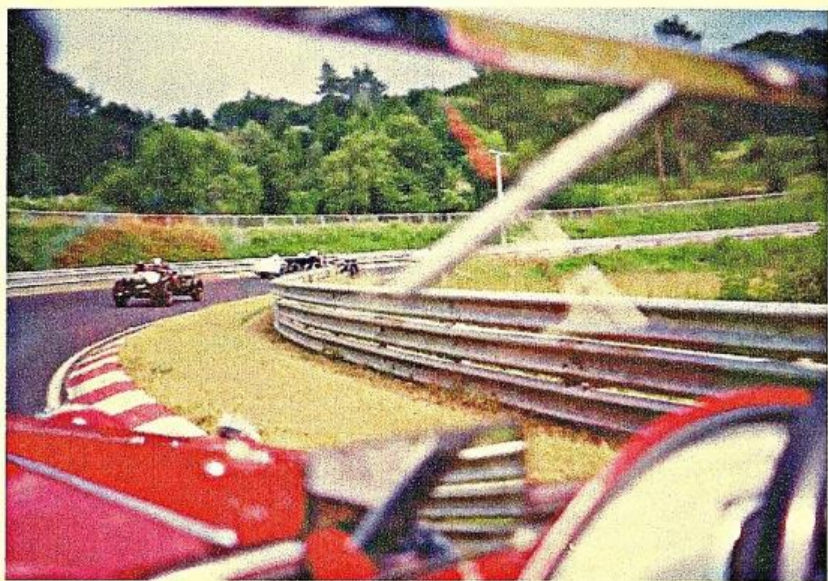


TRIPLE-M REGISTER BULLETIN



AUGUST 2005





Christian Hoptner's J2 at Vintage Nurburgring - Gil Collins and Dave Downs (at right)
Photo: Gil Collins



Peter Green's Summer Party. The cars look on while their owners have lunch!
Photo: P. Duncombe

TRIPLE-M REGISTER BULLETIN

August 2005

EDITORIAL – Phil Bayne-Powell

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The season is now well under way, and our Normandy rally went well, with twelve cars partaking of good food and company, even if the weather was a bit unkind. A full report appears later in the Bulletin.

Peter Green's garden party also went very well, and was beautifully organised, with enough to do, as well as time to talk. It was full of K-types, with Colin Alderman's and Gunther Stamm's K3s, John Dutton's K2, George Ward's K1, and Peter Prosser's TWO KN saloons, his new blown version had only covered 20 miles after its restoration, and he confirmed it was a rear goer. Walter and Brigitte Kallenberg were also over from Germany, but without their K1. I heard that Manfred Berger's ND (NA 0500) is now owned by Stephan Propsting

We had set out with Rosemary's Allingham, and our ND, but her car was misfiring so badly that after a mile or so, we had to turn back. I substituted the Jarvis M-type, which I haven't driven for some time, since my daughter usually takes it to events. I had forgotten what a great little car it is, with a nipiness, which belies its small size.

The following weekend, when checking the Allingham, I found that the connection to the condenser had worked loose, so the sparks were earthing to the body of the distributor, thus causing the misfire. Once tightened up, all was well again – it is very satisfying when a little thing like that can be put right easily, without the usual expense we have to put up with when things go wrong!!

On this front I would like to receive many more tips and hints on keeping our cars on the road; many people join the Register to get this sort of information, but we don't seem to be getting all this information published. I know it is out there, as you only have to talk to a few people about ones problems to get a lot of feedback.

Front Cover : View of the track from the cockpit of Gil Collins J2, during this year's Vintage Nurburgring. (photo G.Collins)

Also I need more articles from our UK members; the last issue was largely dependent on articles from the US and Belgium.

The next Triple-M event is the Black Horse Driving Tests on 14th August, and then we have the Dieppe Retro Raid on 2nd-5th September, for which entries have now closed.

The C-type is now converted to carburettors, and is back on the road, but I am trying to get the carbs sorted out. We have borrowed the carburettors off the N-type saloon for the time being, which are the same size fortunately.

The N-type saloon now has its fabric roof fitted, and has been in the paint shop now for 4 weeks, but without any progress. It was first booked in back in September last year!! but as the painter has previously done an excellent job on most of my other cars, I want him to do it. It is far better to stick to someone who has done a good job before, than start looking around for another painter, and have a second rate job that you will regret for ever.

Now that the N-type Saloon is away, I am arranging to get the Jarvis F-type back from my co-owner, so I can overhaul it ready to get it back on the road, after many years of hibernation. The engine is with Barry Foster for an overhaul, and upgrading with later camshaft and rockers, and F3 water modifications.

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The Triple-M Normandy Raid

2-5th June

By The Editor

We had 12 cars on this rally, most of whom were regular raiders, but Peter and Celia Hemmings in their KN were newcomers; and Peter Down brought his son, instead of Marion.

Eight cars left Portsmouth on the 8am Sea Cat to Cherbourg on the Thursday. The crossing was a bit rolling, so we were glad it was only a short trip.

Once landed at Cherbourg, we headed east for lunch at St. Vaast La Hogue, which is an old fishing and yachting village. Derek Richards had arrived earlier in France from Poole, so he and Rosemary had scouted ahead to find the best restaurant. This was right on the front, overlooking the harbour, and we virtually took over the place.

After a really excellent meal we headed off in various 4- and 6-cylinder groups to get to our destination for the rally, at the Bevington's new pad in the middle of Hambye, where we were greeted with handshakes, kisses, tea and cakes! After registration, we were all allocated our accommodation in various locations around Hambye.

In the evening, we were collected by the local school bus, and taken to the Bar L'Etang restaurant for another great meal, drinking to our hearts delight, knowing we didn't have to drive back, only needing to make it as far as the bus!!

The next morning we had the traditional continental breakfast in the local café, but for the first time out of all my trips, we had it inside, instead of on the pavement, as it was not very warm.

John then handed out our clues for the morning's rally, which consisted of driving a set course, following relatively easy instructions, but having to spot various clues set out in each section – not so easy!

Our Allingham had decided not to charge on the first morning, and the battery was getting low, causing misfiring and loss of power. However we did make it to the finish at Villedieu, with everyone else.

A very large, excellent, two course lunch was taken in an upstairs garret over the restaurant, and we were joined by two other ex-pats, in the shape of Colin and Sally Tieche, who live less than an hour

away. They came to join us for the afternoon's tour round the Bell foundry in Villedieu.

This bell foundry is one of three in France, and had been in one family's tenure from the beginning until quite recently, when it was taken over by a new owner. It is still operating in its original timber framed building, complete with a rickety overhead TIMBER runway and crane. The floor had recently been relaid with wooden sets.

A recent innovation was the change from casting their bells face down, to the English method of casting with the face up. This ensures that all the dross of the molten bronze coming to the surface is located at the rim of the bell, which is not structural, unlike the bell head where the full load of the bell is supported.

We saw a pair off newly cast bells for an Egyptian customer, and two men were digging out a big pit in the ground ready for casting a new 2Ton bell. All bells are cast in the ground, which is then packed round them to contain the heat while cooling. Too rapid cooling of the bronze will cause the casting to crack. The inner and outer mould forms of the bell are made with a combination of clay mixed with horse hair and manure! This has been found to be the best material for containing the heat. The furnace is fired up when the bell are fully embedded in the ground, and little channels are formed on the ground to convey the molten bronze to the moulds by gravity.

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After the tour we could browse around the shop, and be tempted by the various castings they produce, not only bells. These are pretty expensive, probably due to the cost of solid bronze. I always find this place fascinating, and most of the party felt the same.

The rest of the afternoon was free, with tea beckoning us back to Maison Quesnil in Hambye. The evening meal was another gastronomic orgy at the Hotel de L'Abbaye. We left with just enough light of the setting sun to drive back in true vintage style.

That night we put the Allingham on charge with its new 6/12 volt battery charger, that John had kindly bought on my behalf. I had been trying to find one of these new sophisticated battery chargers for our 6 volt M-type, but without success - they all seemed to be only 12 volt.

On Saturday, we had breakfast at the Hotel Marmiton, on the main cross roads in Hambye, after which we were free to make our own way to the port of Granville, on the west coast of the Cherbourg peninsular. It was market day, and the centre was solid with traffic and stalls selling all sorts of things; parking was somewhat difficult.

Lunch had been arranged in a restaurant overlooking the old harbour, and all of our cars lined up along the quay side to create quite a sight, with lots of Frenchies asking about the cars. Another gastronomic meal was partaken on the first floor, with a fine view of the cars and the harbour.

After lunch we had a conducted tour of the old town of Granville which is perched on top of a rocky peninsular, which was first developed by the English as a fortress to attack the French. However the French had soon captured it after a few years and developed it themselves. The main town down below was a much later enterprise, helped by the town offering rate-free land to encourage people to move there. The fishing harbour grew up around it, and now there is a flourishing yacht marina.

