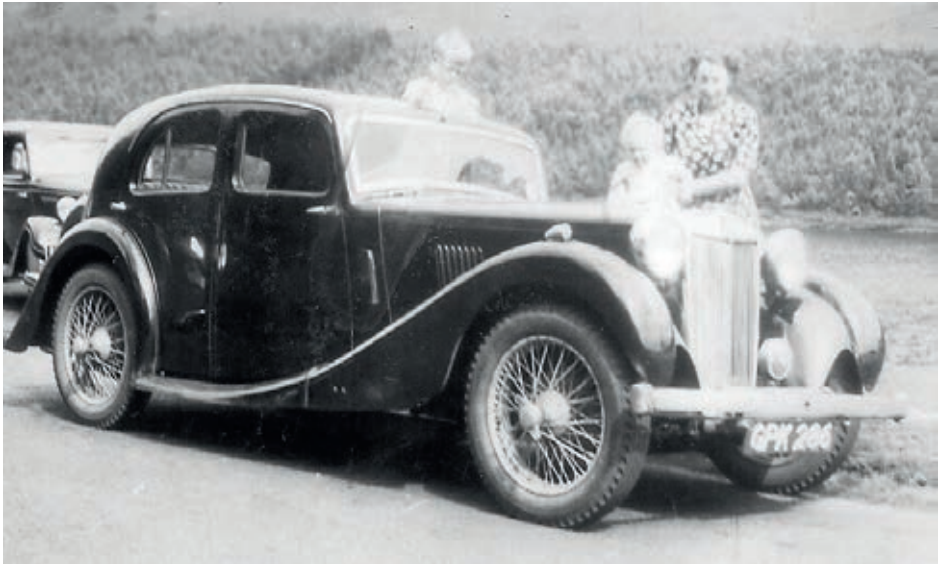
After seeing the centre-spread in Bulletin 93, NA owner Martin Latimer forwarded an equally evocative period picture of his Father's PA photographed outside a south coast hotel. The photograph was so good that I asked Martin if he had any other pictures or information on the car and this is what Martin has provided. As always, we would welcome any other information on the car or even identification of the mystery hotel.

My father Donald Latimer was a life-long MG enthusiast. When he first obtained his driving licence in the 1930's he briefly ran a boat-tailed M Type but found that it was disappointingly underpowered so changed it for an MG PA . This is the car shown in the attached period photograph which is taken outside a hotel at one of the English south coast resorts.

I believe he purchased the P Type, Registration number, CME 2, in the mid nineteen thirties from an old university friend who was working as a car salesman at a motor dealership in Putney, London. During the war the car was laid up in a lock-up garage in Leicestershire as rationing of petrol meant there was little available for casual usage. I recall him once telling me that the car sustained minor bomb damage during this time. He also related an occasion when he broke down in Sidcup whilst travelling south due to seizure of the overhead cam bearings. The car had to be abandoned for repair locally in Kent.



Martin's mother shown above with the PA before the war and below with the VA saloon that replaced the PA



After the war around 1947/48 he decided to part with the midget due to the imminent arrival of my older brother. He replaced it with the more family friendly transport of an MG VA saloon. This car can be seen with my mother and older brother enjoying a run out in the Derbyshire countryside in the early 1950's.

During the 1980's the PA was owned by MMM enthusiast and MG Car Club member, Ray Masters, who has campaigned many other MMM cars over the years.

He believes this much loved example of an MG P Type is now residing somewhere in Germany and it would be good to track down the current owner!



The PA in later years with Ray Masters at the wheel

THE ROBIN GORDON TROPHY

Notes by Ray Masters

The very stylish salver already engraved with the 2016 winner.



Following the death of Robin Gordon in September 2015 his family thought it would be a nice idea to have a lasting tribute to him and his love of the C-Type MG.

Robin bought his C-Type, GT 6828, in 1956. For many years, it was his only car, being driven daily for work and pleasure.

Following a period of inactivity in the '70s & '80s, due to Robin's involvement with more modern cars and his work overseas, a rebuild was commenced in the mid-90s culminating in a visit to Montlhery in 1999.

Since then he drove it regularly to shows, race meetings and, of course, attended MG Silverstone on a number of occasions.

Many fellow C-type owners benefitted from Robin's professional engineering skills and knowledge.

