

THE MG CAR CLUB LTD

TRIPLE-M REGISTER BULLETIN

August / September 2023



PHOTOGRAPH



Steve Rees (above) and Nigel Harper (below) entered the Prescott Historique Hillclimb in May. The event was organised by the Bugatti Owners Club and both Steve and Nigel competed in the Pre-1947 part of the BOC Members Handicap Class that included a 5713cc Gypsy GN Special, a Frazer Nash Shelsley and two Rileys. Photo Digby Gibbs.



BULLETIN No 134 August - September 2023

Front Cover Picture:

MG 100 spelt out with 48 MGs at the Dutch Triple-M weekend gathering. This photo, supplied by Jaqueline Bronkhorst, was taken with a drone; see also centre pages.

Editorial:

Firstly, my apologies for the late appearance of this issue of the Bulletin. With so many events taking place during the summer months, this should be the easiest issue to prepare but the reverse is the case because there is simply too much to choose from. In fact, the whole issue could have been filled with the MG100 Anniversary event at Silverstone which would have been the easy option! Instead, I have endeavoured to include a representative selection of the summer events as well as



including some articles on cars and their owners, so hopefully catering for most tastes. Pre-war Prescott is a notable casualty of the battle for space and a full report will be included in the next issue.

The one omission is that there are no technical articles; these have been thin on the ground for quite a while. I think the problem is that many potential contributors feel that everyone else is an expert and their efforts will be criticised. I think that this is far from the truth but very understandable.

Now for the serious part. As you will probably be aware, for some time I have been trying to find a willing sole to take over the editorship of the Bulletin; so far with zero success. I think the same problem exists in that people assume you must be an expert to take on this, or any other job on the Committee. When I took over as Editor, I had very little knowledge of the Triple-M world and knew even less about publishing. Bob Richards, the previous Editor, had been involved professionally in publishing and was able to set me going with some great advice and guidance. Apart from that, I have had to learn “on the job” and benefit from my own mistakes, picking up Triple-M knowledge along the way.

The sad fact is, that if we do not have a volunteer come forward, then the Bulletin, in its current format, will have to cease at the end of 2023. So, if you are interested or want to know more, please contact any Committee member.

Volunteers please – Your Bulletin Needs You!

Digby Gibbs digbygibbs@icloud.com

Secretary Report

All change!

Although these are 'just the secretary's notes', there are bigger issues to cover here.

As previously signalled, the Register lacks a formally appointed Treasurer; I'm stepping down as Secretary at this year's AGM on October 19. In addition, as many of you may know, our Chairman Jeremy Hawke has suffered ill health over the past year. Although he is well on the way to long term recovery he has recently had to decide to step down as our Chairman for the time being; we hope very much that he will be back before too much longer. This leaves the Register at something of a crossroads – but with a golden opportunity for you and other members to help re-energise the team.

Happily, our present Committee is a robust group and three of the team have offered to put themselves up for election at our AGM on October 19 for the three officer positions (Chairman, Treasurer and Secretary). This is on the understanding that these would be short term appointments, initially of one year. Nevertheless, the door is wide open right now to any Member who wishes to be considered for these or any other roles – either on or off the Committee.

You can do this by putting your name forward for Committee or an officer appointment at the Register's AGM – details, nomination forms etc are available via our website discussion forum. Find (or ask us to find) a proposer and seconder. Please don't delay, nominations finally close on the 16th of October!

Making it easier for you to get involved!

To encourage more of you to get involved, to make things easier for everyone and encourage new blood, we will be simplifying the way the Committee works and making Committee members' jobs less complicated than they may currently appear. I take much of the blame for the current situation because I have probably become a victim of the "if you want a job done, give it to a busy person" syndrome! That may have put some of you off from putting your names forward – indeed we have had no offers from outside the Committee!

All that will change from now on as we cut out some superfluous activities and share round the remainder.

We want to reassure volunteers that they (you) won't find any job burdensome, so that they (you) can contribute to the Register and continue to have fun doing so! This can be as a member of the Committee, or simply helping us in a non-committee activity.

What can I do?

A lot! Join or re-join the MGCC (that should be a 'given' anyway)! Support our activities. Avail yourself of the Register's many offerings. Contact any of the Committee to share your thoughts and wants. If you have a grouse, make sure you tell us! Offer to help. Join the Committee. Offer to help in a less conspicuous role. Involve yourself in our activities in your local area. If you have a particular skill, ask us how we might benefit from it.

So, to summarise, at present we need:

1. A chairman - to act as a guiding hand.
2. A secretary - to handle the basic administration.
3. A treasurer - to keep the books.

Happily (for the time being) we have other Committee members to handle some of the main jobs - e.g. the Library, Bulletin Editor, Safety Fast correspondent and Competitions Secretary.

However, we also need non-committee members to work in the background on other important things, e.g.

1. The Register of Cars,
2. Helping to develop the website,
3. Editing the Bulletin,
4. Editing the Yearbook (position currently vacant),
5. Helping on social and other events.

We are always open to people getting involved in all these and other areas. PEOPLE are our future!!

So, with your help the Register's future will be rosy and we can all have fun enjoying our cars for as long as nature allows!

A reminder of our proud history

Our Register was founded in 1961, when the Triple-M models were from just 25 to 32 years old. We were created to safeguard the future of the cars, provide advice, access to spares and to encourage the use of the cars in all possible ways. The Register is a section of the MG Car Club, through which access was given to all the enthusiastic support we offered - and continue to offer to this day.

As someone who acquired his PA project in 1974 one can only marvel at how much owners managed to achieve with the information, spares and other resources that were available to us 'back in the day'. However, we now live in a very different world, one in which information and knowledge flows

ceaselessly by electronic means. The human dimension seems to have taken on a subordinate role, which I find rather sad; although it's the cars that bring us together, what (to me) matters more are the human contacts and friendships that we develop along the way.

Our Register and its resources have developed over the past 62 years, thereby prolonging the lifespan of our cars way beyond their '10 year design life'. The cars have thus led charmed lives. Far from becoming museum piece curiosities, they are out there, belying their years on the roads, on race circuits, hill climbs, trials and other events.

The Future?

So where does that leave the Register? Should we just rest on our laurels, content with what our loyal volunteers - PEOPLE - have done to support the movement over the years. No to that of course!

Should we simply allow the 'all you can eat for free' on-line fraternity to become the main vehicle for the Triple-M Register? No to that either, although no one should deny the significance of social media these days...

I suggest that the Register's aims can only truly be achieved via the present structure of a Register which exists as part of the MGCC. To illustrate this: one of our published aims is this significant and weighty objective:

"To maintain a register ('The Register Listing') of surviving Triple-M cars, recording their history and other relevant information"

In charting our future, we must safeguard this primary objective by all available means. We should durably safeguard the information and knowledge we have generated over the years about the cars and their activities, embracing additional ways of making even more use of present day electronic and other technology to do so.

We should redouble our efforts to ensure that the Register's activities are relevant to what members want, that we continue to provide you with attractive guidance and materials to help you enjoy your ownership – things such as our printed or electronic media, our library offerings, events to take part in and suchlike.

"We are all in this together" – long may that continue!

Dick Morbey

The 2023 Summer Gathering Notes by Digby Gibbs, Photos as credited.



Once again, the much-anticipated MMM Summer Gathering at Greenacres was a great success. Organised by Elizabeth and Andrew Taylor, with much help from their “wonderful band of Helpers”, it followed the well-tested format with the cars laid out in the same categories as the Pride of Ownership competition and still leave plenty of room for the afternoon’s gymkhana events.