During the liberation of Normandy in the last war, Granville was one of the first towns to be retaken by the allies. However the Channel Islands, which were not considered important to the assault were still in German hands. They were suffering an acute food

shortage, so a small German naval force attacked Granville and landed troops, whose sole aim was to collect as much food as possible and take it back to the Channel Islands!!

We made our various ways back to Hambye for tea and showers, before the Gala dinner in the evening at the Hotel Marmiton. John awarded the prizes for the competition, and the Raiders gave John and Lavinia a garden token for them to buy some plants when the new garden was ready. (They have only just started converting the top floor of their new house, and our group was only the second rally that they had organised since moving into their new place).

The results of the competition were:-

1st	Chris Cook	22 points
2nd	Derek Richards	20 points
3rd=	Richard Holl	19 points
3rd=	Bayne-Powell	19 points
5th	Peter Hemmings	18 points
6th	Terry Andrews	16 points
7th	John Haine	14 points
8th=	Paul Duncombe	10 points
8th=	Peter Down	10 points
10th	Roger Davies	5 points

After breakfast on the Sunday, most of us headed off to Caen for the return Sea Cat (as it didn't go back from Cherbourg on Sundays for some reason!).

Some people were staying on a few extra days, so we said our farewells, and looked forward to next time. We got to Caen in plenty of time, but one never knows when a puncture could occur – ours did as soon as we were on the ferry!

Although the weather was not very sunny or warm, most people had an enjoyable time; the Bevington organisation was as good as usual, and the food seemed to be even better, some people were heard to say that this was actually a gastronomic tour, connected by a few runs in old MGs!

We hope that we shall do this again next year, and that more people will be tempted to join us for a terrific weekend.

Triple-M Register Summer Gathering

Sunday 26th June 2005

By Paul Duncombe

Last autumn our Chairman, Peter Green, held an event at his home to celebrate 25 years of ownership of his K3. As the event was such a success, Peter decided that he would organise a similar gathering in 2005, which any Triple-M Register member could attend.

The gathering this year proved to be even more successful; the weather, although overcast in the morning, broke out into sunshine in the afternoon, and stayed that way for the rest of the day. Last year we all had to resort, on more than one occasion, to sheltering in one of Peter's capacious workshops to dodge the rain.

The turnout of cars was mouth watering. With 38 of them drawn up on three sides of a square, to surround the lunchtime tables and chairs, we could admire them all almost at a glance. From Gunther Stamm's very purposeful looking green K3, to Mike Cleary's M type, it seemed the whole gamut of Triple-M machinery was present. Peter Green, unfortunately, had only parts to show of his K3, as it is being rebuilt after an altercation with some boy racers on the M20 last year, when returning on a trailer, from a race meeting at the Nurburgring.

It was nice to see George Eagle's N type back on the road after the engine rebuild, and to learn that, thus far, the oil and water are remaining separated.

Peter Prosser had brought along both his usual green KN saloon and his second, very nearly finished, superb KN saloon in two tone blue, complete with a front mounted supercharger – what a gem! There were the Hudson's and Cooksey's C types, George and Jo Ward's green K1, looking, as always, as if it had been untouched since birth, and was planning to go on forever, Keith Leaver's PB, so close to being original, except for the air in the tyres, and so on..... There were too many cars to list here but what a glorious spectacle they made.

It has to be said that despite the owners and navigators love of their cars, not far behind in their thoughts is the question of food

(viz Normandy Raiders, etc. etc). This must be based on the fact that driving a Triple-M car requires energy, and not a little concentration (show me an overweight driver?). In this respect this particular gathering must surely have satisfied the needy amongst us!

In charge of the lunchtime BBQs were Peter's sons in law, Andrew Taylor and Pat Boghossian. The chicken and lamb, burgers and sausages were cooked to perfection, and wives Elizabeth and Diane had obviously worked very hard in carrying out a multitude of tasks required to provide a menu to feed close on 80 guests, - no mean feat. The strawberries and cream too were especially delicious – I believe no food was left over!

As usual, Peter likes to offer everyone a challenge and so, after arrival and a coffee, there were a few tests to do, along with a Pride of Ownership competition, before lunch and the afternoon gymkhana activities.

The first test (What is it?) was to identify single items enclosed in twelve cotton bags. Most, not all, of the items appeared to be car parts (what else?). For the next test (What year is it?) competitors were given a series of pictures showing a number of different front covers from Triple-M Yearbooks, and were asked to identify the year for which they were published.

Other tests included the Bent Wire Test, moving a metal ring along a bent wire in the shortest possible time with minimum soundings of the horn, and two large jigsaws, both MG related, to be done against the clock.

Despite all the lunchtime food and wine, there was a good turnout for the gymkhana tests, which were greatly helped along by the unfailing good humour and strictest impartiality (I had considered offering money) of the test authorities, namely Messrs. Linward, Taylor, Henderson, Ward and Boghossian.

In turn the drivers had to judge the minimum width between two barrels through which their cars would go, park the car as close as possible, first forwards, to a marker and then backwards to a second marker, drive a distance between two markers in, as near as possible, 23.5 seconds, and from a distance of approximately 15 meters judge the height of ones radiator cap represented by the tip of a carrot on a string.

Finally, and the most hilarious, was the blindfold driver test ably, or not, instructed by the passenger. The idea was that canes would be collected from cones on the way round the course, and finally they all would be deposited in a box. Time was of the essence. The device for the blindfold was a green plastic bucket unceremoniously placed over one's head by Andrew Taylor. It was no good complaining about the fit.

Like many people who qualify for a bus pass, I have found that my wife's voice has got steadily fainter with time (she will deny it) and on some carefully considered occasions actually cannot be heard, so, bearing in mind the added impairment caused by the bucket, I urged her to speak up. I did not want to lose the front apron, as one car did, when it hit a plastic cone inadvertently and Peter had, after all, urged us all to take care when driving around.

Fortunately, I found that after a few moments of 'being under instruction' my wife's voice reached such a pitch that I began to query my driving ability, but it enabled me to hear better than for a long time. It was therefore no fault of hers that our performance was not of the highest quality. However, we completed the course without the sound of shattered glass from the nearby greenhouses. So that was all right.

The gymkhana activities kept a lot of drivers very busy and provided excellent spectator sport. The prize giving was well after its scheduled time of 4.30pm; well, everyone was having such a splendid time. Some were clever enough to win more than once. However, the ruling was that you could only accept one prize, which at least helped to distribute prizes more widely.

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The prize giving ended the day's formal activities, but the warm and sunny weather resulted in a very slow exodus of cars, with crews who were no doubt looking forward to the possibility of a return next year.

I feel certain that everyone who attended will want me to express their thanks to Peter and Thelma, and their family of helpers for organising, and providing such a varied and interesting programme, lets hope this will become an annual event. *(Peter has promised that this will be an annual event, to be added to our regular Triple-M activities – Ed)*

Results of the Competitions

1. What is it?

1.	Walter Kallenberg	11
2.=	Bob Clare	10 ½
	Ken Robinson	10 ½
4.=	Mike Linward	10
	Philip Bayne-Powell	10
	Russell Thomas	10
7.	George Ward	9 ½
8.=	Keith Hall	8 ½
	Steve Dear	8 ½
	Nick Dean	8 ½
	Bob Hudson	8 ½
12.=	Keith Leaver	8
	Bryan Ditchman	8
	Mike Cleary	8
15.=	Mike Allison	7
	Peter Down	7
	John Adams	7
	Paul Duncombe	7
19.	Peter Prosser	6 ½

Some people were given ½ a point if their answer was not completely correct, for example the people who put 'Speedo gear' got ½ a point and the people who put 'Speedo gear for pre-selector gearbox' got 1 point. Walter Kallenberg was the only person who knew all the items; he got 10 correct and 2 not completely correct.

2. Safety Fast Jigsaw

1.	Jo Ward	4 m 0 secs
2.	Jacquie Abbott	4 m 05 secs
3.	Peter Prosser	6 m 15 secs

3. MG Jigsaw

1.	Walter Kallenberg	48 secs
2.	Peter Prosser	1 m 25 secs
3.	Jo Ward	3 m 25 secs
4.	Dot Prosser	3 m 40 secs

4. Bent Wire Test

1.	Alex Reid	20.78 secs
2.	Ken Robinson	30.00 secs
3.	Colin Henderson	49.00 secs

5. Yearbook Test

1.	Russell Thomas	3	Correct
2.=	Walter Kallenberg	2	
	Mike Linward		2
	Bob Clare	2	
	Keith Leaver		2
6.=	P & R Bayne-Powell	1	
	George Ward	1	
	Paul Duncombe	1	
	John Adams		1
	Anonymous	1	
11.=	All other people	0	

6. *Pride of Ownership*

Class 1 (4 Cylinder cars)