His C-type was his pride and joy and he much enjoyed helping other owners whenever he could.

His family, and in particular his son David, are to be warmly thanked for providing this new trophy and I'm sure Robin would be immensely proud to know his name will live on in the Triple-M world and in particular, be forever associated with the use and enjoyment of the 1930s C-Type MG.

The Robin Gordon Trophy for C type cars 2016: (compilation date 31st January 2017)

2912	C/s	GX9693	David Potter	Duncan Potter	Emma Withers	127
2200	C/s	RX 8306	Chris Cadman	•	•	91
404	C/s	PJ 6183	Alan Bentley	•	•	19
81	C/s	JK 1932	G & M Morgan	•	•	19
477	C/s	JO 2286	Terry Holden	•	•	13
1521	C/s	RX 8591	Dave Cooksey	•	•	11



Photographs above supplied by Robin's son David show: Robin and Barbara Gordon with the C-type in 2007 at the unveiling of the blue plaque that commemorates Cecil Kimber's one-time home in Stockport. David discovered this by coincidence while researching the Gordon family history. Also in the picture are Ray Masters with his wife Barbara.

THE LAST C-TYPE: C.0294

Notes and photographs by Hugh Dibb

Hugh made contact with us when he visited the Triple-M stand at MG Live in 2015. He had purchased a copy of the MG Great Marques book some time previously and had been delighted to discover his old car featured as a double page spread in full colour. He subsequently provided the following notes and the period photos, one of which was featured as the centre-spread in the last issue.



As you can see from the receipt I purchased PJ 6183 on the 20th April 1957. My very first car...wasn't I lucky! The receipt states:

"received the sum of £112.8s.9d in complete and final payment including tax and insurance on MG car 1932, Reg. PJ 6183".

At that time I was an Aircraft Apprentice in the Royal Air Force at R.A.F. Halton, near Aylesbury. I joined the R.A.F. in 1955 from my home in Salisbury as a 16 year old for a 3 year Apprenticeship.

Apprentices were not permitted to drive to cars, or ride motorcycles, but of course many of us did! If caught it would have been at least two weeks in the Guardroom! We did not get paid a lot during our first year17s 6d per week plus uniform and full board.

Pay did improve in Year Two and I managed to save enough to buy my 'C' type. I had a few driving lessons in Aylesbury in a A35, but in April 1957, petrol rationing was still in force and drivers were permitted to drive, unaccompanied, providing they had held a Provisional Licence for more than one month, hence the photograph of me driving on my own. Learning to doubled-clutch and heeling & toeing was all good fun and I passed my driving test first time, in the A35 just as soon as testing was resumed.

PJ 6183 was in need of a good bit of TLC; work included fitting new headlamps, and brake shoes, a good clean and polish, two new tyres, cam follower adjustment, new points, oil change , greasing etc. I still have the book published in 1953 "Tuning and Maintenance of MG's" by Philip Smith.

The car ran well and for my final year at Halton I kept it in a garage at the home of one of my civilian instructors. He was a MG enthusiast and helped me with maintenance . He would probably have lost his job had he been found out to have been aiding and abetting me in keeping and driving the car against the strict R.A.F Apprenticeship rules!!

When Graduation Day came on 2nd April 1958. Cars and motor cycles magically appeared on Camp from the surrounding farms, barns, garages etc.

Luckily I was posted to a U.K. R.A.F. station (St.Athan, Glamorgan) which meant I could keep my car. My parents had moved from Salisbury to Woodbridge, Suffolk and so off I went to Woodbridge for two weeks leave .



These photos show PJ.6183 at Hugh's family home at Victoria Road , Salisbury in May 1957



Photos show PJ.6183 at Old Sarum near Salisbury



During the following year I did a few long drives from St.Athan to Woodbridge and back and many trips around South Wales and the Brecon Beacons . The car always ran well without any major problems. I do not remember how many miles I drove in total, but I enjoyed them all despite getting very wet at times.....goggles were essential!

Because of the lack of weather protection the car became impracticable as an everyday car and I traded it in for a 1939 MG TA,registration number BJJ 180, which I ran until 1962. To my great delight some 25 years ago I came across the book "Great marques MG" and found PJ 6183 featured. I did not know, until that time, it was the last of the 'C' types....number 44! Wonderful new photographs and better than new condition. Incidentally PJ 6183 was in British Racing Green during my Ownership.