Refreshments were available all day and a splendid buffet was provided at lunchtime; the K3 and Cream Cracker having been forcefully ejected from their garage for the benefit of the visitors’ stomachs.

The event is primarily about meeting old friends and making new acquaintances as well as the opportunity to inspect the amazing collection of visiting cars and, if the urge takes you, to partake in the Gymkhana tests and the dreaded quiz!

Heading photo: Mike Long’s well-travelled PA “Airline” complete with Panama hat and open roof in readiness for a very hot day. David Hutchison.

Above: Some of the “Band of Helpers” hard at work serving up strawberries and cream where a K3 normally resides. Nigel Blackham.



Andrew Taylor gives instructions to Kate Hobbs in the Hobbs family K1 which, incidentally, was first registered 90 years previously in June 1933. Passenger is Alex Fletcher with Gaynor Fletcher (sister of PA owner Adrian Moore) looking on. Digby Gibbs.

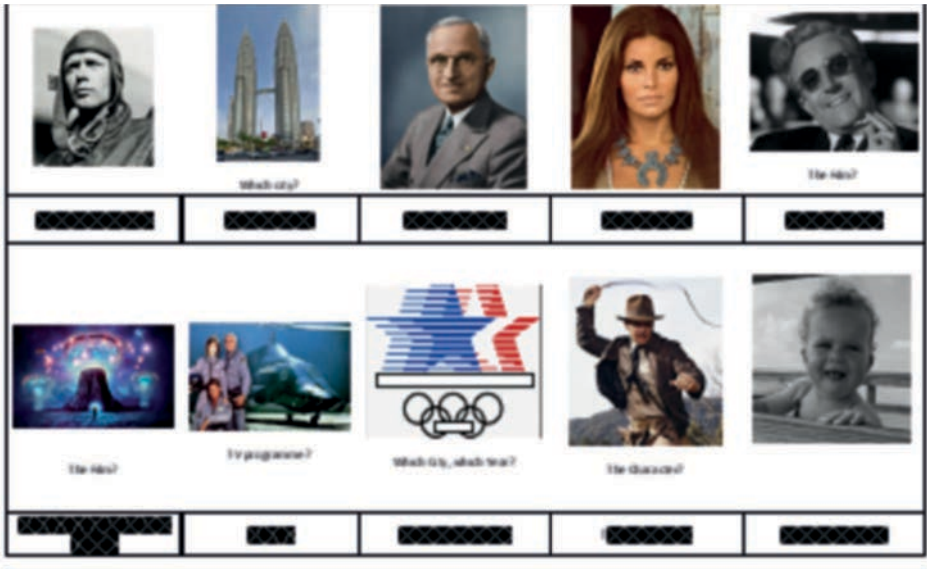


“Three Wise MG Men” inspect Malcolm Beer’s newly restored K3018: Andrew Fock, Howard Maguire (K3016) and Karl Wiessmann (K3005). Digby Gibbs.

A full house was expected but, with the forecast predicting exceptionally hot weather, some people may have been put off as there seemed a few less cars and some noticeable absentees. It certainly was an incentive to get up early and arrive before it got too hot.

Each year, a picture quiz is included in the lunchtime diversions, and this often proves to be both intriguing and frustrating as the pictures are familiar but so hard to recall. Pictured below is a “redacted” version to test the “little grey cells”, the answers are at the end of this article. Congratulations to Fiona Stevens who got full marks.

Summer Gathering Picture Quiz



The popular bring-and-buy stand was conveniently located in the shade but that didn't help the usual custodians, Philip and Rosemary Bayne-Powell, as they had car problems that prevented them from attending. Dick Morbey and David Barnes heroically stepped in to take their place; all the more laudable as, at the time, Dick was about to have a hip replacement and suffering discomfort as a consequence.

Apart from turning “rusty metal” into cash (to buy more rusty metal perhaps?), the stall raises money for charity and this year a total of £70 was raised and split between Parkinson UK and Leukaemia UK.



Above: Lunch underway in glorious sunshine. Digby Gibbs.

Below: Family fun at the gymkhana: Katherine Taylor and friend Scarlett in charge of the carrot; Chris Salmon in J3472 ably assisted by son Laurie in the car and daughter Thea from the side-lines! Nigel Blackham.



Competition Results:

Pride of Ownership Results

4 Cylinder Class

1	CPB 425	PA	Mike Long
2	LJ 7974	J2	Colin Ladd
3	JK 1932	C	Marguerite Morgan
4	HG 1770	J2	Mike Gush
5	UP 8871	J2	Colin Henderson
6	UG 281	D	Chris Edmondson
7=	JK 2340	C	Teifion Salisbury
7=	WV 5012	PA	Dick Morbey
9	HX 91	M	Greg Smith
10=	JB 7521	PB	Andy King
10=	OV 1054	M	Adrian Gravestock
10=	AGJ 540	J2	Paul Miller
13	OU 4824	M	Michael Dalby
14	BGH 295	PA	Colin Butchers
15=	CG 5230	J2	Digby Gibbs
15=	AVP 342	PA	Adrian Moore
15=	TG 8337	PA	George Ward

6 Cylinder Class

1	MG 4282	KN	Oliver Richardson
2	AGO 510	L2	Nick Jewson
3	MG 3570	K3	Andrew Taylor
4	MG 2606	L1	Chris Wood
5=	S Seater	K3	Malcolm Beer
5=	ELF 409	KN	Peter Prosser
5=	VN 4692	K1	Paul Mullins
8=	BPD 403	K3	Malcolm Beer
8=	ALU 463	K1	Martin Jacobs
8=	JB 6864	NB	Bill Abbott
11	PJ 5933	F2	Paul James
12	BNA 230	NA	Martin Latimer
13=	JB 3181	K3	Howard Maguire
13=	FSL 696	K3	Phillippe Douchet
13=	BOK 407	NB	Chris Little

Gymkhana Results

Test 1

Select a length and drive

1	Chris Salmon	1 ft
2=	Kate Hobbs	2 ft
2=	Howard Maguire	2 ft
4=	Alex Fletcher	4 ft
4=	Ruth Richards	4 ft
6	Andy King	7 ft
7=	Mark Boldry	10 ft
7=	Paul James	10 ft
9=	Digby Gibbs	12 ft
9=	Jon Glenny	12 ft
9=	Andrew Fock	12 ft
12	Susie Glenny	14 ft
13	Martin Jacobs	18 ft
14	Gaynor Fletcher	19 ft
15	Bill Abbott	37 ft
16	Christopher Hobbs	40 ft

The score is the difference between the number drawn out of the bag and the measured distance to the stopping point.

