

TRIPLE-M REGISTER BULLETIN



AUGUST 2004





The Allingham being pursued by a Tigress in a wet Luxembourg

Photo: H. Hickling



Bill Cullen's NB-bodied F-type as brought home - it also had a Q-type pre-selector gearbox!

Photo: W. Cullen

TRIPLE-M REGISTER BULLETIN

August 2004

EDITORIAL – Phil Bayne-Powell

e-mail philip.bayne-powell@camerontaylor.co.uk

Or philipbp@mqcottage.freemove.co.uk

Sorry that this is a bit later than usual coming to you, but holidays intervened, and this is being typed up on a laptop in the foothills of the Pyrenees! Such Dedication!!

The long-awaited Luxembourg Triple-M Rally has come and gone, and a bumper 88 cars were entered, which has got to be the greatest gathering of Triple-M cars ever seen – see photo of cover.

Unfortunately the editor's ND had a nasty accident going out when it suddenly decided to attack a wooden barrier alongside the road, which was doing its best to stop people going into a 30 foot deep ravine. This it did effectively, but seriously bent the front axle back and up, breaking the wing stay, and wing, and forcing the headlamp into the radiator. It had to be collected on a low loader, and is still in France awaiting repatriation.

This car was being taken to the rally by my friend, Peter Tabb, so that another ND owner, Harry Hickling from Australia, could use it. Fortunately Peter was not hurt, although somewhat shaken. Harry still enjoyed himself with Anthony Littlejohn and his 18/100 Tigress, whilst his son Keith had a ride in K3026, with Philippe Douchet and then with Frank Allocca in his newly acquired J4 replica.

Frank was going to enter his K3 replica, and was preparing to fly it over from the USA, when he tore a ligament in his ankle, and was resigned to missing out. However his doctor decided that he could give him some steroid injections to tide him over. He then was out of time for getting the K-type over, but saw the advert of Roger Chamberlain's J4 replica in the June Bulletin, and bought it unseen to take him to the rally.

Front Cover : Urs Langen at Luxembourg with his recent acquisition, the ex-Dorothy Stanley-Turner PB, who came 16th in the 1937 Le Mans race, at an average speed of 53.92mph, with Enid Riddell.

This was duly checked over beforehand by Barry Foster, and I first met Frank at the dockside at Dover, bending over the car trying to fix the slipping clutch. This fortunately got no worse, but reduced his hill climbing abilities! However he got there to collect his coveted three-year badge.

Silverstone was as good as usual, although a lot of the traders seem to have been priced away, as many gaps were noticeable in the ranks. The C-type was at last firing on all cylinders and made the trip there and back, its longest run so far. The Triple-M area was very full on the Saturday, so much so that some people couldn't get out until cars had moved to clear a space! The D-group had a tent there, with a completed, and a part completed car, which generated a lot of interest. Ted Hack linked up with two missing D-types, to add to his list.

The Sunday saw a less crowded Triple-M area, but I counted at least 8 M-types there, which was nice to see, as these haven't been noticeable recently. M-types also won the Register Trophy in the California Cup, driven by Robbie Bugbird, James Mumford and Colin Reynolds. Colin was really pressing on in his 12/12 Replica replica, tipping it up on two wheels, and falling out onto the track, fortunately without hurting himself much. The car carried on without him, finally coming to rest after missing some trees, that could have damaged the car. This good fortune enabled him to do the remaining tests.

There were no Triple-M entries in the Concours or Pride of Ownership competitions; Three cars took part in the sprint, with Jeremy Hawke driving the Horton K3, and was heard to say that it was actually going very well for a change; giving him some competition was Ken Robinson's blown J2, and Andrew Morland's L1.

It was nice to see old stalwart like Steve Dear and Colin Butchers there too, as well as our many overseas members. John Hancock had brought his J2 all the way from New Zealand, via the Luxembourg rally, and it was seen being advertised for sale in the Cars for Sale area.

The Triple-M stand was being capably manned by the Greens, and the Hayters; Jackie and Charlie have now taken over the Library from Malcolm Green, and their address is 49 Breach Avenue, Southbourne, Emsworth, Hampshire, PO10, 8NB, and telephone number 01243 371440. It is good to see them back in the fold after a few years off. On your behalf, I would like to heartily thank both Malcolm and Andrea Green for their dedication and hard work over

the last FIFTEEN years. The remit of the Librarian is likely to be reviewed and brought up to date by the Hayters, when they get their knees under the table.

The other new appointment to be noted, is that the Safety Fast scribe is now Bob Hudson, who has taken over from John James. We should like to thank John for all his hard work every month on the Safety Fast front, and hope he has more time now to work on his P-type. You should contact Bob by e-mail (robert.hudson34@btinternet.com), or by writing to him at 228 Shinfield Road, Reading, Berks, RG2 7DU.

Now that Silverstone is past, you should all be booking in to our Triple-M Prescott weekend on the 27th-29th August, if you have not already done so. We currently need more entries to cover our costs on this, so please get your entries in to George Eagle immediately. A lot of work has gone into organising this, and we have traders promised as well, so that you can buy those bits you need for the winter rebuild, or overhaul.

With the Gala dinner on the Saturday evening, and runs up the hill all day Sunday, and the Bugatti museum thrown in for free, this is an event not to be missed.

John James MMM & 'T' Spares

85 Bath Road, Keynsham, BRISTOL BS31 1SR
Tel. 0117 986 6287 E-mail jj@octagon.fsbusiness.co.uk

Rocker fingers for all MMM £26.50 each. Rocker bushes (dural) £4.50 each. Vertical Drive pinion and camshaft gear sets (spiral bevel) for most MMM £150 (dynamo/crankshaft gear sets also available). Front hubs for most MMM £52 each, Rear hubs for most MMM £54 each. Spinners, engraved Rudge Whitworth £32 each. Half shafts for most MMM £32.50 each, PA/PB leaf springs front £52.50 each, rear £60 each. Brake shoe pull-off springs 8" brakes £2 each, 12" £2.45 each., Oilite bushes for 12" backplates £1.50 each. Hub retaining ring (all models) £9 each, tab washer for same £1 each, tab washer for differential £1 each, Clutch springs, set of 12 for P/N £24 set, set of 6 for D/J/F £18 set. "Mouse trap" springs for P/N clutch £2.40 each. Bearings at low prices e.g. Front hub inner and outer (ball races) for most MMM £13 per hub, heavy duty bearing c/w 2 dust shields for rear bearing carrier £30 each.

*****NEW! Front and rear trunnions for road springs only £2.75 each!*****

*****NEW! Valve springs (doubles) £30/£45 a set 4/6 cylinder engines*****

*****NEW! P/N/L Valves made from 214/N with plasma nitrided stems £14 each *****

PLEASE NOTE: THERE IS NO VAT TO BE ADDED TO THE ABOVE PRICES

Triple-M Committee Meeting

13th June

The Mary Harris trophy is to be revalued by John Dutton, and the engraving brought up to date.

The Chairman confirmed that the Club's HQ at Boundary House is to be demolished and re-developed, for which an EGM was to be held. *(You probably saw the proposed new plans at Silverstone in the main Marquee – Ed)*

The club's finances are sound due to an increase in the subscription rate.

The revised K3 Dossier publication is having various problems with some of the cars, and will not be published in its present form *(although we hope that some of the models which are not contentious can have their dossiers published – perhaps in next year's Yearbook – Ed.)*

The Secretary, George Eagle, had contacted Bob Hudson accepting his offer to take over the role of Safety Fast scribe from John James.

The Treasurer, Keith Hall, reported that he has received money from Head Office for the sale of back numbers of the Yearbook.

The Registrar, Bob Clare, reported that the 2004 Register is ready for printing with 1491 changes made.

The Competition Secretary, Mike Linward, reported a poor turnout for the first two speed events of the year, with only one entry for Colerne. Future events included Silverstone, Curborough, Loton Park, and Wiscombe Park.

The up to date Car Of The Year scores had been put on the website, and sent to the Bulletin Editor. Bill Bennett was currently leading with 87 points.

Tom Dark's Q-type copy was discussed, and Mike was going to write to the VSCC about the quoted chassis number.

The Librarian, Malcolm Green, would be manning the Register stand at Silverstone for the last time, with assistance from the new Librarians, Jackie and Charlie Hayter, who were unanimously elected to the committee.

The matter of valuable archive/memorabilia items held by the Register was discussed. The general feeling was that this material should be kept by the Register or the Main Club, for safe keeping, rather than being passed from Librarian to Librarian. The Chairman would discuss this with Malcolm.

The new Safety Fast Editor, Bob Hudson, was unanimously voted onto the committee.

Nick Wright to set up a meeting with the new Yearbook Editors, John Reid and Roger Thomas to hand over all files etc. Yearbook to be out for Silverstone.

The entries for our Prescott weekend were low, and if they didn't pick up, we would have to invite the T-types and the Morris Minor Register.

The annual dinner has been arranged for 13th November at the Steventon House Hotel in Abingdon, with a choice of menu. John Harris to be asked to organise a run beforehand.

Mike Linward offered to organise our Triple-M event for next year in the Essex/Norfolk area (*subsequent to this, Ray Masters has kindly agreed to organise the 2005 event in the Midland area, to cater for the more northern members, who cannot get to the predominantly southern events; Mike Linward's East cost rally will now be earmarked for 2006! – Ed.*)

Roger Thomas advised that 2005 will be the 70th anniversary of the formation of the Cream cracker teams, and also the 10th anniversary of the 1995 Trials Reunion; A commemorative event would be appropriate, perhaps leading onto the annual dinner.

2004 marks 25 years of Peter Green's ownership of K3011, and he is thinking of celebrating the event by inviting Triple-M owners to a barbecue in September/October.

The role of Area Reps was discussed and it was agreed that their role was no longer necessary due to the improved communications available through the website, Bulletin and e-mail.

