

TRIPLE-M REGISTER BULLETIN



DECEMBER 2005





*Ray Masters (PA) flanked by Robin Gordon (C-type) and Malcolm Bailey (ND)
at M.G.C.C. Oulton Park in July*

Photo: R. Masters



The first National Pre-war Gathering of 59 cars at Beechwood, Australia

Photo: Ed Taylor

TRIPLE-M REGISTER BULLETIN

December 2005

EDITORIAL – Phil Bayne-Powell

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Our major event of 2005, the Chiltern Hundred, is now just a happy memory of a great weekend, and on your behalf I would like to thank the organisers for all their hard work. We even attracted Ton Matthuis (J2) from Luxembourg, as well as Frank Allocca from the States, with his J4 replica. The tour on Saturday around the area, following the old Chiltern Trials route took us up some wonderfully steep single track roads, which our blown ND stormed up in great style, the exhaust blaring out through the surrounding woods! The descents were accompanied by much backfiring on the over-run, sounding just like Lifeboat maroons going off!! Over 50 cars turned up for the event, including Barry Foster in his C-type, which was also trialed in the period. He unfortunately broke the diff on the mild? driving test at the Lambert Arms.

I got talking to Jonathan Toulmin, the son of Maurice Toulmin, who was one the Cream Cracker drivers in the 1930s, using firstly PA, TJ 5000, and then PB, JB 7521. Jonathan owns the PA, which he campaigns regularly, and Ian Williamson owns the PB, which is as well known for its exploits recently, as it was before the war. I asked Jonathan whether Toulmin Motors, who did MG spares in the 50s and 60s, were related. He thought they were a very distant relative, but pointed out that they used the name connection with the well-known trialist in their adverts.

Last month's front cover picture was a test of your observations, as the third M-type in the picture wasn't that of the third team member, Robbie Bugbird, but was actually Frank Ashley with his very competitive M-type. This was spotted by Robbie's Dad, Tony Bugbird.

Front Cover : Part of the trials car line up in the display tent at Horwood House at the Anniversary event in October

It was good to see the Singer Trials cars from the 'Three Graces' and 'Candides Provocatores' teams. But what really impressed was the ex- Geoff Imhof 3.5 litre V8 Allard, driven by Roger Upgrade. This is a big car, but it nipped round the driving test as quick as most. It produces about 100 bhp, which is not much, but it is obviously the torque that made it so successful.

Some of you may know that our ND was originally a trials car, competing in 1934 and 1935, when it was driven by H.B.Shaw, winning his first trial, the North West London Club's trial, in October 1934, only a month after buying the car (first registered on 9th September). Quite a few of the 25 NDs were fitted with NE carburettors, and there is a bulge on the side of the bonnet of these cars to accommodate the front carb. We do not know if they had NE cams fitted, but double plate clutches were, together with twin back-to-back petrol pumps.

In 1935 H.B.Shaw went on to win the Stafford Clark Cup in the February Kentish Border Car Club Trial, and then the Coventry Cup trial in March, and in November, the Alexander Cup in the Kentish Border Club Trial. The Exeter, Colmore and Gloucester Trials were also tackled that year, after which it was sold to F.W.Carr who used it at Brooklands.

This month we have a lovely evocative picture on the back cover, of Eddie Hall in his C-type at Donington Park, passing Kenneth Evans and Wilkie Wilkinson, who are standing beside their blown up C-type. Notice the lack of spectators and the proximity of the trees. I should like to include more period photographs in the Bulletin, and now that most people have a scanner at home, it is not necessary to let these rare photographs out of your sight. So let's be having some more photographs from your various archives, for the enjoyment of the rest of the Triple-M fraternity.

I would like to thank all those who have responded to my plea for input into the Bulletin, and I think we have a cracking issue this time. Please keep it up, and help to make my life less stressful!

Please note that our Safety fast Editor, Bob Hudson, has got a new e-mail address, bobhudson@ntlworld.com Bob kindly came over recently, and helped me sort out the leak on the C-type's bell housing, which we found was coming from the rear main bearing oil gallery, where there is a very thin width of gasket. This gallery runs in a recess in the bell housing, and relies on a good seal between

the block and bell housing for its integrity. Bob used some special liquid gasket compound, which hopefully will take up any distortion of the mating faces.

At the Trials reunion, I got talking to Peter Prosser and was asking how his newly restored blown KN saloon was performing. He was highly delighted with the sparkling performance that 10psi of boost gives, and has to be careful to keep the revs down, or else he reckons it will climb up to 14psi! The engine is virtually to K3 spec, which explains how he is getting so much power output. It is nice seeing people spending the time and effort to restore one of the less desirable models

Our N-type saloon is promised to be painted by Christmas, so that we can finish off its restoration, which has already taken far too long. Alan Grassam has recently heard from somebody, who reckons he has the only N-type saloon that was produced by Abingdon (although it has lost this body over the years). I am hoping to get more information from Alan on this.

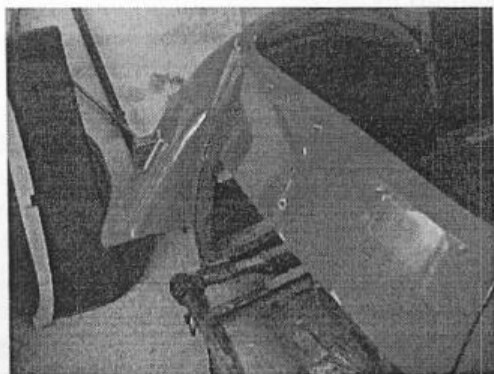
Len Goff is now the new owner of K3015/2, the ex-J.H.T.Smith single seater, which Peter Gregory had rebuilt with a Mille Miglia body. Len has been doing some sleuthing on the car's history, and has found an awful lot of information, together with old photos from past owners. It is likely that it will be soon published in the new Safety Fast magazine. One little snippet was the closing off of a certain road in East Anglia by the police at 5am one morning to allow for some high speed testing!!

Our ND was out in October on a Naviscat, being driven by son Jeremy, but with only 20 minutes to go to the finish came to an ignominious halt when the gear selector drop arm broke off in the top of the box, and he had to call out the AA to get home. This had happened before, and we had welded up the arm, but obviously not successfully. I am now getting a new one made up by Mike Allison, who has made these before, and if anyone else wants one, please contact Mike direct.

The Jarvis F-type is making great progress, with a new spare wheel carrier made up to the original shape, and next we will have the correct petrol tank fabricated, so that the back end will look correct once again.

The engine is with Barry Foster, where a lot of work is required to the bottom, and top, ends. Basically as Barry said "it is worn out!"

We are upgrading the head to F3 spec, with the extra water outlets on the offside, and a new camshaft with C-type valve timing, later P/N-type rockers, and opened out inlet valves; which has already been done to our Jarvis M-type, which is now a little pocket rocket as a result. So we are hoping for great things from a 6-cylinder engine. We are planning to have it back on the road next year.



Rear of Jarvis F-type - without tank

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VSCC SeeRed Team Relay Race

Donington Park, 3rd September 2005

For the second year running the VSCC organised a team relay race as part of their September vintage to modern SeeRed event at Donington Park. And, for 2005, MG's were again represented by a Triple-M team built around established K type racers. With the 2005 race brought down to 2 hours (from 2004's three hour marathon) the most logical approach was to race a four car team; Peter Fenichel's 1087cc K1/K3 special, Dean Butler's 1402cc K3, John Dutton's 1271cc K2 and Paul Mullins' 1498cc K1/K3 special, running under the "MG K's" banner.

The "MG K's" faced some stiff competition amongst 22 teams including Alvis, Bentley, Riley, Lagonda, Aston Martin, Talbot/Delahaye, Morgan, Vauxhall, Frazer Nash and Invicta.

Race rules were similar to the previous year with each car handicapped, required to complete a minimum of 20 minutes on track (with a maximum single stint of 30 minutes) and strict penalties for pit lane speeding, on - track breakdowns and related misdemeanours.

Practice initially went very well for the team with Paul Mullins' K type fastest, setting 1:43.11 which in theory put him firmly towards the front of the grid. Messrs. Butler and Dutton also performed well, in line with anticipated handicap expectations. Vintage racing often throws up the unexpected and in our case the unexpected occurred quite early. Peter Fenichel's usually reliable K1/K3, having set a respectable 1:50.77 in qualifying, came off the slowing down lap with noticeable and troubling engine noises. Inspection in the paddock quickly diagnosed a terminal big end failure. With great team spirit Dean Butler did not hesitate to offer his K3 so that he and Peter could share the drive and maintain the four driver – now three car format.

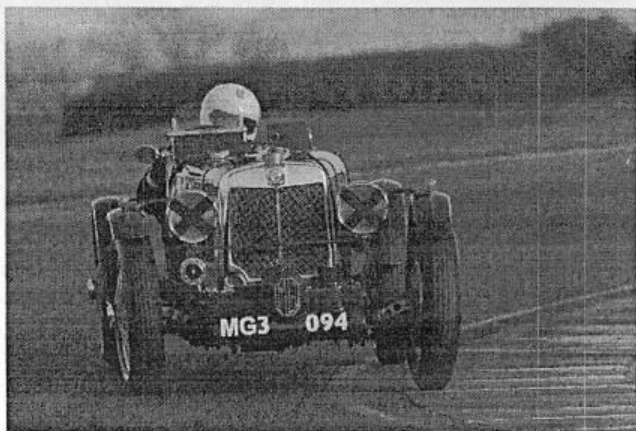
The next unexpected turn of events was even more of a surprise. The team had assumed qualifying would be based on the fastest lap and that handicaps would be calculated by laps added to the scratch results at race end. In an effort to mix up the grid and add an additional dimension to the handicap element, just before the race start the VSCC announced that the start itself would be

handicapped. This put the team at the very back of the start grid, with a 60 second delay to Paul Mullins' starting position - all based on his practice time. In addition the team attracted only a 6 credit lap overall handicap, a position that could be argued to be at the very sharp end of achievable performance.

In spite of these "handicaps", the team performed well logging 62 scratch laps over a period just under 2 hours, putting the team eight laps behind the overall winners. Again, Paul Mullins produced the fastest lap of 1:41.74 with an average speed around Donington's tricky circuit of 69.07 mph. The team finished a credible 12th overall from 22 teams taking part and were very pleased to have completed the two hour event with no penalty points!

This now annual event is quickly becoming a favourite with VSCC sports car racers; cars that run in full road trim; lights, wings, etc. Team preparation, reliability over long race stints, a certain amount of team strategy and coordination, particularly in driver changes and communication via pit lane boards, all play a part. A race that can sometimes seem difficult for spectators to follow is more than made up by the quality, quantity and range of cars on the track, the driver changes and pit lane activity.