Test 2

Speed around the cones

1	Andy King	1 min 03.16 sec
2	Mark Boldry	1 min 13.44 sec
3	Andrew Fock	1 min 14.37 sec
4	Chris Salmon	1 min 18.65 sec
5	Howard Maguire	1 min 31.67 sec
6	Susie Glenny	1 min 33.94 sec
7	Digby Gibbs	1 min 34.79 sec
8	Paul James	1 min 36.67 sec
9	Ruth Richards	1 min 41.13 sec
10	Jon Glenny	1 min 46.50 sec
11	Gaynor Fletcher	1 min 49.91 sec
12	Alex Fletcher	1 min 51.06 sec
13	Bill Abbott	1 min 58.42 sec
14	Christopher Hobbs	2 min 01.88 sec
15	Martin Jacobs	2 min 05.04 sec
16	Kate Hobbs	2 min 19.30 sec

Test 3

Dangling Carrot

1	Susie Glenny	2 mm
2	Christopher Hobbs	3 mm
3=	Digby Gibbs	4 mm
3=	Andy King	4 mm
5=	Ruth Richards	6 mm
5=	Gaynor Fletcher	6 mm
7	Paul James	8 mm
8	Alex Fletcher	9 mm
9	Howard Maguire	14 mm
10	Martin Jacobs	16 mm
11	Kate Hobbs	31 mm
12	Bill Abbott	32 mm
13	Mark Boldry	34 mm
14	Chris Salmon	55 mm
15	Jon Glenny	75 mm
16	Andrew Fock	FAIL

The score is the difference between the bottom of the carrot and the radiator cap without touching it
Fail = Carrot touched the cap

Gymkhana Overall Results

Overall Position	Name	Car Details	Test 1 Position	Test 2 Position	Test 3 Position	Overall Total
1	Andy King	PB : JB 7521	6	1	3	10
2	Howard Maguire	K3 : JB 3181	2	5	9	16
3	Ruth Richards	PA : BXH 499	4	9	5	18
4=	Chris Salmon	J2 : CG 5230	1	4	14	19
4=	Digby Gibbs	J2 : CG 5230	9	7	3	19
4=	Susie Glenny	NB : BOK 407	12	6	1	19
7=	Mark Boldry	J2 : ALO 789	7	2	13	22
7=	Paul James	F2 : PJ 5933	7	8	7	22
9	Alex Fletcher	PA : AVP 342	4	12	8	24
10	Andrew Fock	L2 : APJ 750	9	3	16	28
11	Kate Hobbs	K1 : ALA 871	2	16	11	29
12	Gaynor Fletcher	PA : AVP 342	14	11	5	30
13	Christopher Hobbs	K1 : ALA 871	16	14	2	32
14	Jon Glenny	NB : BOK 407	9	10	15	34
15	Martin Jacobs	K1 : ALU 463	13	15	10	38
16	Bill Abbott	NB : JB 6864	15	13	12	40

General Quiz Results

Number of items in the jar

1	Paul Mullins	0
2	Julie Beer	- 5
3	Greg Smith	+ 18
4	Mike Davies-Colley	- 26
5	Chris Wood	- 36
6=	Colin Ladd	- 37
6=	Laurie Salmon	- 37
8	Dick Morbey	- 40
9	Jackie Girvan	- 44
10	Tony Richards	- 45
11	Mark Boldry	- 47
12=	Anita Lachowicz	- 50
12=	Nick Dean	+ 50

Everyone else over +/- 50

The result is the difference between the answer given and the actual amount of 137 items

Guess the weight of the item

1	Dick Morbey	- 110
2	Tony Richards	- 597
3	Greg Smith	+ 863
4	Barbara Warr	- 1,137
5	Laurie Salmon	- 1,337
6	Chris Wood	- 1,467
7	Mike Davies-Colley	- 1,478
8	Chris Salmon	- 1,495
9	Jackie Girvan	+ 1,666
10	Kate Hobbs	+ 1,863
11	Mike Dalby	+ 2,763
12=	Colin Ladd	+ 2,863
12=	June Gidney	+ 2,863

Everyone else over +/- 2,863

The result is the difference between the answer given and the actual weight of 5,137g

Picture Quiz

1	Fiona Stevens	10
2	Howard Maguire	8
3=	Barbara Warr	6
3=	Jo Salmon	6
3=	Mike Dalby/June Gidney	6
3=	Jacquie Abbott	6
3=	Christopher Hobbs	6
3=	Paul Mullins	6
9	Un-named!	5
10=	Mark Boldry/Anita	4
10=	Marion Pancheri	4
10=	Dot Prosser	4
10=	Chris Wood	4

10 pictures to identify



Above: Howard Maguire exercises K3016 in the Gymkhana. Digby Gibbs.
Below: Andrew Fock from Australia made good use of L2061, which he keeps in the UK, during his visit for the MG 100 events in the summer.
Photo : David Hutchinson



Summer Gathering 2024

The good news is that the Taylor family are already planning for the 2024 event and have set a provisional date of Sunday 23rd June 2024. This will be confirmed as soon as possible.

*Results of the picture quiz, clockwise from top left:
Charles Lindbergh, Kuala Lumpur, Harry S Truman, Raquel Welch,
Dr Strangelove, Katherine Taylor, Indiana Jones, Los Angeles 1984, Airwolf,
Close Encounters of the 3rd Kind.*

Triple-M Racing at MG100 Silverstone



Baynton Jones Historic Motorsport Triple-M Racing Challenge.
Report by Stefanie Broch; photos as noted

The MG Car Club celebrated the 100th anniversary of MG, together with the Triumph Car Club, at Silverstone on the 10th and 11th of June 2023.

For the first time in many years, Triple-M racing was back on the Historic GP Circuit with two races and the biggest MG grid of the weekend. Altogether, 27 MGs hit the track with qualifying on Saturday morning and the first race in the late afternoon with the second race on Sunday in the early afternoon.

The following MGs were entered:

2	Andy King	KN to K3 Specn.
3	Teifion Salisbury	K3
4	Mark Daniell	Q-type
7	Nigel Stroud	J2
9	Chris Cadman	Monthlery Midget
11	Andrew Taylor	K3
15	Fred Boothby	J2
16	Adrian Moore	F2
17	Roland Wettstein	Parnell K3
18	Chris Edmondson	K1 to K3 Specn.
22	John Gillett	K3
29	Charles Goddard	PA-PB
30	Tim Sharp	PB
32	Dave Cooksey	J2
33	Rich Stott	PA
34	Mike Davies-Colley	PA Special
41	Charles Jones	L-type
42	Duncan Potter	Monthlery Midget
55	Emma Potter	Monthlery Midget
64	Thijs De Groot	PA special
74	Mark Dolton	PB
100	Colin Murrell	PA
117	Steve McEvoy	Bellevue KN
123	Mike/Harry Painter	Kayne Special
132	Simon Jackson	PB
133	Onno K�nemann	D-type Special
142	Richard Frankel	K3

Previous page: Heading photo shows Roland Wettstein in the Parnell K3. Steff Broch



Above: An impressive line-up of Triple-M racing cars assemble by the Pit Lane. Photo Nigel Blackham.

Below: John Gillett included Silverstone in his European programme of events with the ex. Bira K3030. Photo: Steffi Broch.





Richard Frankell in K3001: one of four K3s entered in the Anniversary race. Steffi Broch.



Close racing between the Painter's Kayne Special and Charles Goddard in his PA-PB Special. Steffi Broch.



Always spectacular: the Bellevue Special in the hands of Steve McEvoy. Steffi Broch

Qualifying saw No. 123 Mike Painter setting the fastest lap time, followed by No. 29 Charles Goddard and No. 17 Roland Wettstein.

The race in the late afternoon saw Mike in the lead until he spun in the fourth lap and slowing down after that due to a leaking gear box and clutch problems. The race finished with No. 17 Roland Wettstein taking the win with an 11 second lead. Second place went to No. 29 Charles Goddard, followed by No. 41 Charles Jones.

The second race on Sunday afternoon saw a brilliant battle between No. 17 Roland Wettstein and No. 123, this time driven by Harry Painter, who had to start from the back of the grid. In the first lap Harry was able to overtake 20 cars and after lots of fighting and overtaking and a spin on the last lap, Roland managed to win this race with a lead of 0.17 seconds. Second place went to Harry Painter and third place to No. 117 Steve McEvoy in his Bellevue KN special.

What a fantastic race and brilliant weekend. Thank you to everyone that was involved in this event. Organizers, volunteers, participants and a special "Thank you" once again to the "Orange Army".