At the last Council meeting, MGs On Track was elected as a section of the Club.

(The Register have thought that it might be an idea to have a dedicated Triple-M Register track day, if enough people showed interest – Ed.)

The next meeting is on the 19th September; if anyone wants a subject discussed, please contact Secretary, George Eagle.

Luxembourg MMM Rally

From Harry Hickling

Our excitement grew as we drove through the Belgium Ardennes on our way to Clervaux in Luxemburg. We had planned this trip for over a year, and after a fantastic time in Paris, we were now following two beautiful L type Magna's and a PA into Luxemburg. I had played a small part in helping Toon Seppion to get his L-type on the road with the supply of an L-type head, and I wasn't disappointed by this magnificent two tone blue car that had recently been restored. Our modern and the P-type couldn't quite keep up with the L-type on these magnificent MMM roads. But what other rare and wonderful MG beasts would we see over this three day meeting.

At registration, we found that there was some 88 MMM cars entered, people from all over Europe, UK, USA, NZ and of course ourselves from Australia. Three 14/40's including the old speckled Hen. Cars that I have only seen in the MMM books, but this car looks so much better in real life. Two 18/80s including my friend Keith Herkes' car that used to be owned by Rod Hiley. Keith has arranged for me to spend the next two days and over 400 kms in nothing less than the Tigress of Anthony Littlejohn.

Anthony and I had a fabulous time. This is one of only four remaining Tigresses after the fifth was destroyed after the war. I am the navigator in this wonderful car. With it's Brooklands exhaust it has a distinctive Tigress bark as we accelerate down these wonderful MMM roads through the Luxembourg countryside. Cruising effortlessly at 55 mph, and being held up by even the fastest of the MMM cars, I was left wondering just how fast we could wind this car up on the open road. And then, Anthony puts his foot down, the Tigress barks and we shoot past three MMM cars as we climb one of the steeper hills of the rally. This wild animal showing it's legs to much younger MGs behind it. This is just fantastic, my video camera going. The gleaming exhaust winding down the left hand side of the car. And then, we come across an unmarked tight right hand corner that catches us by surprise. Anthony throws the car into the corner, we are going way too fast, the adrenaline rising, but this car hugs the road and the danger passes. This car shows

it's racing pedigree and is well balanced. "Anthony you should make recordings of the Tigress' Bark and sell it to enthusiasts with the title Wild Animals of MG – The Tigress". Having now spent over 400 kms in the Tigress in Anthony's wonderful company, I am truly a happy man.

M types, C types, D, J2's, a J3, P types, F types, K types, L types, N types. Just fantastic. Philip Bayne-Powell has brought his wonderful Allingham NA. This Alli cat, carrying two adults really runs quite well. My navigation skills have failed me in this country of German and Luxembourgian names, so we follow Alli though much of the rally. This NA really moves along very well and even on the steepest hills will keep moving along at 50 - 55 mph. And we also have a magnificent ND on the rally from Germany, owned by Patsy and Manfred Berger from Germany. It is great to see this car and we discuss NDs with Philip, to give me valuable information about the restoration of my own car (Which has now commenced with the kind encouragement of Philip and other ND owners from Europe). *(Harry's ND has a very interesting front axle, with a cast plate top and bottom to take the spring holding bolts. Is this an attempt to stiffen up the axle under breaking forces. Has any one else seen anything like this – Ed.)*

I failed to mention, that we also had two original K3 Magnettes on the rally, and a third just dropped by on the last day. Keith spent the first day of the rally and approx 300 km's as the navigator in Lord Howe's, Mille Miglia car that is now owned by Gunther Stamm. What a marvellous experience for my seventeen year old son. I had often told him about my experiences with Rod Hiley's K3 and the very impressive pre-selector and supercharged performance of these cars. He wasn't disappointed and had a smile from ear to ear all day. Shear acceleration, the next gear is selected and with a quick depression of the clutch he feels the car lurch forward again as he is pushed back in the seat. Keith's navigation skills held up well and of course the K3 was one of the first of the MG's to the lunch stop. I didn't even get to see him over lunch. Gunther and his friends looked after him and made sure he had a great day. Philip Douchet brought the other K3. Philip of Keller SA fame, was returning from a weekend at Monte Carlo, after racing the K3 in the Historic race meeting.

On the following day, Keith navigated for Frank Allocca from America in his wonderful J4 spec, J2. Although Frank's car was in

contrast to the K3, Keith was also impressed with this tiny supercharged car, and he left feeling that he would be very happy owning one of these exhilarating cars, that you can drive on the limit around this wonderful part of the world. I have to thank Frank and Gunther for showing him such a wonderful time. This is what the spirit of MG is all about, and is so important if we are going to have future generations of pre-war enthusiasts. By the end of the weekend, his enthusiasm was rewarded by an offer for his father to buy him a genuine K3 (not on the rally). If only – but for me, the Tigress has always been my romantic choice.

Of course, the MMM movement is not only about cars, it is also about this wonderful group of people who always make you feel welcome, are keen to do anything they can to help you, and of course will always welcome an opportunity to show you their cars. I spent a lot of time over the weekend with Anthony and the legendary Philip Bayne-Powell, but I also caught up with the other people of MMM fame including Mike and Anne Hawke. We saw so many cars that I had only ever seen or read about in books, including two magnificent K1's. This event is held every three years. Perhaps in 2007, we can have an Australian contingent. Summer on the continent certainly beats winter in Canberra or Melbourne. I might even have the ND ready!

BRITISH CHROME & PAINTED WIRE WHEELS

M.G. MMM & TC Available from Stock

All other Centre Lock Wire Wheels made to order.

**Repair, Respoking, Blasting & Painting available.
Credit Cards taken**

**Proprietor: Phil Hallewell (established 1977)
PO Box 225
Uxbridge
Middx. UB9 5QQ**

Phone & Fax 01895 674852 e-mail phil.hallewell@fsmail.net

PRESCOTT 2004

Friday 27th - Sunday 29th August

Entries are not as good as last time as I write this, so we need more entries to break even; this will be last time we shall have this experience. You have now missed the cut off date for the special entry price, but even so it is still good value at £45 for the weekend's activities. The entry forms were sent out with the April Bulletin, but if you have lost this, you can download a copy from the website – www.triple-mregister.org

The base will be the Hotel de la Bere, at Southam, for the Friday afternoon/ evening, where people can sign on, and collect their rally package, and the rally plaques for the cars. This is only about 5 miles from Prescott, and we hope that those that can, will meet up at the hotel on Friday night for a meal/drink, even if you are arranging accommodation elsewhere.

The pre-booked rooms at the hotel have now had to be released onto the open market. Most of these have already been taken, but ring Trish McAlister on 01242 545406 to see if they have any rooms left. If you want to know about other accommodation in the area, let George Eagle know when you send in your entry form to him

The event itself starts at Prescott at 10 am on the Saturday. Those that do not sign on and collect their rally package and plaques on Friday, can do so at Prescott on Saturday morning. There will be a self-judging Pride of Ownership competition in the morning, divided into small cam and large cam, 4-cylinder class, and a 6-cylinder class. Prescott Lodge will be open for lunchtime snacks.

Any time you like after the Pride of Ownership is finished, (at about 12.00), there will be an hour's scenic tour, with a mild competition, which will take you to the Gloucester and Warwick Railway, or Sudeley Castle. At the latter they are having a mediaeval weekend, with jousting etc. We have arranged a dedicated car park, to which you will be ushered when the attendants see the rally plaque on your car (so you will need to make sure you have it fitted); an entry discount has also been

arranged, and you will be issued with a voucher to hand in at the ticket desk.

If people want to go to the railway instead, we would ask you to finish at Sudeley to hand in your results sheet, and then go to the railway, who have not been co-operating with discounts or a dedicated car park. If you don't fancy either of these events, you can do your own tours, and we shall be giving a list of the various alternative attractions in the area in the rally package.

On the Saturday evening we will be having the Gala dinner at Prescott Lodge. This will cost £18 per head, and be enlivened with a raffle (with quality items), the prize giving for the tour and Pride of Ownership competitions, and an after dinner speaker. If any of you have any suitable items to donate to the raffle, e.g. wine, books or other surplus items please bring them along.

On the Sunday, we return to Prescott. The hill will be open for runs up the hill in the morning from 10am to 1pm, and then again after lunch from 2pm to 4pm. Every rally entrant will be given a free ticket for a run up the hill, with subsequent runs at £2.50 a run, (this unfortunately is more than last time, as Prescott have put up their price for each run). As well as the runs up the hill, we will have a few trade stands for those items you need for the car, to help you part with your money. In addition, Rodney Lambert is organising a bring-and-buy stall, for you to sell on those smaller parts that you no longer need, but would prefer them to go to a proper home. The form for this is inserted in this Bulletin.

We have also arranged for the recently expanded Bugatti museum to be open for the whole day, and this is well worth a visit, to see the wonderful engineering that went into these cars.

For those that do not want to spend all day at Prescott, they can visit Sudeley Castle or the steam railway, whichever one they didn't visit on the Saturday, or one of the other listed attractions in the area. The Prescott Lodge will be open for snacks.

The cost of hiring the hill has gone up, but we have managed to keep the price at £45 for the weekend, which is the same as two years ago. For those paying by credit card, we have to charge you an extra £1.50, which is what we are charged to carry out the transaction.

If you need any further information contact George Eagle on 01280 860428 or E-mail: george@eagle1798.freeserve.co.uk

5th Triple-M Luxembourg Rally

This rally is held every three years, and has become the Mecca for a large number of Triple-M owners who have either been to this great event before, or heard tales of it, and have resolved to go.

This year all cars before 1936 were invited which encouraged six Vintage MGs to swell the numbers. There were 48 4-cylinder cars and 34 6-cylinder cars entered, although not all arrived and Phillipe Douchet although not entered turned up in K3026, fresh from its Historic Monte Carlo racing.