There is a lot of interest in racing MG's together. For the 2006 team race we will have two teams and we hope to use the lure of octagon to octagon competition to revive the numbers of our splendid cars active on the track. Please contact me in the first instance if you are keen and feel you are missing out.



VSCC Goodwood Autumn Speed Trials

15th. October 2005

from Bob Clare

Introduction

I reported on the VSCC sprint meeting at Goodwood last year, and since I enjoyed that just as much as the inaugural one the year before, Eric Mardell and I decided to go again in "Ernest", the Cresta NB. We weren't competing, just watching and chatting to the many friends we met there.

The Event

The weather was quite superb and certainly this part of the globe was warm for October and the sun shone. One disappointment occurred on arrival. On both previous occasions, VSCC members with pre-war cars were invited to park within the circuit near the pits, and I enthused about this in my report last year, as providing a really good display in one location, for the public to enjoy.

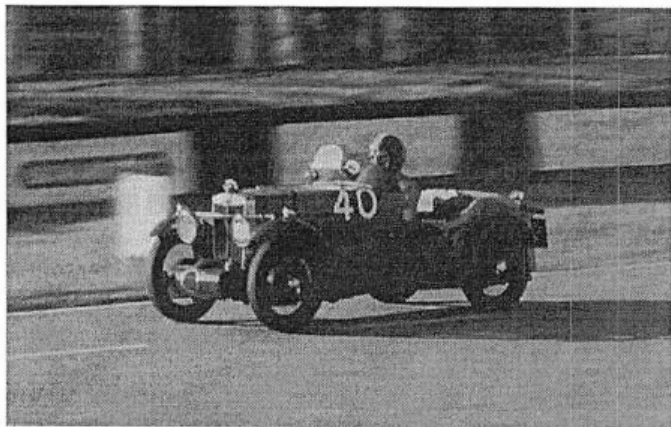
When we arrived this time, we were directed to the outside car park (which is open to any member of the public who happens by), and told that the parking within the circuit was full. We parked outside the circuit therefore, and proceeded under the tunnel to the pits on foot, to find that there was hardly anyone parked that side of the track. So up I goes to the VSCC stall and ask why we were made to park outside. A somewhat brusque chap said that the rules didn't allow non-competitors to park inside the track. Fair enough – rules is rules – except that the first person I talked to who was parked in the pits was obviously not in a competition car, nor a competitor. All very trivial I suppose,; moreover security for our cars in the outer car park was less satisfactory. Having said all that, the relatively informal atmosphere of the event was maintained.

As before, Triple-M cars were well represented, both in the car park, and amongst the competitors. The latter included:

Gil Collins in his J2 (J 3589) with a creditable best lap of 168.34secs,

Rod Stansfield in the L special (L 0472)

Stuart Evans with the J1 special (J 0388), and a speedy best lap of 138.62secs (see action photo),

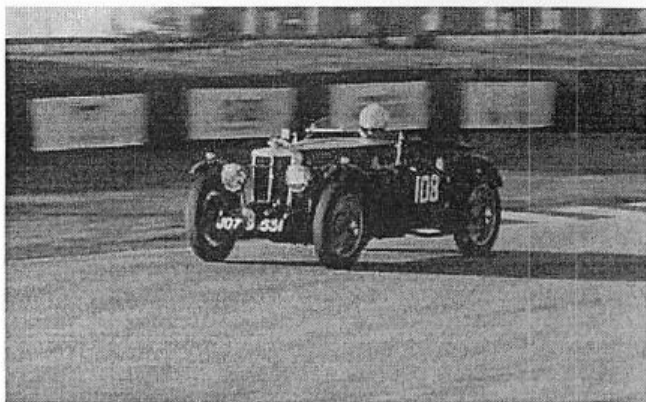


Stuart Evans in Action

Mark Piercy's J2 (J 2498),

Peter Fenichel's well known K special (K 0417), who recorded a best lap of 129.65secs,

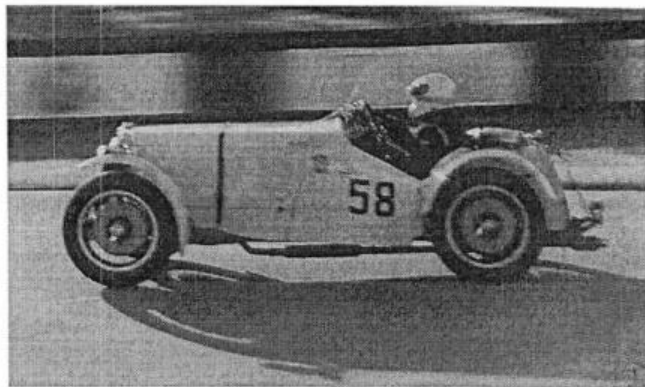
John Dutton whose K2 s/c (K 2011) has begun to show what it is really capable of, with 123.5secs (see action photo) (This car features on page 77 of the first new format "MG Enthusiast")



John Dutton looking for some gears?

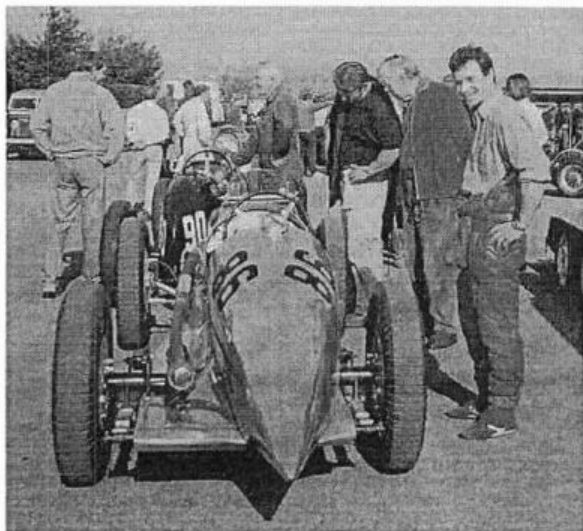
Robin Butler's NA special (NA 0485) with a best circuit time of 145.81secs.

Bob Jones in the much campaigned L1 s/c special (L 0482) and an impressive 121.86sec best lap (see action photo)



Bob Jones at an "L" of a lick!

And Ian Baxter in the NA 0756 based "Bellevue Special." (see photo with Ian) with 110.95secs (this also in new "MG Enthusiast" p. 76.)



Ian Baxter with the Bellevue Special

Eric and I really enjoyed this day out and I recommend it to anyone wanting a friendly venue, with a range of other interesting machinery as well a Triple-M cars.

The Chiltern Hundred Anniversary

Meeting

29th. & 30th. October 2005

Bob Clare Reports

Introduction

Of all the names associated with the pre-war competition successes of the MG Car Company's products, the "Cream Crackers" and the "Musketeers" must rank as amongst the most famous. I won't dwell on the details since these are very well described in Roger Thomas' excellent "MG Trials Cars", and in several Yearbook articles.

Perhaps less well known, are the accomplishments of the many other keen folk who ran Triple-M cars in trials competitions as privateers, without even informal support from the Works. I can do no better than refer you to Bryan Ditchman's article in the 2004 Yearbook, if you want to see just how many of these are recorded.

70 years after the formation of the first "Crackers" and "Musketeers" teams, it seemed appropriate to mount some celebratory event, and to try to assemble as many of the original cars, both from these teams, and from the ranks of the privateers, as possible.

Regrettably I missed the 1975 Mickelton Reunion organised by John Barnacott (and ably described by John Reid in the 1985 Yearbook), where a goodly number of the original trials drivers assembled, along with then current owners of the cars. I also contrived to miss the 1995 reunion organised by Ian Williamson and centred on the famous Bear pub at Rodborough.

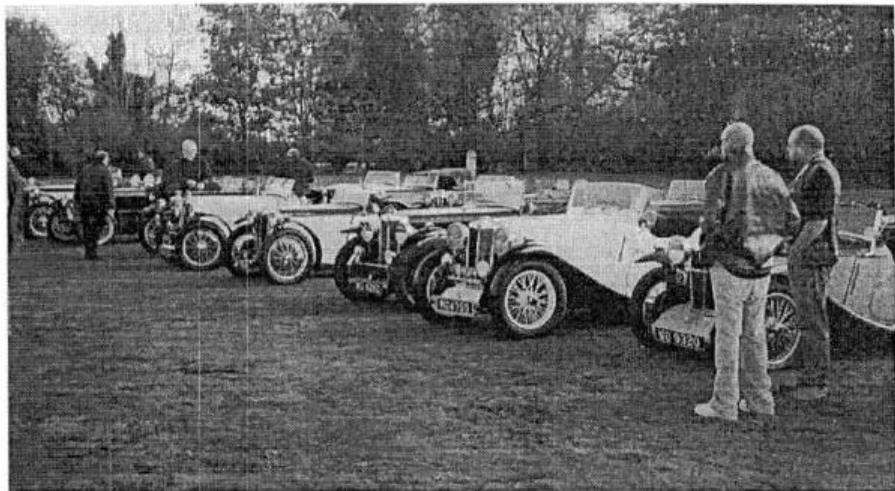
I couldn't wait therefore to be present at this, the 70th. Anniversary gathering. I wanted to see and hear and smell those pre-war giants of cross-country auto-sport.

The Event

Well, I wasn't disappointed! There, gathered on the little paddock at the back of the Lambert Arms at Aston Rowant, was the most impressive collection of pre-war trials MGs I have ever been privileged to see, to say nothing of the very welcome Austin and Singer contingent. I won't mention the sole Allard just yet!

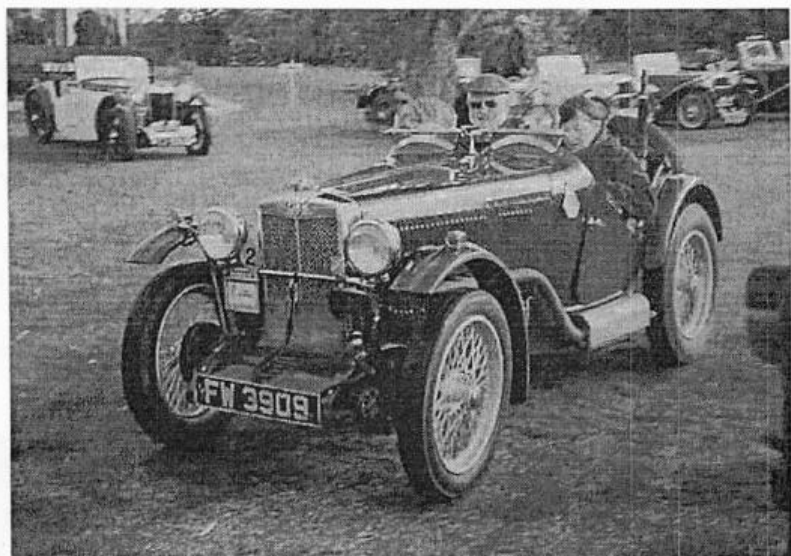
I know that Malcolm Green, amongst others, was busy taking photographs of this assembly, and the subsequent events, so I'll only submit some personal favourites amongst the ones I took.