1.	JK 1932	C	Bob Hudson
2.	BOK 244	PB	Keith Leaver
3.	PG 5027	M	Mike Cleary
4.=	JB 7524	PB	Elizabeth Taylor
	OB 5374	J2	Lesley Henderson
	MJ 1911	M	Jay Hall
7.=	MG 2426	J2	Terry Dickie
	UP 8871	J2	Colin Henderson
9.	RX 8591	C	David Cooksey
10.	BJO 800	PA	Peter Down
11.=	BLB 209	PA	Paul Duncombe
	AGP 291	J4	John Adams
	GP 1856	M	Philip Bayne-Powell
	US 8752	PA	Mike Pancheri
15.	AGJ 540	J2	Paul Miller
16.	WJ 7070	J2	Ken Robinson
17.=	WP 5939	PA	Russell Thomas
	MG 3848	PA	Alex Reid
19.	JL 753	J2	Mike Linward

Class 2 (6 Cylinder cars)

1.	ELF 409	KN	Peter Prosser
2.	WM 770	Stiles F	Patrick Gardner
3.	BYK 340	KN	Peter Prosser
4.	JB 3182	K3	Gunther Stamm
5.=	JB 4750	NE	Peter Green
	MG 47	L2	Malcolm Newman
7.	JO 7531	K2	John Dutton
8.=	JB 6864	NB	Bill Abbott
	JB 1649	L2	Geoffrey Jarvis
10.	YS 7798	NA	Keith Hall
11.	APC 950	K1	George Ward

12.=	BKL 265	ND	Rosemary Bayne-Powell
	AAM 372	NB	George Eagle
14.=	WE 4656		Steve Dear
	JN 4402	NA	Charlie Turner
16.=	MG 4750	NB	Bob Clare
	BPG 7	NA	Nick Dean
	MG 3271	NA	David Dutton

Gymkhana Results

Test 1 (Width Test)

1.	Philip Bayne-Powell	½ ins
2.	Geoffrey Jarvis	¾ ins
3.=	Bryan Ditchman	1 ins
	Paul Miller	1 ins
	Russell Thomas	1 ins
6.	George Ward	2 ins
7.=	Patrick Gardner	3 ins
	Colin Henderson	3 ins
9.=	Mike Linward	4 ins
	Keith Hall	4 ins
	Steve Dear	4 ins
	Colin Butchers	4 ins
	Rosemary Bayne-Powell	4 ins
	Bob Hudson	4 ins
15.=	Alex Reid	5 ins
	Paul Duncombe	5 ins
	Peter Down	5 ins
18.=	Bill Abbott	6 ins
	John Seber	6 ins
20.	Peter Prosser	7 ins
21.=	Ken Robinson	9 ins
	Mike Pancheri	9 ins

Test 2 (Parking Test)

1.=	Colin Henderson	8 cm
	Alex Reid	8 cm
3.=	Russell Thomas	12 cm
	Rosemary Bayne-Powell	12 cm
5.	Patrick Gardner	14 cm
6.	Mike Linward	15 cm
7.	Steve Dear	17 cm
8.	George Ward	18 cm
9.=	Bill Abbott	22 cm
	Philip Bayne-Powell	22 cm
11.	Keith Hall	25 cm
12.	Bryan Ditchman	34 cm
13.	John Seber	41 cm
14.	Paul Duncombe	42 cm
15.	Colin Butchers	44 cm
16.	Mike Pancheri	48 cm
17.	Bob Hudson	58 cm
18.	Paul Miller	64 cm
19.	Peter Down	84 cm
20.	Peter Prosser	95 cm
21.	Ken Robinson	102 cm
22.	Geoffrey Jarvis	150 cm

Test 3 (Timed Test)

1.	Geoffrey Jarvis	0.01 sec
2.	Bryan Ditchman	0.16 sec
3.	Colin Butchers	0.22 sec
4.	Bill Abbott	0.23 sec
5.	Keith Hall	0.30 sec
6.	Patrick Gardner	0.43 sec
7.=	George Ward	0.45 sec
	Bob Hudson	0.45 sec
9.	Mike Linward	0.58 sec

10.	Russell Thomas	0.72 sec
11.	John Seber	1.08 sec
12.	Mike Pancheri	1.23 sec
13.	Colin Henderson	1.27 sec
14.	Paul Miller	1.46 sec
15.	Rosemary Bayne-Powell	1.47 sec
16.	Paul Duncombe	1.60 sec
17.	Steve Dear	1.85 sec
18.	Peter Down	2.18 sec
19.	Philip Bayne-Powell	2.20 sec
20.	Ken Robinson	2.73 sec
21.	Peter Prosser	3.64 sec
22.	Alex Reid	4.24 sec

Test 4 (Blindfold Test)

1.	Alex Reid	1 min 27 sec
2.=	Bryan Ditchman	1 min 28 sec
	Mike Linward	1 min 28 sec
4.	Patrick Gardner	1 min 31 sec
5.	Paul Duncombe	1 min 46 sec
6.	Paul Miller	1 min 51 sec
7.	Russell Thomas	1 min 52 sec
8.	Rosemary Bayne-Powell	1 min 54 sec
9.=	Geoffrey Jarvis	2 min 00 sec
	Colin Butchers	2 min 00 sec
11.	George Ward	2 min 01 sec
12.	Philip Bayne-Powell	2 min 02 sec
13.	Keith Hall	2 min 08 sec
14.	Steve Dear	2 min 19 sec
15.	Ken Robinson	2 min 30 sec
16.	Colin Henderson	2 min 36 sec
17.=	John Seber	3 min 00 sec
	Bill Abbott	3 min 00 sec
19.	Peter Down	3 min 27 sec
20.	Mike Pancheri	3 min 30 sec
21.	Peter Prosser	4 min 19 sec

Test 5 (Height Test)

1.=	Bob Hudson	0.1 cm
	Rosemary Bayne-Powell	0.1 cm
3.	Mike Linward	0.3 cm
4.	Peter Down	0.5 cm
5.	Philip Bayne-Powell	1.0 cm
6.	Anonymous	1.5 cm
7.	Colin Butchers	2.5 cm
8.	Paul Duncombe	3.0 cm
9.=	Patrick Gardner	4.0 cm
	Peter Prosser	4.0 cm
	Anonymous	4.0 cm
12.	Alex Reid	6.5 cm
13.=	Keith Hall	Failed Test
	Bryan Ditchman	Failed Test
	Steve Dear	Failed Test
	Mike Pancheri	Failed Test
	Russell Thomas	Failed Test
	Ken Robinson	Failed Test
	Paul Miller	Failed Test
	John Seber	Failed Test
	Colin Henderson	Failed Test

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1ST Vintage Nurburgring

25-26th June

From Christian Hoptner

Many Vintage racing enthusiasts are missing the Vintage Montlhery event. The atmosphere Jaques Potherat created and the many pure vintage thoroughbreds he got together will be remembered for a long time. With Vintage Montlhery no longer available, there was a big gap in our racing calendar (at least on the Continent) which needed filling in.

It was only logical that an event following similar lines to Vintage Montlhery should be run on a circuit that was in use pre-war, and which has seen only minor changes since. The use of the Nurburgring with its long north turn, and historic south turn was the logical result.

This year the first International Vintage Nurburgring was staged; the event was organised by the FHR (which is a sort of drivers union of historic racing cars) The FHR caters for all historic sports cars, and can be regarded as a mixture of VSCC and post war sports car clubs.

This first Vintage Nurburgring received an entry of about 140 Vintage sports cars and 15 Vintage motorcycles, mainly Norton. Considering the low publicity the event got, and the usual clash of events, this was a good result for the first time.

To put it mildly, I was eagerly awaiting this event (also J2330 as well).

For once the journey to the event was much more favourable for me; just about 2 hours drive, instead of the usual 12 hours when coming over to England!

I arrived at the Nurburgring at midday on Friday. The old historic paddock served as the base for the event. As I drove my J2 into the old paddock, I spotted David and Sandra Downes with their NA parked there, so decided to park the J2 beside the NA to keep the two in the best company.

It is always enjoyable to meet other Triple-M enthusiasts from time to time somewhere on the globe. I met David and Sandra last time at the Luxembourg Triple-M rally last year. A few minutes later Gil Collins and his friend Anthony Jones dropped in with their blown swept wing J2. This seemed a promising start to the weekend.

The competitor with the longest journey to the event was Alistair Clarke from New South Wales, Australia, and his J2-based special, looking like Barry Foster's C-type. Alistair spends this racing season in Europe, and he very sensibly decided to include the Vintage Nurburgring event.

Besides our four cars, there were the following Triple-M cars taking part:-

Peter Altenbach's J4006 (ex-Geoff Coles), together with his supercharged pointed tail P-type.

Stephan Propsting's ex-Manfred Berger ND (NA 0500).

Henk de Vries' K-type built to K3 pointed tail specification.