The event started on Thursday afternoon with signing on and collection of rally packs.

I had arranged a feeder rally, which left Dover on the morning of Wednesday 30th June, to stay overnight at a mini chateau that we had found three years before, at Cambrai. We had a quick Sea Cat crossing to Calais, where we spit up into two groups, and arranged to meet in the walled town of Montreux for lunch. We arrived after a good run down mainly secondary roads, and lined up the cars in the main square. The ND needed some attention, and Peter Tabb needed some trousers, as he had left his smart ones at home! We never saw the other group, or even the Vintage group, who apparently had found the smaller square, and lunched there.

We left for the afternoon run to Cambrai, but half way there we lost the ND from the back of our group. After waiting for him to catch up, we turned round to find him beside a rather bent motor car. The Vintage group caught us and stopped, but there was nothing to be done, so Bill Abbott went to the next town and brought back a brakedown low loader; which soon had the car winched onto the ramp and away. Peter joined me in the NA Allingham as was always intended when we got to Luxembourg. We chased after the breakdown truck but didn't catch it up before it reached its base in Doullens. We didn't know where this was, only that it was the Peugeot dealer; after asking several people we found it and made arrangement for the car to be stored until we could arrange for the insurers to inspect it.

This rather put a dampener on our day to say the least. We also had trouble finding the Chateau, although I thought I could remember the route from three years before – but things had changed. So we asked a local, who kindly offered to lead us to the

hotel, through a variety of back streets! The others had all arrived and settled in, including those from the West Country, who were joining us for the next leg. In all, including the Vintage guys, there were 19 cars at the Chateau, creating a splendid sight; I think we virtually took over the whole place.

A special meal was arranged for "Party Powell", which we had in the original grand drawing room of the Chateau, and a grand time was had by all except yours truly, still fretting over the ND.

Next day I had mapped out a route almost due east to get us to Clervaux, mainly via yellow, secondary roads, with a few fast roads to get the mileage done, as we had to cover about 180 miles. This turned out to be a terrific route, with very little traffic, so we could bowl along at our own pace for hour after hour. We had split up the cars into three groups, and Frank Allocca was still having clutch slipping problems in our group, but by dint of rushing down hill before the next up hill, was keeping up a good pace. Anthony Littlejohn had taken the place of the ND, as his Vintage group with two 14/40s was too slow for his Tigress!

We stopped for lunch in a little village, and only realised when we read the menu in Flemish and French, that we had crossed into Belgium!

We arrived in Clervaux late in the after noon and checked into the main hotel in this pretty village with the castle looking down from the top of its crag. We had been told to park below the castle, but ended up going up the cobbled streets to the castle gates themselves. This was obviously not right, so we came back down to ask for better details. Parking was behind the hotel, or in front of the school, or in the underground car park of the hotel. This meant that cars were scattered around the village.

Friday morning, the cars gathered in the rain in front of the school, leaving at 10 am for the tour around the lake of the Upper Sure river. First of all everyone wanted petrol, so the first petrol station saw a mass of Triple-M cars waiting to be refuelled. The owner must have been delighted with the custom! This effectively broke up the convoying that had been occurring up to then, so we then had to read the route instructions carefully!

Hoods had generally been taken down at this stage, but despite persevering for some time in worsening rain, we reluctantly had to stop and put the hood up, and remain parked until the storm passed by, as we couldn't see where we were supposed to be

going! By this time the Tigress had latched onto us, benefiting from our "excellent" navigator's touch. We arrived about last at the Sport Hotel Leweck, at the top of Lipperscheid.

Triple-M cars were everywhere, with hoods and sidescreens buttoned up tight to keep the rain out. Philippe Douchet K3 had no weather protection, and was covered over with a polythene sheet! The luncheon was excellent, and was served very smartish; with the wine fortifying us for the return trip. We were about the last to finish lunch, and just as we were leaving the restaurant, the heavens opened and hail, thunder and horizontally rain caused us to stay under cover until it cleared! The other cars bore the full brunt of it, as they were already making their way back to Clervaux, and got very wet.

We left with hoods up and soon got lost, but kept going using a good map of Luxembourg that Peter had, so we saw different, and splendid scenery to the rest.

Back at Clervaux, everyone was trying to dry their cars out in the underground car park. Our Allingham had stopped charging on day one, but I knew it would last us through, so I wasn't too bothered about getting it charged up, although Keith Hall had his N-type plugged in.

As the hotel service had been poor for the first night dinner we decided to eat out at a local café/restaurant, which was first rate.

The second day we went to the abbey at Stavelot in Belgium, where we all gathered in the old courtyard (see photo on cover). Hoods had to be put up again as the rain came again. We all crowded into the old chapel for aperitifs followed by an excellent lunch. Stavelot is close to the Francorchamp race circuit, so we were able to get a free visit to the car museum, where a variety of racing cars were displayed in the old cellars of the abbey.

The gala dinner that evening started at 7.30. The walls were decorated with huge great cartoon-type pictures, produced by Carlo Schmidt, who also produced a poster for the event, which everyone got a copy of. Those who had been to three of the rallies were given their very nice enamelled 3-year plaques. But this year a very special enamelled plaque was awarded to those few people who had attended all five meetings.

The Sunday morning was a farewell reception in the chateau with drinks and speeches in several languages by the mayor. Thomas Heikens was selling special silk Triple-M ties and cravats,

which he had produced. You may be able to get a tie if you are quick and contact him on thomas.heikens@stork.com

I had arranged for our group to stay over for the Sunday night, so several of us decided to go and visit the fully restored chateau at Lourdon. This is built on a rock high above the valley, and you have to drive up the cobbled road through the beautiful village to get to the chateau. Several other Triple-Mers had already arrived as we heard their cheers from a cafe, as we powered our way up the hill.

We found a nice bar/restaurant with outside tables under an awning for lunch; and whilst eating this we heard the sound of engines working hard, coming up the hill. Shortly after, a splendid sight of two 14/40s and Keith Herkes'18/80 came into view round the last bend.

They joined us for lunch and more drinks, by which time it had started to rain again; so we then went onto coffee, and after that the ice creams! And as it was still raining, so we called it a day.

That evening I had arranged a table for about 30 of us at the bar/restaurant that we had been to before, and an excellent meal, at a good price, was enjoyed by all, despite the rest of the bar watching the Final of the World Cup football.

The West Country team of Alan Grassam, Derek Richards and Bill Bennett, had left to continue their tour of France, going down to Paris and then back to Cherbourg. Frank Allocca went back with Mike Hawke to return his car to Barry Foster. David and Sandra Downes joined our group for the return on Monday to Cambrai. David's car is a very nicely constructed slab-tanked N-type racer, which he uses a lot on the track; but it proved itself to be a very useful road car as well, which I am sure a lot of us will recognise as an ideal combination.

We had one of the best runs I have ever had on our way back to Cambrai; Monday being very quiet, and being on B-roads most of the time, we hardly had to slow down for anything. It took me back to the old days of when one could drive at 8/10ths on the UK roads, using all the information, like telegraph poles, to tell you how sharp the next bend was, and to position the car on the road correctly to take the next bend at the best possible speed. Nowadays one is just following the car in front most of the time! Driving like this for hour after hour, we covered the distances very quickly. We broke up the trip with suitable stops for coffee in the morning, lunch outside in the sun, and then an afternoon stop for some serious ice creams!

When we arrived at about 7pm at the chateau, we all had grins from ear to ear, and were talking about when we could do it all again.

That night, another feast was arranged for "Party Powell", and we all slept like logs. We went to Doullens to see the ND and sort out what was happening, and to pay the bills, having been in fitful contact with the insurers in UK, partly due to poor reception on the mobile in the hills of Luxembourg.

So ended a week of Triple-M activities, with like minded people, in great cars. There will be another one in three year's time.

MG Silverstone International

Kimber Trophy Walker Freight Race

Mary Harris Results:-

1st	Tim Metcalfe	N-type	15 th o/all
2 nd	Peter Altenbach	PA	17 th o/all
3 rd	Richard Last	Parnell K3	1 st o/all
4 th	Gunther Stamm	NE	30 th o/all
5 th	Peter Green	K3	24 th o/all
6 th	Robert Dean	NA	20 th o/all
7 th	Andrew Taylor	Cracker P	28 th o/all
8 th	Colin Alderman	K3	25 th o/all
9 th	John Dutton	K2	21 st o/all
10 th	Philippe Douchet	K3	27 th o/all
11 th	Reed Yates	N-type	23 rd o/all
12 th	Mike Coles	K-type	18 th o/all
13 th	Carol Cooper	J2	31 st o/all

This 8-lap race was run late on Saturday, in conjunction with the T-types and T-type specials. Tom Dark was also entered in his Q-type copy, but was not eligible for any Triple-M awards. It will be nice when this is rebuilt on a correct chassis, as it is very quick.

Gunther Stamm was using Peter Green's Aramis NE, whilst Mike Allison's son-in-law Tim Metcalfe was driving Mike's fast brown N-type. Mike's daughter, Jane Metcalfe, was driving husband, Tim's, Eccles Rapier Special. Andrew Taylor was of course driving father-in-law, Peter Green's Cream Cracker. It is good to see the next generation keeping our cars going on the track – they are usually quicker than the car's owners! Peter Altenbach had also borrowed a PA.

Richard Last in the ex-Parnell twin cam K3 virtually led the race from start to finish, pulling out a huge lead over the Wolseley Hornet of Tony Seber, and slowing down towards the end, so that he missed out on the Mary Harris Trophy. Even so Richard put up a fastest lap of 1min. 47secs, which is a very impressive average of 74mph. around the 2.25 miles long International Circuit.