The Saturday evening BBQ in the Pits was very well attended and was an enjoyable end to the first day of a successful weekend. Photo: Digby Gibbs.

MG100 at Silverstone: 10th & 11th June 2023



After many years when the MG Live! event had little appeal for the Triple-M community, it pleasing to be able to say that this year's event, "MG and Triumph 100", was a great success.

In recognition of the importance of the anniversary, the Triple-M Committee decided to splash-out on a larger marquee than usual which was shared with the Vintage Register and proved to be a very wise decision. Not only did it allow ample space for display of a selection of K3s and L-types, both of which were also celebrating their own anniversary of 90 years, but also provided a place for visitors to gather and shelter from the exceptional heat outside. Rich Stott set up a large sales table which was busy for most of the time and the Vintage Register had their own stand (and car) in the opposite corner. Refreshments, organised by Elizabeth Taylor and Debbie Brading, were available throughout and much appreciated by all.

Prior to the event, there was an informal tour, organised by the Vintage Register, that ended at Silverstone on the Saturday morning. The California Cup Autotest also featured, this time on the Saturday afternoon which probably meant that many more spectators could enjoy the efforts of the competitors. A Triple-M team was entered for the first time in many years (M-type, PA and Cream Cracker) with David Rushton providing entertainment for all.

Immediately outside the marquee were the two parallel "timelines" for MG and Triumph cars. The MG line of 100 cars included models from 1923 to 2023 and occupied the whole length of the Copse Runway. The cars subsequently lined up for a cavalcade around the racetrack during the lunch break.

Heading Photo: L2005 on display in the Triple-M marquee. Nigel Blackham



Top:
Triple-M cars line up in the main arena,
including a number of the race cars.

Centre and Right:
Rod Ptak from Canada with his beautifully
restored L-type Saloonette (L0297).
Photos Digby Gibbs.



Some Triple-M cars and drivers were also persuaded into the main arena where they were interviewed by the commentator for the entertainment of the spectators.

Meanwhile, another set of impressive Triple-M cars was gathered in the Paddock for the two Triple-M races on Saturday and Sunday and the Register parking area had its fair share of interesting cars from the UK and Europe; all worthy of inspection.

One of the attractions of an event like Silverstone is the chance for people to meet old friends and make new connections. A number of visitors from Europe, Australia and South Africa made it to the “Big Tent” as did some newcomers with interesting tales to tell. Personally, it was a delight to meet Andrew Fock from Australia and Tommy Lyngborn from Sweden, both of whom have made regular contributions to the Bulletin.

At the end of the weekend, as packing up was well underway, we had the news that the Register had been awarded the MGCC cup for the “Best Dressed and Themed Display”.

Thus ended a very full, and exhausting, weekend just as the storm clouds gathered around the Silverstone circuit. The brave souls who had driven to the event in open topped cars probably had a very interesting journey home as, even in a modern car, I had to stop and wait for the storm to pass as the windscreen wipers could not clear the screen and there were fallen tree branches littering the lanes of Oxfordshire.

Much of the success of the event relies on the army of enthusiastic volunteers who perform invaluable tasks before, during and after the event. Some were camped on site from earlier in the week to help with the set up followed by Register stalwarts who helped deliver the cars and move them into the marquee on Friday afternoon; they also delivered much needed equipment and supplies for the weekend. While all this was going on, a certain well-known K3 that was built exactly 90 years before that Friday, had a birthday celebration in the marquee with a “Colin the Caterpillar” cake shared amongst the crowd of admirers and volunteers.



Silverstone 2023:

Silverstone provided a great meeting place for Triple-M enthusiasts to make and renew friendships.

Some well-known characters captured here by Nigel Blackham and Digby Gibbs.





Top:
From Vintage to Modern, The
MG Centenary Timeline with
the Triple-M marquee behind.
Nigel Blackham.

Centre:
Dick Bronkhorst's striking
Stiles Threesome (F1361).
Digby Gibbs.



Below:
An interesting visitor to the
Register parking area was the
re-created Hillwood Special,
currently "work in progress" by
Ross Newman.
Digby Gibbs.



The Register Committee is very grateful to the owners of the display cars for making them available and to the other owners who made the effort to bring their cars along for the Timeline and to display in the parking area.

Digby Gibbs



90 years old and still ready to race on the Grand Prix circuit over the weekend (the car, not the proud custodian Elizabeth Taylor!).





The Bronkhorst family staged this impressive arrangement of Triple-M cars to form the MG 100 logo during the 4th running of their bi-annual Triple-M weekend at Hurwenen in Holland. A total of 46 MMM cars and 2 Vintage MGs are featured in this photo together with their owners complete with champagne to toast the marque. Photo taken from a work platform and supplied by Jaqueline Bronkhorst.

**Cars for Sale:
NB Magnette Faux Cabriolet**



This car is one of a kind. No other Faux Cabriolets have ever been built on any MMM chassis, so it stands as a unique Triple-M car. The car was found in Killkenny, Eire, in a dismantled state.

It has been comprehensively restored from a bare chassis upwards, with new timbers to replace rotten and missing woodwork. New skinning has replaced rusted panels. The interior has been completely renewed to original by a Rolls Royce upholsterer, with Art Deco "sunburst" door panels, octagonal interior light and pull-out ashtrays in the rear armrests.

The engine has been completely rebuilt and is now fitted with a Marshall 87 side-mounted supercharger, giving a sparkling performance to compensate for the heavy saloon body. The car has a 2-brush dynamo conversion and attendant cut-out/regulator, along with completely rewired electrics to the whole car. This car has had many successes in Concours/Pride of Ownership competitions and was voted the best car of the Bristol Classic Car Show.

A comprehensive record of all costs incurred in the restoration has been kept, coming to over £50,000. Now, a good new home is needed for this unique car which can be yours. The asking price is £42,500.

Please contact Philip Bayne-Powell by e-mail 1942mgman@gmail.com
More photos can be seen on the Triple-M website (Cars for Sale), including some photos of the magnificent interior trim.

BAYNTON JONES **HISTORIC MOTORSPORT**

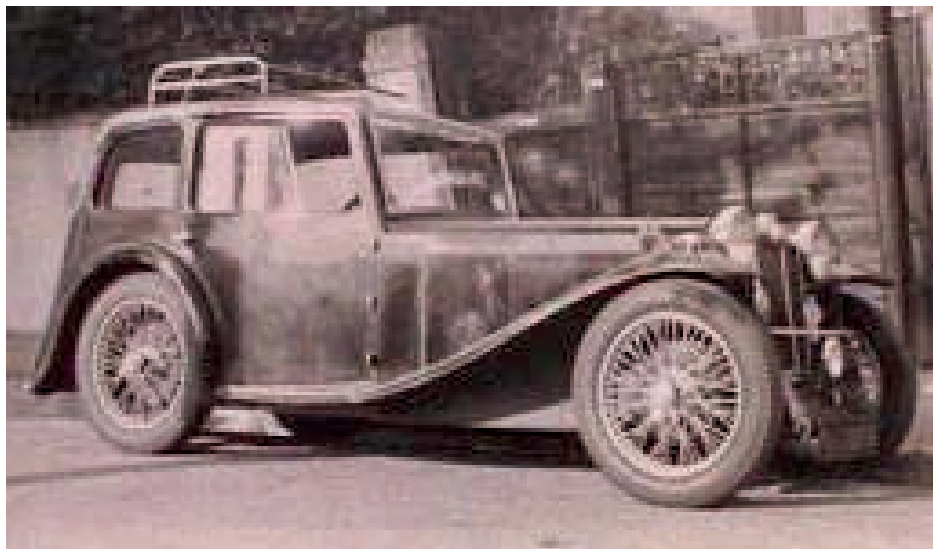
**Bob and Charles Jones for Restoration and Preparation of
Triple-M Sports and Racing cars**