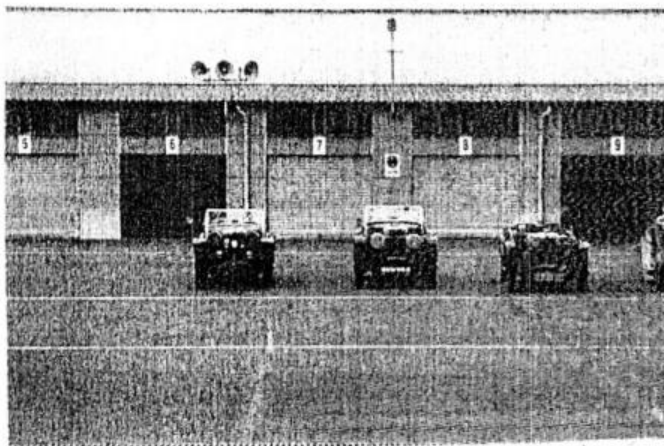
Arjen van Gelderen's supercharged F-type

The ex-Svend Algren's single seater P-type

Hubert Dahmen and Wolfgang Schulz with their P-types

I would like to point out that this event was free of red tape; i.e. no racing licences, FIA papers, approved overall, etc.

A crash helmet complying with current legislation was called for, although nobody checked this (this was because I had bought a new crash helmet a few days before!!). The event was termed a "high speed demonstration run" or regularity run, so the need for a race licence was eliminated.



Christian Hoptner's J2 lined up in the pits with Gil Collins' J2 (left) and David Downes' NA (centre)

Scrutineering was also a simple matter. You got into your car, drove yourself to the "race administration" in pit No. 51, signed on and collected your papers and numbers, and got a special sticker to put on your car, which was proof of successful scrutineering.

The actual start of the event was on Saturday morning, with the official briefing (...be friendly and don't race...). Shortly after this we started on the first lap on the south turn behind a pace car. Since the early 1970s, the South turn has not been in use. It consisted partly of an ordinary country lane, with some parts of the unused Nurburgring. Even some of the famous Nurburgring hedges are still growing there. The length is 7.7 kilometres (or 5 miles).

Alaistair Clarke from Australia got dressed in his overall and helmet, complete with his "light" racing boots, only to be told that overtaking is forbidden on the South Turn. Fortunately overtaking was only forbidden on the first lap behind the pace car, which was terribly slow, so some plugs oiled up.

Everybody waited eagerly for the Saturday afternoon, as for three and a half hours the famous North Turn had been reserved for us. For those of you who have never been to the Nurburgring, the "ring" consists of two permanent race circuits:- The Grand Prix circuit including the modern pits, and pit lane, and long North turn of about 20km length. This North Turn makes the Nurburgring into the world's most demanding circuit.

The cars were released in three classes. The quick car, such as Blower Bentleys and S-type Mercedes, the not so quick cars, and then the slower third group with triple-M cars, Rileys and Amilcars.

Alistair had in the meantime changed his "light" racing boots for a considerably "heavier" pair, so he was out of sight soon after the start. David had very sensibly removed his windscreen on his blown NA to reduce wind resistance, so he was also quickly out of sight.

I decide that I cannot better the Nurburgring record with my unblown J-type, so I contented myself with getting familiar with the circuit, as did Gil and Anthony with their supercharged J-type.

It was during the second lap that Petrus decided we should get wet, and slow down. The heavens opened and we got totally soaked. It became so bad that I even decided to switch on the lights – sometimes it is better not to have a "racing special"

You have to be very careful in the wet at the Nurburgring as it is very dangerous, especially as during an earlier non-vintage race

that day, a slippery surface of oil and rubber resulted, made worse by the rain. Even in my unblown J-type I had wheelspin coming out of some of the corners. The rain came down in torrents and visibility became very bad. Many competitors decided it was too much, and took a rest in the pit lane to wait for better weather.

It was during this time my J2 and I had the track to ourselves for several minutes. Despite the bad conditions, I decided to spend every possible minute on the circuit, to make the most of my entrance fee, and because my car behaved faultlessly.

After some laps the first obstacles came into view. A Blower Bentley had used the hard shoulder to slow down, without too serious results, and a Lagonda LG45 was stationary in a particularly beautiful area of the Ring, presumably not to investigate the nature.

With more laps the weather cleared a bit and conditions got better. After well over three hours of running, I left the circuit as everything went well, and our allowed time had come to an end.

All competitors went back to the historic paddock (some were already there being delivered by a huge yellow truck), and prepared for that evening's barbeque dinner. After dinner I got into my J2 and went to my B&B. I was very satisfied that evening.

Sunday started with breakfast, and the usual morning check on our cars. In the morning we had another run of the South Turn, this time without a pace car in front of us. The cars were again divided into three groups this time overtaking was allowed as the ordinary country lane part of the circuit had been closed to other traffic. It was nice to be slower than some other cars, because you could enjoy being overtaken by an Amilcar C6 more often!

In the afternoon we had another burst of speed on the South Turn, before the official finish of the event. According to the organisers the event was a success both financially and otherwise, and they intend to repeat it next year. Moreover there may be another vintage event at Spa, in Belgium, in April or May.

For myself, I am highly satisfied in taking part in this event. It was a good selection of nice vintage and PVT cars. In particular, amongst the smaller cars where many cars that had taken part in the Vintage Montlhery events. Next year it would be nice to have more Triple-M cars from England.

Silverstone California Cup

By the Editor

This year your editor decided to enter the ND in the driving tests, having seen how open the tests were, and how little reversing was involved. The favourite car for these tests seems to be the M-type, of which four had entered. The first register team of M-types was made up of Colin Reynolds (in his replica 12/12), Robbie Bugbird (in Tigret), and James Mumford. Mike Hawke had entered his J2, and with Chris Lewis and Derek Moore formed the second register team. David Kempton had entered his J3; and Frank Ashley, in his M-type, completed the nine-car Triple-M entry.

The signing on and scrutineering finished, we lined up for the five tests, set out on the tarmac parking space to the right of the main entrance. The tests were very difficult to remember, with many wiggle woggles through and around cones, making sure that you crossed the finishing line, but not the baulk line just beyond, which caught me out on one test. Fortunately there was only one test which required some reversing.

The Register team had a problem, as James Mumford hadn't been able to sort out the gremlins causing knocking in his car, so we lent him our Jarvis to keep the team intact. Annette was originally going to enter the competition, but had to go to a wedding that day.

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We were allowed to have up to three attempts at each test, but only the best two results of each test counted.

The competition was very hot and Colin and Robbie Bugbird were really flying, with the latter up on two wheels at one point, but at least Colin stayed in his car this year!! This resulted in the M-type team winning the Register Trophy yet again. The Triple-M class was won by Robbie Bugbird by just 0.7secs ahead of Colin Reynolds!! Colin collected a First Class award, along with James Mumford, Chris Lewis, David Kempton and Frank Ashley, which shows how close the competition was (All cars within 10% of the class winner get a 1st Class award)

The M-types were definitely the car to have, both Colin and Robbie putting in times that were 4-10 seconds quicker than the editor's blown 6-cylinder ND, despite my power slides round the cones, and being quicker on the longer legs.

Our Triple-M/Vintage class was the largest class in the competition, and was over one third of the total entry of 33 cars.

RESULTS:-

Robbie Bugbird	M-type	325.3 pts	1 st in class
Colin Reynolds	M-type	326.0 pts	1 st class award
Chris Lewis	PA 4-str	347.4 pts	1 st class award
David Kempton	J3	347.7 pts	1 st class award
James Mumford	Jarvis M-type	350.6 pts	1 st class award
Frank Ashley	M-type	354.1 pts	1 st class award
Philip B-P	ND	376.5 pts	
Mike Hawke	J2	391.5 pts	
Derek Moore	PA	463.9 pts	

M-type team	1001.9 points	Register Trophy
SW MMMs	1202.7 points	

Transport Collectors Auction

This is a newish firm in the auction field, run by Peter Card and Oliver Strebler-Ritter, mainly concentrating on the memorabilia side of the scene. They had assembled a wide selection of MG memorabilia, with many lots devoted to Vintage and Triple-M cars. There were over 360 lots, which included 10 cars.

The auction started off with many 1/43 hand built white metal models, which fetched around £20 a car. There were quite a few Wills kit K3s, either finished in Mille Miglia or Ulster TT form, fetching £60- £190. Two 00 scale Dinky R-types fetched £35, whilst a rare, rusty, mid-30s Triang Magic Midget raised £380; but a similar era Triang No.8 car, 50 " long, was bid to £1200!

After 50 lots of toys and models, we came to the literature section, starting with the publicity brochures. The M-type ones fetched £55-65, P-type, £65 and the F-type £65-110, an Airline/Allingham brochure went for £100, whilst the top price was achieved by a 12 page K3 supplementary instruction publication at £460.

An early cartoon style publicity brochure entitled "About George", extolling the reasons why George bought an M-type, finished at £280. The 1932 18page publicity brochure "The Luck of the Game" went for £170, whilst its successor, a 1934 24page brochure, about the 1934 TT, "The Luck of the Game Again" reached £110. The 1934 brochure "Supremacy", all about the successes of the season, went for £180. The following year's brochure "Action MG 1935" with 16pages achieved £100. A publication I had not seen before was "The Greatest Achievement of the Year", a 32 page book all about Goldie Gardner's record breaking exploits, which fetched £170. A good condition 1933 24 page booklet about that year's Mille Miglia success, went for £180. "This is Motoring", a16 page brochure of Barrie Lyndon's opinion of the new N-type Magnette, went up to £120.