There was very little dicing going on. The only car not to finish was Dave Cooksey's C-type, whilst Tom Dark came in with misfiring on the 7th lap, but was still qualified as finishing 14th.

The handicapping was particularly tight, as the first eight cars were within 10 seconds of their handicap times. so the Marry Harris Trophy was given to Tim Metcalfe, and the Don Moore Trophy, for the fastest unblown car, went to Andrew Taylor.

Luffield Cars Sprint

This took place on the Sunday, using the track from Becketts to Club. Four cars were in the class , although the T-type engined P-type of John Bishop did not qualify as a true Triple-M car. He won the class, with Jeremy Hawke second, driving his dad's Horton K3.

Results:-	1 st	Jeremy Hawke	K3	69.0 secs
	2 nd	Ken Robinson	J2 s/c	71.29secs
	3 rd	Andrew Morland	L1	77.76secs

Gymkhana

This was held on the runway on Sunday, and because our Crashed ND was out of action, son Jeremy, used his mother's NA Allingham, and your editor borrowed daughter, Annette's Jarvis M-

type, which meant a lot of jumping in and out of cars. there was the usual width test, which if you are in position whilst the car in front is performing, you can line up the post with something in the background to get the width right; of course knowing the track of the car in front helps as well. A very tight wiggle-wobble through the cones lost me points when I clipped a cone. A parking test and holding a rope as you proceeded round a central pole took a bit of skill.

This was followed by your passenger passing a conductive hoop over a kinky copper wire without touching and causing the electric bell to go, all the while the car was gently moving forward. The final test was picking up flags from cones, putting them in the middle cone and then replacing them again, all in the correct order; this required a lot of forward and reversing manoeuvres to get the best result.

The results showed that the male B-Ps did well to come first and second; with the only TC of C. Tinker coming 4th.

Results:-	1 st	Jeremy B-Powell	Allingham N	168pts
	2 nd	Philip B-Powell	Jarvis M-type	188 pts
	3 rd	Dick Morbey	P-type	189 pts
	4 th	C'Tinker	TC	207 pts
	5 th	Rosemary B-P	Allingham N	219 pts
	6 th	Annette B-Powell	Jarvis M-type	220 pts
	7 th	Colin Henderson	J2	249 pts

MMM NEWS FOR 2004

We have been in the MG business for almost 35yrs. We are pleased to offer you accurate advice, a friendly service, a super 70 page catalogue FOC and a wonderful range of new MMM spares,

& the only remaining 'on-tap' second hand spares service in the uk.

JUST A FEW OF OUR RECENT NEW SPARES INCLUDE:

J/F/L lightened fly wheels

MMM fly wheel ring gears

P/N oil pumps

J series rear camshaft stands and caps

Marles Weller st. box sector shafts (never before made)

Marles Weller hemisphere carriers (never before made)

New production of 4 & 6 cyl. spare plug holders

Nickel plated pigtail hose-clips

Any part of the 12" cable brake set now available

P/N milk churn knob dash switches

Supercharger to c/shaft drive assemblies

P/K/N/TA dash operated petrol reserve systems

(taps available separately - rods/knobs separate)

BONORA q/release filler caps - chrome plated

MMM gear change levers

P/N cutout/fusebox assys. (originals restored)

MMM differential dip sticks

P/N/K/TA fog/spot lamps type FT 27

Coming very shortly - 4 Spoke 16" steering wheels

Any quote - no obligation

BARRY WALKER

ESTD. 1968

...for the very best in vintage MGs

TEL: 01789 400181 FAX: 01789 400230 MOB: 07836 244103

BARLEY LEYS FARM, HASLOR HILL, TEMPLE GRAFTON, ALCESTER, WARCS. B49 6NH.



The Last Montlhery Ever!

Grand Prix de L'age D'or -19th & 20th June

from Barry Foster

This was the very last time that Triple-M MGs will ever race on their second home, where many records were broken. Seven Triple-M cars went, including Mark Green in the Ex Colin Tieche unblown C-type; but it didn't run very well, the carbs didn't want to let it rev, which of course these little cars need to do. But it was nice that he managed to get it to its namesake, (*unlike a certain C0263, that wanted to go, but was not sorted - Ed.*)

Oliver Richardson was having problems with Dave Cooksey's C0256, borrowing spark plugs from several people, only to find out later that the metering pin had fallen out of the blower oil tank delivery pipe.

Hamish McNinch was carefully(?) running in a freshly rebuilt engine in his P-type, and had a firm rev limit.

Seventeen cars started the Saturday race for pre-war sports cars, which was won by a type 51 Bugatti, with a Type 35B Bugatti second. Only 6 seconds behind (after 12 laps) Bob Jones took 3rd place in his L-type, with an average speed of 100.3 kph. Barry Foster's clutch on his C-type jammed on at the end of this race. Fortunately ENV gears are straight cut. Even so he was only 3 seconds behind Mike Coles K-type in 4th place. David Downes brought his blown N-type in 8th place, one lap and 85 seconds behind the winner, whilst the rest brought up the rear, behind such exotic things as Bentleys, Delahayes and Alfa Romeos.

Saturdays Triple-M results:-

3 rd o/all	Bob Jones	L-type	24m 26.1secs
4 th o/all	Mike Coles	K-type	25m 4.7secs
5 th o/all	Barry Foster	C-type	25m 7.9secs
8 th o/all	David Downes	N-type	24m 53.3secs (11laps)
14 th o/all	Hamish McNinch	P-type	24m 42.7secs (10laps)
16 th o/all	Oliver Richardson	C-type	25m 32.2secs (10laps)
17 th o/all	Mark Green	C-type	24m 52.2secs (9laps)

Sunday's race was very similar, but without Mark Green coming to the grid. Barry Foster had to start the race in gear on the starter motor, and had to warn the 8C 2300 Alfa Romeo behind him that he

would be slow off the mark. Bob Jones had his goggles blown off, and in slowing to put them back on, let Barry Foster and Mike Coles get past. However he soon retook them both, and the finishing order was the same as the day before, except for David Downes, who was slower, finishing in 11th place.

Sunday's Triple-M results:-

3 rd o/all	Bob Jones	24m 59.5secs	98.1kph
4 th o/all	Mike Coles	25m 29.2secs	96.2kph
5 th o/all	Barry Foster	25m 40.1secs	95.5kph
11 th o/all	David Downes	25m 37.8secs (11lps)	87.7kph
14 th o/all	Hamish McNinch	24m 52.2secs (10lps)	82.1kph
15 th o/all	Oliver Richardson	26m 3.9secs (9lps)	70.5kph

So a good weekend brought the last racing at this historic circuit to an end, so it was with a sense of sadness that people left this place that had seen so much activity in its 80 year life. In England I would like to think that people would now be trying to save this venue for posterity, as they are trying to do with Shelsley Walsh.


MIDGET

MAGNETTE

MAGNA

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD

MMM

THE SPARES SERVICE YOU CAN RELY ON !

30 YEARS OF SERVICE

30 YEARS OF SERVICE

Phone on **01939 210458** Fax on **01939 210644**

For prompt despatch of stock orders

Open daily: 9.00am - 5.00pm Saturdays: 9.00am - 12 noon

Regular stocks include: New rockers; Oil pump gears; Brake and speedo cables; Hoses; Rubber mouldings; Trunnion covers; Trunnion bearings; Pistons; Valves and valve springs; Clutch linings and plates; camshafts and camshaft bearings; Radiator badges; Exhaust systems; Aero screens; Mudguards; Valencos and aprons; Large range of paper gaskets; Oil seals and brass shims; Vertical Drive spares; Couplings, etc. New Andre Hartford shock absorbers plus a Reconditioning Service; Wheels rebuilt and stove enamelled; Manifolds Vitreous enamelled. We also offer a high quality Whitening and crankgrinding service and each year undertake a limited number of complete engine, gear box and steering box overhauls.

Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.

8th edition illustrated catalogue £4 post free UK Visa - Mastercard welcome



SPORTS & VINTAGE
MOTORS

SHREWSBURY LIMITED

Upper Battlefield
Shrewsbury SY4 3DB
Telephone: 01939 210458
Fax: 01939 210644



BRITISH MOTOR
VEHICLE ASSOCIATION

Future Events

28-29 th Aug	TRIPLE-M PRESCOTT WEEKEND	01280 860428
29 th Aug	MGCC Mallory Park	01235 555552
11 th Sept	MG Wiscombe Hill Climb	01761221893
12 th Sept	MG Cadwell Park	01235 555552
19 th Sept	Abingdon Works Autotests	01865 390094
19 th Sept	SE Centre Squerrys Court	01444 417624
25 th -26 th Sept	MG CC Brands Hatch	01235 555552
26 th Sept	Totally MG Kempton Park	01235 555552
25 th -26 th Sept	VSCC Loton Park Hill Climb	01608 644777
10 th Oct	SE Centre Trial, Longfield	01474 708421
16 th October	VSCC Goodwood Sprint	01608 644777
13 th Nov	Triple-M Dinner, Abingdon	01753 643468

Malcolm Green is holding the following items that were left on the stand at MG Silverstone; he would be happy to post these to the owners if they get in touch:-