**Engine Rebuilds for Road or Competition
Steering and Suspension Components
High Performance Camshafts for Every Triple-M Model
Forged Pistons**

**available exclusively from BAYNTON JONES :
OUR OWN DESIGN CRANKSHAFTS, CONNECTING RODS.
UPRATED VALVES, VALVE SPRINGS AND RETAINER CAPS
STANDARD AND BIG BORE K,L,N-TYPE BLOCKS**

TEL : +44 (0)1747 858915 sales@baynton-jones.co.uk

Correspondence: L-type Salonette (Bulletin 133) From Philip Bayne-Powell



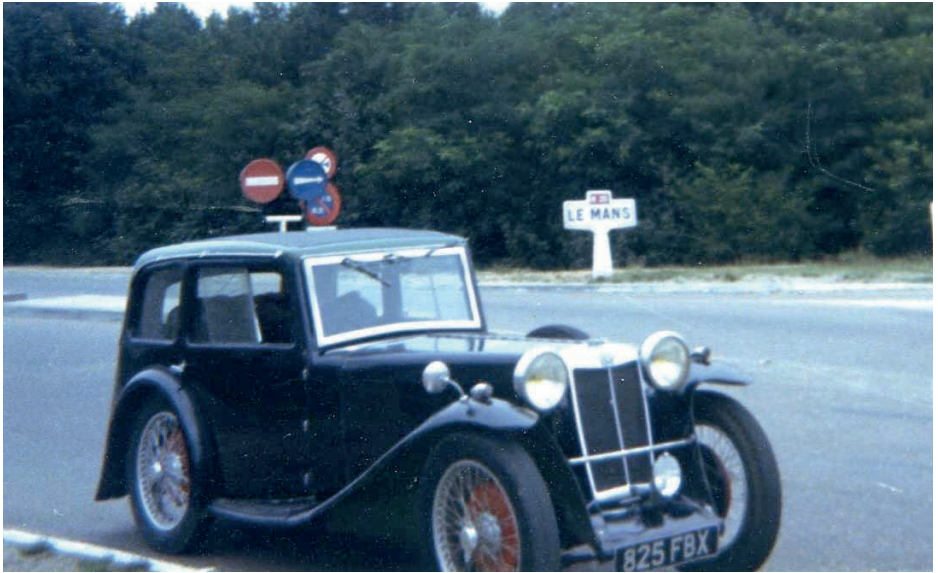
MG 3333: an early photograph from the MMM Website.

It was great reading the piece in Bulletin 133 by Diccon Masterman on the L-type Salonette that his brother, Crispin, sold to me in 1965.

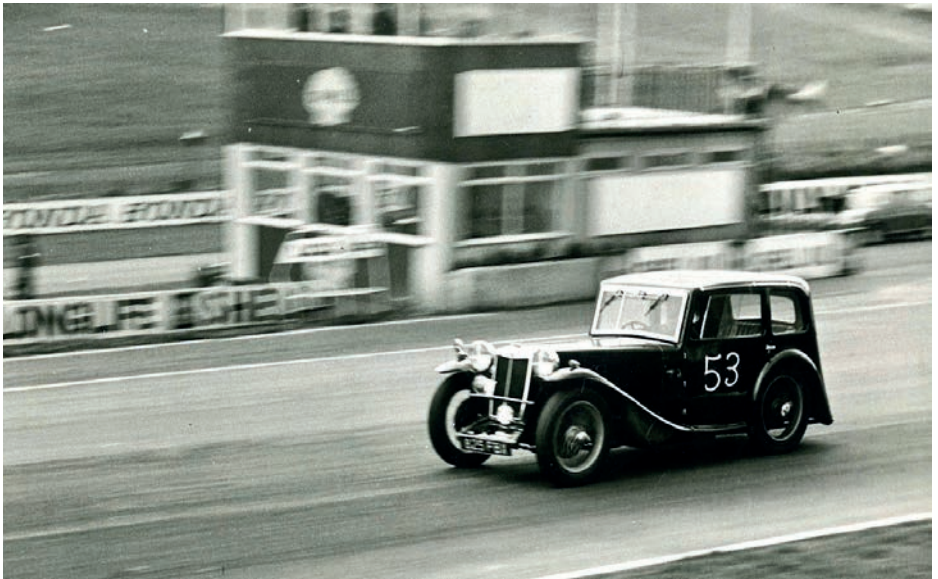
We met up at the Hogs Back Hotel for the transaction, and I enjoyed the drive back home to Kent in 825 FBX (a non-age-related registration after the original had been sold).

I used the car quite a lot and found it very reliable. Although it appears top-heavy, I found that, if you drove it like an open Triple-M car, it handled very well putting the power on in the corners. It was in very original condition with the Apple Green roof and interior upholstery.

I even took it to France with a friend, calling in at Le Mans (see photo), and then on to Biarritz and the Spanish border. Coming back, the dynamo stopped charging but we managed to make the ferry to Dover. We arrived in the dark, so needed to charge the battery to get us back to London; luckily, we found a garage to charge up the battery which enabled us to get back home.



L0565 on tour in France near Le Mans



L0565 at Brands Hatch

I entered the car in a MGCC Sprint at Brands Hatch (see photo). This must be a first for a Triple-M saloon!

I then sold it to Don Stephan in the south of the USA via an advert in the Old Motor Magazine, a magazine that I had helped financially to get started.

Subsequently it got sold to Mike Hughes on the Eastern Seaboard who kept it under a car port, close to the sea, which caused it to rust and rot. Mike started a restoration but, before he had finished, he sold it to Hiro Nishio in Japan, who promised me he would finish the restoration.

However due to financial problems, he sold it to a fellow Japanese MG man, Hisashi Aratani who took the body off and turned it into a racer!



L0565 (rear) when fitted with racing bodywork in Japan

Meanwhile in Canada, Rod Ptak was collecting L-types. He had a chassis (L0297) that was originally a Salonette. When he heard about the discarded Salonette body in Japan, he arranged to buy it. He then shipped it back to England and got Dave Cooksey to restore the body and fit to the chassis that he shipped from Canada. Dave Cooksey did a great job on the restoration and Rod has had it out and about at various UK rallies*.



The body from L0565 under restoration with Dave Cooksey.

So, the Masterman L-type Salonette hasn't been lost, but lives on in two different countries; the chassis, engine and running gear in Japan and the body on NJ 3059 (575 AKB) currently in the UK. What a fascinating saga for this rare car.

John Bevington: A Tribute

Memories of a dear friend who was witty with a devious sense of humour and cryptic mind who gave us so many years of motoring fun.

Jo and George Ward

John Bevington sadly passed away suddenly on 1stst September 2023 aged 87 years after a 6-year struggle with Goodpasture Syndrome*. This is a tribute to John which we hope reflects the love and affection of all his friends to whom he brought so much motoring excitement.

John was a stalwart MMM man for many years, but we became closely involved with John and Lavinia (Vinny) back in 1993 when we were invited to join the Gribble and Black Horse MG Natter crowds in supporting a rally that John and Vinny were hosting for the Normandy ROC (Roadsters Owners Club). This involved a treasure hunt, sit down roast beef dinner at La Rairie plus driving tests in Hambye village. It was a great success and John and Vinny started to advertise motoring weekends. This was something that we knew the Bean Car Club members would enjoy and in May 1995 15 vintage cars turned up for the first of 12 years of 'Le French Trips' at La Rairie and Maison Quesnel.



