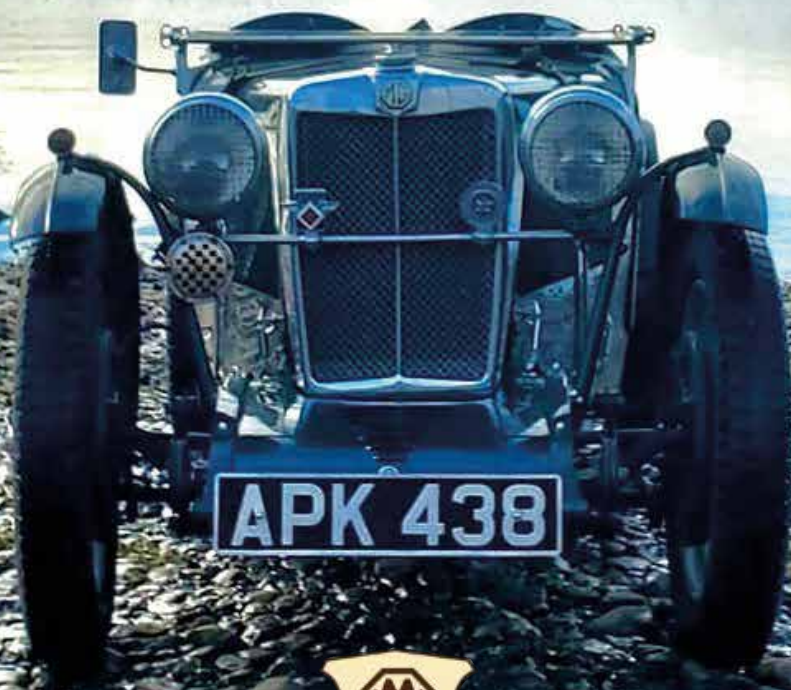


# TRIPLE-M REGISTER BULLETIN

December 2022 - January 2023



THE MG CAR CLUB LTD



As well as the J-types, 1932 saw the introduction of the K1 towards the end of the year and we all know what that led to! Here we have two early K1s that, unusually, retain their original bodywork. Top is Walter Kallenberg's well-travelled K0311 and below, the very original looking interior of George Ward's K0297 seen at this year's Summer Gathering.



## BULLETIN No 130 December 2022 - January 2023

**Front Cover Picture:** J3611 captured in winter sunshine this December at Semerwater in Raydale, North Yorkshire. Photo by owner Adam Forster.

### Editorial:

The Bulletin has now reached the 130th issue milestone; Issue 1 was dated April 2001, edited by Philip Bayne-Powell and replaced the original Infoletter that had run for 145 issues. One of the main features was the imminent 40th anniversary of the Register in June 2021 which makes interesting reading given the current discussions about how the Register is going to celebrate MG100 and the 90th anniversary of the K3. For the 40th, they were planning to have 40 Triple-M cars on display; I wonder what we will be able to achieve for MG100?



Elsewhere in the Bulletin you will see the revised subscription rates for 2023; an increase was inevitable as printing and postage costs have risen significantly in the last few months. Interestingly, when subscriptions were first introduced in 2007, the rate was £8 for the UK.

I am always amazed at how little response we get from readers to articles and features in the Bulletin, particularly as it is now so easy to communicate with emails. One morning this week, I had a three-way “conversation” between Australia, the USA and UK, which will result in at least one article for the Bulletin, and also some photos from Germany, and all before breakfast! Sadly, this is the exception, and I would be delighted to have more like this; we all benefit from the shared knowledge. One feature that did generate some response was the old B&W photo of the Chiltern Trial re-union; more information has since arrived and is included in this issue.

Technical articles have taken a “back-seat” during the summer months, but I am pleased to now have space and this issue features another of Jon Pedoe’s excellent articles about his PB restoration. The quality of his workmanship is excellent; it is just a shame that the size of the photos is limited by our small format as they contain so much detail.

Front cover: no apologies for featuring yet another J2 when the photograph is as good as this! Colin Murrell alerted me to Adam’s photograph taken early in December and, not only has Adam agreed to its use, he has also provided some extra information on the car which will feature in a future issue.

**Digby Gibbs**

### **Bulletin 2023 Subscriptions:**

Readers of the Bulletin will be aware that the cost of the subscription is having to be increased to cover the increases in paper, ink and postage. The revised rates for 2023 are as follows:

**UK £18.00**

**Europe £25.00**

**USA and Rest of World £30.00**

The Committee has endeavoured to keep the increase to the absolute minimum, and we hope that you will continue to subscribe so that you can enjoy the Bulletin for another 12 months. Here are details of how to pay:

### **Standing Order**

If you have a set up a bank Standing Order can you please notify your bank of the revised rate as soon as possible.

### **Online payments**

We encourage subscribers to use on-line payments if at all possible. Bank details are shown at

<https://www.triple-mregister.org/bulletinsubscriptions.asp> and are included in the regular communications that Paul White sends to subscribers.

### **Cheques**

We now ask that subscribers avoid sending us cheques. These are time consuming to process now that bank branches are scarce even in some of the larger towns.

### **Renewal:**

A renewal notice is included with this issue. Please complete and return to Paul White as soon as possible.



# **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](mailto:barry@barrywalker.com) Web: [www.barrywalker.com](http://www.barrywalker.com)**

**Please phone  
before visiting**

## Secretary's Update

It's always challenging to sit staring at a blank computer screen and wondering what to write, no more so than for this edition. However, inspiration may strike, so let me make a start with the following comments.

This December/January issue is the final one for the 2022 year and I hope you will agree with me that Digby and the team have done a tremendous job putting it together to keep you informed, entertained and generally in touch with our fraternity. The new subscription year starts with the February/ March edition, so do please be sure to pay your subs in order to continue receiving it.

As your secretary is quite accustomed to being the messenger who gets shot by all concerned, let me apologise for the committee's decision to increase the subscription rate. This has been brought about by the increasing cost of paper, print services and particularly postage, but even allowing for that I hope you will agree with me that the Bulletin represents astounding value. Where else could you find such a useful and unique publication for so low a price! I should also apologise for the lateness of notifying you of the price increase, which means that those of you who are good enough to pay by bank standing order may not have had time to instruct your bank to increase the amount. If you need to top up your payment then I would encourage you to do so by bank transfer. It's quick and easy, cheaper than using Paypal and infinitely less cumbersome than paying by cheque, especially since paying these into our account at a today's non-existent bank branches is an obvious challenge!

I'm writing these notes two weeks before Christmas Day with an outside temperature of minus 3 degrees C, but I can see from postings on Facebook that that has not deterred at least one owner in the north of England from jumping into his car and cold footing it across to Whitby. Bravo!

Even though Christmas is still two weeks away, this edition will land on your door mat shortly after then, so even though it may be too late to wish you a happy Christmas, let us at least hope that you had a good one. And so, we step forward into 2023 and, on behalf of the Committee, I wish you very best wishes for the New Year which we hope will be healthy and enjoyable for you and yours.

Speaking of stepping forward (did you see what I did there?) we should all be grateful to the many volunteers who do just that by helping us in so many ways. That doesn't just include the Committee but also many others who contribute to our collective enjoyment of these lovely cars. Our Register's motto roughly translates to 'praise that which has gone before' and over the 63 years of our existence we have benefitted from the hard work and inspiration of many, some now legendary, names who have carried the torch. Some of these may be unknown to you, but I'm sad to have to report that we have recently lost two such

stalwarts: J.J. Hall and Len Goff. I hope that an appreciation of their wonderful service will appear in a future edition of the Bulletin.

It is therefore more important than ever that we keep the Triple-M flame burning. We are a section of a Club that relies entirely on volunteers to run the show, but we are also an ageing community which makes it vital that we encourage fellow enthusiasts to step forward to play their part. Fresh blood is always invigorating and one hopes that thereby, we will not only be able to 'Maintain the Breed', but also develop and improve it. So, even if you have only half a mind to get involved or would like to know more about how you could do so, please contact me or any of the Committee. You can be assured a warm welcome and plenty of encouragement!