1 copy Safety Fast! August 1962

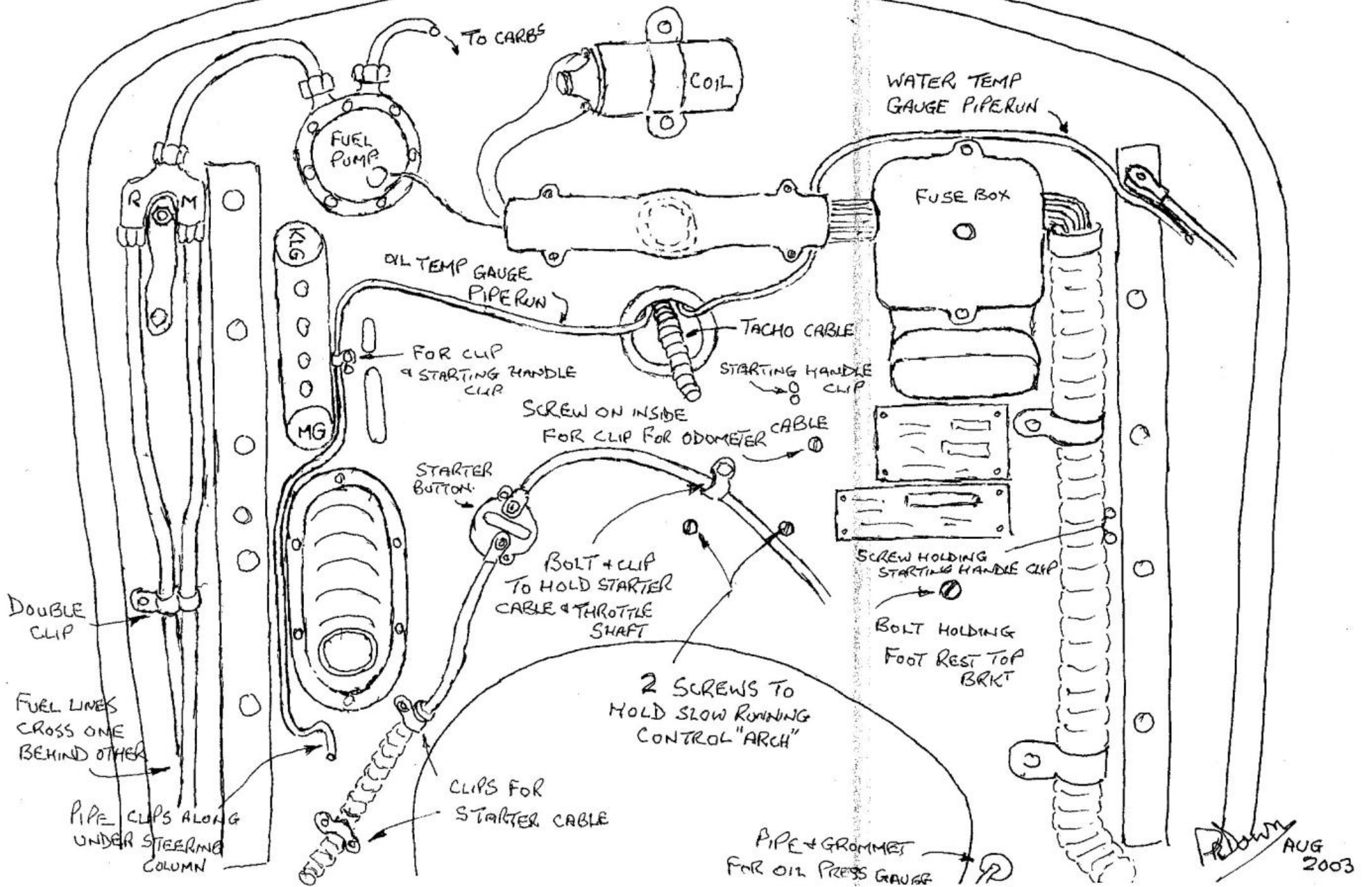
1 copy of 'Academic Dress of the University of Oxford'

Car of the Year 2004

To 31st July

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	87
2 nd	1140	J2	JL 753	Mike Linward	56
3 rd	3	J2	DG 5404	Mike Hawke	55
4 th	27	J2-PA/s	DVR 740	Carol Cooper George Cooper	49
=5 th	1642	K3/s	JB 7531	Colin Alderman	27
"	2000	K3/s	MG 3570	Peter Green	27
=7 th	1428	J2	DG 6142	Nick Bengier	26
"	2175	PB	JB 7524	Elizabeth Taylor Andrew Taylor	26
=9 th	162	ND/s	BKL 265	Philip Bayne-Powell	24
"	2170	PB	CLX 112	Tony Dolton	24
=11 th	2695	J1-J2/s ss	-	Anthony Howat	22
"	1976	J2/s	JF 5278	Gilbert Collins	22
=13 th	920	PA/s	TG 8337	George Ward	21
"	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	21
"	2123	PA	MG 3441	Ron Spinks	21
=16 th	1278	F1	MG 1313	Ian Goddard	19
"	2591	PA	MG 3242	Colin McLachlan	19
=18 th	65	PA/s	DPH 228	Nigel Gibbons	18
"	1595	M	PG 1045	Frank Ashley	18
"	656	PB/s	JC 3269	James Gunn Rebecca Gunn	18
"	2229	PA	JK 4823	David Stewart	18
"	317	Jarvis M	GP 1856	Philip Bayne-Powell	18
=23 rd	2538	M	YJ 42	Nicola Walker	17
"		PA		David Furnell	17
"	600	J2/s	WJ 7070	Ken Robinson	17
"	2011	K2/s	JO 7531	John Dutton	17
27 th	1533	PA-PB	WV 5012	Dick Morbey	16
=28 th	676	PA/s	WP 5939	Roger Thomas	14
"	1081	J2	AMB 787	Graham Ash	14
30 th	3070	K3/s ss	-	Richard Last	12
=31 st	330	M	VK 5424	Tom Dark	11
"	310	NA/s	BLL 492	Michael Windsor-Price	11
"	2694	J2-PA/s	Kayne Spl.	Mike Painter	11
"	1334	NA	AVG 865	John Neighbour	11
"	1516	K3/s ss	-	Jeremy Hawke	11
"	212	NE	JB 4750	Gunther Stamm	11
21 st	2028	NB/s	MG 3694	Tim Metcalfe	11

FIREWALL LAYOUT
ON P.A. BTD 800



Reddy AUG 2003

=38 th	1049	PB/s	VH 8637	Gerald Burridge	10
"	3272	J2/s	APG 718	Colin Bird	10
"	2134	K1/s	MG 3094	Peter Fenichel	10
=41 st	815	KN/s	MG 4314	Martin Warner	9
"		J2		Bart Spoelstra	9
"	1460	J2	AGY 339	Keith Hall	9
"	907	K1	ADH 360	Ian MacKay	9
"	1870	PA	AYY 38	Malcolm Kirby	9
"	2789	PA	VYC 529	Keith Jackson	9
"	2703	PA 4str	MG 3452	Tony Wild	9
"	105	KN/s	BFY 658	Michael Coles	9
"	949	L1	OD 6008	Andrew Morland	9
=50 th	80	J2	DE-46-64	Henri de Jong	8
"	1521	C/s	RX 8591	Dave Cooksey	8
52 nd	1270	NB Cresta	MG 4750	Bob Clare	7
=53 rd	1537	PA/s	LV 8989	Tim Beckh	6
"	3315	L1/s	TAS 513	Rodney Stansfield	6
=55 th		PA/s		Alan Painter	5
"	538	NA	NV 4207	David Sharp	5
"	1571	NB/s	JAS 922	Reed Yates	5
=58 th	348	M	VU 4037	James Mumford	4
"	1966	PA	JW 4625	John Joynes	4
"	1985	K3/s	CS 3009	Philippe Douchet	4
61 st	182	K3/s	JB 4184	Dean Butler	3
=62 nd	1896	M	VSJ 285	Gillian Carr	2
"	3009	J2	AGO 497	Peter Hemmings	2
"	705	PA	AVP 342	Derek Moore	2
"	1189	M	JY 8840	Keith Portsmouth	2
"	158	PA	BJO 800	Peter Down	2
"	3072	PB/s	WSJ 159	Neil Skerratt	2
"	1187	PA	EO 5823	Colin Wallace	2
"		NA		Robert Dean	2
"	789	NA	YS 7798	Keith Hall	2
=71 st	2141	PA/s	RC 3349	Derek Richards	1
"	2769	12/12 Rep	GG 3340	Colin Lambert	1

Results from the following events are the only ones currently included in the 2004 COTY scores to date:

10 th Jan	MCC Exeter Trial	Partial Results
11 th Jan	VSCC Brooklands Driving Tests	Full Results
18 th Jan	MAC Clee Hills Trial	Partial
25 th Jan	VSCC Measham Rally	Full
25 th Jan	North Devon MC Exmoor Trial	Partial
1 st Feby	S&DMC Cotswold Cloud Trial	Partial
21 st Feb	VSCC Pomeroy	Full
21 st Feb	MGCC Midland Spring Trial	Partial
6 th March	VSCC John Harris Trial	Full
14 th March	MGCC SE Navisat	Partial
27 th March	Fellside MC Northern Trial	Partial
10 th April	MCC Land's End Trial	Partial
11 th April	Gosport Show for Classic Cars	Partial
24 th April	VSCC Silverstone Race Meeting	Full
24 th April	MGCC SW Kimber Classic Trial	Full
25 th April	MGCC SW Kimber Driving Tests	Full
25 th April	Ross & District MC Kyrle Trial	Partial
2 nd May	Monklands SCC Forestburn Hillclimb	Full
2 nd May	VSCC Curborough Sprint	Full
1 st /2 nd	MGCC Caledonian Weekend Rally	Partial
May		
1 st /2 nd	MGCC Caledonian Weekend	Partial
May	Concours	
3 rd May	MGCC SW Colerne (Wessex) Sprint	Full
9 th May	VSCC Wiscombe Park Hillclimb	Full
16 th May	Swansea MC Lllys Fran Hillclimb	Full
22 nd May	BRC Cornbury Park Sprint	Full
6 th June	MGCC SW Charmy Down Gymkhana	Partial
24 th July	MGCC Silverstone Race 8	Full
25 th July	MGCC Silverstone Sprint	Full
25 th July	MGCC Silverstone Gymkhana	Partial
25 th July	MGCC Silverstone Driving Tests	Partial