La Rairie and Maison Quesnel: 2007

The format was always the same with gourmet food provided by Vinny, a visit to local place of interest and John's treasure hunts. The treasure hunts took many forms from a fairly straightforward set of directions with cryptic clues, to a set of pictures in no particular order to be identified, to a scatter rally to 5 local villages, to walking trips with clues around the larger towns – Coutances and Granville. The scatter rallies included graded questions with the higher scores for the more difficult clues.

You had 3 hours to complete the rally and points were deducted for every minute that you were late. Therefore, there was no point spending time on the high scoring difficult questions. It was a good ruse to get people back to La Rairie on time for lunch. This always resulted in a manic rush down the drive to get to John who would be standing there with his stopwatch and evil glint in his eye. We also had some fun in 1996 when John included some 'driving tests' in the village field.

During the same period the MG Car Club started the 'Le Kimber' trials and these ran from 1997 – 2010. The same treasure hunt that John ran for 'Le Kimber' was used for the Bean Car Club the following year and it wasn't long before people twigged that we had an unfair advantage having already done the treasure hunt the year before, so we got split up for the last 6 ones that we did.

The final evening was usually a 20s night and opportunity to don our posh frocks for the delicious meal provided by Vinny and to wait for the results of the treasure hunt. There was enormous competition and John loved to watch everyone's faces as he went through the results. Everyone tried to get into John's mind when solving the clues, but none of us got close.

Le Kimber Trials 1997 – 2010



There are many 'chemin verts' in the vicinity of Hambye and when the suggestion of a trial was mooted by Alan Grassam and Mike Linwood, John fully embraced the notion which resulted in 15 years of splendid fun. It was certainly a lot of hard work for John as he needed to get permission from the Mayor to use these sections and agree access from the landowners. He needed to make sure that the sections were clear and accessible which meant cutting back undergrowth and overhanging branches. Mike Linward and Patrick Gardner would often go out early to help in this task. Mark Bevington came out to assist in running the sections which were all timed.

The sections were all very challenging and we are sure that names like Hamel Aubert, The Presbytiere, The New Epine, The Planconnerie, La Parquerie, Le Parc, Le Moulin, The Bretonnieres, The Martiniere (near the Auberge and traditionally the last hill) will bring back many memories of mud-covered cars, broken cars, recovered cars and triumphant winners. The Frog Trophy, donated by Alan Grassam, was won by George Ward and Mike Linward 3 times each. Other winners were Alan Grassam, Mark Dolton, Brian Ditchman, Martin Warner, Richard Jenkins, Ian Mackay and Nigel Gibbons.

The story is best told in pictures that collectively harness the competitive nature and camaraderie that characterised these events.



2003: Nigel Gibbons completes a section

The final Trial 2010



We all missed Le Kimber trials and Patrick Gardner was instrumental in organising Le Kimber Reunions from 2012 to 2019 which had the similar ingredients of delicious food, treasure hunts, places of interest and fun with our cars albeit without the trials.



Le Kimber Reunion: visit to castle.

There were other events which should be mentioned including the 50th Anniversary Triple-M tour in 2011 and Philip Bayne-Powell's 'Dieppe Raiders' and for us, many weekends with family and MG Friends.



Bengt Dahlgren's Ks replica during the Triple-M 50th Anniversary Rally

For many who attended these motoring sorties to France it was the peak of their sporting experiences, and we will be forever grateful to John and Vinny for engineering such delightful occasions. John will be sorely missed but will remain alive in the stories that his friends will continue to share of these wonderful, halcyon days.

**Goodpasture Syndrome (GPS) is also known as anti-glomerular basement membrane disease, a rare autoimmune disease. (Wikipedia).*

Robin Lawton

Vintage & Classic car specialist | Over 50 years experience
SURREY/HAMPSHIRE/SUSSEX BORDERS

WE ARE ALWAYS KEEN TO
ACQUIRE QUALITY VINTAGE
& CLASSIC MOTOR CARS
ESPECIALLY MG, ALVIS, RILEY
& AUSTIN

*We offer outright
purchase or our
highly competitive
brokerage service*

If you are considering
selling your motor car,
please telephone us to
discuss. Having been involved with 'our sort
of cars' for more than 50 years, you can be as-
sured of an informed quality service.



THINKING OF SELLING YOUR VINTAGE, PVT OR CLASSIC CAR?

Talk to us First

- *World-Wide Sales*
- *Trusted Expertise and
Extensive Network*
- *Numerous 5 Star Google
Reviews*

*Having sold over 65
quality cars in the last
12 months - we deliver
what we promise*



VSCC, Riley Register & MGCC Members

Tel: 01420-474919 or 07710-364945

www.robinlawton.com - enquiries@robinlawton.com

We are located on the Hampshire/Surrey/Sussex Borders

www.robinlawton.com



Help Required: The Sad Tale of K0408



Barry Foster is seeking the assistance of Bulletin readers to help Svend Algren rebuild his K-type that was recently destroyed by fire. Barry explains the background and we have printed an edited version of Svend's list of parts that he is trying to assemble. I have omitted his technical queries but as you will see, he would prefer to use original parts where possible.

“The car started like as a K1 saloon. In Sweden, in pre-war days, it was still a saloon but at some stage was turned into a lightweight pointed tail racer. Svend Algren bought it and came with it to me. It was a complete basket-case but all the mechanicals and chassis were original K1. I rebuilt it for him in K3 style about 20 years ago when a lot of parts were available and produced a good road car. Sven used it a lot and has done many events in Europe. The pointed tail body removed from the car formed the basis of Thijs De Groot's orange P-type racer so was not wasted!

The insurance company is insisting it is restored in Denmark and the company being used normally works on classics (Jags, Healeys etc) so I am tasked with helping and I thought a small item in a Bulletin may loosen peoples grip of hoarded “stuff” to help!

The fire was caused by something in the road hitting the underside of the car.... either fuel tank or fuel lines punctured and then caught fire. Svend was only slightly burnt but was unable to get his fire extinguisher out from behind the seat where the fire was.”

Svend Algren's letter (edited):

"Last monday I drove to Jutland to meet with Arne Jacobsen (whom you met 10 years ago in his workshop) in Ørting. I brought him some of the many photographs you sent me when you built my car. They are a very valuable reference now.

Together with Arne I made this ... 'Preliminary list of requirements' and would be very grateful if you can advise me. Preferably 'original' spare parts or secondhand ones, but also new 'replica' ones.

I would like to have your opinion on the possible damage to the chassis frame from the severe heat during the blaze – and the cold water poured over it afterwards. An engineer friend warned me that this could have damaged the structural strength of the steel.

For the chassis we need:

3 wheels 19"

3 new Blockley Tyres

2 S.U. petrol pumps

2 Andre Hartford shock absorbers – or should the old ones be reconditioned?

2 stop brackets with rubber lining (I don't know the correct word for these, but they are supposed to stop the rear axle when bouncing)

For the body we need:

2 cycle wings for rear wheels, incl. wing stays and mountings

2 rear lamps with built-in indicator bulbs. 2 round cats eye (*reflectors?*)

New Ash skeleton

A new Brooklands type Blumels steering wheel – or perhaps the old charred K1 steering wheel could be wound with string and reused? What would you do? (I always liked the few remains of the original K1, the brakes, the steering wheel, the rev.counter etc.).

2 new seats in green leather – the metal 'frames' can be reused

2 Brooklands windscreens – I hope the mountings can be reused

2 round rear view mirrors (Harley Davidson motorbike)

New petrol slab tank with filler caps

A new fuse box, preferably with a metal lid.