Some of you might like to know what the Committee has been doing lately? I'll tell you anyway! Our most recent meeting was at the end of November when we discussed a range of things – here are just some of them: MG100 (see below); some specifics about particular cars; the need for MGCC to help us improve the data we hold about owners' Club membership status; possible developments of our website; and encouraging more of you to get along to our AGMs!

On to 2023 now and we hope that as many of you as possible will support the MG & Triumph Spares Day at Stoneleigh on Sunday the 12th of February. The Register team will be there to greet you!

Plans for the MGCC's MG100 celebrations are proceeding apace. The Register expects to have a significant presence at Silverstone on the 10th and 11th of June. In addition, as foreshadowed in the previous Bulletin, Triple-M cars will be racing in earnest on the GP circuit. Thus, next year's event will offer much more of interest to Triple-M owners – maybe reminiscent of Silverstone events of the past – and as an added encouragement we are now working closely with the Vintage Register to put together a gathering, assembly and tours of Triple-M and Vintage MG cars. This should take place around the Oxford/Abingdon area over the few days prior to and funnelling into Silverstone. Please look out for news about this and do support the event if you can.

I've written before about a hoped-for touring event of Suffolk. Although we have visited, contacted and shortlisted two possible event HQ hotels, we are currently lacking someone to lead and take overall charge of the event. We have very good input from those with local knowledge about where to go and what to see, but no one able to take control. This is therefore a final call for someone to step up to help, otherwise Suffolk may sadly remain unvisited by gaggles of Triple-Ms in 2023....

Our racing colleagues have certainly shown what can be done with a bit of determination following the Nike principle of '*Just do it!*'. Thanks therefore to Duncan Potter and all associated with our racing endeavours, which are nicely embedded in the 2023 calendar.

And to close, in the last edition there was mention of our good friend Frank Ashley. Frank has now hung up his competition overalls and has signed off by endowing a new trophy, The Frank Ashley Trophy, which will be awarded annually to the competitor achieving the best improvement at the VSCC Prescott Long Course Hill Climb handicap event. Thanks, Frank for this generous gesture.

Until next time, be safe and be kind!

**Dick Morbey**

### **Forthcoming Events 2023:**

(see Events section of MMM, MGCC and VSCC Websites for updates. Events marked \* are Triple-M Race events.)

22 January	MAC Clee Hill Trial
29 January	VSCC New Year Driving Tests, Brooklands.
12 February	MG & Triumph Spares Day, Stoneleigh.
18 February	VSCC Exmoor Trial.
4 March	VSCC John Harris Trial, Derbyshire.
18-19 March	VSCC Herefordshire Trial
1 April	VSCC Scottish Trial
1-2 April	*MGCC Brands Hatch Race meeting.
22 April	*VSCC Silverstone Race & Autosolo.
30 April	VSCC Curborough Speed Trials
21 May	Wiscombe Park Hill Climb.
27 May	MG100 launch event, Gaydon.
1 June	MG100 Celebration launch, Oxford.
1-6 June	MG Club de France Tour.
3 June	VSCC Harewood Hill Climb.
10-11 June	*MGCC Silverstone 100 <sup>th</sup> Anniversary & Mary Harris Trophy.
10-11 June	MGCC "MG Live!" event, Silverstone.
18 June	*VSCC Cadwell Park Race.
<b>25 June</b>	<b>MMM Summer Gathering, Greenacres.</b> (Provisional date)
2 July	VSCC Shelsley Walsh Hill Climb.
9 July	*VSCC Donington Park Race & Autosolo.
15-16 July	VMR Pre-war Prescott, Gloucestershire.
29-30 July	*Oulton Park Gold Cup Meeting (2 VSCC races).
2-8 August	MGCC European Event of the Year, Denmark.
5-6 August	VSCC Prescott Hill Climb, Gloucestershire.
9 & 10 September	VSCC Loton Park Hill Climb, Shropshire.
23 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
26 August	*VSCC Mallory Park Race Meeting.
16-17 September	Kop Hill Climb, Aylesbury
16-17 September	*Angouleme Circuit des Ramparts + MG100 feature race.
14-15 October	VSCC Welsh Trial
28-29 October	VSCC Cotswold Trial, Gloucestershire.
11 November	VSCC Lakeland Trial, Keswick.
3 December	VSCC Winter Driving Tests

## The 2005 Chiltern Trial Hundred Anniversary Trial Notes and Photos supplied by Mike Dalby

*The old B&W photo that appeared in Bulletin 128 has inspired yet more reflections, this time from Mike Dalby:*

The Chiltern Hundred event was, I think, organised by Roger Thomas and was on Saturday 29th October 2005. It was to celebrate the 70th Anniversary of the formation of the “Crackers” and the “Musketees” trials teams and was based around Horwood House near Winslow in Buckinghamshire.

The Austin “U1” is one of the Grasshoppers that were also at the event and at the time was owned by Peter Hornby who co-wrote the book on the “Grasshoppers”. AOV 343 is/was owned by Michael Dorsett.

The Allard was owned by Roger Ugalde, also from Devon. There were also some Singers taking part and I think they were led by the son of one of the Barnes trialists. I have the route book for the event but cannot lay my hands on the entry list.



Some interesting cars, presumably before the event as they are rather clean! Cars identifiable from right to left: Henri de Jong's J4238, Bob Clare's Cresta bodied NA0934, Allard J1 of Roger Ugalde complete with “Candidi Provocatores Team Car” graphics, PA0353 (Alexander Reid), Ian Williamson's PB0521 Cream Cracker (now with Andy King) and the PA0875 of George and Jo Ward in the back row.



## The 2005 Chiltern Hundred



Between the TA Cream Cracker of Derek Pearce and the PB of Mark Reece is Mike Dalby's well-known M-type, since re-united with its original registration of OU 4824 and still keeping up the Trials tradition having taken part in last year's John Aley Trial in the South-west.



A mouth-watering display of Cream Crackers (L to R): PB0533 (Elizabeth Taylor), PA0682 (then owned by Alan Grassam), PB0521 (then owned by Ian Williamson) and PA0337 (Jonathan Toulmin).



**ADVANCE TICKETS ONLY £10\* ON THE DAY £15**  
**STONELEIGH PARK, WARWICKSHIRE, CV8 2LG** \* Plus booking fee

**Trade Stands & Autojumble**

Specialists, professionals and smaller stands for the enthusiasts, 'garage clearouts' and a massive choice of spares, accessories, tools and more.

Space is limited and must be pre-booked, so contact **KELLY TODAY** on [kelly@livepromotions.co.uk](mailto:kelly@livepromotions.co.uk) or 07987 658 560



**Club Displays**

All the best clubs - displays, projects and advice available. Anything old or new, you're sure to find it here!

If you're part of a club and want to display your own vehicle, get in touch with us today on [lisa@livepromotions.co.uk](mailto:lisa@livepromotions.co.uk)

**UNDER 12'S FREE!**

When accompanied by an adult

**DOORS OPEN 09:30 - 15:00**



**BOOK YOUR TICKETS ONLINE NOW**  
[www.mgandtriumphsparesday.co.uk](http://www.mgandtriumphsparesday.co.uk)

FOR OFFICE & TRADE ENQUIRIES CALL **01775 768661**



## The MG Car Club Yorkshire Centre's 92nd Anniversary Celebratory Tour of the Yorkshire Dales.



### Report by Terry Hartley and Keith Jackson

So, what's that special about the Club's 92nd Anniversary I hear you say? Well, nothing really, it's just that this event should have taken place two years earlier to celebrate our Club's 90th Anniversary and that would have been special. But we all know what happened back in 2020!!!