The first is a general view of this gathering, included because my NB Cresta (MG 4750) is parked amongst the famous!



At The Lambert Arms before the tour

Though sadly the surviving pre-war drivers are dwindling in numbers and no longer active, the current crop of highly successful competitors was well represented, with Bill Bennett, Gerald Burridge, Bryan Ditchman, Ian Williamson and Alan Grassam amongst others, although the latter has said he is now retired and using his N-type for touring instead.



Bill & Liz Bennett in J 3248 leaving The Lambert Arms for the tour

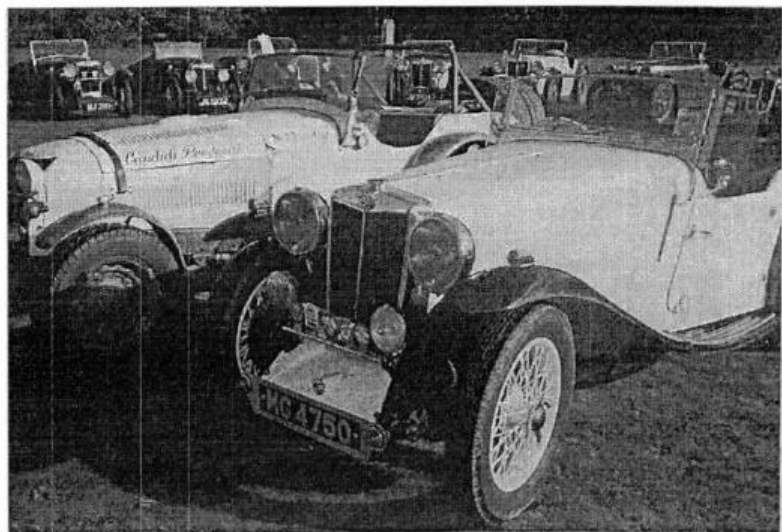


Alan & Pauline Grassam in PA 0682 arriving at Horwood House after the tour

Now about the tour – I had a wee concern about the Cresta's ability to compete, let alone complete the tour, since on the way up to the event on the Friday before, an ominous noise (cross between a flutter and a rumble) developed at Aylesbury. It sounded the same as a loose bottom bevel on a dynamo. I panicked, experts listened, heads were scratched, "has it got worse this morning?" "no", "OK then – go for it". So I did.

I was without a navigator, and therefore had marked up my OS maps before starting. The only mistake on the morning journey was due to following someone else! Anyway, the car performed perfectly, the noise got no worse and I arrived back at the Lambert Arms for the pre-lunch Autotest.

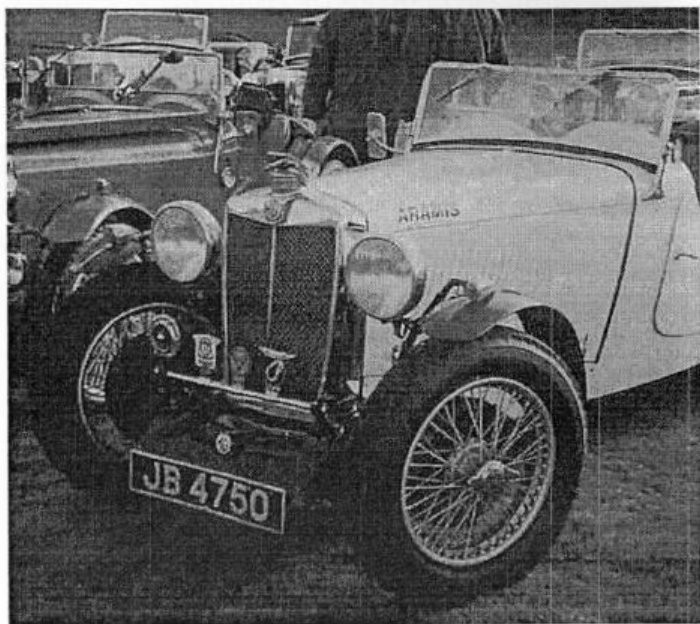
This was where I received a lesson in keeping a low profile. I was next in line behind the only Allard present. Big mistake – he parked in a puddle, was flagged away for the test and Ernest and I received several pounds of fine quality mud. I didn't duck quickly enough and had to clean the glasses and the screen before my turn at the test. The next photo shows Ernest parked next to this monstrous off-roader, and maybe you can see the mud.



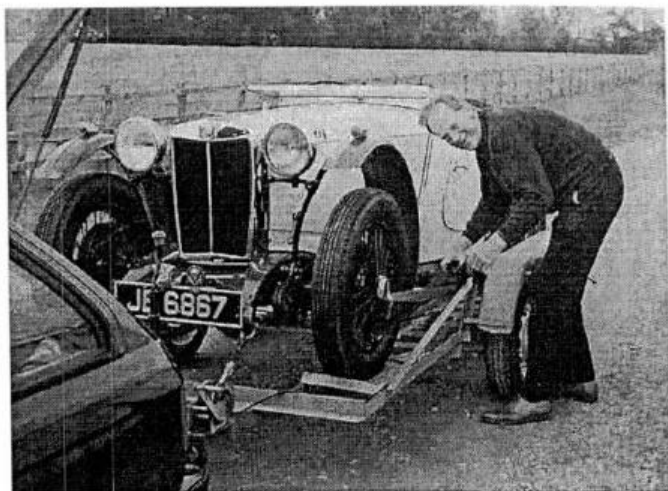
Ernest (NA 0934) and THAT ALLARD!

Not all the route was on surfaced roads; there seemed to be a lot of horses on the chosen route. Have you noticed how much modern animals object to a Triple-M engine noise? Dogs bark and horses skip about, and that's not even when you're in second gear. I had a number of free-wheeling sections when passing these creatures.

I safely reached rally's end at Aston Clinton, and returned to Horwood House to watch the famous folk (or the famous cars anyway) assembling in the display marquee. Just one more pair of photos then, and that's just to compare Peter Green's NE "Aramis" Musketeer (NA 0522) with John Reid's later L chassis based (COMP/N/3) "Aramis". You will see clearly the frontal aspect effect of the narrow L chassis, and the wide N front axle, which is not apparent on NA 0522.



"Aramis" NE Musketeer (NA 0522)



**"Aramis" L based COMP/N/3 Musketeer
John Reid unloading for display,
It should be running next season**

The Dinner

The Triple-M Register Annual Dinner took place after the tour and what an event that was! I sat with the Singer folk who were really impressed with the event and the fact that I knew the whereabouts of an as yet unrecorded s/c Le Mans. Some folk looked less than lively next day – I'm not saying that Patrick Gardener, Colin Wallace and I were numbered amongst these but we did sink a few malts between us.

Conclusion

This weekend more than lived to my expectations. A tribute then – to the team of Bryan Ditchman, Mike Linward, Colin Butchers, Alan Grassam, John Reid and Roger Thomas who so successfully organised the event. As a Triple-M Register Committee member, and (as Registrar) the recipient of a number of phone calls about tracking down the rather more obscure trials survivors, I am well aware of the amount of work put in by these folk. The whole operation was smooth, seamless as they say and efficient (at least it was as soon as we'd got a few more bar staff for

the dinner!). But seriously, if future generations want an indicator of the quality of the whole event, they need look no further than an archive copy of the Route Book – as fine a quality job as you'd wish for. Thank you gentlemen for a very fine weekend.

The Display cars were:-

Reg. No.	Model	Current owner	Past owner
FW 3909	J2/PA s/c	Bill Bennett	
AGY 339	J2	Keith Hall	Doreen Evans
MJ 3111	J2	Jeremy Prince	Dickie Green
PO 8865	J2	Patrick Gardner	G.F.Pentony
MG 3848	PA	John Reid	S.Curry
JB 3854	PA s/c	Alan Grassam	Jack Bastock
TJ 5000	PA s/c	Jonathan Toulmin	Maurice Toulmin
JB 7521	PB s/c	Ian Williamson	Toulmin/C.A.N.May
JB 7524	PB s/c	Elizabeth Taylor	Ken Crawford
JB 4750	NE Aramis	Peter Green	Sam Nash
JB 6867	L/N Aramis	John Reid	Archie Langley


MIDGET

MAGNETTE

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The Chiltern Hundred Anniversary

Meeting

29th. & 30th. October 2005

from Mike Linward

(Mike Linward gives us his report, which complements Bob Clare's report, and gives us more information on the historic cars present, so it was felt worthy of including, although some duplication occurs – Ed.)

A total of fifty-four cars took part in the Triple-M Chiltern Hundred Event on the 29th and 30th October, a weekend to celebrate the 70th Anniversary of the formation of the M.G. Car Company's Trials Teams of Cream Crackers and Musketeers. Original Factory Team cars were represented by Alan Grassam's and Jonathan Toulmin's PA Crackers, the PB Crackers of Ian Williamson and Elizabeth Green and the TA Cracker of Derek Pearce.

Musketeers were represented by Peter Green's NE 'Aramis' and John Reid's Musketeer 'Aramis', the only survivor of the three cars built by the Factory in 1935/36 as trials specials. Other trials cars were much in evidence, including the ex-Doreen Evans' J2 owned by Keith Hall, and the J2 of Mr. G. F. Pentony, now owned by Patrick Gardner. Mr. Pentony competed in this J2 with considerable success between November 1936 and March 1939, gaining First Class Awards in the Harrow CC Chiltern Trial in February '37, as well as the MGCC Chiltern Trial in January '38, among many others.

Another pre-war trials winner present was the PA of Mr S. Curry, winner of the C.M.I. Banana Challenge Trophy, the premier award for the 1937 MGCC Chiltern Trial. Today, the car is owned by John Reid, and driven on this event by Alexander and Sarah Reid, who incidentally won the Novice Award (The Charles Shepstone Trophy) in this car in the 2005 Kimber Classic Trial.

Also present was the J2 of Bill and Liz Bennett, and the PB of Gerald and Trish Burridge, both of whom have won MCC 'Triples' in these cars in recent years. Along with Ian Williamson and John

Wells, these four are the only Class 2 drivers of 'pre-war' MGs to have won 'Triples' in the modern era of trialling.

The line-up also contained the PA of George Ward, and the J2 of Mike Linward, both recently returned from their trip to France, where they competed in 'Le Kimber' trial, and were still displaying the muddy evidence!