In the mascot and Badge section, a nice University Motors dash badge achieved £140, while an original Tigress Mascot went up to £880; a Midge Mascot (which was not thought to be original by the pundits) still achieved £280. A Midge Mascot ashtray, which was certainly not original, went for £240.

I was there to get a piece of the ND's history in the form of a celebration poster of the North-West London's Trial successes, with the Cream Cracker trio of Toulmin, Bastock and Summerfield taking the team prize. However at the bottom, was the overall individual winner "H.B.Shaw, MG Mquette" which is our ND, which won the Alexander Cup. I bid successfully to £40, so it is now a cherished part of the car's documentation. Following this were two original Max Miller cut away drawings of a KN saloon and an L2., as well as later cut away drawings by Burrell of a K3 and a Q-type.

As well as the automobilia, which generally went for prices at or above estimate, there were nine cars. The three Triple-M cars were Peter Fenischel's very nicely restored J1, which struggled up to £10,400, and was surely worth much more, a Dave Cooksey C-type replica, which only got to £32,000, and Alan Grassam's ex-Jack Bastock's Cream Cracker, JB 3854. This is a difficult car to value, but a top bid of £35,000 is hardly the true value of this historic car.

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Silverstone Sprint

By the Editor

This was organised by the North West Centre, and took place on the Sunday morning. Scrutineering was done the evening before between 5pm and 7pm, in the main scrutineering bay; this worked well. Licences were checked, as were helmets and overalls, to ensure they complied with the correct specifications. Fortunately, mine were not time expired. I did check them the week before the event, in case I needed to get new ones!

The event was using the outer section of the Grand Prix circuit, starting at Becketts, and then flat out down Hanger Straight, taking a chicane of tyres as fast as possible half way down; then into the Stowe long right hander, with a short section linking to the very sharp left and right-hander at Vale followed by the finishing line, just before Club. We left the circuit through a gap in the perimeter earth banking, and then back to the "paddock" via the tarmaced perimeter road. The "paddock" was just a tarmaced area behind the Grandstands.

I got there just as the drivers briefing had started. I hadn't done a sprint for at least a decade, so was not as well organised as the others, although I did have my timing strut still in the toolbox from the last time! I made up some numbers using draughting tape, and removed my spare wheel, after which I joined the queue for practice. I decided to run with the windscreen up for the first run, as I would be checking out the track, never having raced on this part of the Silverstone circuit before.

We had eight Triple-M cars in Class 1, ranging from Frank Ashley's very quick M-type, to Bob Jones' blown L-type, which was going to be the quickest. Andrew Morland is a regular in this event with his L1. Peter Green had the Aramis NE, and the rest of the entrants were Ken Robinson in his rapid J2, and Peter Pkaskitt in his PB. Alistair Clarke from Australia had his C-type looking J2 Special, despite having flooded his floor with oil in Saturday's race.

The track was wet with early morning light rain, which unfortunately decided to settle in and become heavy as the morning wore on. I got the ND very sideways on the penultimate corner, despite trying to take it steady. We were all huddled under any available umbrellas waiting our turns. Normally the organisers try to

get 3 or 4 runs in, but it was decided to pack up after two runs. One Spridget had already gone off backwards and stuffed the rear end quite forcibly.

The Results:

<i>Driver</i>	<i>H/cap</i>	<i>Car</i>	<i>Prac.1</i>	<i>Prac.2</i>	<i>1st Run</i>	<i>2nd Run</i>	<i>MMM place</i>
<i>Class 1 MMM cars</i>							
Bob Jones	67	MG L	62.55	61.22	70.01	73.37	2nd
Ken Robinson	71	MG J2	73.08	70.51	76.55	78.68	3rd
Andrew Morland	76	MG L1	79.50	74.97	77.03	81.33	1st
Peter Green	71	MG NE	79.71	77.83	82.59	82.08	6th
R. Alistair Clarke	71	MG J2 Sp	103.37		89.03	82.49	7th
Peter Pkaskitt	76	MG PB	89.08	84.05	83.51	84.34	4th
Philip B-Powell	69	MG ND	87.69	79.76	83.65	9470	8th
Frank Ashley	80	MG M	85.98	81.56	89.80	95.78	5th

Walker Freight Triple-M Race

By the Editor

Fourteen cars came to the start for this race, with the Wolseley Hornet of Rod Seber to put the cat among the pigeons, which he did by leading the pack at the start. However, Triple-M honours were upheld by Richard Last in the twin-cam ex-Parnell K3, who crossed the line first on the next lap, and stayed there to the end of this 8-lap race.

Seber held off Paul Mullins' K-type, which was in 3rd place from lap two until the end. John Dutton's very fast K2 was the only other car to remain unlapped at the end. Richard Last lapped the rest of the field, and the last three cars twice.

Tim Metcalfe driving the Allison N-type held fifth place, and all the cars after him maintained position from lap 2 until the end. The only exception being Gunther Stamm, who failed to come round on lap 5, and Peter Green who got the NE Aramis in front of Mark Boldry's PB on lap 3.

Alaistair Clarke had brought his C-type replica, based on a J2, all the way from the Antipodes, and was 'rewarded' with oil escaping all over the floorboards of his car, but he still managed to finish, albeit in last place

Results:

1 st	Richard Last	Parnell K3
2 nd	Rod Seber	Wolseley Hornet
3 rd	Paul Mullins	K-type
4 th	John Dutton	K2
5 th	Tim Metcalfe	N-type
6 th	Peter Fenichel	K-type
7 th	James Brice	NA
8 th	Robin Butler	NA
9 th	Colin Alderman	K3
10 th	David Downes	NA
11 th	Andrew Taylor	Cream Cracker
12 th	Peter Green	NE
13 th	Mark Boldry	PB
14 th	Alaistair Clarke	J2 Special

Le Kimber Weekend 14th-16th October

The 8th annual event will be taking place again at John and Lavinia Bevinton's place in Hambye, France, with the usual interpretation of the Classic Kimber Trial.

On Friday, following lunch, there is a rally round the local countryside. The evening dinner will be held in the Auberge de l'Abbaye. The Saturday morning and afternoon will be taken up with the trialling up the local hills. The event finishes off with the gala dinner at the Au Marmiton.

The cost will be 220 Euros per person, together with a £25 deposit which needs to be sent with the entry form. For further details and entry forms contact Patrick Gardner on 01372 360078 (day), or John Bevington direct on 0033 233 50 89 25.

The Chiltern Hundred Trials Reunion

29th/30th October

The Register's main event this year is not far away now, and is taking place over the Saturday and Sunday 29th and 30th October (**not** the Bank Holiday as incorrectly stated last time). This is to celebrate 70 years since the formation of the Cream Cracker and Musketeer trials teams. It will be based on Horwood House near Aylesbury, where accommodation is available. There is to be a display of pre-war trials cars, not only the Cream Crackers and Musketeers, but also the Austin and Singer works teams, and hopefully other makes. This is to be in a dedicated Marquee at Horwood House; and hopefully there may be some of the original drivers present. We are also trying to arrange for the very first MG trials car to be present, i.e. Old Number One.

On the Saturday morning the first cars in the touring run will start from the Lambert Arms at 9.15am, after signing on. Both morning and afternoon runs will be based on the pre-war MG Car Company's Chiltern Trials road sections, with a fully comprehensive route map will e provided, giving details of all the hills used in the area, which can be visited during the run. The run finishes at the historic Lambert Arms, which was used by the pre war trials drivers. Here an optional special test will be available, and also the buffet lunch.

After lunch there will be a light-hearted photo quiz competition on the afternoon run, which finishes at Horwood House, where the Gala Dinner will be held in the evening (cost £28 per person).

On Sunday there will be further events planned, but timed to allow those who wish to return home that day to do so in plenty of time. The main attraction will be the display of 1930s trials cars

The entry forms can be downloaded from the website, and the entry fees are £40 for a car and two people, (£10 for each additional passenger). This includes the commemorative route book, coffee and Saturday lunch. The accommodation at the Horwood House is priced at £75 per double room, and £55 per single room, and are booked through the Register on the entry form, as is also the Saturday evening meal; all forms need to be returned to Alan Grassam.

For further information contact Alan Grassam on 01935 863673 or e-mail agsquarecrackers@uk.net

This is a touring assembly and not a trial, and is geared to all Triple-M owners, not just those who have trials cars, although there will be an opportunity to drive up some of the pre-war hills, for those who want. There will also be photo opportunities to record the cars in a line up over the weekend.