A new wiring loom

A new horn- and dip switch

New British Jaeger instruments – I hope it will be possible to repair the old K1 rev-counter.

Well! There will probably be much more to source!! I am very grateful that you will look at this list and advise me. When the work starts in earnest, I will keep you informed and I will probably also drive over to look at it a couple of times. Then I can perhaps send you some photographs.

All for now and Thank You in advance.

Correspondence: J2451 From John Goodman

Dear Digby

You may not recall, as you undoubtedly met so many people at Silverstone over the weekend of 10th / 11th June, but I visited the Triple-M Register marquee on the Saturday and bought a copy of "The Works MGs" which you had on offer at the bargain price of £20.00.

At the same time, I mentioned to you that I had owned a J2 for a number of years (1972 - 2007) and had been a Triple-M Register member with the number 1382 (obviously long since lapsed*). The car does appear in what, at the time, was the definitive record of known J-types in Mike Hawkes' book which is now long out-of-print. I still have my copy but am unable to access it easily due to a vast accumulation of other books over the years. However, if I may, I shall let you have a brief history of the car when in my ownership:

It bears the chassis no. J2451 and was registered YY 7812 in December 1932. When I bought the car in 1972, it was in a patinated but running condition although with a non-original engine and gearbox. At the time, it was used daily by the previous owner to commute from Tiptree to Chelmsford in Essex.

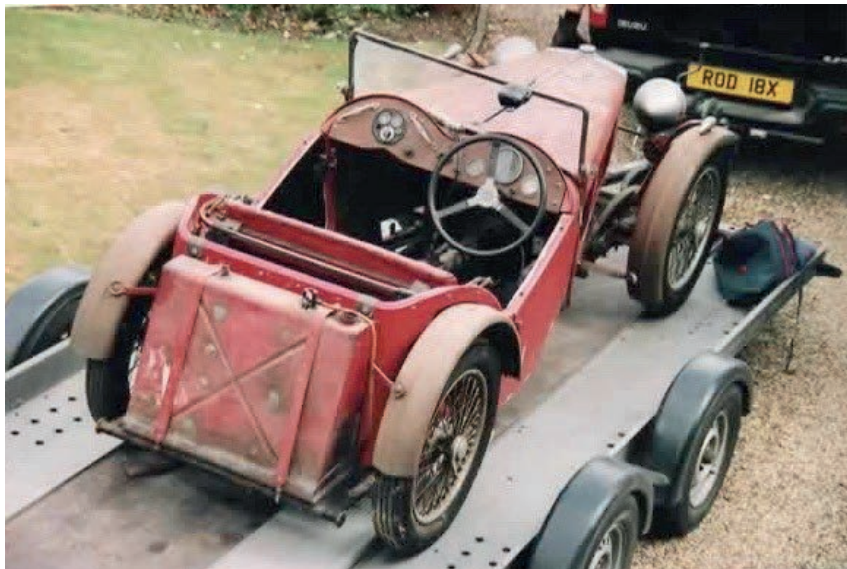
When first owned, my wife and I enjoyed traditional MG motoring but, unfortunately, within a year it suffered a failure in the steering box drop-arm which resulted in a minor contretemps with a passing Hillman Minx.

Without going into minute detail, a myriad of circumstances meant that the car was stored in various lock-up garages over the years until it took up residence in a garage constructed in our rear garden.



Situated in our rear garage constructed to accommodate YY 7812

Eventually, it was decided that the car was unlikely to be restored in my ownership and so, in 2007, following various conversations with a J2 owner who regularly visited Brooklands Museum, the car was sold to a chap named Buddy Shapiro who lived in Chichester on the South Coast, was a member of the Vintage Register and had restored to beautiful condition an 18/80.



Safely loaded on the trailer for the journey to the South Coast.

A few years later, Buddy sent us photographs of J2451 in fully restored condition, but we then lost contact until, in 2013, I spotted in "Classic & Sports Car" magazine a red J2 for sale with a well-known classic car dealer in Sussex and this, indeed, transpired to be YY 7812. My wife and I drove to Sussex to view the car in the showroom but, to quote my wife, "it was so well restored that it wasn't really our old J2 anymore!!". More to the point, we certainly were unable to meet the asking price of £39995.00.

Coming up to date, I spoke with John Day two or three years ago and he believed that the car was still in the UK but subsequent enquiries with Cat Spoelstra established that the car had, in fact, been exported to Japan. To my knowledge, it is still there.

As promised, I attach some photographs of the car in unrestored condition when purchased by Buddy Shapiro in 2007.



Above:
Extracted from its resting place of many years and on the back lawn surrounded by various parts.



Left:
It was a tight squeeze at the side of the house between wall and hedge!

I hope that you will find the above interesting especially as a quick look at your files when we spoke at Silverstone revealed no record of this car

John Goodman

MG Car Club Membership No. 37933 (member for 50+ years)

**As most readers will know, the Register number relates to the car and 1382 is still recorded as relating to J2451 in the latest Register listing (available to purchase from the MMM Library). Sadly, the car has disappeared from the listings so any information on its current whereabouts would be appreciated (contact the Editor).*



My wife bids YY 7812 a fond farewell after 35 years!

Parts for Sale:

Philip Bayne-Powell has the following for sale:

- Brand new 6-volt Kenlowe fan with bracketry for an M-type - £25
- Pair of 18" x 3.0 rebuilt wheels in silver for 5.5 x 18 tyres, suitable for competition. £60 the pair.
- Single 18 x 3.0 wheel in black £25
- Pair of standard 18" wheels needing new hubs, but good rims £12 each
- M-type oil filter body £10
- Original early wiper set - very rare £25

Contact Philip for more details or photos: 1942mgman@gmail.com

See also Cars for Sale where the unique N-type "Faux Cabriolet" jointly owned by Philip and Keith Portsmouth is offered for sale.

Correspondence: Some Ashes Distraction From Martin Barrett in Australia



The June-July edition arrived today, already read from cover to cover. Yes, we will not mention the cricket! it is a shame that the lack of sportsmanship is spoiling sport in general. So, I thought I would include some photos to distract, they are all my cars.

The F Salonette and the TC along side are in a Museum about an hour's drive from home; both are original. The F-type is the one that Tim Edwards had for 40 years.

*(I believe this is F0340 which is featured in Richard Monk's book *The MG Collection*).*

The TC was imported into Australia from new and has done only 15,000 miles in that time.



The part restored car is my L-type Continental Coupe (L0730); it is currently in Dubbo (New South Wales) having the aluminium skin done. Again, very original. It is K3752 that is causing me the most issues.



Not happy to let Martin leave that tantalising last paragraph, I asked for some extra information on his collection of cars.

“The L is 1,200 Km away in the New South Wales country town of Dubbo having the aluminium skin done. Much information on the car provided to George Eagle (Registrar). It is a very original car with its tools and books.

The F Salonette has been in Australia for about four years and in the first year I restored and completed the tool kit, some work on the engine including the carburettors; they were ok but I made new butterfly shafts 0.002” oversize and set them up properly. It now runs like a swiss watch.

When the F was shipped to Australia, the person took no notice of my request for a certificate of asbestos. Australian customs have a zero tolerance for asbestos and have been known to seize cars and dismantle and then destroy components containing asbestos. I could have easily lost the car. We sent all the books out separately by courier to avoid losing them in the shipping system. Even so, they were “lost” for six months! The whole experience is one I do not ever want to have again.

K3752 is another matter and perhaps better left for another day.”