Most of the other entrants were enthusiastic Register members enjoying the opportunity to be part of this unique event in the mild autumnal weather on offer. Particular mention should be made of Henri de Jong, who was a late entrant, and had come over from Holland in his swept-wing J2, and of Frank Allocca, who made a special weekend visit to the UK from the United States of America specifically for the event. Frank was driving his supercharged J2, which he first drove to the Luxembourg event last year, and which now resides in the UK. Henri has been over to the UK twice to compete in the Kimber Classic trial in April, and is one of a growing band of Dutch visitors to this popular trials event.

Entrants also had the unusual opportunity to view some of MGs' contemporary opposition at close quarters, in the shape of three Austin Grasshoppers, three Singer Le Mans and a Singer 9 who were present together with Roger Ugalde's 1946 Allard J1, which was the first of the successful post-war trials Allards and one of the 'Candidi Provocatores' Team cars driven by Godfrey Imhof.



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After coffee and Signing On at the Lambert Arms, a traditional trials starting venue, the entrants were invited to complete a 45-mile road run in the form of a Touring Assembly, which was a composite of the road sections linking the various trial hills, or 'observed sections', used by a number of Car Clubs in the 1930s in the Chiltern area. With the passage of time, usage of some of the trials sections has changed, and some are now un-driveable, being washed out and left un-repaired, so it was not practical to drive any of the sections.

However, all entrants were encouraged to identify the sections passed "*en route*" and take the opportunity at a later date to return and walk the sections, to obtain a more vivid understanding of what 1930's competitors had to face. To this end, each entrant was given a splendid Route Book, which also contained detailed information about the sections, together with a brief history of their use.

The Register's thanks must go to Colin Butchers and John Reid, for assembling this magnificent publication, and to Bryan Ditchman and Roger Thomas, for working out such an interesting and varied route. The morning's Tour finished back at the Lambert Arms, with a short driving test before lunch.

Plenty of time was allowed to view the cars and indulge in relaxed conversation, and a little fettling, before the afternoon's Tour of approximately 35 miles was started. The Chiltern Hundred Celebration Dinner was attended by over one hundred guests, with the event combined with the Register's Annual Dinner and Prize-giving. The full list of award presentations was as follows:

Trials – Slade Trophy 2004	Bill Bennett
Speed Championship 2005	Andrew Morland
<u>Silverstone Race Meeting 2005:</u>	
Don Moore Trophy	Andrew Taylor
Kimber Trophy	Richard Last
Mary Harris Trophy	Peter Green
Car Of The Year 2004	Bill Bennett

Bill Bennett's COTY award was particularly praise-worthy, as the majority of his high scoring competitions have been in one type of event, namely trials, and it has always proved difficult to achieve top marks with this stratagem.

The after-dinner speaker was to have been Stephen Dear, but both he and Madeleine were unable to be present due to Madeleine's recent illness, and short stay in Hospital. Peter Green spoke for everyone in wishing Madeleine a speedy recovery, and looking forward to seeing them both out and about again very soon.

At the eleventh hour, Ian Williamson kindly stepped into the breach, and delivered an excellent speech, which was both humorous, and thought-provoking on the combined subject of the past trialling scene, and the future prospects for trialling in the UK.

In the dining area there was an extensive pictorial presentation of Chiltern trialling activity from the 1930s, as well as a comprehensive display of W.J. 'Dickie' Green's trials awards and photographs, which had been assembled by Brian Ditchman. Dickie's first trial MG, a swept wing J2, which featured strongly in many of the photographs, was also present at the week-end, owned and driven by Jeremy and Bobbie Prince.

Special thanks should go to Dave Ward of Digital Photography Inspired, who was the Register's 'official' photographer for the event. All the pictures taken on the Tour by DPI were available for inspection at the dinner, and a brisk ordering session for copies was soon underway. If you would like to view the photographs of the event, please go to the DPI web site on www.dpiphotos.com (access to their web site can also be obtained via the 'Links' page on the Triple-M web site), where photograph enlargements can be ordered. Alternatively, DPI can be contacted at 13 Broomfield, Chippenham, Wilts SN15 1DZ. Tel: 01249 660180.

On Sunday morning ample time was given to wander around the display of trials cars assembled in a marquee specially provided for the occasion. Each car was accompanied by a detailed 'History Board', which greatly enhanced the quality of the display. The provision of the marquee was much appreciated later in the day as the weather, which up to that point of the weekend had been mild and sunny, closed in and it started to rain. Most people took this as

their cue to pack up and return home, but several stayed on, and in the afternoon visited the Buckinghamshire Railway Centre at Quinton.

This steam museum, one of several local attractions advertised as part of the weekend celebrations, is home to one of the largest collections of steam locomotives, carriages and wagons in the country. Displayed over a 25-acre site, our visiting party was able to wander at leisure amongst the giants of the steam age and chat to the helpful, friendly and experienced guides, on hand throughout the afternoon.

The Chiltern Hundred event received overwhelming praise by those taking part, and many have offered personal thanks to the organisers, who had helped make the event such a success. While an event on this scale is not possible to organise on an annual basis, a similar trials reunion cannot be ruled out in the not too distant future.

MMM NEWS 2005

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US TRIP 2006

Update from Bob Hudson

To allow us to see the wonderful fall foliage in New England the date for the visit has been moved on (another effect of global warming !). We will leave the UK on Sunday 1st. October 2006 and the planned schedule is:-

Collect cars morning of 2nd and travel to Stowe VT arriving pm 4th Oct.

Leave Stowe am on 7th and tour to North Conway NH. Stay 3 days then motor to the Maine coast, (probably Rockport) arriving pm on 11th

Leave on 15th and travel to Concord MA.

On 18th we leave Concord for Mystic CT, where we will stay 1 or 2 nights.

The last couple of days are still open, and may include time for a day in New York, before we fly home on the 23rd.

This will be all be finalised by 3rd/4th December, and accommodation will be block booked by the end of December.

I now have forms for all participants to get freight and comprehensive motor insurance for the visit.

The costs have not changed approx. £6900 for a car and 2 people.

Cars will probably need to leave the UK early Sept. and will not be back until the end of November.

We currently have 13 cars,so there is still room for a few more. If you want to join us.

I need to know in the next couple of weeks, so you can be included in the accommodation booking.

Contact Bob Hudson. 0118 9869074. bobhudson@ntlworld.com 228 Shinfield Rd, Reading, RG2 7DU.

Congratulations to John Goodacre who has been awarded the Holt Trophy by the NE Centre for his outstanding service to the Centre this year, with his marshalling work.

MGCC Triple M Register "Flat Cap & Whippet" weekend 19th - 21st May 2006

Based at the Crown Hotel (Best Western), Boroughbridge

A former coaching house in the centre of the small market town of Boroughbridge, in North Yorkshire, just 1 mile from the A1.

Concessionary rates have been organised for en-suite rooms with bath and shower. We have full use of heated indoor swimming pool, fitness suite, sauna, steam room and beauty therapy (not that any of our ladies need it of course!). Plus secure parking with electronic gates and CCTV.

B&B accommodation in the area.

If required, a list of B&B locations will be made available for entrants to contact direct.

Logistics.

Special arrangements have been made for off site parking of trailers and tow cars if required.

Breakdown recovery is not provided for this event, but use of Triple M friendly workshop with battery charging and oil removal is available, if necessary, close to hotel.

The Event.

Friday - arrive at the Crown, Boroughbridge through afternoon for signing on and settling in, followed by a Yorkshire welcome dinner at the Crown Inn at Roecliffe. Period transport will be provided so you can really relax, and get to know your fellow entrants.

Saturday - 130 mile testing run (beware - Yorkshire is not flat!) through the dales, travelling along some of the county's more remote roads. Both driver and car are guaranteed a good day's exercise, whilst navigating passengers will have plenty of opportunity to drink in the magnificent scenery. Back in time to relax and refresh, before our private celebration dinner at the Crown Hotel.

Sunday - a short leisurely run with fun observation competition finishing at the Yorkshire Air Museum at Elvington, York. The event finishes around 2pm.

The cost.

Full event entry: Friday evening transport and dinner, Saturday run, Saturday evening celebration dinner, Sunday morning run and entry to the Yorkshire Air Museum.

Car + driver £70.00 / passenger £55.00

Accommodation to be booked direct with the Crown Hotel, Boroughbridge 01423 322328, quoting MG Car Club event at the special rate of £94.00 per night B&B for a double/twin room, £75.00 single.

For more details and entry form please contact:

Terry Hartley terry@treble5.com 0113 2941329 or Bob Walker 01423 322293

The Norfolk Weekend

25th to 28th August 2006

The main Register event for 2006 will be the Norfolk Weekend, held over the August Bank Holiday weekend and based at Caistor Hall, Caistor St Edmund, approximately three miles south of Norwich. Caistor Hall is a Grade 2 listed Georgian House set in 30 acres of woodland and private gardens. The property was built for the Dashwood family and has been used as a hotel and country club since 1947. The recently refurbished building has been sympathetically restored and many of the rooms still retain their original features.

Full detail of the weekend activities has yet to be finalised but the outline is as follows:

Friday Evening - a social event at Caistor Hall including a film show featuring films that you definitely will not have seen before!

Saturday Morning - a rally through the Norfolk countryside, with an opportunity for a mid-morning coffee break, finishing at Blickling Hall where the Register has secured private parking so that visitors may explore the extensive grounds and buildings. Blickling Hall is a National Trust property so NT members will not have to pay to get in and this will be reflected in the Event Entry

Fee. For lunch, Blickling has good restaurant facilities or local pub lunches will be another option.

Saturday Afternoon - entrants will be free to continue their exploration of Blickling or they can continue with another road run. Places of local interest will be included with the route.

Saturday Evening - Dinner at Caistor Hall

Sunday Morning - road run and visit to the Forncett Industrial Steam Museum at Forncett St. Mary where the Register have secured a special 'steaming' day so that all the engines will be seen in action. The Steam Museum, run by a small group of enthusiasts, consists of a large number of full size stationary steam engines from the 19th and 20th Centuries, the largest of which is the Hopwas Beam engine built in 1879 and was used as a well pump by South Staffordshire Water Works Company until 1962. Its single cylinder is 26" in diameter and has a stroke of 60", driving a 14' flywheel at 20 rpm! Also included in the museum is the last remaining Tower Bridge engine, used to supply the hydraulic pressure to raise London's Tower Bridge, 1000 ton roadways. Built by Vickers Armstrong, this horizontal cross compound pumping engine is rated at 150 hp. In all, there are about two dozen engine displays that will keep enthusiasts 'hooked' for hours.