As a consequence of this chance contact Alan Bentley, the current owner of C.0294, has been in touch with Hugh Dibb and was delighted to be able to add to his knowledge of the car in the 50's. The photograph below shows the rather sad state of C.0294 when it came into Alan's possession in 1964.

Alan has provided me with some further details of the early history of this car and the story of the purchase and subsequent restoration. I hope to be able to feature this in a future issue.



This photo by Alan Bentley of C.0294 taken in November 1964 before it was stripped for inspection and shows how it had deteriorated since it was a young Hugh Dibb's pride and joy.

READERS' ADVERTS

NA parts for sale

Stephen Hiner has the following parts for sale:

Parts from NA.0428 removed from the car in 1952 (for information on the car, see notes below):

- Radiator surround with nose-piece and badge; some dents and needs re-chroming.
- Radiator header tank only.
- Scintilla Vertex 6-cylinder magneto with cap.
- 6 brake levers and cams.
- Half a brake cross-shaft but not including hand brake lever.
- An assortment of small parts; some from the engine, some from chassis.

Stephen has photos of all items of interest, contact is sjhiner@hotmail.co.uk

F-Type Parts for Sale

F-type advance and retard linkage complete with rod, two rod brackets and column clips, U-shaped wiring tunnel and two clips, top bracket, spring clip and lever, bottom linkage to distributor. All parts rechromed. Could be used for M- or D-type with shortened rod, £90. Philip Bayne-Powell e-mail philipbp@mgcottage.freemove.co.uk or Tel 01483 811428

SEEKING INFORMATION:

F type Magna TM 9662 (F.0405)

Graham Arondelle is seeking information about F.0405 on behalf of a lady who has made contact with him. She has the Log Book and would like to know if the car still exists.

The only information we have is that the owner in 1938 was called Walter Mead and that her enquiries at DVLA suggest that the number is still legitimate.

Graham has also checked DVLA and ascertained that it is shown as "tax not due" suggesting that if it does exist it is either taxed or on a SORN.

Any information on the past, or present, history of the car would be welcome even if it proves that the car no longer exists.

Any information to Graham (grahamarrondelle@yahoo.com)

NA.0428 registration number BG 2698

Stephen Hiner has supplied the following information about the NA that provided the parts in the advert above.

The car was a 1934 NA; registration number BG 2698, chassis number NA.0428, engine number 681AN.

The parts were removed when a friend of Stephen removed the body and converted it into a "modern" sports car using a fibre-glass body. The original body was dumped and the rest of the car was scrapped sometime later.

The chassis went to a well known scrap yard that did not close until the 1990's so may still be out there somewhere!

The engine was removed from the car and went to the owner of another NA (MG 3948). That car is believed to be in Japan but the fate of the engine is unknown.

Any information on either car would be of great interest.

Stephen's contact details are sjhiner@hotmail.co.uk

LETTERS TO THE EDITOR:

From Ian Coxen

Speedometer re-build article by Sam Christie.

Normally I would not have considered looking at the Speedometer internals but look for a second-hand one. However Sam Christie's article proved how reasonably straight forward it is with excellent photographs.

Start by reading the article many times, start to dismantle cable & zeroing arm, screws around chrome casing holding glass at front need to be taken out prior to withdrawal of body from the instrument panel or they foul.

The next stages are straight-forward, if done methodically and carefully. Cleaning all the old grease away and then drying will reveal the instrument working better but the ball bearings proved the essential part, but take up to a couple of hours to (a.) Insert in the large and small cases - I used tooth picks with mixed multi grease and steering box oil. Very light oil for other bits . (b) it will take quite a few attempts with the larger bearing casing and anything out of line the balls will move and are stuck everywhere but where you want them, they are very small. You really need three hands and multiple everything else, steady nerves. After the governor seats in the larger group and before the other end of the shaft fits in the smaller group of bearings, and includes a 'U' shaped arm, which proved a pain, and mine kept falling off, there is quite a bit of juggling about to do.

Reaching this point you are there and careful re-assembly is all that is needed for the rest. So it is steady, careful, unflappable work and time that is needed. No special tools at all, very small screwdrivers & tweezers.