SLADE TROPHY 2004

To 31st July

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	28
2 nd	J2	Mike Linward	12
3 rd	PA/s	George Ward	9
4 th	KN/s	Martin Warner	8
=5 th	PB/s	Gerald Burrige	7
"	J2/s	Colin Bird	7
"	PA/s	Roger Thomas	7
8 th	PA	Tony Dalton	6
9 th	PA/s	Tim Beckh	5
10 th	PA/s	Nigel Gibbons	4
11 th	PA	John Joynes	3
12 th	J2	Bart Spoelstra	2
13 th	PA	Derick Moore	1



BAYNTON JONES

HISTORIC MOTORSPORT

***RESTORATION, PREPARATION,
ENGINEERING, SPECIAL PARTS.
EVERYTHING YOU NEED FOR
YOUR TRIPLE-M MG.***

FOR MORE DETAILS SEE OUR WEBSITE:

www.baynton-jones.co.uk

WESTERLEIGH BISHOPSTONE SALISBURY WILTSHIRE SP5 4BW

Tel: +44 (0) 1722 780501 Fax: +44 (0) 1722 780091

SPEED CHAMPIONSHIP 2004 To 31st July

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	K3/s	Peter Green	28
2 nd	K3/s	Colin Alderman	23
3 rd	NB/s	Tim Metcalfe	19
4 th	PA/s	Peter Altenbach	18
5 th	K3/s ss	Richard Last	17
6 th	NE	Gunther Stamm	16
7 th	NA/s	Robert Dean	14
8 th	PB	Andrew Taylor	13
9 th	K2/s	John Dutton	11
10 th =	J2-PA/s	Carol Cooper	10
10 th =	KN/s	Michael Coles	10
10 th =	NB/s	Reed Yates	10
10 th =	K3/s	Philippe Douchet	10
14 th	C/s	Dave Cooksey	8
15 th =	PB	Elizabeth Taylor	7
15 th =	NA	John Neighbour	7
15 th =	K3/s ss	Jeremy Hawke	7
18 th	J2/s	Ken Robinson	6
19 th	L1	Andrew Morland	5
20 th	K3/s	Pat Boghossian	3

Triple-M Yearbook 2003

The 2003 Triple-M Yearbook is now out, and up to its usual excellent form, which Nick Wright has kept up for the last 3 years. If you didn't buy your copy at Silverstone, it is available from Charlie Hayter for £8.00 49 Breach Avenue, Southbourne, Emsworth, Hampshire, PO10, 8NB,

Peter Neal, an ex-MG employee has two articles; one on the background to what might have been produced if MG had remained independent in 1935, using the independent suspension from the R-type on a new 3¹/₂ litre saloon, only the body style of which was kept for the new Morris based SA.

Peter's second article is on the M-type High Speed Van, with elevations and plan drawings to show its appearance; it even had the MG logo on the roof!

Hiro Nishio has produced a fascinating article on the very first K3, K3751. This went out to Japan in 1937 to be owned by Baron Kobayakawa for 40 years, until bought by the present owner, Nobuo Harada. Many of us have known something about this car, but all the various times it, and its owner, had to go through are detailed. This car has a shorter wheelbase than the production K3s, at only 7ft 6ins, and was fitted with basically a C-type body. I have never seen a side view of this car, but there is a colour picture of the restored car, which shows that it was a most beautiful looking car.

Robin Gordon tell the story of a holiday he took in 1954 with his M-type, travelling through France, Switzerland, Italy and then back through Germany and Belgium to Dieppe. In those far off days the cars had to be craned on board the ferries! Does anyone fancy doing a trip like that today in an M-type? I took our Jarvis M-type to the 2001 Luxembourg rally, which was a fair distance, and I know that Tony and Judith Margel cover many miles in their M-type; they took it on the 1991 New England Raid to America. Has anyone else done a long trek in one of these cars? Please let us know.

Paul Joppen has written up the story of Flip Scholten's M-type, which he restored at the start of the Triple-M Register; this car started many people off on the restoration road.

Tim May has been perusing the Shelsley Walsh archives, and covers all the Triple-M cars, which have competed there before and after the war, right up to the present day.

As well as all this, you get an article by yours truly on the restoration of C0263, that I have been trying to get sorted in the past 18 months, since completing the restoration! It is now running properly, courtesy of a VW Bosch distributor, and even made Silverstone and back!

Mike Hawke delves into the long-term ownership of J-types, while Mike Allison regales us with details of fuels and our cars.

Together with Peter Green's introduction and Mike Linward's usual summary of the 2003 competition year, you have a bumper bit of bedtime reading, all fronted by a reproduction of a Gordon Crosby painting of a Cream Cracker in the 1936 Expert's Trial.

So Get Your Copy Now!!

Four-Seater Handling

By Chris Lewis

The letter in the April Bulletin to Brian Rhead from Mark Daniel, regarding steering trouble with the F-type he owned in 1952, prompts some recollections on items which have greatly affected the handling of our PB – also a 4-seater.

1. **CASTOR ANGLE** – the P-type has $2\frac{1}{2}$ degrees more castor angle than the earlier models, achieved with wedges between the spring and axle beam. Reversing these wedges – as the previous owner had done – reduces the castor angle by 5 degrees, from the $8\frac{1}{2}$ degree angle for the P-type, (according to Blower's manual) to only $3\frac{1}{2}$ degrees.

This is not enough, and replacing the wedges the correct way round made the steering quite tolerable (despite, at that time, having $1\frac{1}{2}$ " of play at the steering wheel rim).

Some castor angle (in which the top of the king pin is inclined rearwards relative to a line perpendicular to the road surface) is essential, as it tends to make the front wheels return to the straight ahead position. Too little will allow the slightest irregularity in the road surface to deflect the wheels to left or right, requiring constant correction to take up the slack in the steering. Too much will make the steering heavier and increase the tendency for the wheel to slam to the full lock position when reversing.

So it is worth checking that all the steering geometry, particularly castor angle, is correct; but that in itself will not ensure that the car is stable, especially when fully loaded.

2. **TYRE PRESSURES** – this, I suspect is the one aspect most responsible for the reputation for bad handling, which the 4-seaters seem to have.

From some usual sources:-

"The Complete MG Workshop and Tuning manual" by W.E.Blower (10th impression, 1962) quotes in the Service data section:-

F-type Magna mentioned	Tyre pressures not
D-type Midget, 4-seater tourer and saloon-	27psi front & rear

J1 and J2, 2-and 4-seaters, and saloon rear	32psi front & rear
PA and PB, 2-and 4-seaters rear	28psi front & rear

The instruction summary card folders ((MMM Library reproductions) quote the above figures for the D and J1/2, but 32psi for the P-type. The instruction manual (P and PB series-page 4) quotes 28psi. Nowhere is there a mention of the need for higher rear pressures for the 4-seaters – the extra ½ cwt of which arises mostly from the rear of the body; nor crucially is there any mention of the need to further increase the rear pressures when fully laden.

For the F-type "The Manual of the MG Magna" is slightly more helpful than Blower. As well as urging regular checking for correct pressure with a reliable gauge "once every week, whether the car is used or not", there is just a hint that rear passengers need more air, as on page 88 it says "Dunlop tyres 4.00 for 19" rims are fitted to the MG Magna, and the makers recommended tyre pressures are as follows:-

Front wheels 27psi Rear wheels 27psi

These pressures relate to a car with the two front seats occupied. When rear seats are occupied, pressure should be increased in the rear tyres to about 30psi.

Two 12 stone adults in the rear seats add 336lbs (i.e. 3cwt or 152kgs) directly over or slightly behind the rear wheels. This will i) significantly increase the heat generated in the rear tyres, and ii) (due to the greater cornering loads taken by the rear tyres), increase their slip angle (relative to that of the fronts) tending to produce oversteer. Both can be combated by increasing the rear tyre pressures.

I suggest that a rear to front pressure difference of 2 to 4 psi should be the starting point for a 4-seater P-type on original (4.00X19") tyres, for driver and front seat passenger, plus light shopping on the rear seat and in the footwells.

When fully loaded, a much greater difference in cold tyre pressures is needed:- 28psi at the front, but 40psi at the rear, giving a pressure difference front to back of 12psi.

When 4 up and towing a small trailer (spares and camping gear! *which Chris does – Ed.*) the required downward load on the tow hitch will further increase the car's rear tyre download and cornering loads, whilst slightly reducing those on the front. If more stability is

needed, try further increasing the difference between the rear and front pressures; for example;- 26psi front and 43psi rear, giving a pressure difference front to back of 18psi.

Clearly some care is needed – do not exceed the maximum pressure capability of the tyre. So if you are still trying to wear out some WW2 patched remoulds, I wouldn't use them on the rear! A sanity check for overloading/under-inflation/inaccurate tyre gauge, is to feel the tyres for overheating after half an hour's driving. The rears, being driven, will be warmer than those on the front, but shouldn't be excessively so.

With appropriate tyre pressures, it should be possible to enter a sweeping main road bend at 60mph, with no unpleasant "oops might need some opposite lock" feeling. Momentarily releasing the steering wheel at 70mph on a smooth (empty!) motorway should likewise be a "no drama event", with only a gradual deviation from the centre of the lane you are in, due to any crosswind or road camber. If one (or both) of these events sounds fanciful, then something else is wrong, or you have a slow puncture in a rear tyre!

Does anyone know whether more specific recommendations for high speed, 4 up, driving were made at the time, by MGs, their agents, or the tyre companies?