Sunday Afternoon - for lunch, visitors to Forncett can enjoy refreshments in the Hopwas Beam Engine gallery (home produced fare) or there are local pubs that can supply lunchtime food. As some people may wish to depart for home on Sunday, the Norfolk Weekend will formally finish at lunchtime. However, for those who wish to stay on until Bank Holiday Monday, they can remain at Forncett during the afternoon, take part in a further, optional, road run or visit other places of local interest that will be advertised.

Sunday Evening - it's hoped to have another film show at Caistor Hall - different films and a different theme.

Monday Morning - departure!

The main emphasis of the weekend is one of relaxation in pleasant company and it is hoped that this will appeal to a large cross-section of Register members. Norwich is only just over 60 miles from the port of Harwich and it is hoped that the event will also appeal to members on the European mainland. All in all, there is a lot to recommend. Full details and entry forms will be

available after Christmas and they will certainly be included in the next edition of the Bulletin as well as on the Triple-M website <http://www.triple-mregister.org>

FUTURE EVENTS

16 th Jan	VSCC Brooklands Driving Tests	01608 644777
24-26 th Feb	Historic Motorsport Show, Stoneleigh	08450 706870
19-21 st May	"Flat Cap & Whippet" weekend	0113 2941329
2 nd - 4 th June?	Triple-M Normandy rally	01483 811428
25- 8th Aug	The Register's Norfolk Weekend	0208 529 3241
1 st - 23 rd Oct	US TRIP	0118 9869074

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Car Of The Year 2005

To 25th November

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1st	2134	K1/s	MG 3094	Peter Fenichel John Dutton	113
2nd	3315	L1/s	TAS 513	Rodney Stansfield Wayne Stansfield	112
3rd	909	J2-PA/s	FW 3909	Bill Bennett	104
4th	1595	M	PG 1045	Frank Ashley	102
5th	1140	J2	JL 753	Mike Linward	93
6th	3	J2	DG 5404	Mike Hawke	84
7th	949	L1	OD 6008	Andrew Morland	68
8th	1049	PB/s	VH 8637	Gerald Burridge	65
9th	676	PA/s	WP 5939	Roger Thomas Russell Thomas	59
10th	2011	K2/s	JO 7531	John Dutton	57
11th	920	PA/s	TG 8337	George Ward	53
12th	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	52
13th	2694	J2-PB/s	Kayne Spl.	Mike Painter	48
14th	691	NA Alfham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	47
15th	2695	J1-J2/s ss	-	Anthony Howat	39
16th	2794	J2/s	YY 1362	Alastair Clarke John Clarke	38
=17th	212	NE	JB 4750	Peter Green	36
=17th	1428	J2	DG 6142	Nick Bengier	36
19th	600	J2/s	WJ 7070	Ken Robinson	33
=20th	1426	NA	Bellevue Spl.	Ian Baxter	32
=20th	1804	PA	MG 3848	Alexander Reid	32
22nd	2175	PB	JB 7524	Elizabeth Taylor Keith Leaver Andrew Taylor	31
23rd	1270	NB Cresta	MG 4750	Bob Clare	30
24th	705	PA	AVP 342	Derek Moore	29
=25th	1925	PA	BPG 994	Bob Clare Stephen Clare	28
=25th	789	NA	YS 7798	Keith Hall	28

27th	317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	27
=28th	158	PA	BJO 800	Peter Down	26
=28th	156	K1/s	APC 950	George Ward Jo Ward	26
30th	1000	PB/s	JB 7521	Ian Williamson	25
=31st	3311	F1 Stiles	WM 7730	Patrick Gardner	24
=31st	1976	J2/s	JF 5278	Gilbert Collins	24
=33rd	3225	M	PJ 795	Richard Bishop-Miller	23
=33rd	397	M	SC 9559	Alex Peacop	23
=33rd	27	J2-PA/s	DRV 740	Carol Cooper George Cooper	23
=33rd	182	K3/s	JB 4184	Dean Butler Michael Windsor-Price Rob Hubbard Donald Butler	23
=37th	3202	PB/s	HS 8860	Peter Plaskitt Mark Boldry	22
=37th	2361	NA/s ss	EP 5892	Robin Butler	22
=39th	310	NA/s	BLL 492	Donald Butler Gillian Carr	20
=39th	1533	PA-PB	WV 5012	Dick Morbey	20
=39th	81	C/s	JK 1932	Bob Hudson	20
=42nd	664	PA/s	BLB 209	Paul Duncombe	19
=42nd	-	PA/s	-	Alan Painter Mike Painter	19
=44th	1991	KN/s Saloon	ELF 409	Peter Prosser	18
=44th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	18
=46th	1829	J2	TF 9579	Patrick Gardner Tim Beckh	17
=46th	2077	K1-KN/s ss	-	Annie Templeton	17
48th	3272	J2/s	APG 718	Colin Bird	16
=49th	411	L2	JB 1649	Geoffrey Jarvis	15
=49th	1917	J1/s	VSV 521	Stuart Evans	15
=49 th ...	1501	J2/s	HY 8219	Mark Piercy	15
=52nd	1647	NB	JB 6864	Bill Abbott	14
=52nd	1187	PA	EO 5823	Colin Wallace	14
=52nd	338	NB	ADG 886	Alan Grassam	14
=52nd	1146	K3/s	JB 3182	Gunther Stamm	14
=52nd	1463	NA/s	BUU 964	David Downes	14
=52nd	2591	PA	MG 3242	Colin McLachlan	14
=52nd	2229	PA	JK 4823	David Stewart	14
=52nd	1870	PA	AYY 38	Malcolm Kirby	14

=52nd	2789	PA	VYC 529	Keith Jackson	14
=52nd	2703	PA 4str	MG 3452	Tony Wild	14
=52nd	2312	D	GG 6097	Michael Cowe	14
=52nd	2957	PA 4str	JC 2222	Geoff James	14
=52nd	3070	K3/s	MG 2525	Richard Last	14
=65th	1997	NA	MG 3271	David Dutton James Brice	13
=65th	2761	K1/s	MG 2794	Paul Mullins	13
=67th	738	J2	UP 8871	Colin Henderson	12
=67th	2816	K1/s	RD 5278	Bob Pattison	12
=67th	1650	M	DV 4449	Tony Bugbird Robbie Bugbird	12
=70th	605	L1/s	MG 2802	Bob Jones	11
=70th	348	M	VU 4037	James Mumford	11
=70th	2188	M	GH 4434	Colin Reynolds	11
=70th	1883	J2	PO 8865	Tim Beckh Nick Westbourne	11
=70th	444	J2	AGC 308	Chris Herod	11
=75th	26	PA	YS 6491	Robert Higgins	10
=75th	3009	J2	AGO 497	Peter Hemmings	10
=75th	1486	K3/s	JB 3181	Howard Maguire Stuart Dean	10
=75th	1208	PB	BOK 244	Keith Leaver	10
=75th	3157	PA	JW 5326	David Saul	10
=75th	1642	K3/s	JB 7531	Colin Alderman	10
=75th	1168	PB 4str	MG 4283	Chris Lewis	10
=75th	2231	J3/s	YG 4293	David Kempton	10
=75th	126	L2	ANB 431	David Naylor	10
=84th	73	PA/s	US 8752	Mike Pancheri	9
=84th	1419	J2	AGJ 540	Paul Miller	9
=84th	135	KN	BYK 340	Peter Prosser	9
=84th	2028	Saloon NB/s	MG 3694	Tim Metcalfe	9
=84th	148	M	OY 1548	John Haine	9
=84th	782	PA	ABP 497	Ian Coxen	9
=90th	1367	PA/s	MG 3921	John Wells	8
=90th	1460	J2	AGY 339	Keith Hall	8
=90th	1174	M	MJ 1911	Jay Hall	8
=90th	2284	J2	OB 5374	Lesley Henderson	8
=94th	423	J2	DU-FG 86H	Christian Höptner	7
=94th	25	L2	MG 47	Malcolm Newman	7
=94th	2715	KN/s	CG 8379	Alan Cottam	7
=94th	1235	L1/s	VD 3010	Bryan Ditchman	7

=94th	1550	PA	567 CRU	Peter Scott	7
99th	65	PA/s	DPH 228	Nigel Gibbons	6
=100th	341	M	PJ 7970	David Rushton	5
=100th	3028	J2	MG 2426	Terry Dickie	5
=100th	538	NA	NV 4207	David Sharp	5
103rd	2021	PA	BNE 24	Mike Hale	4
104th	1521	C/s	RX 8591	Dave Cooksey	3
=105th	3147	PB	-	Kevin Richmond	2
=105th	2721	PA	BMF 540	John Saward	2
=105th	2606	PA	BXW 477	Ken King	2
=105th	956	PA	AOM 387	John Harris	2
=105th	209	J4/s	AGP 291	John Adams	2
=105th	287	PB	JR 4405	A. F. Hill	2
=105th	1475	NA	BPG 7	Nick Dean	2
=105th	2501	NB/s	AAM 372	George Eagle	2
=105th	3145	L1/s ss	Turner Spl.	Mark Piercy	2
=105th	2793	NA	JN 4402	Charlie Turner	2
=105th	670	PA	BFY 711	Richard Holl	2
=105th	968	PA	BU 8079	Roger Davies	2
=105th	1823	PA	WO 9320	Terry Andrews	2
=105th	2142	PA/s	RC 3349	Derek Richards	2
=105th	2227	KN	MG 4282	Peter Hemmings	2
=105th	1067	L1	EA 5704	Chris Cook	2
=105th	761	J2/s	APU 280	Dave Brown	2
=105th	3255	KN/s	MG 6672	Patrick Gardner	2
=105th	1773	ND	MG 3281	Alan Hogg	2
=105th	403	COMP Muskete er	JB 6867	John Reid	2
125th	1966	PA	JW 4625	John Joynes	1

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

8 th /9 th	MCC Exeter Trial	Full
January		Results
16 th January	VSCC Brooklands Driving Tests	Full
19 th February	VSCC Exmoor Fringe Trial	Full
20 th March	MGCC SE Centre Spring Naviscat	Full
27 th March	MCC Lands End Trial	Full