In this Bulletin there is an entry form for all those who have not yet signed up for this historic event

Future Events

7 th August	Curborough Sprint	01384253627
7 th August	SE Centre Groombridge	0208 657 2714
14 th August	Black Horse Driving Tests	01372 452133
28 th August	Mallory Park race meeting	012135 555552
2 nd -5 th Sept	Dieppe Retro	01483 811428
10 th Sept	Wiscombe Hill Climb	01963 440941
11 th Sept	Abingdon Works Show	01253 529331
24-25 th Sept	Brands Hatch Race meeting	01235 555552
2 nd October	Totally MG at Kempton	01235 555552
9 th October	SE Centre Trial, Longfield	01689 853635
14-16 th Oct	Le Kimber Trial, Hambye	0033 233 508925
29-30 th Oct	Chilterns Trials Reunion	01252 316028

75th BIRTHDAY of the C TYPE

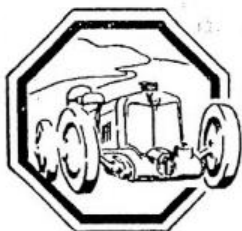
2006 is the 75th year since the C was born – it wrapped up the Brooklands Double Twelve Race in May 1931 and laid the foundation on which MG's success over the next decades was built.

Barry Foster and others are investigating a number of options for appropriate events to commemorate this anniversary. To make these successful we need at least 14 C-types at one of the events and ideally at all of them.

There are 17 of the known 29 cars in the UK, so lets be having you!! *(I expect that we shall also welcome the many C-type replicas that have been produced to a close specification of the originals. The Editor's ex-Evans car will hopefully be fully sorted by next year!– Ed.)*

We hope to get some of the European owners to come to the main event, and it is possible that a couple of American owners will ship their cars over.

Watch this space and the MMM Bulletin for more details as they become available.



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US TRIP 2006

Update from Bob Hudson

The Triple-M Raid to the USA is now confirmed for September/October 2006, centred around New England for their Fall. The cars will be shipped to Newark, New Jersey, in August. The crews will fly to Newark in September and collect their cars. We will try and include a trip to New York at this time.

The proposed stay in America will be 21 days. The event will be based on 2 to 4 locations in the New England States, with 4 to 5 days at each centre, and we hope to include a visit to the British Invasion Car show, and to a VSCCA race Meeting at Lime Rock.

We hope to meet up with many of our American friends along the way, some of whom helped us out during the last Raid. We may even be joined by some of our Australian members.

A variety of tours/visits will be suggested at each location. Maximum miles in any one day will be 150, typical will be 100.

Cars will be shipped RoRo from Southampton. Estimated costs for two people and car including shipping and car insurance (Car Value £25000), all accommodation, meals, return flights and 15% for inflation/contingency and personal spending is £6,900 (\$ converted at 1.8/1£). Obviously this will be spread over a period, as the ferry and flight costs will need to be paid up front, before we go.

All these costs will be affected by the £/\$ conversion rate at the time we travel.

We are limiting the numbers to about 20 cars. As we currently have 14 definite participants, so there is room for a few more.

THIS IS THE TRIP OF A LIFE FOR MMM OWNERS. THE LAST ONE WAS IN 1991. THE NEXT ONE WILL BE IN ???????

TIME IS RUNNING OUT IF YOU WANT TO JOIN US PLEASE CONTACT BOB HUDSON IMMEDIATELY, AT :- 228 Shinfield Rd READING RG2 7DU. E-mail:- robert.hudson34@btinternet.com Phone: 0118 986 9074.

(If anyone is wanting to come but will not have a car available, due to restoration/rebuild being unfinished, please let me know, as our ND would love to go to America – Ed.)

Car Of The Year - 2005

To 15th 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	73
2 nd	3315	L1/s	TAS 513	Rodney Stansfield Wayne Stansfield	61
=3 rd	3	J2	DG 5404	Mike Hawke	57
"	1140	J2	JL 753	Mike Linward	57
5 th	2134	K1/s	MG 3094	Peter Fenichel	46
6 th	1049	PB/s	VH 8637	Gerald Burridge	45
7 th	676	PA/s	WP 5939	Roger Thomas Russell Thomas	38
8 th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	36
9 th	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	35
10 th	2011	K2/s	JO 7531	John Dutton	30
11 th	1428	J2	DG 6142	Nick Bengier	28
=12 th	920	PA/s	TG 8337	George Ward	25
"	2695	J1-J2/s ss	-	Anthony Howat	25
"	2694	J2-PB/s	Kayne Spl.	Mike Painter	25
=15 th	3311	F1 Stiles	WM 7730	Patrick Gardner	24
"	158	PA	BJO 800	Peter Down	24
=17 th	310	NA/s	BLL 492	Donald Butler Gillian Carr	20
"	1533	PA-PB	WV 5012	Dick Morbey	20
"	1804	PA	MG 3848	Alexander Reid	20
"	949	L1	OD 6008	Andrew Morland	20
=21 st	81	C/s	JK 1932	Bob Hudson	18
"	600	J2/s	WJ 7070	Ken Robinson	18
"	1991	KN/s Saloon	ELF 409	Peter Prosser	18
=24 th	1829	J2	TF 9579	Patrick Gardner Tim Beckh	17
"	664	PA/s	BLB 209	Paul Duncombe	17
"	156	K1/s	APC 950	George Ward	17
=27 th	1976	J2/s	JF 5278	Gilbert Collins	16
"	789	NA	YS 7798	Keith Hall	16
"	1000	PB/s	JB 7521	Ian Williamson	16
"	3272	J2/s	APG 718	Colin Bird	16
"	1595	M	PG 1045	Frank Ashley	16

=32 nd	411	L2	JB 1649	Geoffrey Jarvis	15
"	2175	PB	JB 7524	Elizabeth Taylor Keith Leaver	15
=34 th	1647	NB	JB 6864	Bill Abbott	14
"	1187	PA	EO 5823	Colin Wallace	14
"	338	NB	ADG 886	Alan Grassam	14
37 th	738	J2	UP 8871	Colin Henderson	12
=38 th	656	PB/s	JC 3269	James Gunn	11
"	-	PA/s	-	Alan Painter Mike Painter	11
"	705	PA	AVP 342	Derek Moore	11
=41 st	26	PA	YS 6491	Robert Higgins	10
"	3009	J2	AGO 497	Peter Hemmings	10
"	1486	K3/s	JB 3181	Howard Maguire Stuart Dean	10
"	1208	PB	BOK 244	Keith Leaver	10
"	3157	PA	JW 5326	David Saul	10
=46 th	73	PA/s	US 8752	Mike Pancheri	9
"	1419	J2	AGJ 540	Paul Miller	9
"	135	KN Saloon	BYK 340	Peter Prosser	9
"	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	9
=50 th	1367	PA/s	MG 3921	John Wells	8
"	1460	J2	AGY 339	Keith Hall	8
"	1426	NA	Bellevue Spl.	Ian Baxter	8
"	2077	K1-KN/s ss	-	Annie Templeton	8
"	1501	J2/s	HY 8219	Mark Piercy	8
"	2816	K1/s	RD 5278	Bob Pattison	8
"	1174	M	MJ 1911	Jay Hall	8
"	2284	J2	OB 5374	Lesley Henderson	8
"	1146	K3/s	JB 3182	Gunther Stamm	8
=59 th	397	M	SC 9559	Alex Peacop	7
"	423	J2	DU-FG 86H	Christian Höptner	7
"	212	NE	JB 4750	Peter Green	7
"	25	L2	MG 47	Malcolm Newman	7
63 rd	65	PA/s	DPH 228	Nigel Gibbons	6
=64 th	341	M	PJ 7970	David Rushton	5
"	2794	J2/s	YY 1362	Alastair Clarke	5
"	3028	J2	MG 2426	Terry Dickie	5
67 th	1521	C/s	RX 8591	Dave Cooksey	3
=68 th	148	M	OY 1548	John Haine	2

"	3147	PB	-	Kevin Richmond	2
"	3225	M	PJ 795	Richard Bishop-Miller	2
"	2721	PA	BMF 540	John Saward	2
"	664	PA	BLB 209	Paul Duncombe	2
"	1917	J1/s	VSV 521	Stuart Evans	2
"	2606	PA	BXW 477	Ken King	2
"	956	PA	AOM 387	John Harris	2
"	209	J4/s	AGP 291	John Adams	2
"	287	PB	JR 4405	A. F. Hill	2
"	1270	NB Cresta	MG 4750	Bob Clare	2
"	1997	NA	MG 3271	David Dutton	2
"	1475	NA	BPG 7	Nick Dean	2
"	2501	NB/s	AAM 372	George Eagle	2
"	2793	NA	JN 4402	Charlie Turner	2
=83 rd	1966	PA	JW 4625	John Joynes	1
"	3145	L1/s ss	Turner Spl.	Mark Piercy	1

Results from the following events are the only ones currently included in the 2005 COTY scores to date:

8 th /9 th January	MCC Exeter Trial	Full Results
16 th January	VSCC Brooklands Driving Tests	Full
19 th February	VSCC Exmoor Fringe Trial	Full
20 th March	MGCC SE Centre Spring Naviscat	Full
27 th March	MCC Lands End Trial	Full
9 th April	MGCC Brooklands Pride of Ownership	Partial Results
10 th April	MGCC SW Centre Scatter Rally	Full
16 th April	750 MC Scatter Rally	Partial
17 th April	MGCC AW Centre Didcot Driving Tests	Full
23 rd April	MGCC SW Kimber Classic Trial	Full
23 rd April	VSCC Silverstone Race Meeting	Full
24 th April	MGCC SW Kimber Classic Driving Tests	Full
30 th April	VSCC Northern Rally	Full
1 st May	VSCC Curborough Sprint	Full
2 nd May	MGCC SW Colerne Sprint	Full