The Yorkshire Centre's 24/39 Group thought it would be appropriate to celebrate - in a special way - the 90th Anniversary of the MG Car Club and invite other Centre members, plus a few club guests from outside our area, to participate in a three-day touring event. The idea was to attract a broad range of MGs to represent the MGCC's membership activity over its full 90 years, then Covid 19 stamped on our plans! Undaunted, a 'better late than never' spirit prevailed and the event was finally arranged for 9th–11th October 2022, the closest we could get to the club's actual birthday on 12th October.



Some of the participating cars, demonstrating that the organisers did achieve a good mix of MGs of all ages. Ian Goddard's F-type in foreground.  
Photo Terry Hartley.

The Yorkshire Wolds was chosen as the area to be explored. It forms an arc from Flamborough Head to Malton and then south to the Humber Estuary where the limestone and chalk topography has good drainage so there are steep sided dry valleys with gently rolling plateaus. From the escarpments there are views to the west of the Vale of York and to the north can be seen Pickering and the North York Moors.

Participants assembled at The Scotts Arms pub near to Wetherby (welcoming home of our regular Natter). Twelve MGs gathered at the start and, after the customary briefing, they set off to follow a well-ordered set of route instructions. They would be joined by two more at our planned lunch stop in Howden and another two on reaching our hotel base in South Cave. This outward journey traversed the rather flat lands where many of Yorkshire's rivers (Swale/Ure/Nidd/Foss/Wharfe/Derwent/Ouse) make their way to the Humber Estuary. Vast expanses of fields with dykes that are responsible for the numerous illogical bends and corners between the many pretty villages.

A different type of driving was required, not many hills so less gear changes but plenty of steering as the roads criss-crossed through small villages. Eventually we reached the historic town of Howden which is famed for its association with Vickers, Barnes Wallis and the R100 airship as well as a beautiful abbey with colourful stained-glass windows. Then, after a refreshment stop, the route took a short detour to the flood barriers of the Humber before travelling east to our destination, Cave Castle Hotel at South Cave near to Hull. The evening was informal with good food and lots of opportunity to meet fellow entrants, catching up on news and stories about troublesome engines and clutches.

Our main event on the following day started with an autumn chill and wet cars because of overnight rain. The shammy-leathers were out but the day quickly warmed up and the sun shone. The route took us northwards heading towards the pretty market town of Malton (self-proclaimed food capital of Yorkshire). Undulating secondary roads enabled distant views which were enhanced by big blue skies. A stopping point for inspiration was the studio of Robert Fuller who is a remarkable nature lover and photographer/artist. His studio is based at Thixendale village where six chalk grassland valleys converge. With welcoming tea/coffee provided for all, we were able to see live streaming from dozens of cameras that he and his team have installed in nearby (secret) locations. Stoats, owls, squirrels, are presented to you and his enthusiasm is infectious.



The group gathers in the studio of Robert Fuller surrounded by his artwork. Photo by David Copeman.

Malton was another 18 miles away where more substantial food was available. The return journey to South Cave went past Castle Howard and wove through the contours of the western escarpments with a final easy dash back to the hotel. Our Gala Dinner that evening was slightly more formal, but the usual MG comradery pervaded until the need for rest and recovery called.

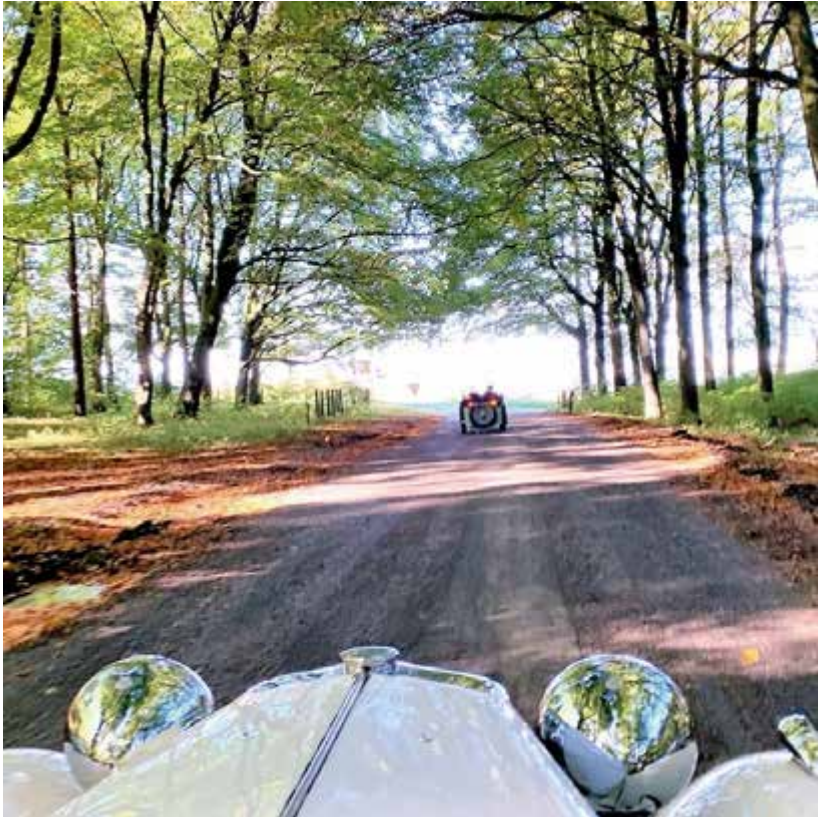


Glorious Yorkshire early morning sunshine at the Cave Castle Hotel sets the scene for the final day of the tour. From left: the TF 1500 belongs to Andrew Morton who also has a PA; Keith Jackson's 4-seat PA and the NB Cresta of Phil Standish. Photo Keith Jackson

On the final day, another misty morning greeted the participants. After a photo-call the cars headed out and on their way. This time we were making our way to Kirkham Abbey via another attractive route northward through Pocklington and up to the hills. The route planners were quite smug at the quality of their instructions which had been well received. However, a temporary road closure of a short street in Pocklington broke the near perfect record. Mayhem ensued for the next few miles as drivers and navigators tried to get back on track. Most passed the unplanned initiative test with flying-colours but a small handful only reached B-grade standard. We all converged for lunch at The Stone Trough Inn next to Kirkham Abbey, overlooking the river Derwent. This was the finishing point of our short tour which had been appreciated by all. After lunch, it was time for the farewells and the participants dispersed homewards.

The organisers need not have worried about any seasonal weather risk. We had 3 glorious days of open-top driving. As for our original intention, to attract a broad timeline of MG entries to illustrate our club's activities over the past 90+ years, we consider that (with a few exceptions) we got close!

Of the 16 MGs entered dates ranged from 1931 to 2016 and included: F Magna (3), PA Midget (2), PB Midget (1), ND Magnette (1), NB Cresta Magnette (1), VA (1), TF 1500 (1), ZB Magnette (1), B Roadster (1), BGT (1), RV8 (1), ZT-T (1), MG3 (1).



Tony Wild's PA leading the similar car of photographer Keith Jackson through the Wolds.

## Bob Milton: Tributes



*Before the pandemic, one of the delights of attending meetings of the Triple-M Committee, for me at least, was the opportunity to get to know the other members and find out more about their particular interests. One such was the late Bob Milton who was always fascinating to talk to. This was particularly the case with his enthusiastic and highly technical approach to his record-breaking project. Sadly, Bob was unable to take this to conclusion (see Bulletin 116).*

*Bob was a great supporter of the Bulletin and Yearbook, providing a number of articles over the years. He will be most remembered for his involvement with the rare R-types and helped a number of enthusiastic owners around the world with their re-builds and restorations.*

*Many tributes to Bob appeared on the Website and these are recorded below. I have also reprinted an edited version of the interview that Dick Morbey did with Bob for Safety Fast when he was the SF Scribe.*



## ***Tributes from the MMM Website***

Today we received the very sad news that Bob Milton passed away early on Monday morning. He had been suffering from motor neurone disease.