9 th April	MGCC Brooklands Pride of Ownership	Partial
10 th April	MGCC SW Centre Scatter Rally	Full
16 th April	750 MC Scatter Rally	Partial
17 th April	MGCC AW Centre Didcot Driving Tests	Full
23 rd April	MGCC SW Kimber Classic Trial	Full
23 rd April	VSCC Silverstone Race Meeting	Full
24 th April	MGCC SW Kimber Classic Driving Tests	Full
30 th April	VSCC Northern Rally	Full
1 st May	VSCC Curborough Sprint	Full
1 st May	Motor Racing Legends, Donington Race	Full
2 nd May	MGCC SW Colerne Sprint	Full
2 nd May	MGCC Caledonian Three Day Rally	Partial
2 nd May	Popham Airfield Aero/Auto Rally	Partial
8 th May	MGCC Regency Run	Partial
8 th May	VSCC Wiscombe Park Hill Climb	Full
28 th May	VSCC Oulton Park Race Meeting	Full
29 th May	MGCC AWC Old Speckled Hen Run	Partial
5 th June	MGCC SW Charmy Down Gymkhana	Full
5 th June	Triple-M Normandy Raid	Full
11 th June	VSCC Eastern Rally	Full
12 th June	VSCC Cadwell Park Race Meeting	Full
18 th June	Motor Racing Legends, Le Mans Legend	Full
26 th June	Triple-M Summer Gathering Concours	Full
26 th June	Triple-M Summer Gathering Gymkhana	Full
26 th June	Vintage Nurburghring Rally	Partial
3 rd July	VSCC Shelsley Wash Hill Climb	Full
9 th July	VSCC Olivers Mount Hill Climb	Full
10 th July	VSCC Elvington Sprint	Full
17 th July	MGCC SW Pucklechurch Gymkhana	Partial
23 rd July	MGCC Silverstone International Race	Full
23 rd July	MGCC Silverstone Cal. Cup Driving Tests	Partial
24 th July	MGCC Silverstone International Sprint	Full
24 th July	VSCC Mallory Park Race Meeting	Full
7 th August	VSCC Prescott Hill Climb	Full
13 th August	VSCC Western Rally	Full
14 th August	Black Horse Trial Driving Tests	Full
21 st August	MAC Shelsley 100 th Anniversary Hill Climb	Full
28 th August	VHC d'Etretat Bénouville Hill Climb	Full
3 rd /4 th Sept	VSCC Donington Park Race Meeting	Full
4 th Sept	MGCC Anglia Queen Victoria Concours	Partial
10 th Sept	MGCC SW Wiscombe Park Hill Climb	Full
18 th Sept	VSCC Madresfield Driving Tests	Full

25 th Sept	MGCC SW Patchway Driving Tests	Full
25 th Sept	VSCC Loton Park Hill Climb	Full
1 st October	MCC Edinburgh Trial	Full
15 th October	VSCC Goodwood Autumn Sprint	Full
23 rd October	MGCC SW Kimber Trial	Full

SPEED CHAMPIONSHIP 2005

Final Scores

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 st	L1	Andrew Morland	43
2 nd	NE	Peter Green	27
3 rd	M	Frank Ashley	26
4 th	J2/s	Alistair Clarke	22
5 th	K1/s	Paul Mullins	14
6 th	NA	James Brice	13
7 th	PB-PA	Andrew Taylor	12
=8 th	K1/s	Peter Fenichel	11
=8 th	L1/s	Bob Jones	11
=10 th	K3/s	Colin Alderman	10
=10 th	J2/s	Ken Robinson	10
=12 th	PB/s	Mark Boldry	9
=12 th	PB/s	Peter Plaskitt	9
=14 th	NB/s	Tim Metcalfe	8
=14 th	L1/s	Wayne Stansfield	8
16 th	NA/s	Robin Butler	7
=17 th	K2/s	John Dutton	6
=17 th	L1/s	Rod Stansfield	6
=19 th	NA/s	David Downes	5
=19 th	K3/s tc	Richard Last	5
=19 th	ND/s	Philip Bayne-Powell	5
=19 th	PA	Ian Coxen	5

The Speed Championship for 2005 has been won by Andrew Morland driving his L1 Tourer. Our congratulations go to Andrew for a very good performance, but some may be wondering why an L1 should prove to be more successful than a gaggle of supercharged competition cars. The answer is simple. The Speed

Championship is designed to encourage all Register cars who want to take part in 'speed' events, that is - racing, sprinting and hill climbing, but first they have got to be entered! The events chosen for the Triple-M Championship are those that, in the past, have proved to be the most popular, and therefore most likely to produce the keenest competition. The sad fact is that speed events in 2005 have been poorly attended by Triple-M drivers, and only the first four cars in the list have competed in more than one qualifying event. So, after a successful 2005, let's hope Andrew will be back for more in 2006 and joined by a clutch of sporting hopefuls!

SLADE TROPHY 2005 To 25th November

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Point s</u>
=1 st	J2-PA/s	Bill Bennett	38
=1 st	PB/s	Gerald Burridge	38
3 rd	PB/s	Ian Williamson	17
4 th	PA/s	George Ward	16
5 th	J2	Mike Linward	14
6 th	J2/s	Colin Bird	12
7 th	J2	Tim Beckh	8
8 th	PA/s	Roger Thomas	7
9 th	PA/s	John Wells	6
10 th	PA/s	Nigel Gibbons	5
11 th	J2	Nick Benger	4
12 th	J2	Thijs de Groot	3
13 th	PA	Alexander Reid	2

EXPOSURE

by Ray Masters

Looking at the number of cars which have gained points in the COTY list in the October Triple-M Register Bulletin, I am impressed that so many members compete in some form or another, but of course taken as a percentage of the cars which are on the Register, it is a very small representation. However, there are I am sure many members who use their cars, but do not enter the COTY events listed, or become eligible for any of the official Register awards. The Triple-M paddock at Silverstone this year is surely proof of that, and these days I count myself amongst that group.

In giving a brief summary of the outings that my own PA (BNA 710) has had this summer, I am not in any way suggesting any change in the present Register award system. I merely wish to illustrate that there are many opportunities to use your Triple-M car at local events, without entering competitively, or travelling great distances. Many members do, I know, join main Register events, such as the re-enactment of trials, Register gatherings, and even take their cars abroad, as well as attending local do's. Wonderful! They are the ones getting maximum fun and use out of their cars. Nearer to home though, there are many gatherings, runs and shows that can be enjoyed with a little effort - Joe Public really enjoys seeing our cars at these type of events - often wallowing in nostalgia of previous ownership, or asking "Is this a TC?" or "Does the dynamo get covered in oil?" and other similar questions, which we could really do without.

Outings with my PA this summer have included the following, many of which have been in company with close friend Robin Gordon and his C-type.

Kelsall Steam Fair in Cheshire in May

Two evening runs by local Austin Seven and VSCC groups

MGCC Oulton Park Race Meeting, where a parade of MGs around the circuit took place

MG Silverstone in July of course is a must, and with a few days holiday tacked on, covered nearly 400 miles

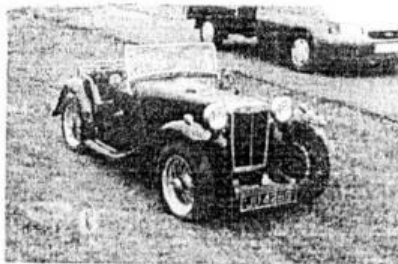
Another local Steam Rally at Astle Park in August always gets a very good turn out of pre-war cars, and many from the 1950's and

'60's. Two days at one of the biggest shows in the country at Tatton Park, was followed one week later by the Gold Cup Meeting at Oulton Park, again with a 3-lap parade around the circuit. In addition to the above, BNA 710 is taken to evening meets of both Octagon Car Club and Triple-M owners, whenever the weather is reasonable.

At all the main events listed above rarely is another Triple-M car seen, apart from the aforementioned C-type; but I must say it was a pleasure to meet up with Malcolm Bailey and his ND at Oulton Park. Although Malcolm has been a Register member for a good number of years, our paths had not crossed before. He does a number of long distance "Classic" runs in the ND, which seem to go unnoticed to the general Register membership. I have mentioned before people like John Wells, who trials his PA in the Classic Trials, and John Goodacre, these days marshalling at over 20 events a year, often travelling in his PA, and parking it amongst "moderns" at circuits, causing much interest and Triple-M exposure.

So, what am I trying to say? In a word or three *"use your cars."* It doesn't have to be at the big events, take them locally, take them to evening gatherings and the like, and show the public that there is still strong interest in our type of car. Maybe it will generate a better future for them than the bureaucrats have in mind.

Looking forward to seeing more of those dormant cars (and owners) out and about next year. Wherever you live, I'm sure there is plenty going on, which will not entail covering high mileages to enter - give it a try and help Phil with a few words about it for the Bulletin.



John Goodacre's PA marshalling at Oulton Park

Thoughts on joining the world of MMM

From Peter Scott – (PA 0758)

In March of this year I sold my MGB and purchased a PA. Maintaining a 70 year old vehicle is not brain surgery but understanding their weaknesses and solutions to overcome them, only comes with experience. However there is a wealth of experience amongst Register members. They are a very friendly group, and are always more than willing to spend time sharing their expertise with you. The bi-monthly Bulletin is also a helpful source of information.

So when I see the pleas from the editor for contributions, I decided that I ought to play my part and put pen to paper. I'm sure that like me, you all want this excellent publication to continue in the future. I do have some experience of 1930s cars from building Austin 7 specials in the late 1950's, but as a newcomer to MMM my contribution has to be limited to my practical experiences of the past eight months, rather than any technical hints or tips.

My PA was last rebuilt in 1979, so it is not in pristine condition but does look quite well, and performs as you would expect it to. I have driven over a 1000 miles in it and enjoyed every minute. The reason I changed from an MGB to a PA, was firstly my love of prewar cars, but more specifically was to drive a 'proper' car as defined by the VSCC. One of my goals this year was to enter the VSCC Madresfield driving tests which take place in late September. Having driven 1000 care free miles during the summer, two weeks before Madresfield, there were very serious noises emanating from the rear axle. Removal of the diff showed the crown wheel to have broken teeth.

I have never rebuilt a diff before, so the first job was education. I read Mike Allison's chapter in Malcolm Green's book, MG Road Cars, several times and then I read Blower. As I used to work for Timken, I also spent half an hour with a Timken engineer, who is an expert in transmissions. Then the big question, should I do the job myself or not?

Most of the MMM members who I consulted said "Never done a diff, Peter; had mine done by Roger Furneaux". However my VSCC friends assured me that it was not difficult. So despite Mike Allison's comment that diff rebuilds are for the "mechanical masochist", I decided to take the plunge. The reason why my diff had failed was that the pinion thrust washer was soft, and had been crushed allowing significant pinion end play.

As I stripped and inspected the diff, I started buying the necessary new parts, and implemented stage two of my education, which was to talk with experts who had rebuilt MMM diffs before. This was a very important step because writings tend to assume perfect components. The components of a 70 year old diff are never going to be perfect, so you need to know what is acceptable and what is not, and how you deal with the acceptable imperfections. This knowledge you can only get by direct discussion, and there are experts who are more than willing to advise you. I am indebted to Roger Furneaux and others for their time and expertise.