Finally, in a paper entitled "tyre Characteristics as Applicable to Vehicle Stability Problems" published by the Institution of Mechanical Engineers in 1954, the authors (TJP Joy and DC Hartley, both of Avon India Rubber Co Ltd), make a revealing comment, in a section dealing with oversteer and understeer:

"Which of these two conditions is preferable is a matter of opinion, and varies with the operating conditions; under steer which gives greater stability, especially in cross winds, is better for long, straight, fast driving, as is encountered abroad, and oversteer, which lessens the physical effort for a driver in cornering, is advantageous on twisting, slower roads as are generally found in Great Britain; but what does appear to meet with universal acclaim, is that the handling characteristics of the car should tend towards greater understeer with increasing sideways acceleration".

The comment is probably also applicable to British roads in the 1930s, but today's rear passengers definitely need more air!

3 REAR SHOCK ABSORBERS – Four seaters really need working rear shock absorbers – easily arranged for cars with friction dampers. The Luvax vane type hydraulic ones on the back of our

PB had long since leaked and worn out (probably in that order), and after losing any "rusty friction assistance" by oiling the back springs, cornering on anything but a really smooth road was decidedly unpleasant.

Inspired by an article by John Kidder in the 1972 Yearbook, I overhauled a set, and set them at room temperature to the resistances suggested. The effect on the car was dramatic, a much smoother ride, and an extra 10mph on the speed I could comfortably take the bumpy left hander at the bottom of Thornbury Hill (then outside the 30mph limit) on the way to work!

Unfortunately the set I chose to overhaul lacked any compensation (or bump relief valve) for the increased oil viscosity at low temperatures; a trip to France in winter caused them to work too well, and fractured the spindle on one, and the casing on the other.

I am temporarily using some adapted piston type shock absorbers, but would like to fit the correct Luvax items – can anyone recommend a firm which reconditions these (*Yes - go to Graham Brown of Vintage and Classic Shock Absorbers, 203 Sanderstead Road, South Croydon, Surrey, CR2 0PN. Tel. 020 8651 5347 who did a great job on my larger N-type Luvax shockers, even replacing the one with the slit casing – Ed.*)

== ROGER F THOMAS ==

CLASSIC RESTORATION & ENGINEERING



Firs Cottage,
Pirbright Road,
Normandy,
Surrey,
GU3 2HU.

Phone: 01252 316028 Mobile: 07710070401

E-Mail: MMMfixit@hotmail.com

Over 40 years experience working on early MG motor cars.

Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

YOUR LETTERS

From Ian Fairhead

Dear Phil.

In 1984 I purchased an MG PA chassis No. P958, together with various parts, including front and rear axles, and most of the brake mechanism, two brake drums, and one wheel. There were also a few parts, which were probably not PA. There was no log book, or other documentation, and all that the seller could tell me was that the parts came from a local garage, which had closed down some time ago. The Triple-M Register was unable to tell me the registration of the car from which the chassis originated, and told me the car still existed. Further research revealed that the car was in Peterborough, and I was then able to contact the owner, and visit him to view his PA.

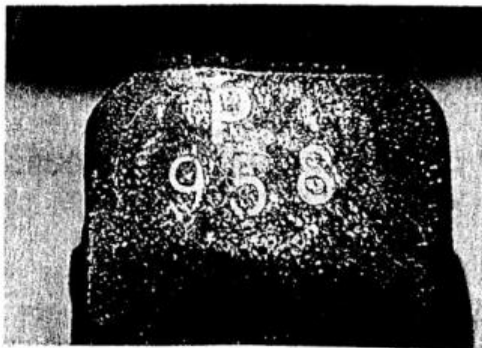
The Peterborough car had a complete chassis, which strangely had no chassis number stamped on it. Curiously, and perhaps entirely coincidentally, the car owner had two spare brake drums, and a spare transmission tunnel – both items of which were missing from my set of bits – which he very kindly sold to me.

My chassis had no signs of any damage and apart from some surface corrosion, was quite serviceable. The questions which I have never been able to answer are:- was my chassis originally part of the Peterborough car? If so, why was it changed? Why did the Peterborough car have an un-numbered chassis? Did the MG factory produce un-numbered chassis as spares? How many chassis did MG really build? How many more PA chassis are sculling around waiting to be discovered?

My intention had been to obtain an engine and gearbox, and build a complete PA, or at least a PA special. Eventually, I realised that, with the few parts I had, this was not really a feasible or economic venture, even though I had managed later to obtain a radiator cowl, and a few other items. In 1996 I sold

my collection of bits to Barry Bone. Hopefully, my chassis and other spare parts have helped other MG owners to complete their cars, but I am still intrigued by the mystery of chassis No. P 958.

Yours sincerely



(I note that the chassis number is only P, not PA, as one would expect; also the number should be a four-digit number. The type of lettering also seems different to that used by MG, which tends to indicate it is a spare chassis that has been stamped up by the purchaser, who unfortunately chose a number that was still about – Ed.)

CAMERON TAYLOR BEDFORD

consulting engineers

Cameron Taylor Bedford are pleased to support the Triple-M Register by supplying the publishing costs for this bulletin.

Cameron Taylor Bedford provides structural and civil engineering consultancy services for a wide range of projects including new building design and the conservation and refurbishment of old buildings



Please contact us on

Tel: 020 7262 7744

Fax: 020 7724 0917

email:

paul.bowkett@camerontaylor.co.uk



From Andrew Morland

Dear Phil

I hope the Luxembourg trip went well; I was sorry not to be able to join you all there.

I have a tip for Triple-M owners, in case they do not already know. For the last few months my L-type has been pulling to the right, and getting worse all the time. I could not see what was causing it. I thought it might be that the "Third World" condition of the roads here in Somerset had bent or broken something. However, I then noticed that the off side shock absorber rubber bushes were tight up against their nuts. Barry, my friendly local garage man, hydraulically pressed them back together, and "hey presto", the car is steering beautifully again, and almost rides like my Y-Type!!

By the way, you may recall my having trouble with the brakes on the L-type during the trip to La Rairie in France. They were jamming on and overheating, and several people on the trip kindly tried to help me fix them in all sorts of ways! In the end I discovered that it was only a minor thing, which it was impossible to spot without actually removing the floorboards! The brake light switch bracket had slipped, and its spring would not let the brakes off completely! So watch out for brake light switches!

Best wishes.

From Alan Whitham

Dear Phil,

I am currently researching the history of my K1 Saloon (originally with black paintwork, and blue wheels and upholstery), chassis number K0432, and like others, have been able to piece together some of the early history, and the most

recent ownership, but there are a number of blanks – especially the registration number.

My car was originally purchased by Lady Caroline Paget in July 1934, which from information recently gathered, would appear to have been for her 21st birthday.

Further research has revealed that Lady Caroline was the eldest daughter of the 6th Marquis of Anglesey. The family was not connected with the Hon. Dorothy Paget (daughter of Lord Queensborough) who provided financial assistance to Tim Birkin in the development of the 4^{1/2} litre Blower Bentleys, and who herself owned an MG PA.

Lady Caroline had a less notorious lifestyle, but is known for her connection with Rex Whistler, who created an impressive art collection at the family home, Pals Newell at Longhair PG.

Lady Caroline married Sir Michael Duff in 1949, and lived at Vinyl, Bangor (situated just across the Mean Straits from Pals Newell).

The MG Works Triple-M records, which are very sparse on my car, suggest that by 1938, Lady Caroline had disposed of the K1, and it had been acquired by Mr G.S.Wise of the MG Car Company, who had the car serviced by the factory "at staff rates". Thereafter the trail of the early days goes dry.

Through the Bulletin and its readers, I would like to enquire whether anyone has any knowledge of Mr Wise as a member of the MG Car Co staff, or the whereabouts of his family.

Similarly, if anyone has any information about, or photographs of, this car when it was in Lady Caroline's ownership, or with Mr Wise, or subsequently, I would be delighted to hear from them.

My address is Lea Bank, Demage Lane, Lea-by-Backford, Chester, CH1 6NU. Tel. 01244 851605.

Yours sincerely

From Pip Bucknell

Philip,

I would think you are aware that I do not get MMM Newsletter any more, so it is often some time before items filter through to me. (*This of course can be remedied by anyone down under, by sending me a £10 note, which will then cover eight issues of the Bulletin – Ed.*)

Not long ago, there was mention by our wonderful Mike Hawke about the issue of not printing the updated & corrected version of K3 Dossier.

As I was involved in this issue on a slightly different point of view that Mike made no reference to, I wonder if you would print a shortish piece on this subject.

On the other foot, RA0259 has been invited to Speed on Tweed during the middle of September. My son is flying up from Adelaide to drive and Lawrie Poolman (C-type driver and owner) is flying over from New Zealand to assist. This being the cars' second outing since 1957. We are looking forward to it all.

Hope you are well. Have heard from several people that MG Silverstone was great.

Cheers

From Barrie Dean

Dear Phil

Please be kind enough to mention that owing to popular demand, I hope to arrange for another batch of overdrive conversions for J/P/L/N types. This will give a useable 7-speed box, and is the complete answer to the early wide ratios on the P/N models, as well as giving an overdrive top. Price will depend on the specification and number produced. Interested

parties please contact me at 143B St Albans Road, Arnold, Notts. Tel. No. 0115 9208416.

TIPS & HINTS

The **Vintage Bearing Company** has moved to **Box 16, Hatton, Derby, DE65 6ZQ, Tel./Fax. 01283 730141 or e-mail:- sales@vintage bearings.co.uk.** They have renewed for me one of the scarce double roller, rear wheel bearings, which I believe make so much of a difference to the rear end. They re-machine the tracks, and fit oversize balls.

Speedy Cables have also moved from Hertford, and can now be found at **Abercrave, Swansea, SA9 1SQ. Tel. 01639 732213 or 01639 73229. Fax 01639 732238.** As well as making cables to pattern for speedometers, rev counters, brakes, they can replace broken inner cables for the same. Clocks and gauges can also be overhauled.