Bob was an inestimable friend of the Register over very many years. He was closely associated with the R-types - he owned RA0257 and RA0258 for a while - and became a repository of colossal amount of engineering and other knowledge about these cars.

He also served as our Register's treasurer from 2009 until 2017, when the onset of his illness meant that he could no longer take such an active part.

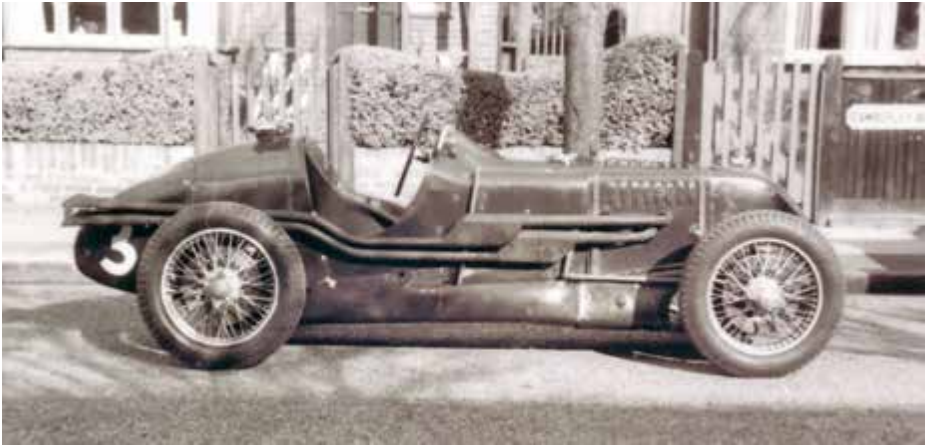


We have lost a kindly, generous and lovely man.  
(Dick Morbey)

Sad news indeed. I've known Bob since the earliest days of the Register. He was a great enthusiast and very knowledgeable on historical matters, particularly R-types, and will be missed.  
Mike (Allison).

How very sad, Bob was a much respected and very knowledgeable member and as Dick notes he was our Treasurer before retiring. It was such a pleasure to know Bob and to serve with him on the Committee.  
Rest in peace dear Bob.  
George (Eagle)

During the 8 years that I restored RA0257 to its original condition, Bob never tired of answering my technical and historical questions. How could I have accomplished this task without Bob's help. Unforgettable, many, many thanks Bob!  
Gerhard (Maier)



RA0257 when purchased by Bob in 1956 (photo from MMM Website)

It was indeed a pleasure to serve with Bob on the Triple-M Committee. A true gentleman that will be missed by so many. Our thoughts are with Joan and all the family.  
(Elizabeth Taylor)

Very sad news. I have known Bob since the 1960s when he lived in Shropshire. He had the two R-types then, one of which he was busy modifying rather drastically to try and take Class H records. My condolences to Joan and his family.  
(Ray Masters)

What sad news.  
Bob always shared his immense technical knowledge with constant friendliness and warm helpfulness. He was a major contributor to the compilation of the history of MMM competition cars. My thoughts are with Joan and family. Rest in peace dear friend.  
Karl (Wiessmann)

What very sad news, I had a lot of contact with Bob as treasurer and had many interesting conversations re the Bulletin and all things MMM. A great loss to the Register of a true gentleman and MMM member. My sincere condolences go out to Joan and his family.  
Paul (White).

## ***Safety Fast February 2012*** ***A chat with Bob Milton***

Bob Milton has had an interest in Triple-M cars from as long ago as 1953 and readers of the 2010 Register Yearbook will have learned of Bob's particular involvement with R-types.

Although the R-types which he describes have been in other hands for some 30 years, Bob is now back in the Triple-M fold as he is currently working on the construction of a 750 cc Triple-M special as a retirement project.

In 2009 the Triple-M committee needed a treasurer and Bob came forward to volunteer for the job, which he has performed with distinction (and with his characteristic modesty).

### **Scribe:**

Bob, when I suggested we might have this chat you said there wasn't very much you could add to what has already appeared in the Yearbook, but let's start with "why MGs – and why Triple-M in particular"?

### **Bob:**

Having purchased, as soon as I passed my driving test at 17 years of age, an early 1930s Morris 8, the desire for more performance inspired by reading "Maintaining the Breed" and the avid scanning of "Exchange & Mart" every week led to the purchase of an M-Type. The continuing love affair with Triple-M very much inspired by Thornley's book outlining the way in which "Abingdon" worked and achieved so much with so little during the Triple-M days and my fascination with obtaining high performance from small capacity engines.

### **Scribe:**

I liked your Yearbook account of the kitchen table-top repairs of the M-type engine. Would you say that your aircraftsman skills helped you to fettle this and your subsequent cars?

### **Bob:**

No really couldn't be further from the truth! National Service spent in the Motor Transport Section was only achieved through taking a trade test during "square bashing" on the basis that failure would lead to the "Cook House". It would be fair to say that the experience of fettling the M-Type and the training given me by my step-father in engineering matters and subsequent training at KLG Plugs

and later in the manufacturing Machine Tool Industry gave me the skills for Triple-M building. National Service proved useful only on the basis that two of my billet friends were a Connaught mechanic and an Aston Martin enthusiast who owned a MG-engined Tojeiro and the ex Jean Bloxham DB3S coupe.

**Scribe:**

It's clear that your interest in Triple-M cars just cannot be quenched. What can you tell me about the Triple-M special that you're currently working on?

**Bob:**

A retirement project that is very much subservient to all other family matters. So originally intended to be a sprint / hill climb single-seater, but the more I got back into the Triple-M fold, after an absence of around 30 years, and saw the tremendous advances both in know-how and materials that could be applied, the re-awakening of unfinished business with the R-types is leading to something that I hope may lead to another Yearbook article but at this moment is still some way off completion.

**Scribe:**

Moving on to Triple-M committee matters, I must say that we are very fortunate that the office of Treasurer is in such capable hands. How on earth do you find the time to do this job along with everything else that occupies you?

**Bob:**

The first thing to say is that the late Paul Duncombe did a fine job as Treasurer in setting up the system and presentation which made it very easy for me to take over. When you want to do something, you make time for it and this opportunity has enabled me to reacquaint with old friends and make many new ones, which doesn't just make it 'a job' although I must admit the past year has been extra busy with financial matters brought about by our 50<sup>th</sup> celebrations.

**Scribe:**

Most members will probably be blissfully unaware of the efforts that you and others make on their behalf. This will include paying the Register's bills, collecting the receivables, preparing the accounts, doing the VAT returns, liaising with Kimber House, the banks and others and ensuring that our funds are safely held.

**Scribe:**

Is there life outside your Triple-M world? Do I recall that you and you wife are proficient dancers?

**Bob:**

No not proficient ballroom dancers, well not me; my wife was until our daughter's dog pulled her over about 12 months ago damaging ankle and knee which are now nearly better, thus giving us the opportunity to restart, but don't expect us on "Strictly" in the near future.

We really enjoy European river cruising, which satisfies our desires to know more about the politics, history, architecture and very importantly the food and wine of our neighbours.

We also enjoy the theatre and have very good ones in Norwich and Bury St. Edmunds. I'm a big fan of the 1930-40 Big Band swing era.

My aims for the future? With the help of many Triple-M colleagues ensure my project gets a lot closer to completion this year. Keep the Register finances in order and contribute in any way to ensure its continuance for future Triple-M'ers



What might have been: the rear suspension set-up on Bob's Record-Breaking project shows the innovational approach he was adopting as well as the workmanship and attention to detail.



Bob's retirement from the Committee in 2017 was marked by the presentation of a framed Triple-M Cylinder-head spanner with the very apt inscription "In Case of Emergency Break Glass"

**Robert John (Bob) Milton**  
**4th March 1937 – 17th October 2022**

## **Donington – A Rat’s Eye View**

### **Barry Foster**

I started racing in 1974 but it was not until this year, 2022, that I managed to upset a Clark of the Course!