I agree with Sam, he had never done it before, nor had I. His pictures are brilliant so I photocopied and enlarged the instructions- it helped a lot. He used a tray but saving money I used a white box lid and the ball bearings kept in one of those very advertised plastic containers used to clean the kids stained clothes !

By the way the firm 'Simply Bearings Ltd', Leigh, Lancs supplied 50 pack for £4.20, free postage, next day delivery. (good clear web-site) So my speedo' works too !.
Ian T Coxen.

LETTERS TO THE EDITOR :

From Ed Taylor

Just received the Xmas edition – fantastic present as always. Many thanks for the hard work in producing such a great publication on a regular basis.

I could not help be fascinated by the article by Paul Edwards (J2164) in this and previous Bulletin. I thought I owned the only “operating” J type with such drastic repairs to the block. Significant displacement of the whole rear end looks just the same. Mine occurred sometime in the 30’s and the repair has been magic – still working. The flywheel housing also suffered badly in the same incident. I have been hunting around for a good photo, the ones attached are the best I could do as not much to see with everything assembled. The one inside the housing shows welding to the far right of the photo and the near side of the block down by the starter motor (location), welding marks can just be seen.

I was also intrigued about the position of the Carbodies plate. Mine is (and was) on the inside of the forward scuttle frame (also see pic).



TRIPLE-M REGISTER CHAMPTIONSHIPS

Mike Linward, Competition Secretary

The 2016 season has ended and the charts here show the final positions for cars and drivers.

For sheer determination, Bill and Liz Bennett are to be warmly congratulated. Practically every weekend of the trials season, Bill, Liz and the faithful J2 are out competing in ACTC and MCC events. 2016 has proved to be the couple's most successful season to date. The Gold Medal achieved in the Edinburgh trial completed another 'Triple', their fifth since competing in the J2. Bill, as a team member, also contributed to winning the overall 2016 Team Award for MCC trials. Add to this Bill and Liz Bennett's 3rd place overall in the ACTC Wheelspin League, 2nd place in the ASWMC (Association of South Western Motor Clubs) and for Liz, first in the ACTC Navigators League.

Duncan Potter completed a highly successful and significant year by becoming the first MG driver to win, overall, the coveted Owner-Driver-Mechanic award given by the Vintage Sport-Car Club. Duncan had already achieved a class win in this competition and his success during the final race meeting of the year, secured the overall title. Duncan and David Potter are also the first recipients of the Robin Gordon Trophy as the most successful C Type owner/driver of the year.

The Betty Haig Trophy for best Triple-M racing performance goes to Mike Painter in the supercharged, PA engined J2 known as the Kayne Special. Duncan Potter was a worthy runner up with last year's winner, Fred Boothby, third and Mark Dolton fourth. Mark should also be congratulated for promoting and encouraging Triple-M owners to 'take to the tracks' with particular mention of the MG-Austin Challenge race at VSCC Cadwell Park in July.

It almost seems unnecessary to report that Duncan Potter won the Triple-M Speed Championship which now consists of Sprints and Hill Climbs alone, with Frank Ashley second and Colin McLachlan a worthy third.

The Car of The Year Championship has been very strongly contested this year, particularly towards the end where any one of the top four placed cars could have won. Colin McLachlan's PA was a strong contender until November when the car's reliability let it down. At the time of writing, the PA's engine is still not running but Colin is determined that all will be sorted for a strong presence in 2017. Bill Bennett's J2 score of 123 points could, in any other year, have earned him top spot as would David Rushton's M type total of 120 but it was the C type of David and Duncan Potter that has claimed the top place with a record breaking 127 points.

Many congratulations to all the winners, runners up and indeed all competitors for taking the trouble, and not inconsiderable expense, to get involved in their own brand of motor sport and to use their cars in the way they were designed to be used.