Robin Gordon passes on a couple of tips:- The use of Firegum or similar is excellent for joints on the exhaust, which do not move, such as the manifold to head, as you pointed out. But if there is slight movement, a silicone instant gasket forms a good seal, and will stand very high temperatures, whilst still remaining pliable. This tip came from Bob Brassington, who has used this on motorcycle exhausts for many years.

Secondly, I find greasing where the old round "Tecalemit" nipples are fitted (and cannot be changed for the modern hydraulic types) difficult as grease always seems to leak out, and not go in the nipple. This can be solved by putting a small piece of close-weave cloth over the nipple, before applying the grease gun. The grease will go through the cloth into the nipple, as the cloth forms a good seal round the edges, so

getting the grease where it should go and not all over the car or floor! (*I use a piece of Polyroll for this – Ed.*)

Stafford Vehicle Components Ltd (53 Kepler, Lichfield Road Industrial Estate, Tamworth Staffs, B79 7SF. Tel. 01827 67714 or Fax. 01827 60251; e-mail: info@s-v-c.co.uk and website www.s-v-c.co.uk) were showing a neat sidelight bulb-holder at Silverstone which takes a 21w amber bulb over the top of a 5w clear side light bulb. The fitting is a replacement for the single sidelight bulb holder, which you get when you buy standard torpedo or octagonal sidelights. This allows you to fit front indicators without any visual difference. The price is £35 per pair plus £4 p&p.

Yorkshire Chassis Services (Unit 6, Holly Park Mill, Wood Hall Road, Calverley, Leeds. Tel 01132 571134) can make and repair most Triple-M chassis. Their stand at Silverstone was showing the castings used to connect the crosstubes to the side rails, and many other parts to make up a complete chassis. Speak to Russell Trueman.

CARS FOR SALE

Steve Hemingway (The Maltshovel, Shutter Lane, Gotherington, Glos. GL52 9EZ. Tel. 01242 674672 or e-mail stevehemingway@tiscali.co.uk) has for sale a supercharged 1932 J2. Less than 3000 miles since complete restoration. All parts refurbished/replaced to original standard. Phoenix crank and rods. Front mounted vane type blower. 2-leading shoe hydraulic brakes. New body. Collingburn bucket seats and upholstery, New tank, bonnet side screens and tonneau cover. A Superb car. £23,500.

I note that Colin Lambert is also advertising his very successful 12/12 M-type for sale

SPARES WANTED

Your editor is looking for an M-type handbrake ratchet quadrant in unworn condition, with good teeth, to ensure that the Jarvis' handbrake operates properly, if anyone can help please.

SPARES FOR SALE

Andrew Morland (Old Glade Cottage, Water lane, Butleigh, Nr. Glastonbury, Somerset, BA6 8SP. Tel. 01458 850398) has for sale a crack-tested N-type crankshaft, and six rods in good condition for £525 ono, or swap for L-type head or parts.

Also a leather skin in dark blue, enough for a two-seater; £140 or swap for same in beige.

Alan Whitham, Lea Bank, Demage Lane, Lea-by-Backford, Chester, CH1 6NU. Tel. 01244 851605) has the following parts for sale:-

P/L Parts

Set of 4 new 12" brake back plates, black powder coated; £400.

Set of 4 new 12" brake drums in grey primer; £400

P-type chassis, front half, with identity and necessary castings and tubes to rebuild as original or extended to Q/L; £350.

Handbrake cross-shaft unit to fit J/F/P/L, complete powder coated black; £250.

A pair of handbrake cross-shaft pivot pins; £15.

A pair of P/L splined front hubs, with knock-ons; £50.

P brake pedal chassis bracket with pedal fitted, black powder coated; £80.

P brake pedal chassis bracket, black powder coated; £55.

P/L rear axle case, bearing/oil seal ends reconditioned; £235.

Pair P/L half shafts and splined hubs (one new hub and shaft); £100.

P/L rear axle differential cover, black powder coated; £15.

P alloy cased 2-star differential unit complete with good 8/43 cwp, square drive flange, and dip stick; £120.

A pair of rear spring to axle spacer brackets, one without cap; £35.

P radiator, excluding shell; £200.

Pair of front spring brackets, (to absorber arms), black powder coated; £20.

Nearside front spring bracket (to absorber arm), black powder coated; £10.

P gearbox output shaft flange, 4-hole; £25.

P differential input shaft flange, 4-hole; £25.

P propshaft tunnel undertray, black powder coated; £10.

J/F Parts

J clutch operating shaft (reconditioned) with brass bush; £35.

J engine rear main bearing/flywheel bell housing, undamaged; £235.

J/F/M vertical drive oil drain housing, undamaged; £35.

J/F 2-star differential with bearings, and 8/43 crown wheel (no case); £50.

Pair of J/F steering arms; £40.

Pair of new front alloy tapered packing pieces; £10.

Pair of little used rear Hartford shock absorbers complete with vertical arms; £100.

Pair of rear spring to axle spacer brackets complete, black powder coated; £40.

Rotax DJ4A distributor, needs cap, rotor and dog; £20.

Lucas DJ6A distributor complete, but shaft bushes need replacing; £35.

N-type parts

Rear axle casing, with diff cover, half shafts, hubs, new bearing carriers, knock ons. All in good condition; £Offers.

Footbrake chassis mounting bracket, powder coated; £50.

Radiator, excluding shell, in very good condition; £250.

Crankshaft with flange, -0.025" on mains, -0.040" on big ends; £150.

Crankshaft, -0.025" on mains, -0.050 on big ends; £50

Other Parts

T-type front axle with stub axles; £275.

CF2 cut out/fuse box, to fit early MGs (18/80s etc); £130.

Morris 4-foot wide rear axle with 8" hydraulic back plates, ideal for J/P racer/special, good condition; £50.

TA/B/C rear wheel bearing carrier, good condition; £20.

Chromidium 12" brake drum, as Triple-M but no fins; Wolseley? £20.

Lucas DDS5 vertical dynamo case, 12 volt, (no coils), base plate, and top cover with hair crack; £30.

Wilson patent pre-selector gearbox, ideal for 6-cylinder MG; £375.

Scintilla 4-cylinder magneto, good sparks, but rotation needs changing for Triple-M; £80.

Please allow for cost of postage/delivery on all above items.

Due to his own needs, **Bill Bennett**. (Tel.01454 313221 bennettbil@aol.com) has had a one off batch of the following gear sets made. The sets remaining are offered on the first come first served basis:-

New MG PB / NB 1st & 2nd gear kits. Made of the highest quality and although standard ratios, have been modified to increase the strength of each gear. The kit consists of new modified dead shaft, 2 hardened spacers, 1st & 2nd double wheel and 1st & 2nd pinion. Price £752 per set (No VAT). (4 No K16 x 22 x 16 metric roller bearings needed, not included).

As above but MG PA / NA ratios. same price.

We regret to hear that Stefan Jergel, from Sweden, succumbed to cancer in May. Stefan has been a great source of knowledge of our cars in Sweden, and was Bob Clare's most valued contact in Scandinavia for sorting out details for the Register, and will be sorely missed. Our condolences go to his family and friends.

Note from the Editor – I have been doing this Bulletin now for 20 issues, and expected that to start with we would not get much assistance, but now that it has been running to 40 pages on a regular basis, I would have expected more reports of events from participating (or spectating) members. The other thing that we are not doing well on, is the Hints and Tips section, which is invaluable to nearly everyone reading. I look forward to a greater contribution from you all on these two fronts, in the future.

DISCLAIMER — *The opinions expressed in this publication are the personal opinions of the editor, or the contributors, and are in no way the opinion of the 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.*

PRESIDENT – MIKE ALLISON, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel.01635 40724. E-mail:MMMGservice@aol.com)

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

SECRETARY – George Eagle, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: george@eagle1798.freeseerve.co.uk)

TREASURER – Keith Hall, 4 Daines Close, Southend on Sea, Essex. SS1 3PG. Tel. 01702 582364 E-mail: thorpebayhalls@aol.com)

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

SAFETY FAST EDITOR – Bob Hudson, 228 Shinfield Road, Reading, Berks, RG2 7DU. (Tel.0118 986 9074 E-mail: robert.hudson34@btinternet.com),)

YEARBOOK EDITOR John Reid, Fardenway, Orwell, Royston, Herts, SG8 5QH. (Tel. 01223 207387 E-mail: john.b.reid@talk21.com)

ASSISTANT YEARBOOK EDITOR – Roger Thomas, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey.GU3 2 HU.

YEARBOOK ADVERTS – Elizabeth Taylor, 52 Littlebrook Avenue, Burnham, Bucks, SL2 2NN. (Tel. 01628 665055 E-mail: e.taylor@littlebrook1991.fsnet.co.uk)

REGISTRAR – Bob Clare, 39 Hillside Avenue, Worthing, W.Sussex, BN14 9QS. (Tel. 01903 203698 E-mail: 100570.2213@compuserve.com)

HISTORIAN – Barry Foster, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169)

BULLETIN EDITOR – Phil Bayne-Powell, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: philip.bayne-powell@camerontaylor.co.uk)

LIBRARIANS - Jackie and Charlie Hayter, 49 Breach Avenue, Southbourne, Emsworth, Hampshire, PO10, 8NB

TECHNICAL ADVISER – Bob Jones, Westerleigh, Bishopstone, Salisbury, Wilts, SP5 4BW (Tel. 01722 780501 9am-6pm Mon-Fri. E-mail: bayjobob@aol.com)



Ian Fairhead's PA starter kit as bought in 1984

Photo: I. Fairhead



The only NB Airline Coupe when owned by Reed Yates - before it was totally gutted by fire

Photo: R. Yates



Luxembourg Rally - over 80 Triple-M cars filling the courtyard at the chateau at Stavelot

Photo: C. Schmidt



Triple-M extremes - Philippe Douchet in K3026 looks across to the Margel's M-type at Stavelot

Photo: C. Schmidt