This was at the MGCC Donington Race meeting in July. It was wet and slippery and Donington has the added attraction of jet fuel from aircraft using the East Midlands airport affecting the traction of race cars. We had a very slow out-lap behind the Course Car, so no one had a good feel for the degree of grip (or lack of it!). First time through Redgate Corner there were several spinning cars and others taking to the grass or gravel and, shortly after the yellow flags, the Safety Car was deployed.

The grid was spread out over most of the lap and it took some time to get the cars back into position and full action. After the race, a number of people had to see the Clark of the Course to have their knuckles rapped for being bad boys and they were issued with a written verbal warning.....? Duncan Potter then issued the prizes and all was well... or so I thought. However, about 2 hours later the results were amended and I was disqualified!!!!!!

It appears that I also should have visited the Clark of the Course. The others had received their “invitations” by smart-phone rather than the normal “shaming” on the paddock loudspeaker. I do not have such a modern piece of technology so was blissfully unaware of any misdemeanour.

A couple of weeks later, when Fred Boothby, Andrew Morland and I were having a lunch together a ceremony took place. As I had been removed from the results of the race, Andrew had inherited MY place so he was surprised to be presented with MY award....



# 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](mailto:sales@baynton-jones.co.uk)

	<b>MIDGET</b>		<b>MAGNETTE</b>		<b>MAGNA</b>
<b>50</b> YEARS OF SERVICE	<b>MMM</b>				<b>50</b> YEARS OF SERVICE
<b>THE SPARES SERVICE YOU CAN RELY ON !</b>					
Phone on <b>01948 840899</b> Fax on <b>01948 840897</b>					
For prompt despatch of stock orders					
<b>Parts for all OHC Models 1929 to 1936</b>					
<b>View our Website <a href="http://www.sportsandvintage.co.uk">www.sportsandvintage.co.uk</a></b> <b>which is regularly updated with special offers</b>					
Illustrated Catalogue			Visa - Mastercard Welcome		
		 <b>SPORTS &amp; VINTAGE</b> MOTORS LIMITED		Gorse House, Whitchurch Road, Prees, Shropshire, SY 13 3JZ  	



ISLANDS

7-939

MG  
2468

6





Pat Boghossian's L1 special (L0313) poses with another icon of engineering design at the MG & British Marques Day at Brooklands in April.  
Photo by Pat Boghossian.

## 'LOST' PB FOUND IN GERMANY

Notes by Mike Long; Photos supplied by Bernd Satzeger

*The Registrars are the unsung heroes of the Triple-M Register; working away in the background to update the Register and deal with owners and their enquiries. Without their efforts, the Register would not be able to meet its fundamental purpose. We are lucky that Mike Long has taken over the PA and PB Register, probably the busiest of all the Registers, and is already well into his task. The following is an excellent example of how a proactive Registrar can add to the information that we have on file.*

Back in July, a claim to be the new owner of PB0309 was lodged on the website by Bernd Satzeger. The database contained no information on this car except the transcribed factory record and a note to the effect that a car, previously thought to be PB0309, was in fact PB0399. The car was listed as 'inactive'.

So, I was a little sceptical about the claim and sent an email to Bernd asking for more information to verify the car and attached a Register Update form to be completed. I did not immediately receive a reply, so I took this to mean that my initial doubts about the car were justified. However, on 1st November, I was pleased to receive a full reply from Bernd. In addition to the completed update form with his details and those of previous owners and registration numbers going back to 1972, were a number of photos. These included the chassis number stamping on the dumb iron, guarantee plate, body plate and engine number, all of which look original. These numbers matched the factory file transcript in the database, making it a matching numbers car. I accepted the car and issued a Register number.





The original photo of the body plate clearly shows the type as B251 and the Number as 1542/2646

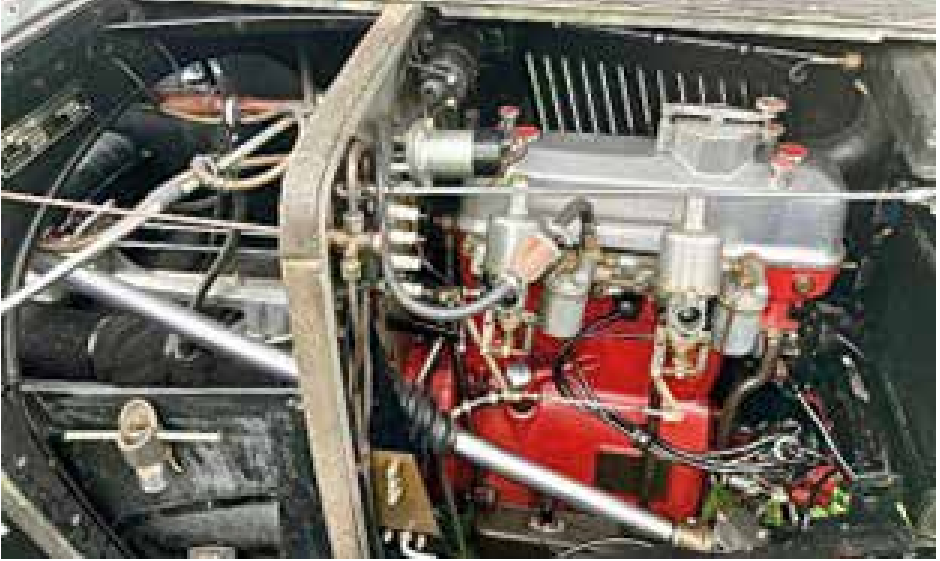
According to the information from Bernd, it appears that the car was in the UK until 1997, when it was exported to Germany. In 1972, it was owned by a J E Renton from Basingstoke in Hampshire. It then passed to George Banks, who lived in Eltham, London. The registration number in the UK was CMP 5; this may be the original registration, but it is not recorded in the factory file. The number is no longer recognised in the DVLA database.

According to an old Glass's Guide, the CMP numbers were issued by Middlesex CC in May and June 1935. The factory file transcript shows the first registration date as 7 October 1935, and the distributor as University Motors. This is a little later than the time that the number was issued, but it is possible that the desirable number was held back by the distributor for a favoured customer.

PB0309 was exported to Germany in 1997, where it had two further owners until 2022, when Bernd Satzeger bought it. Bernd advises that the car is roadworthy, but currently off the road for the winter.

*If you have a PA or PB that is not currently on the Register, or if you have extra information about the car, please contact Mike by email: [cpb425@outlook.com](mailto:cpb425@outlook.com) . Contact details for the Registrars for other models are listed in the "Contacts" section of the Website.*

**PB0309**  
Photos from Bernd Satzeger



The dashboard badge reads "Deutscher Automobil-Veteranen-Club e.V. DAVC"

**PB0309**  
**Photos from Bernd Satzeger**



## **PB0737: REPAIR AND RESTORATION – Part 8**

### **New floorboards.**

**Jon Pedoe**

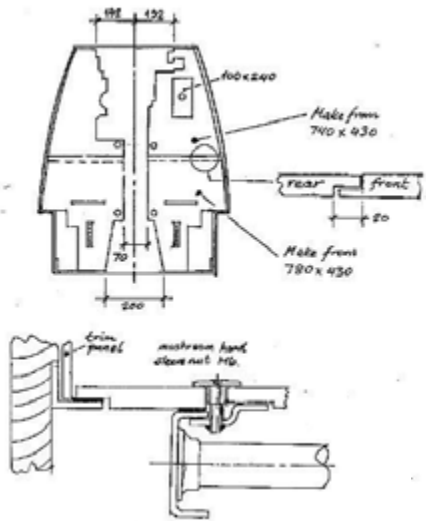
This was the last “pre-assembly” chassis job during my current restoration, before removing the bodywork for painting and installing the engine and gearbox. There were no old floorboards to use as patterns, but that wasn’t really a disadvantage, having to start from scratch and work it all out gave a better idea of the best way to do it; there was also some useful information on the Triple-M Forum but this is a job which everyone will do differently. Of course, dimensions will vary for each car, not just for body dimensions but also depending on firewall position, body position on chassis, position of the various fasteners on the chassis, the undertray etc. So, this is my account of making and fitting new ones, which are now complete.