C.O.T.Y. 2016 - Final Scores – 21st January 2017

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	2912	C/s	GX 9693	David Potter Duncan Potter Emma Withers	127
=2 nd	2591	PA	MG 3242	Colin McLachlan	123
"	909	J2-PA/s	FW 3909	Bill Bennett	123
4 th	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	121
5 th	2694	J2-PB/s	Kayne Spl.	Mike Painter Harry Painter	114
6 th	1595	M	PG 1045	Frank Ashley	102
7 th	545	K3/s	K 3030	John Gillett	99
8 th	909	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	98
9 th	2200	C/s	RX 8306	Chris Cadman	91
10 th	3303	M	LS 2464	Oliver Richardson	78
=11 th	2913	PA/s	MG 3855	Andrew Morland	70
"	2692	J2	SW 4156	Brian Galbraith Toby Galbraith	70
13 th	3472	L1/s	UAS 720	Maurice Gleeson Andrew Briggs	68
14 th	2170	PB/s	CLX 112	Mark Dolton	62
15 th	2215	PB/s C/C	JB 7525	Andy King	60
=16 th	3534	J2/s	WF 5494	Fred Boothby	49
"	1164	PA	YSV 703	Hamish McNinch Anne Boursot	49
=18 th	250	PA	MG 3294	Mike Davies-Colley	48

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2016 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January:

8 th /9 th October	VSCC Welsh Trial	Full
9 th October	VSCC Welsh Rally and Concentration Run	Full
9 th October	Minehead Motor Club Clouds Classic Trial	Full
16 th October	MGCC SW Centre Kimber Trial	Full
22 nd October	VSCC Goodwood Sprint	Full
23 rd October	Launceston & North Cornwall MC Tamar Trial	Full
30 th October	Ross & District Motor Sports Club Kyrle Trial	Full
5 th November	VSCC Lakeland Trial	Full
19 th November	VSCC Cotswold Trial	Full
27 th November	Bristol Motor Club Allen Trial	Full
3 rd December	VSCC Winter Driving Tests	Full
4 th December	Camel Vale Motor Club, Camel Classic Trial	Full

SLADE TROPHY 2016 Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	42
2 nd	M	David Rushton	27
3 rd	PA	George Ward	15
=4 th	M	Oliver Richardson	10
"	J2	Mark Smith	10
6 th	J2	Jeremy Hawke	9
=7 th	PB/s	Andy King	7
"	M	Kim Jenkins	7
9 th	J2	James Mather	6
10 th	M	Nigel Stroud	5
11 th	M	John Haine	4
=12 th	J2	Neil MacKay	3
"	M	Tom Dark	3
=14 th	M	Mike Barber	2
"	NA	Robert Billson	2
=16 th	M	Keith Hall	1
"	M	Philip Coombs	1
"	PA	Colin Butchers	1

Racing Challenge Trophy 2016 The Betty Haig Cup Final Scores

	<u>Car/s</u>	<u>Driver/s</u>	<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
1 st	J2-PA/s	Mike Painter		0.125
2 nd	C/s	Duncan Potter		0.304
3 rd	J2/s	Fred Boothby		0.308
4 th	PB/s	Mark Dolton		0.415
5 th	L1, PA/s	Andrew Morland		0.419
6 th	C/s	Chris Cadman		0.551
7 th	PA	Hamish McNinch		0.614
8 th	KN/s	Richard Jenkins		0.774
9 th	PA	Anne Boursot		0.796
	PA/s	Harry Painter	4	0.251
	L1/s	Charles Jones	4	0.382
	K3/s	John Gillett	4	0.695
	PB	Simon Jackson	4	0.979
	PA	Mike Davies-Colley	3	0.687
	PA/s	Thijs de Groot	2	0.250
	NB/s	Jane Metcalfe	2	0.688
	C/s	Dave Cooksey	2	0.813
	PB/s	Andy King	2	0.900
	PA/s	Michael Barber	2	0.944
	NA/s ss	Thomas Hardman	2	1.000
	J1/s	Stuart Evans	1	0.344
	K3/s	Richard Frankel	1	0.375
	K3/s tc	John Ure	1	0.417
	NB/s	Chris Smith	1	0.500
	M	Oliver Richardson	1	0.750
	J2/s	Christian Höptner	1	0.966