2 nd May	MGCC Caledonian Three Day Rally	Partial
2 nd May	Popham Airfield Aero/Auto Rally	Partial
8 th May	MGCC Regency Run	Partial
8 th May	VSCC Wiscombe Park Hill Climb	Full
28 th May	VSCC Oulton Park Race Meeting	Full
29 th May	MGCC AWC Old Speckled Hen Run	Partial
5 th June	MGCC SW Charmy Down Gymkhana	Full
11 th June	VSCC Eastern Rally	Full
12 th June	VSCC Cadwell Park Race Meeting	Full
26 th June	Triple-M Summer Gathering Concours	Full
26 th June	Triple-M Summer Gathering Gymkhana	Full

SLADE TROPHY 2005 To 15th July

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	J2-PA/s	Bill Bennett	31
2 nd	PB/s	Gerald Burrige	23
=3 rd	PB/s	Ian Williamson	12
"	J2/s	Colin Bird	12
5 th	PA/s	George Ward	9
6 th	J2	Tim Beckh	8
7 th	PA/s	Roger Thomas	7
=8 th	PA/s	John Wells	6
"	J2	Mike Linward	6
10 th	PA/s	Nigel Gibbons	5
11 th	J2	Nick Bengor	4
12 th	J2	Thijs de Groot	3
13 th	J2	Henri de Jong	2
14 th	PA	Alexander Reid	1

SPEED CHAMPIONSHIP 2005 To 15th July

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	L1	Andrew Morland	14
2 nd	J2/s	Alistair Clarke	6

TRIPLE-M SPEED CHAMPIONSHIP 2005 PROPOSED EVENTS

Races:

23rd July	Silverstone	MGCC Main Club
24th July (Provisional)	Silverstone	MGCC Main Club

Sprints:

3rd April	Curborough	MGCC Midland Centre
21st May	Cornbury Park	Benjafields Racing Club
2nd May	Colerne (Wessex)	MGCC SW Centre
24th July	Silverstone	MGCC NW Centre
7th August	Curborough	MGCC Midland Centre
2nd October	Debden	Herts County Auto Club

Hillclimbs:

1st October	Loton Park	Hagley & District MC
10th September	Wiscombe Park	MGCC SW Centre

The results from your best five events will count
for the Championship

Triple-M Yearbook 2004

Reviewed by the Editor

This eagerly awaited publication is now available from our Librarians, and is up to its usual excellent standard in content and production.

The front cover has a sepia period photograph of Margaret Allen testing JB 4750, the Dodson NE, which won the 1934 Ulster TT, on a trials hill in Wales. This is a taster for Peter Green's article on this car, which has now been rebuilt to its short-lived Musketeer form.

Malcolm Green tells us all about the 1935 Le Mans P-types, driven by George Eyston's "Dancing Daughters"

Barry Foster gives us a breakdown of the various Triple-M dynamos, with photographs of dismantled units.

Len Goff gives us the interesting background of his ex- Peter Warne K2, which has had various modifications in its varied life.

Another interesting article by George Rozwadowski on the history of his Turner MG, gives us the details of how this L-type based car came into being, just after the war.

QA 0253 was sold to Hans Herkuleyns in Holland, and Wiart Krook tells us about this privateer's racing history and subsequent travels around the world to various owners.

Bill Bennett tells us the story behind his very successful J2 with blown P-type engine, which has been doing so well in the trials world.

Roger Burnett has just recently completed the restoration of one of those charming M-type Sportsman's Coupes, and tells us how he bought it, and then restored it to concours condition.

Bryan Ditchman has trawled through all the Triple-M cars that had taken part in pre-war trials, and gives a list of all cars that are on the Register's list, with their original drivers.

To get your full fix of Triple-M literature, you need to order it from our Librarians, Charlie and Jackie Hayter, 49 Breach Avenue, Southbourne, Emsworth, Hants, PO10 8NB (Tel. 01243 371440). The price is £10, including postage and packing in UK; overseas customers need to send £12, which also includes postage and packing.

YOUR LETTERS

From Tom Willcox

Dear Philip

I thought that the cover photo on the June Bulletin was absolutely charming.

However the young lady has her hand on a front tyre of the J2, and I must say that I share the astonishment that is written all over her face at the use of “doughnuts” on such a lovely car.

(This photo was taken 20 years ago when things were a bit different – Chris now has the correct tyres on, as seen at Silverstone this year, when Dennis Wharf took a picture of his now grown-up daughter beside the same car – Ed)

Yours

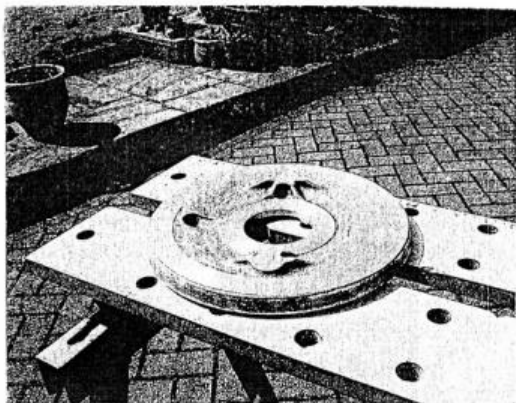
From Barry Robinson

Dear Phil

Your little article regarding the special cast back plates on Mike Hawke's car has encouraged me to get on and finish a pair I started some years ago.

Mike kindly made one of his backplates available for me to measure, and I copied it exactly, except that I added a dirt shield on the outer edge. The aluminium casting is in LM 25 material, heat treated to TF condition. I am now working on the project again, and intend to finish the machining within the next week or so (see photo of current stage).

Best regards



Part machined cast aluminium backplate

From Martin White

Dear Phil

Just a small grumble/suggestion about the Bulletin. My friend who lives about a mile from me, surname starting with C, gets his Bulletin a couple of days before me (surname starting with W). I used to have this trouble with Safety Fast, whereby anything I wanted in the For Sale ads had gone before I'd ever seen the advert. I am assuming the Bulletin goes out in batches. If this is so, could you vary which batch goes out first so we all have an equal chance? Other than that I think you are doing an excellent job! *(For quite some time now we have been starting to fill the envelopes at different places in the alphabet each time, so you all get an equal stab at the spares; however some people will get theirs earlier, as they put on stamps for first class postage – Ed.)*

Yours

From Jan Schoonen

Dear Phil,

The Bulletin is growing and growing to a very high standard for all of us, please go further on this MMM way, every time when I found it in the postbox. I read the Bulletin in one time from the start till the end - GREAT.

But in the last one of June, I see in Sporting Motorists Bargains, our car with registration number BYF 826 and type NB. So far as I can go back (that is early 50's) it is registered as NA. I think it is a produced NA, in the NB line, as a special offer to use old parts from the NA type.

I also have the Sports Car Magazine of date, there is MAGGIE, also named NA. So I am sure that the car must be an NA. It was sold by the well-known Bellevue Garage, asking price 110 pounds, in February 1938. Very interesting, I think, is the mileage at that time, 39.699 miles, in 2 plus years. I think it would be very much in those days, on those roads, so please can I ask every reader of the Bulletin if they know something more about NA 763, with registration number BYF 826, from before 1955, also a picture would be very, very great.

In my opinion there must be something somewhere of this car, because it has so many miles driven in the early days. I also know that it drives at least from 1955 to mid 60's every year to Spain for holiday of the owners, the first motor from new was changed in 1960.

I would be very pleased if somebody can help me. (jan schoonen, hogebergdreef 27, 4645 ET Putte, Netherlands.)
mmm greetings

From Andrew Bowden

Dear Phil

We would like to congratulate Hiro Nishio through the Bulletin for carrying out such a splendid job on his J2 special. The design, engineering and craftsmanship are first class, and he has given us a tantalising account of the build process in Safety Fast. We would like to have some more details (particularly of the supercharger set up). Two things make Hiro's efforts exceptional; firstly this is truly in the spirit of MG, and secondly living on the other side of the world must have created additional supply problems.

Perhaps you should instigate a light-hearted "Bulletins Award" for people who do good technical stuff, a sort of "mentioned in dispatches". Put yourself and Rosemary at the top of the list, for your production efforts with the Bulletin.

Many Thanks

From Mike Hawke

Dear Phil,

Many thanks for the latest Bulletin. I have two questions for the intelligensia of the Triple-M Register.

1. How does one fit a sump guard to a J-type (or any other Triple-M model)? What does one attach it to? Have any of the trials people done it?

2. Rudge Whitworth hubs are threaded left and right handed on the off and near sides respectively on our cars. We all know that this is to stop them loosening and undoing as the car goes along, and the rotation of the wheel tends to tighten them as the car goes in a forward direction. I have several technical books, which say this, but none of them say how this action takes place. I recently tried explaining it to a Porsche owning friend, who had two friends

who had recently lost wheels whilst racing their cars, and got into a terrible muddle. Without diagrams, angles, actions and reactions, has anyone seen a simple explanation of this effect?