First, a note about the assembly status of the car before starting the job, which is exactly the same as for the bonnet boards, described in a previous article (*Bulletin 121*). The chassis is supported on trestles under the four springs at the axle positions to simulate the load from the road wheels. The chassis is then levelled sideways and fore and aft; checked with a level and the height of the trestles adjusted to set the chassis free of twist. This is checked by lifting each corner left and right in turn with the same action taken front and rear.

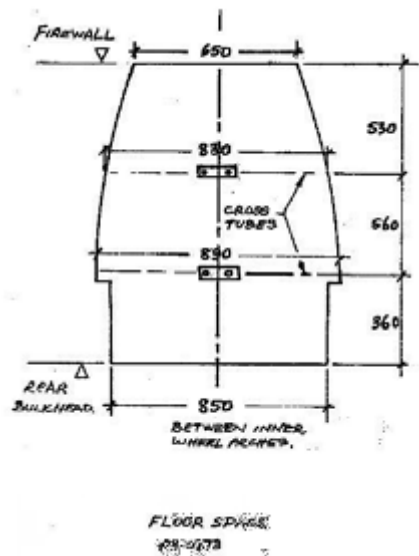
The front and rear axles are assembled to the springs with the hubs and all the brake parts fitted. The body tub is fitted and its position finalized and bolted to the chassis – this was set for best “stress-free” position on the levelled chassis, which required some small spacers under several of the supports between body and chassis. This levelled and stress-free position of the chassis and body has been maintained throughout the rebuild. The firewall is fitted in its final position. The radiator with shell is fitted in its final position and the top tie-bars to the firewall and front wing-stays all in place and cross-brace tubes to the scuttle fitted. All the brake parts, cross-shaft, and undertray are in place. Reference measurements have also been made to facilitate re-assembly with everything in exactly the same positions – very important. The engine and gearbox were not installed at this stage; the method for assessing the required clearances around the bell-housing, gearbox and prop-shaft are described below.

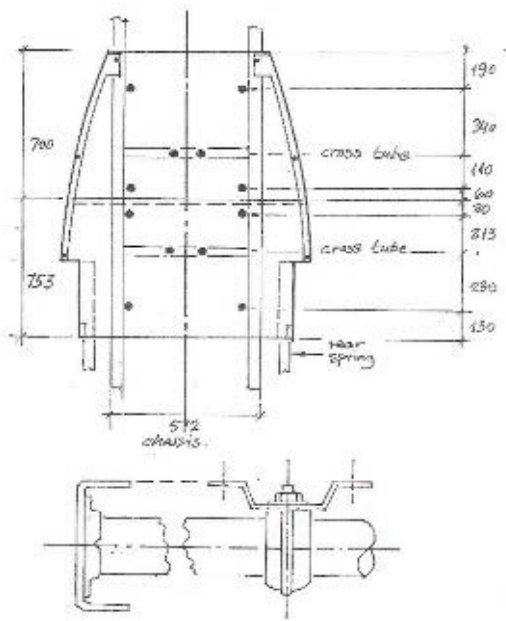
First decision was to mount the floorboards on the chassis channels, and not the steel body angles, this giving a good flat and solid foundation. I measured the “floorspace” and cut some templates from 1.3mm thick mountboard, leaving about 6mm clearance for the full length on both sides, inside the steel body angles.

I also decided to fit the body lining panels right down on to the body angles and have the floorboards butting up to the panels, rather than the panels sitting on top of the floor. This gave a deeper dimension under the door, which is otherwise very skinny. The lining panels had already been made that way from 3mm birch ply with 1mm leathercloth. Then it was necessary to decide on the joint position between the front and rear boards, which have an 18mm overlap. Then the templates were transferred to some 18mm birch plywood – this is excellent quality 13-ply board, very strong and stable and having nothing in common with the cheaper stuff available from DIY stores which is not suitable.

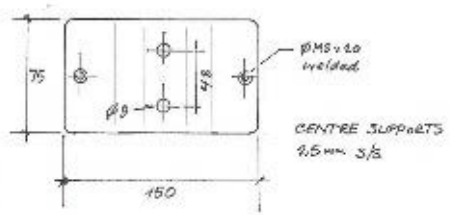
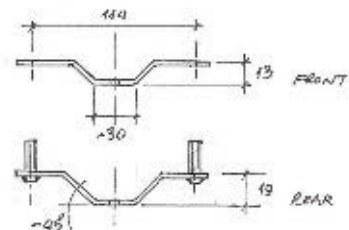


*Assembly to chassis and body angles*





Hold-down positions



Centre supports for cross tubes



The plywood pieces were cut out and shaped to suit the outer profile, inevitably requiring many attempts to pre-assemble and make adjustments. The profile was produced using a fine-tooth handsaw and a rasp.

Next job was to make the center supports to fit to the U-bolt body mounts on the chassis cross members; these need to be flush with the chassis, as shown in sketches here. The two brackets were made from 2.5mm 304 stainless strip, pressed to shape in a brake-press using a simple press tool.

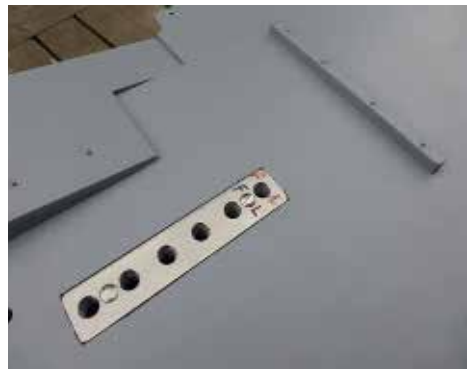
Then the underside outer edges of the boards were routed out by hand to clear the body angles and the various fasteners which protrude from the body angles (body mounting bolts, etc), so that the boards sat down on the chassis properly. The clearance under the boards at the body angles is about 3 or 4mm – just enough to be sure it really is clear – and will be filled by soft rubber foam strip on final assembly. The boards sit on the chassis and center supports on neoprene rubber strip 3mm thick.

Next, the rear outer corners had to be made to clear the rear springs in the fully loaded position – this was done with some wedge-shaped pieces and 6mm ply screwed and glued as shown.

Next the inside shape was produced to suit the foot and handbrake, which were already in place, so this was quite easy, leaving about 10mm all-round the full travel positions. The access hole on the RH front board was made at 240 x 100mm, cut with a router and producing ledges half depth x 8mm wide on the long sides for the loose cover to sit on. I have left a 70mm gap down the middle for the prop-shaft, and the rear boards are flared out at the rear as shown.

Next the shape was cut for the bell housing and gearbox. The vertical dimension from the bell-housing support-tube center-line to the chassis channel top face is about 42mm, so the floor level was marked out on the bell housing and gearbox casing, as shown, and the boards cut allowing about 12mm clearance all round. I may need a bit more clearance at the gearbox drive coupling and front UJ which runs just above floor level – we will see.





Top left: Rear tunnel and floorboards.  
Top right: One of the profiled boards in Battle-ship grey.  
Centre left: Floor level marked on to bell-housing.  
Centre right: Rear seat-back location.  
Bottom left: Centre support cut-away for handbrake.

Now the boards were fitted, and the hold-down positions finalized, as shown. The holding down bolts on the chassis channels are specially made so that, once loosely fitted they remain captive whilst being tightened from above. The idea is that they can all be fitted from below with the undertray already fitted except the front near-side one, which has to be fitted from above only, so the board hole is adapted to enable the screw to be installed from above.