SPEED CHAMPIONSHIP 2016
Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	C/s	Duncan Potter	51
2 nd	M	Frank Ashley	37
3 rd	PA	Colin McLachan	33
4 th	J2-PA/s	Mike Painter	32
=5 th	C/s	Chris Cadman	32
"	K3/s	John Gillett	31
7 th	PA/s, L1	Andrew Morland	31
=8 th	PA/s	Harry Painter	29
"	J2	Philip Coombs	29
10 th	PB/s	Rachael Holdsworth	15
=11 th	NA/s ss	Thomas Hardman	14
"	J2	Brian Galbraith	14
=13 th	J2/s	Christian Höptner	13
"	M	Alex Peacop	13
=15 th	J2/s	Nigel Stroud	9
"	J1/s	Stuart Evans	9
=17 th	L1/s	Andrew Briggs	8
"	M	Colin Reynolds	8
=19 th	PA	Mike Davies-Colley	7
"	PB	Simon Jackson	7
21 st	J2	Toby Galbraith	6
=22 nd	M	Oliver Richardson	5
"	L1/s	Maurice Gleeson	5
"	M	David Rushton	5
=25 th	C/s	Emma Withers	4
"	KN/s	Richard Jenkins	4
27 th	M	Roger Corry	1

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CONTACTS:

PRESIDENT - Mike Allison, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel: 01635 40724. E-mail:mgmikeallison@gmail.com)

CHAIRMAN - Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR. (Tel: 01494 883112. E-mail: richard.morbey@gmail.com)

SECRETARY - George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel: 01280 860428 E-mail: geaglemgl2@dsl.pipex.com)

TREASURER - Bob Milton, New Lodge, Bardwell Road, Barningham, Bury St Edmunds, Suffolk, IP31 1DF.(Tel: 01359 221397 E-mail treborbardbarn@fsmail.net)

REGISTRAR - Graham Arrondelle, 33 Lechlade Road, Highworth, Wilts, SN6 7HQ. (Tel: 01793763364 E-mail: grahamarrondelle@yahoo.com)

COMPS SECRETARY - Mike Linward, 18 Victoria Road, Chingford, London, E4 6BZ. (Tel: 0208 529 3241 E-mail: mikelinward@yahoo.co.uk)

TECHNICAL ADVISOR - Peter Green, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel: 01753 643468 E-mail: p.green@mgk3.co.uk)

YEARBOOK EDITOR - Simon Johnston, 15 Finchley Vale, Belfast, BT4 2EU (Tel: 02890761884 E-mail: mmmyearbookeditor@gmail.com)

YEARBOOK ADVERTS - Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel: 01628 665055 E-mail: e.taylor@oakend.net)

LIBRARIAN - Richard Stott, 35 High Street, Long Buckby, Northamptonshire NN6 7RE (Tel: 01327 842549 e-mail: mg_roadster@yahoo.com)

BULLETIN EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX (Tel: 01225 315875 E-mail: dg-digbygibbs@btconnect.com)

BULLETIN ASSISTANT EDITOR - Bob Richards, 5 Conway Grove, Cheadle, Staffs, ST10 1QG. (Tel: 01538 753010 E-mail: bob@richardsr.plus.com)

BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE (Tel: 01978 790652 E-mail: mmmbulletin.sub@btinternet.com)

EVENTS REPORTER - Mark Dolton, 7 Chiltern Way, Tring, Herts, HP23 5JX (Tel: 07718404363 E-mail: mdjdolton@googlemail.com)

SAFETY FAST SCRIBE - Jeremy Hawke, 27 Spencers Orchard, Bradford on Avon Wiltshire, BA15 1TJ (Tel: 01225 863934 E-mail mgk3007@btinternet.com)



Thanks to Gary Clarke Photography we are able to feature MMM action on two of last year's long distance rallies:

Top is Clint Smith and Trevor Finn in K.3008 crossing the North York Moors on the Endurance Rally Association's Flying Scotsman Rally in April; Clint finished a creditable 34th overall and 8th in Class 2 (all cars 1920-1948 under 1500cc).

The photo below shows Klaus Mueller and Ilona Seewald in their J2 to J4 specification on the Hero 1000 mile Trial in glorious Yorkshire Dales scenery near Reeth. Klaus and Ilona finished 25th overall and won the Spirit of the Rally award.

The PB of Steve and Julie Robertson also took part and finished 1st in Class 3.



Another successful climb; David Rushton and Corinne Davis-Griffith celebrate Drumhouse Hill on the 2016 VSCC Lakeland Trial

Photo by Gary Clarke (www.garyclarkephotography.com)