So having learned how to correctly position the pinion relative to the crown wheel and how to adjust the backlash, I completed the rebuild using a crown wheel and pinion, which the ever helpful Alan Hogg recovered from under his bench. I also replaced all of the bearings, even though most were judged by my Timken expert to be reusable. The diff went back in the car on the Friday evening before Madresfield, with a test run on the Saturday, and a wonderful day out competing in the VSCC driving tests on the Sunday.

Other issues, with which I have dealt, include a cracked exhaust manifold, which I had gas fusion welded by Technilock, and oil in the rear hubs, which I solved by fitting Roger Furneaux's modified hub nuts with integral lip seals. The seals run on a stainless steel sleeve araldited to the half shaft.

I can thoroughly recommend both Technilock (David Baker is the man to speak to) who give a twelve month guarantee, and Roger's modified hub nuts. However to fit these hub nuts in an MMM axle, the hub needs a few thou machining off the centre boss.

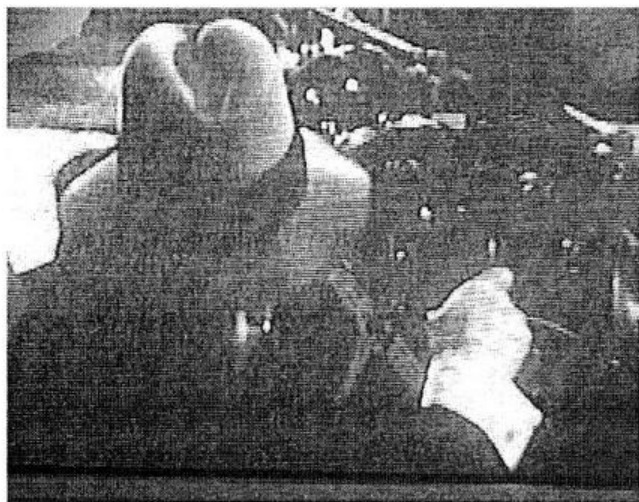
All in all it has been a great summer. I have thoroughly enjoyed working on the car, as well as driving it and meeting other Register members.

NA0613 in the Movies

By Terry Saunders

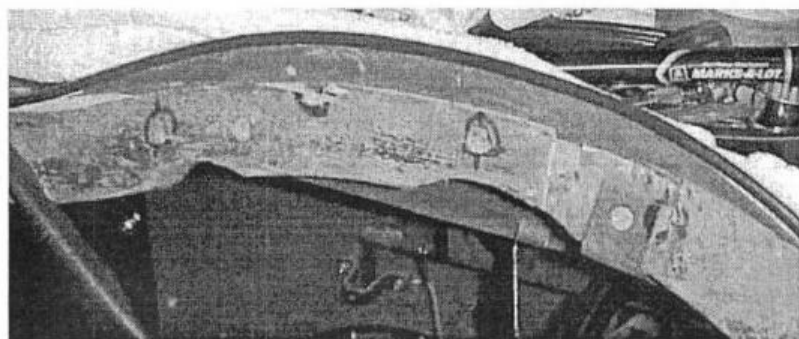
Back in 1997, shortly after I bought NA0613 I got an email from Ron Simon of the TC Motoring Guild: "A four-seater has been spotted in the 1938 movie "Bulldog Drummond in Africa". It's in a few scenes along with a prewar English Ford Tourer, right hand drive. The MG registration is LDW 518 and it is sans windshield, but with racing screens. The Magnette has a duotone paint job." I finally got around to ordering a copy of this movie, definitely a B or C classic! Sure enough, there is the four-seater, and after running the few scenes of it forward and back many times, I think it is indeed my car. I do think the registration plates of the MG, and the Ford were created by the studio. Here are the clues:

My car had a special order steering wheel called the Malcolm Campbell. They are pretty rare. I still have that wheel, and the spokes in the Bulldog NA have the same pattern.

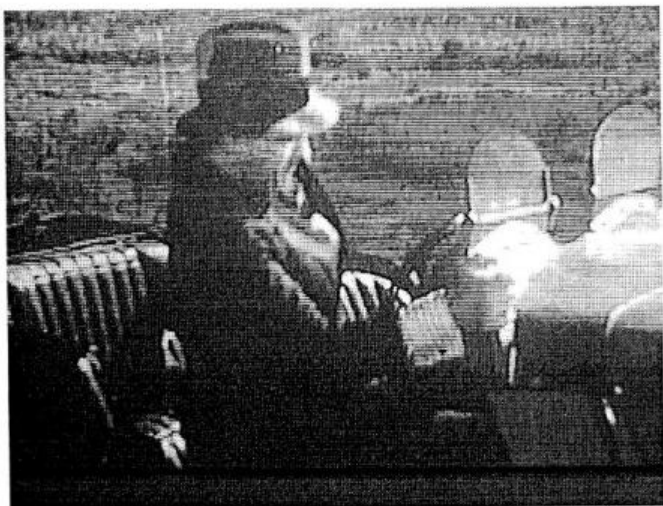


You can just see the unique rectangular slots of the Malcolm Campbell. wheel in this shot.

That NA is running with just racing screens, which are held on with four bolts/screws each. The backing plates for those 4 screws are still visible under my newly painted scuttle.



The movie also provides a clue on the construction of the rear seat and where the stitching is supposed to go: Obviously the two horizontal seams are to make the seat fold over the rear and front edge of body nicely. Oh well, we got one of them right!



In one scene, the NA runs into the back of the English Ford, which would explain why my front wings had some weird distortions, that Martin Hveem had a hard time fixing. I also know that my car was owned by a Spencer Varian, who worked in the Studio's during the late 40's, and the car has little of the normal rust and rot that an MG of this age would be expected to have. So it must have come over to L.A. in the late 30's. I have a receipt that shows it in a dealer's show room in London in 1937, so I'm surmising that the Studio bought it, and some other cars there at this time. Barry Briskman has a SA Charlesworth Tourer that was a studio car, and was used in the movie Love Letters in the 40's. It all fits together.

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YOUR LETTERS

From John Reid

Dear Phil

Chiltern Hundred Routebook- Cover Photograph Captions

From the response which the organising team has received, it is evident that the fifty or so participants enjoyed the Chiltern Hundred weekend and the drives around the Chilterns countryside. Ample reward for our efforts.

You may have noticed that there were no captions or credits for the photographs I used for the front cover of the Routebook. My original intention was to run a quiz to see who could identify the personnel and possibly the places; but when Roger came up with his photographic quiz I dropped the idea – at the same time forgetting to insert the captions. To satisfy those who have asked and for the sake of historical completeness, here they are:

Top Left:

Mickleton Re-union in 1975. L to R: Norman McKee and his 1937 TA Cream Cracker. Austen May, author of *Wheelspin* and many other related books. Steve Dear in his PA Cream Cracker (now owned by Alan Grassam) with Jack Bastock as passenger. John Thornley. Pat Green (Peter Green's uncle) standing next to his NE Aramis, also winner of the 1934 TT.

Photo: Ian Coxen

Middle Left:

John and Katie Reid climbing Beggars' Roost in the 1972 Land's End Trial. 2nd Class award in Aramis, JB 6867. John Thornley is on the extreme R with flat cap and striped anorak, and was acting as Honorary Team Manager for Steve Dear and John Adams (Cream Crackers) and John Reid (Aramis).

Photo: Graham Arrondelle

Bottom Left:

Top Row L to R: John Thornley, Morgan Marshall, 'Bud' Murkett

Bottom Row L to R: Jack Bastock, John Smithies, J.E.S. (Jesus) Jones. *Photo: Ian Coxen*

Top Right:

This photograph is captioned "The Musketeer drivers awaiting their turn at Stowting in the Wye Cup Trial, 16th February 1936. Organised by the Margate and District Motor Club." Second from the R is R.A. MacDermid, then Jack Bastock and next to him Archie Langley. *Photo: The Sportsocar, via Alan Grassam*

Bottom Right:

Margaret Allen trying out the TT winning NE on Dunlop's Dividend. *Photo: via Peter Green*

Best wishes,

From Martyn Phillis

Hi Philip

Thought I'd get in touch to see if you can engender a bit more Register interest in the MG Car Club's Speed championship for next year. Or at least perhaps find out why people no longer seem to be keen on our sprints and hillclimbs.

We've had very little in the way of Triple-M entries in the Luffield championship this year (except at Silverstone) - so few that we've been unable to present the Register award for 2006. A real shame, particularly after the request we had last year to permit the use of alcohol fuel for a K3. I've extracted the following from the latest speed championship newsletter.

"The MMM cars were few and far between this year. This is a continuation of a trend that has been noticeable ever since I became co-ordinator. (I don't think it is my fault). This is a

great pity because it tends to sever our links with important MG history. Yes, of course these cars are slower than the Midgets, but not always that much slower. In any case our target time system is meant to give all cars a fair chance of competing. In fact, because our records on MMM performance are somewhat sketchy, a well driven MMM competing in enough events could well cause a flutter among the Midgets."

The championship guys are obviously keen to see more Triple-Ms entered, which was very apparent from the enthusiastic support on the bulletin board last year when the use of alcohol for the K3 was discussed. Many of our younger competitors are genuinely interested in seeing some pre-war competition cars running, and might be surprised at the sophistication and power output of some of the blown overhead cams.

Anyway, let's hope you'll be out in the C-type next year, and that your example will encourage a few more Triple-Ms to come and play!

Best wishes

From Terry Andrews

Hi Philip,

As you know, I have developed the gearbox cross shaft bush for the P/N & some K's. I had to go public on this because of the costs involved, and I needed a minimum order of 50 cars to make it break even, to sell at not for profit basis to fellow owners. (43 firm orders and 8 further enquiries so someone will be disappointed.)

I have been investigating steering top column bushes. These are a composite material and have been designed by a top race & rally team, and used on classic rally cars of the 1950's & early 60's. I got talking to the team when we were both at the bush manufactures, we got on

like a house on fire, and this lead into a network of people who develop small batches of quality items. From this chance encounter it will mean that I will have one or two other things in the pipeline.

Please see attached bush, which is made of a special composite. This has special properties so that it does not go hard in winter or soft in summer. This was the case with manufactures of OE equipment for Minis, MGB's TR's etc, who replaced felt bush with Nylon types in the 60's & 70's. The bush is like a cotton reel, which is surrounded in synthetic rubber like material. In the original application the bush has two very small circular protrusions, which is designed to locate it into the outer steering column. However, even in the original application these protrusions are often cut off.