With the floorboards fitted and secured, a pre-assembly of the seat back and pads enabled their position to be finalized and the necessary fixings made. The holes for the seat-back prongs are pitched at 25mm and have to be drilled at quite an angle fore and aft and have been reinforced by a 160 x 30 x 3mm thick stainless strip, let into the boards by routing a slot. Some hard-wood reinforcing pieces 140 x 25 x 25mm were added between the rear boards and bulkhead, as shown. The prop-shaft tunnel and gearbox cover will be fitted after the gearbox is installed, when I can make them fit properly. Finally, the floorboards were finished in Dulux Trade Gloss, to a specially mixed "battle-ship" grey colour which seemed very suitable.

## Robin Lawton

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

WE ARE ALWAYS KEEN TO ACQUIRE QUALITY VINTAGE & CLASSIC MOTOR CRAS 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 assured of an informed quality service.

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

**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*





www.robinlawton.com






## VSCC Prescott Long Course Hill Climb 24th September 2022 Notes by Digby Gibbs, Photos as Credited

*I always enjoy the Long Course event at Prescott as it seems to have a relaxed atmosphere and yet still has the wonderful collection of cars and the amazing setting that is Prescott. Perhaps it is the end of term feeling amongst the drivers; after all, this is the final round of the Speed Championship and the winter lay-up beckons. The drivers have more time to chat and even have time to sit and enjoy an ice cream while watching others tackle the hill.*



Photo: Colin Murrell

The Long Course event at Prescott is Round 8 of the hotly contested VSCC Speed Championship. This year's event was blessed with perfect weather and a very good and varied entry list.

The Triple-M contingent were spread through seven different classes and had some very serious competition to contend with. Keith Riches in Class 9 had to mix it with a brace of Aston Martins, a Frazer Nash and any number of Rileys, so Keith did very well to end the day with the 2nd on Handicap award.

## VSCC Prescott Long Course Hill Climb



Top: Charles McEvoy pushing hard in the Bellevue Special. Photo Colin Murrell.  
Below: Mark Dolton burns rubber and disturbs the autumn leaves at Pardon Bend. Photo: Colin Murrell.



Class 13 (pre-1941 racing cars up to 1100cc) included Michael Barber and Mark Dolton as well as the Goddards who, according to the programme, were originally in Class 9. Obviously worth the move as Charles ended the day with the 2nd on Handicap award.

Similarly, Andy King did very well in Class 3 to get the 1st Handicap award, surrounded as he was by five drivers in Fraser Nash, two Riley Sprites, an Alvis and not to mention Rachel Holdsworth and Chris Edmondson in MGs.

Steve and Charlie McEvoy were obviously enjoying their new toy and took the Bellevue Special to 5th and 6th in Class 14 with only 1.68 seconds between them; Steve gaining 2nd on Handicap as a result. Competition in this Class was serious and included the first-placed Fraser Nash of Patrick Blakeney-Edwards and the Bellevue's previous owner, Tom Hardman, in an ERA.

Best result of the day, albeit in a depleted Class 2, was Duncan Potter's 1st Overall with Steve Rees securing the 1st on Handicap award.

### Entry List and Results

No	Cl.	Driver	Car	Results
10	2	Steve Rees	J2	1 <sup>st</sup> handicap
11	3	Andy King	PB Cream Cracker	1 <sup>st</sup> handicap
16	2	Duncan Potter	C-type	1 <sup>st</sup> overall
22	3	Rachel Holdsworth	PB	
87	8	Chris Edmondson	D-type/C replica	
101	9	Keith Riches	PA	2 <sup>nd</sup> handicap
108	13	Ian Goddard	PA/PB	
708	13	Charles Goddard	PA/PB	2 <sup>nd</sup> handicap
124	10	Roy Newton	J2/Riley	
724	10	Richard Newton	J2/Riley	
152	13	Michael Barber	PB Monoposto	
153	13	Mark Dolton	PB	
158	13	James Burmester	PA Monoposto	
172	14	Andrew Craven	MG/Riley	
175	14	Steve McEvoy	Bellevue Special	2 <sup>nd</sup> handicap
772	14	Benjamin Craven	MG/Riley	
775	14	Charles McEvoy	Bellevue Special	

## VSCC Prescott Long Course Hill Climb



Top: Keith Riches had a good day taking Second on Handicap in Class 9. Photo John Staveley.

Below: Spotted in the car park, J4277 and Rich Stott's supercharged PA.



## Photos of Triple-M Cars

### Notes by Philip Bayne-Powell

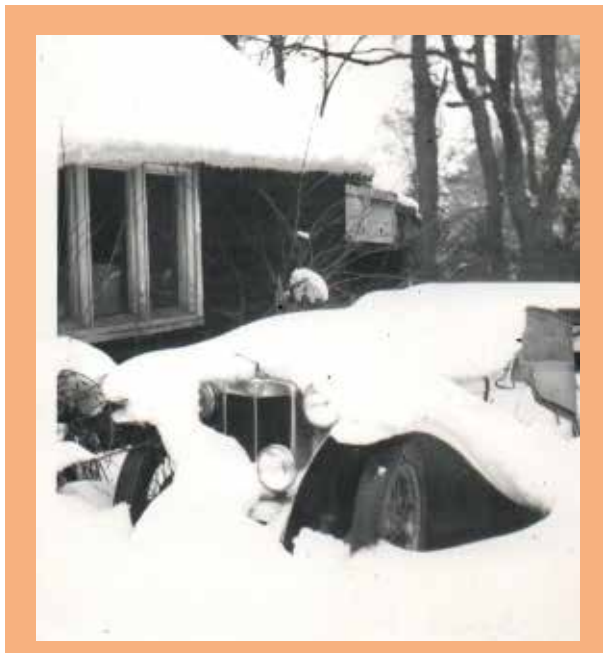
*Visitors to the Website will have seen the posting about this interesting collection of photos that are available for members to purchase.*

The following collection of photographs of Triple-M cars taken in the 1960s and 70s has been acquired by David Griffiths at an auction. There are 36 cars for whom we have the current owners, and six cars where the current owner is unknown, but the owners might recognise their car. The locations are Beaulieu and Silverstone amongst others.

David has kindly offered to provide a 7"x 5" copy photo to those who contact him on [dr.gjazz1@timetalk.co.uk](mailto:dr.gjazz1@timetalk.co.uk) for £5 a photo (incl. P&P). He will then confirm how many photos of that car he has so the owner can decide and send the appropriate money. It isn't often that such a batch of photographs of the early days of the Triple-M Register becomes available, so it is quite a coup for David to obtain this collection on our behalf.

Registration	Model	Current Owner
AEV 652	J2 to J4 replica	Chris Edgar
ALH 540	K2	Dennis Holloway, USA
ALK: 294	J2	unknown
APC 950	K1	George Ward
AVB339	KN	Rolf Ditter, Germany
BCE 186	KN Saloon	Bob Bazzica, Australia
BKL 265	ND	Jeremy Bayne-Powell
BPD 728	K1	Oliver Sharp
BYK 340	KN Saloon	Peter Prosser
BYU 271	NA Allingham	Rosemary Bayne-Powell
CPH 156	NA Special	Unknown (in USA) was David Sharp
GF 8075	M-type coupe	Alexander Acevedo, USA
JB 1649	L2	Geoff Jarvis
JB 1707	K2	Dr Wolf Propsting, Germany
JB 3852	Monte Carlo NA	Jane Metcalfe
JB 4608	NE	Malcolm Beer
JB 4750	NE "Aramis"	Elizabeth Taylor
JB 6867	NA "Aramis"	John Reid
JB 7261	NB	Christopher Hurrion
Jl 5690	J2	Unknown – was Stewart Becker
JF 3333	F1	Mike Cleary
JK 3993	NA Maltby	Kaj van Ginkel, Holland
JW 3167	L1	Joern a Karzrock
JY 8840	M-type	Robert Howden
MG 2430	K1	Unknown
MG 2537	J1	Isla M Brown
MG 2853	J2	Philip Coombs
MG 3093	K1 K3 replica	Was David Downes (dec'd)