Yours sincerely

TIPS & HINTS.

I recently had problems with the RV8's starter motor, which I got reconditioned by Burghfield Starters and Alternators (Unit 2, The Forge, Reading Road, Burghfield Common, near Reading. Tel. 0118 983 2284). Whilst there I asked if they knew of anyone who could rewind armatures, as our Allingham has chewed up its dynamo armature. He has a firm in Huddersfield, so I gave him two armatures to get rewound, and he has come back with a figure of £95 (+VAT) for a rewind and if I need a new shaft, they have them on the shelf at £15!! (+VAT).

Terry Andrews tells us the latest news on the gearbox cross shaft bushes that he has been working on, and appeared in an earlier Bulletin. An order has been placed for 50 car sets of the gearbox cross shaft bushes.

The issue which has taken Terry longer than anticipated, was working out the costs of buying the original bushes, and having them machined or having a new mould made. During negotiations Terry supplied the European agent with some working examples, drawings, plus a bellhousing and crosstube etc. These were examined by the R&D department with further recommendations made to the design drawing. Once this was completed a CAD drawing was produced, which Terry has signed off for production. Terry has still not been given the final costs, as he believes that the manufacture is awaiting my first firm order. These bushes will be sold on a cost not for profit basis.

These who have contacted Terry will be notified when the bushes arrive. Please note that most of the 50 cars sets have been presold. Terry is not certain if he will get any more made so, if you have not placed an order with Terry for a set, do so quickly otherwise you may be disappointed.

CARS FOR SALE

Alan Grassam (The Old Post Office Cottage, 7, High Street, Hardington Mandeville, Yeovil, BA22 9PJ, Tel. 01935 863673 e-mail agsquarecrackers@ukf.net) still has his famous Cream Cracker P-type for sale, JB 3854-PA 0682

Put into commission 15/03/34 by the Competitions Dept. who used it as a development car, especially with regard to induction. Later purchased by Jack Bastock.

The competition history of the car is well documented. It was trialled up to the outbreak of war and came out in the first trial after that particular interlude. Apart from when it disappeared for a few years it has been active for virtually its whole life and has been successful in driving tests, sprints, hill climbs, races as well as trials. It has also enjoyed its trips to France.

When I bought the car it was, hardly surprisingly, totally worn out. After stripping to bare chassis the following work was carried out:

- Rear trunnion carrying tubes renewed
- Front trunnion boxes built up and bored to size.
- Front and rear spring pins replaced with new
- New springs fitted front and rear
- Brake cross shaft rebuilt
- Original brake back plates sourced. Brakes rebuilt.
- Front axle straightened and re-furbished.

Rear axle ends built up and ground to size and axle straightened

New body made by Bruce Bellamy using original as pattern (what was left of it!) incorporating original under scuttle member with number stamped on.

New K3 pattern cycle wings obtained from Gilbert (as detailed in chassis file).

Seats re-upholstered with Conolly hide.

Complete re-spray in what we hope are the original colours.

All instruments re-built.

I then used the car but was soon to regret not rebuilding the engine as the crank broke! So:

Engine totally rebuilt:

Gordon Allen crank and rods All bearings now shell

Mahler pistons 60 mm + 20 in new liners

New head with all new parts

New oil pump gears.

Bob Jones modern oil filter fitted

Bob Jones diaphragm clutch fitted

I then started to enjoy using the car in the manner for which the factory originally built it. It has given me enormous pleasure and has proved very reliable.

I have maintained the car well, and have replaced, repaired, modified as necessary. Changing to a two brush dynamo was found necessary, after some hairy night trials without lights! Other major jobs include;

2001:- Centric 160 supercharger completely rebuilt with brand new casing plus other new parts including bearings and trunnions. This blows at 10 p.s.i. approx.

Stub axles replaced with crack tested units.

2002 New sump fitted.

2003: - Re-spray. Wheels rebuilt and stove enamelled brown. New Avons fitted. Re-wire.

The car could come with some spares.

Also included is film of the car on the Beggars Roost and Darracott on the 1935 Land's End, when the cars first appeared as Crackers. Also copies of all of Jack Bastock's photos, together with photos of the car in the paddock and racing on the banking at Brooklands. Complete paperwork for the 1935 Land's End Trial.

Asking for offers around £60,000. The perfect car for the Chiltern Hundred celebrating the formation of the Crackers and Musketeers 70 years ago. The car is very quick and reliable. Ideal not only for trials, but also for sprints and hillclimbs.

Pat Boghossian (Tel: 01628 665713 (H) or 07795 575325. Email address pat.1.boghossian@britishairways.com) has for sale a MG 'PB' Restoration Project. Complete car, which has been meticulously disassembled, taped and labelled accordingly. Currently complete rolling chassis with engine, gearbox, bulkhead and radiator installed. All matching numbers ie: Chassis, Chassis Plate and Bonnet. Ring or email for further details. £6,400 (2)

Paul Marvell (5 Grafton Road, St. Peters, Broadstairs, Kent, CT10 3DH. Tel. 01843 600715 e-mail address: pmarvell@tiscali.co.uk). Has for restoration a part completed cycle-winged J2. The rolling chassis was restored by his father-in-law, a retired Squadron Leader responsible for engineering.

The chassis is original and has been de-rusted and repainted. The engine and gearbox, also original, has been rebuilt, as has the rear axle and suspension. The wheels are on, although without tyres, as they could do with shot-blasting, because they are not the original colour. There is a set of

tyres. The body has been dismantled, and partially rebuilt with some new ply-wood and ash frame.

The floor has been renewed with treated ply-wood. Metal body-work is original, and has been de-rusted and primed, but needs finishing. The instruments, dash board and tool tray have been refurbished. Some re-chroming work has been done, together with a reconditioned radiator. There is a new wiring loom. The double-duck hood needs replacing - but I have the original. The exhaust has been replaced. The only parts missing to my knowledge, are the battery and water manifold. Offers around £7000. (2)

SPARES WANTED

Barry Robinson, (Tel 0121 704 4323 or e-mail bsjriota@aol.com.) needs some 8" brake shoes ie. M,D,F,J Type.

Gil Collins (Riverside Cottage, Warnford Road, Corhampton, Hants, SO32 3ND) is still looking for a spare J2 head for modifying and gas flowing to add more urge to his J2 racer.

Len Bull (Hall Barn Works, Moat Close, Doddinghurst, Essex, CM15 0NG. Tel. 01277 822 504) requires an F-type chassis with or without axles and radiator shell.

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2 NG. Tel. 01344 424258) wants the following J2 parts:- J2 door handle and latch, octagonal instrument panel, two hood mounting brackets, gearknob, undertray, and J2 exhaust manifold in good shape.

Can anyone help the editor with the bottom casing of a Rotax 174 N-type dynamo, with the field coils. He has all the other bits to make up a spare dynamo, and now has a new armature as well.

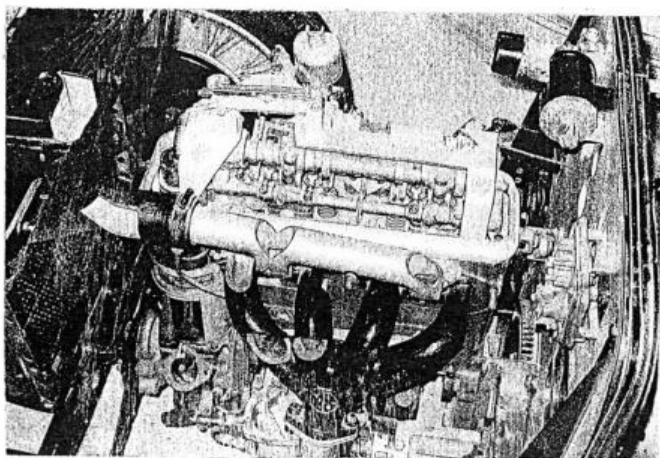
Bryan Ditchman (74 Hazeley Heath, Hook, Hampshire, RG27 8NA. Tel. 01189 326346) is in need of a front near side front chassis knuckle.

INFO WANTED

Can anyone help D. Goulden (21 Euclid Avenue, Grappenhall, Warrington, Cheshire, WA4 2PS) with photographs showing the original carpet layout of a P-type, as well as side and front views, and engine compartment.

SPARES FOR SALE

Martin White (71 Deepfield Road, Bracknell, Berks, RG12 2 NG. Tel. 01344 424258) has L140 & 150 headlights for sale.



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Original No. 8 Powerplus blower on Colin Withers C0271 (ex Mac Reynolds)

Photo: B. Foster



Normandy Rally Raiders lined up at Granville's harbour

Photo: P. Duncombe



Peter Altenbach's J4 (ex Geoff Coles) at Vintage Nurburgring

Photo: C. Hoptner



Nearly complete C-type body recently acquired by David Potter

Photo: D. Potter