Competition Secretaries Report: The Triple-M Register Championships



Heading photo: The Competition Secretary at Cadwell before the gremlins struck.
Photo Colin Murrell.

Summer 2023 has been a particularly busy season for competitive activity with our cars.

Silverstone is reported elsewhere but suffice to say, it was epic and incredibly hot. To race on the full three-mile GP circuit was a wonderful experience for all participants.

Then, a mere week later, we enjoyed the opportunity to engage the gorgeous Cadwell Park Circuit (my favourite). Yours truly managed a paltry four laps of joy before the mechanical gremlins did their thing and my blower stopped working, Ho-hum! Anyhow, a small but happy band of MGers ignored my plight and had a great time. This included one of the season's newbies Rachael Holdsworth (more usually seen climbing hills in her PB) who actually walked the track beforehand. Also, one of our favourite Team Orange members Onno Konemann who had lingered on our shores after Silverstone, as did Roland Wettstein who has been on a glorious summer campaign with the Parnell culminating in an appearance at the Goodwood Revival.

VSCC Donington was next on the agenda. Fortunately, the torrential overnight showers that had thoroughly washed the track held off and allowed some excellent competition across the day.

HSCC/VSCC Oulton was a rather unusual set of team races but nevertheless some Triple-M drivers managed to share their cars and make a good show of it. Special mention for James Painter who delivered a stunning performance coming home 4th in the Kayne Special, in a field of 33 cars most of which were multi-litre monsters. Harry Painter's 7th in the next race was made to look ordinary, despite similarly beating off the assembled array of GN and Nash machinery.

VSCC Mallory Park was next, and qualification went well for most. However, the meeting was cancelled after a fatal incident in the second race when VSCC stalwart Roger Twelvetrees lost his life.

At the time of writing these notes, many of Team MG are getting their arm bands on ready to cross the Channel to join our European friends at Angouleme, for some street racing.

Apart from racing exploits, there have been many Hillclimbs and some Sprints over the summer months and, of course, the more social events like the Summer Gathering, which was well attended in glorious sunshine, and by contrast, the last ever Pre-War Prescott in the pouring rain! I will be preparing the tables for these other events once the racing season calms down.

I have two lasting summer memories, firstly as a spectator assisting (mostly watching) Steve McEvoy striving heroically to get the Bellveue Special's carburettor operating at VSCC Prescott Short Course and secondly, as a driver, slowly edging past Richard Frankell in K3001 at 90+mph on Silverstone's Wellington Straight and exchanging nods (NB Richard soon re-took the position).

Safety Fast!

Mike Davies-Colley.

Triple-M Racing Challenge – The Betty Haig Cup**Results to
212/09/2023**

CAR	DRIVER/S	NO OF RACES	INDEX OF PERFORMANCE
L1/s	Charles Jones	5	0.228
PA-PB/s	Charles Goddard	5	0.245
PB/s	Tim Sharp	5	0.248
PB/s Special	Mark Dolton	5	0.392
PA/s Special	Mike Davies-Colley	5	0.419
KN Bellevue	Steve McEvoy	5	0.472
D/s & K1 to K3 specn.	Chris Edmondson	5	0.521
J2/s	Nigel Stroud	5	0.576
PA/s	Andrew Morland	5	0.698
PB/s & KN to K3 specn.	Andy King	5	0.803
K3	Teifion Salisbury	5	0.815
PA	Hamish McNinch	5	0.915
J2/s	Fred Boothby	4	0.485
PA/s	Richard Stott	4	0.607
PA-PB/s	Ian Goddard	4	0.61
F1 Magna	Adrian Moore	4	0.7
C/s	Duncan Potter	4	0.74
PB/s	Rachel Holdsworth	4	0.823
K3 Parnell	Roland Wettstein	3	0.439
LA Special	Nicholas Powell	3	0.649
C/s	Chris Cadman	3	0.721
18/80 Mk11 & C/s	Barry Foster	3	0.737
D/s Special	Onno Konemann	3	0.783
C/s	Emma Potter	3	0.933

Results above are for drivers who have taken part in 3 or more races; the full tables for all the championships can be seen on the MMM Website under "Championships".

DISCLAIMER - The opinions expressed in this publication are the personal opinions of the editor, or the contributor, 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

CONTACTS:

PRESIDENT - Mike Allison, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX.
(Tel: +44 (0)1635 40724 Email: mgmikeallison6@gmail.com)

CHAIRMAN - Jeremy Hawke, 27 Spencers Orchard, Bradford on Avon, Wilts BA15 1TJ (Tel: +44 (0)1225 863934; 07590 272544 E-mail: mgk3007@btinternet.com)

SECRETARY - Dick Morbey, Marlstone, Frieth, Henley on Thames, Oxon, RG9 6PR.
(Tel: +44 (0)1494 883112. E-mail: secretary@triple-mregister.org)

TREASURER - Situation vacant

COMPETITIONS SECRETARY - Mike Davies-Colley.

(Tel: +44(0)1926 421808; Mob: +44(0)7874 043555.

Email: mike.d.colley@gmail.com)

RACING CO-ORDINATOR - Duncan Potter, Furze Farms, Short Green, Winfarthing, Diss, Norfolk. IP22 2EE.

(Tel: +44 (0)7516683314. Email: potterduncan@gmail.com)

YEARBOOK EDITOR – Situation vacant

YEARBOOK ADVERTS - Elizabeth Taylor, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE.

(Tel: +44 (0)1628 665055 E-mail: e.taylor@oakend.net)

LIBRARIAN - Richard Stott, 35 High Street, Long Buckby, Northamptonshire NN6 7RE

(Tel: +44 (0)1327 842549 e-mail: mg_roadster@yahoo.com)

BULLETIN EDITOR - Digby Gibbs, Old Rectory House, Langridge, Bath. BA1 9BX

(Tel: +44 (0)1225 315875 Email: Digbygibbs@icloud.com)

BULLETIN SUBSCRIPTION CO-ORDINATOR - Paul White, Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE

(Tel: +44 (0)1978 790652

E-mail: mmmbulletin.sub@btinternet.com)

SAFETY FAST SCRIBE: Huw Davies.

(Tel: +44(0)1788 511057 [preferred]; Mob: +44(0)7861 881950.

Email: SFscribe@triple-mregister.org)



BARRY WALKER

Estd. 1968



.....for the very best in vintage MGs.....

Thinking of buying or selling a pre-war
or early post-war MG?

We offer a professional, no hassle service
to both buyers and sellers alike.

ADVICE, INFORMATION, COLLECTIONS, DELIVERIES

PLUS Commission Sales: Our highly regarded service is always available to you.
In addition we can offer nose-mounted and side-mounted superchargers,
tool kits and mascots for the cars we sell.

www.barrywalker.com

Tel: 01789 400181/Fax: 01789 400230/Mob: 07836 244103

Email: barry@barrywalker.com Web: www.barrywalker.com

Please phone
before visiting



MIDGET



MAGNETTE



MAGNA

50
YEARS OF SERVICE

MMM

50
YEARS OF SERVICE

THE SPARES SERVICE YOU CAN RELY ON !

Phone on **01948 840899** Fax on **01948 840897**

For prompt despatch of stock orders

Parts for all OHC Models 1929 to 1936

**View our Website www.sportsandvintage.co.uk
which is regularly updated with special offers**

Illustrated Catalogue

Visa - Mastercard Welcome




SPORTS & VINTAGE
MOTORS
LIMITED

Gorse House,
Whitchurch Road,
Prees, Shropshire,
SY 13 3JZ





End of a busy and successful weekend as the Q-type is loaded, while the storm clouds gather.
Digby Gibbs.