Registration	Model	Current Owner
MG 3094	K1	Gene Ponder, USA
MG 3322	PA	Nick Bengier
MG 3614	ND	Dr Wolf Propsting, Germany
MG 3948	NA	Shinichi Tanaka, Japan
MG 4314	KN	Milan Docekal
MG 4750	Cresta NB	Andrew Isherwood, was Bob Clare (dec'd)
OD 4275	J1	Rainer Linneman
OPD 283	K2	Mike Dowley
PJ 2385	F1	David Kirby, USA
RC 2105	K1 Saloon	Dr Michael Carr, Australia
SC 9559	12/12 M-type	Unknown – was Terry Dickie
YG 605	Styles F1	Peter Welch, Canada
WD 6747	L1	Unknown – was D,E.Whitehead
18 – 21 – GH was GX 6100	F1	H. Kennis, Holland



A photograph from the first Bulletin (April 2001) that was captioned as “What a way to treat a MMM car!! The Editor’s first car, a PA 4-seater suffering in the snow in the 1960s”. The Editor was Philip Bayne-Powell.

## Correspondence: Issue 129 From Lew Palmer

Although I receive the Bulletin somewhat later than those in the UK, I devour the fine work you produce as soon as it arrives.

This month, I noted a number of items that caught my attention.

1) On page 20, you show a reprint of a page entitled "Veteran and Vintage" on which is shown three vehicles. The centre one is PA2242, an Airline Coupe. At that time, it was owned by Gert Jensen, probably the first Airline which received a sympathetic restoration. It is now in Australia but was recently shown at the Pebble Beach Concours in California.

2) On page 30, there is a "for sale" notice of a 1935 PB Airline Coupe by the then owner Ricky Bould. This is the Airline that I owned from 2000 to 2020. Ricky was a student at the De Havilland Technical school and friend of Craig Edwards and Allan Bentley, both of whom also drove Triple-M cars. Coincidentally, I also own a two-seater PA, PA1169, the car that belonged to Craig Edwards. The Airline was restored and is now with a gentleman in Tokyo, Japan. *(PB0560 see photos below)*

3) On pages 34-35, I read the article on Frank Ashley. I am reminded that I once sold him a spare J2 gearbox; I hope he was pleased with it, even though it wasn't in perfect condition.

So, I found the latest issue to be of particular interest. So please keep up the excellent work.



PB0560 is another of the early Register cars being number 11. The large photo shows it when owned by Lew, the smaller picture is of the car as it is now, owned by Mr Kiyoo Shinohara in Tokyo.



## TRIPLE-M REGISTER CHAMPIONSHIPS

### Mike Linward, Competition Secretary

There is not a lot to report this time as most of the competitive events for 2022 have finished. In theory, there should be lots of trials activity now, but MGs seem very reluctant to take part.

Just one MG took part in the VSCC Lakeland trial on 12th November; John Wells in his PA who finished some way down the list in the Modified and Specials Class. Similarly, Derek Chatto's M-type was the sole MG entrant in the Cotswold Trial on 19th November but, despite clearing almost half of the sections, also found himself near the bottom of the Class. There was better fortune for Nigel Stroud's M-type in the Winter Driving Tests on 3rd December, finishing second in the Standard Sports Car Class with no penalties and making fastest time on one of the tests.

The Tables have been up-dated so far and I am just waiting for any late results to come through before declaring the winners for 2022.

*(Tables have only been included where there are significant changes from the last issue; full tables will be published once 2022 results are finalised).*

<b>SPEED CHAMPIONSHIP 2022</b>			
<b>Scores to 27<sup>th</sup> November</b>			
<b>Pos'n</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1	NA/s ss	Steve McEvoy	48
2	PA/s ss	James Burmester	37
3	J2	Stephen Rees	36
4	NA/s ss	Charlie McEvoy	34
5	PA/s	Keith Riches	31
6	M	Frank Ashley	22
7	PA-PB	Peter Scully	20
8	PA/s	Andrew Morland	19
9=	PB/s	Rachael Holdsworth	14
9=	C/s	Duncan Potter	14
9=	PB/s CC	Andy King	14
12	PA-PB/s	Charles Goddard	13
13	PB/s	Mark Dolton	10
14	PA-PB/s	Ian Goddard	9
15=	C/s	Chris Cadman	8
15=	D/s	Christopher Edmondson	8
17	M 12/12 rep	Onno Konemann	5
18=	M	Nigel Stroud	3
18=	PB/s ss	Michael Barber	3
18=	PB	Sarah Davies	3
21=	J2	Andrew Harrington	2
21=	PB/s	Colin Davies	2
21=	J2/s	Nigel Harper	2

<b>C.O.T.Y. 2022</b>					
<b>Scores to 6th December</b>					
<b>Pos.</b>	<b>Register No.</b>	<b>Car</b>	<b>Registration</b>	<b>Driver/s</b>	<b>Points</b>
1	1426	NA Bellevue Special	-	Charles McEvoy Steve McEvoy	108
2	2913	PA/s	MG 3855	Andrew Morland	107
3	3610	PA-PB/s	RC 2206	Charles Goddard Ian Goddard	106
4	1595	M	PG 1045	Frank Ashley	88
5	3527	NA/s	AUO 889	Andrew Long	83
6	2912	C/s	GX 9693	Duncan Potter	76
7	1018	J2	MG 2853	Steven Rees	75
8	48	K3/s	JB 3180	Teifion Salisbury	74
9	2931	D/s	UG 281	Christopher Edmundson	66
10	2200	C/s	RX 8306	Chris Cadman	65
11	1931	C/s	VD 30	Barry Foster	61
12	1000	PB/s CC	JB 7521	Andy King	58
13=	689	PB/s	CND 973	Mark Dolton	57
13=	580	PA/s	JK 3785	Mike Davies-Colley	57
15	2769	M 12/12 Rep.	AM-06-31	Onno Konemann	56
16	3301	PA/s	UG 8739	Keith Riches	55
17	3627	PA/s ss	CRF 468	James Burmester	54

Results have been updated to include the Lakeland and Cotswold Trials and the VSCC Winter Driving Tests and any later submissions.

<b>SLADE TROPHY 2022</b>			
<b>Scores to 6<sup>th</sup> December</b>			
<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1	M	Derek Chatto	12
2	M	David Rushton	11
3	J2- PA/s	Bill Bennett	5
4	PA/s	John Wells	2

*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**

**COMPS SECRETARY - Mike Linward**, 18 Victoria Road, Chingford, London, E4 6BZ.

(Tel: +44 (0)208 529 3241 E-mail: mike.linward@btinternet.com)

**RACING CO-ORDINATOR - Duncan Potter**, Larters Farm, Spong Lane, Cratfield, Suffolk IP19 0DP

(Tel: +44 (0)1986 785096 E-mail: potterduncan@gmail.com)

**YEARBOOK EDITOR – Simon Johnston**, 7 Tullynagardy Green, Newtonards, B23 4DL

(Tel: +44 (0)2891 312963 Mob: +44(0)7711636554

E-mail: mmmyearbookeditor@gmail.com)

**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 - Cat Spoelstra**, Havenstraat 44A, 2681 LC Monster, Netherlands.

(Tel:00-31-6412-16600 email: cathelignespoelstra@outlook.com)



Above: Mike Dalby on the John Aley trial in 2021 (see page 9).  
Below: What every cloakroom needs? Seen in the Gents at Prescott Clubhouse





Charles Goddard heads up towards Pardon Bend at Prescott in September on the way to taking 2nd on Handicap in Class 13. Photo by Colin Murrell.