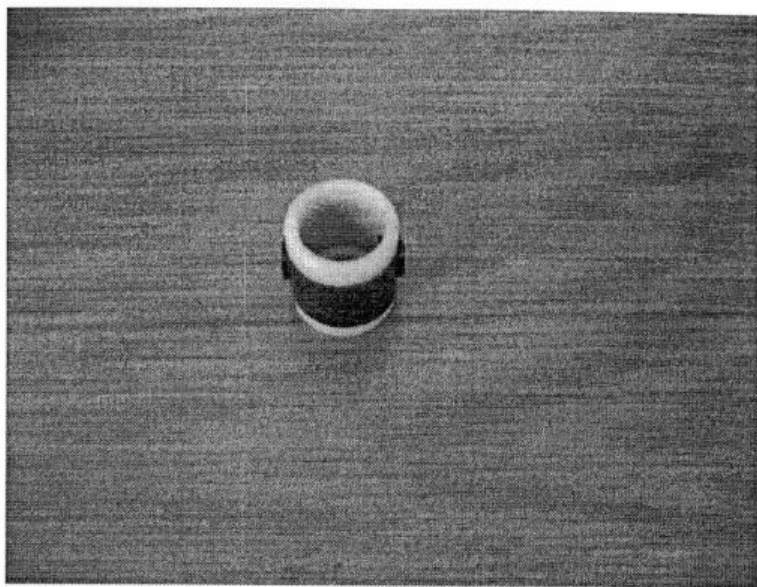
Two sizes are made. The smaller size I have fitted to my P type with the protrusions cut off, and it works very well. The larger size I think will either fit the TC or TD / TF. But I need the EXACT dimensions of the inner steering column rod and the inside diameter of the outer tube. I have not go around to finding out this information.

I fitted mine in a hurry, as the bush arrived on the day of the MOT. I cut off the protrusions and sanded a chamfer on the leading edge of the rubber.

My steering column is not original and I think was a few "thous" too small. I forced the bush down the between the column and the steering tube. The bush came up a little tight. In hindsight I should have eased the rubber compound with emery paper so that it was a light push into the column.

I am very happy with the result and will use them on my other cars. If anyone is interested in using these bushes to replace worn felt please contact me. (Tel No. 0208 309 1234 or e-mail mg.terryandrews@btinternet.com)

Regards



TIPS & HINTS.

From Alan Grassam

Spare tyre valve: this is a useful spare to carry but is easily damaged. I use the valve body from an old inner tube.

Clean greasing/oiling: it is not unusual for grease/oil to ooze out between the grease nipple and the gun. To prevent this I slip a piece of thin cloth over the nipple first. That way all the grease/oil goes where I want it to.

From John Goodacre: update of top bush on Marles Weller steering. Diametrical clearance increased to ten thou.(cold). This resulted in a much more relaxed style of driving, as continual correction was not required, the geometry of the steering keeping the car going straight ahead.

Tip:- if the engine idle speed gradually increases, this could indicate that the front of the engine has dropped, because the bolts holding the front nose piece have worked loose. The dropped engine will take the carburettors with it, but the throttle actuating arm stays in the same position on the bulkhead; this results in the throttle being opened up. Therefore you need to tighten the bolts holding the cap onto the cross tube at the front of the engine, and wire lock them.

From the Old Duffer

Winter warmth: nowadays we are spoilt for choice when it comes to warm and dry clothing for those winter sorties. But for those who prefer to drive around in period costume here is a useful tip for keeping one's nether regions warm: Take an old pullover the wrong way round and thrust your legs through the armholes. Perhaps the Half Crackers trials team would like to try this and report back.

Fancy a Smoke? Have you ever been returning from a trial, cold, wet and miserable? You fancy a smoke but your matches are wet through. Remove a spark plug, re-attach the HT lead, fill with petrol to just below the points and start the engine to provide an emergency lighter.

From Bob Hudson - 8 inch Brake Drums

The first batch of new drums cast in Meehanite iron and machined has been delivered by the supplier. The new drums weigh 9.5lb, as against 6.25lb for the original ones. When painted they are indistinguishable from the original drums.

I have fitted my set to the C type, and there is an immediate improvement in the braking. The pedal is much harder, and does not give with prolonged braking. My confidence in the braking has risen by 100%.

If you are interested in making your braking more effective and safer we are taking orders for the next batch, which have been ordered. Delivery expected Feb/Mar. 2006.

There are 4 - D/J2/F drums available for immediate delivery.

Price £100 per drum (50% deposit to confirm order.)

Contact Bob Hudson on 01189869074 or e-mail:-
robert.hudson34@btinternet.com.

David Fletcher-Jones at FJ Engineering (4 Keyhaven Road, Milford on Sea, Lymington, Hants, SO41 0QY. Tel. 01590 644644) produces a wide range of new pistons at 0.5mm increments. Cost is £60 + VAT, which is very reasonable, and includes gudgeon pins and piston rings.

Brake levers -The earlier cars had different brake cam levers, although they look very similar, the angle of the arm is different relative to the keyway, as the bigger drummed cars had the cable stop high on the backplate, giving a line of the brake cable at about 20 degrees from the horizontal, whilst the smaller cam cars had the cable stop on a bracket which was fitted to the bolts of the backplate; also the earlier brake cams were 5/8" diameter, while the N/P/L ones were 3/4" diameter. But confusion can arise if you get hold of Morris Minor levers, which are almost at right angles to the pinch bolt; these will fit the 5/8 brake cam, but the top of the lever, where the cable fixes to is twisted to one side to line up with a different brake cable alignment, so cannot be used. The earlier brake levers are symmetrical, and so can be fitted to either side, whereas the later levers have an inboard crank to them, and so have to be fitted to the correct side. The photo below shows the three different types:-



Left to right:- Morris Minor, M/J/F-type, N/P/L-type

Colin Wallace thanks all those who helped to try and his PA going at the MMM Dinner. He has now found out what it was. The distributor shaft was worn in the bushes and wouldn't hold a consistent points gap. He has just fitted a new Bosch 009 and tested driven it and it's perfect!!! (*This seems to be a recurring problem with distributors, which does not necessarily need a new Bosch distributor to sort out, as there are several firms who will overhaul/rebush distributors for us – Ed.*)

Water Pump Impellor - Special high output impellor for use in the standard pump as fitted to P/L/K/N/Q/R type MG's, also available for C/J4 pump. **Available from Baynton-Jones at 24 D/E Wincombe Business Park Shaftesbury, Dorset. SP7 9QJ, U.K. Phone: +44 (0)1747 858915 Fax: +44 (0)1747 852684 E-mail: sales@baynton-jones.co.uk**

David Sharp (e-mail : dj.m.sharp@btinternet.com tel (evenings) : 01473-737266). is currently trying to have close ratio gears made for P and N-type gearboxes. He is in negotiation with Neve Engineering (Sussex) to produce these gears.

Neve Engineering are willing to manufacture herring bone gears if there is sufficient interest.

The exact cost is uncertain at this stage, but an approximate minimum of £2000 is likely.

Mike Linward would like to add a recommendation for a firm of platers. They are: Premier Platers, Lancaster Road, Cressex Business Park, High Wycombe, HP12 3PY. Tel: 01494 533650

They can chrome, nickel and zinc plate but not cadmium or silver. The chrome finish they have achieved on an old 'spare wheel spinner', heavily pot-marked with rust, is just remarkable. The quality is superb. My next job is to take in some headlamp shells and a radiator surround which will require more delicate handling, and I will report back on how they deal with it but I have every confidence that it will be a success.

SPARES WANTED

Peter Scully (Tel. 01772 865205 (eve) or via email peter.scully@inbev.co.uk.) is looking for a hand brake cross shaft, complete if possible, for a P-type.

Bob Hudson (Phone 01189869074 or e-mail bobhudson@ntlworld.com) Needs the following parts for his PB): Pair of headlamp mounting brackets, Straight track rod, Water manifold, PB clutch, 3 or 4 spoke steering wheel to fit Adamant steering column, Screw and bracket for clamping headlamp rim to body (2 needed).

Robin Gordon (Phone 0161 428 5530. E-mail robin.gordon750@virgin.net) wants a camshaft for 4-cylinder AA cylinder-head eg .M or early C-type engine.12/12(0-50-43-7) or J/P(15-55-50-20)timing considered, although the latter preferred.

Chris Smith (Lincot, Culver Street, Newent, Glos. Tel. 01531 820692) is wanting a bishop cam steering column complete for a P-type; possible swap with other MMM parts

The Editor is in need of four (min) J2 or Ford E92 conrods for the Jarvis F-type's engine overhaul. Also needed is a P/N-type Tecalemit oil filter unit

SPARES FOR SALE

Mike Allison (5 Fir Tree Lane, Newbury, Berks, RG13 2QX. Tel. 01635 40724. E-mail: mgmikeallison@aol.com.) has been clearing the garage, and has the following for sale:-

M-type Heads: two off, £100 each

J2 Block:, minor crack in water jacket; £200

J4/C Water pump, new, unused: £250

P-type Scuttle/firewall drain channels, new: £10 each

N-type Two original cranks, and a collection of con rods: £250 the lot

N-type Block, badly frost damaged, but repairable (at a cost!) £200
5 off wheel rims, 18" x 3. Cost £250 new, say £150 the lot.

Brooklands silencer and fishtail, correct pattern and sizes for 11/1300cc six car: £200.

Box 18/80 second hand bits, including original distributor bits and "owl eye" rear lamp: £250 the lot.

Set piston castings for 18/80 for machining: £100 the lot.

18/80 starter motor, overhauled, ready to fit; for restoration cost; £345

Set 18/80 piston castings for machining; £100 the lot

Midget/Magna track rod and drag links, new; £75 per pair

Alloy steel tubing for front cross member; £5 per length; can supply ready made up with threaded ends welded in place; £75

K and L-type distributor drive castings, fully machined, new; £75 each

Propellor shaft, original type, 39" closed length; £65

Front axle beam, believed J2, slightly bent; £100 as is OR straightened and set; £250

J-type water manifold; £50

Several DDS14 12 volt dynamos; £100 each as is

Double spare wheel adaptor for P/N trials car; £40

M/D/J/F Front main bearing housing, (2.3125" dynamo aperture); £100.

Shock absorber chassis cross mounting for rear of J/F/D/L and Hartford P-types, new; £25 each.

Brass bodied SU fuel pumps; £20 each as is.

Ali bodied SU fuel pumps; £10 each as is. Can supply these overhauled ready to use for £125 (ali-body), £150 (brass-bodied)

Lucas Racing Magneto, 6 cylinder, correct rotation; £200 as is..

4 and 6-cylinder Scintilla magnetos in various conditions, priced to suit

New front hub studs; £6 per set of 6

Many other small parts for engine rear axle and body – please ask as the space is needed!!

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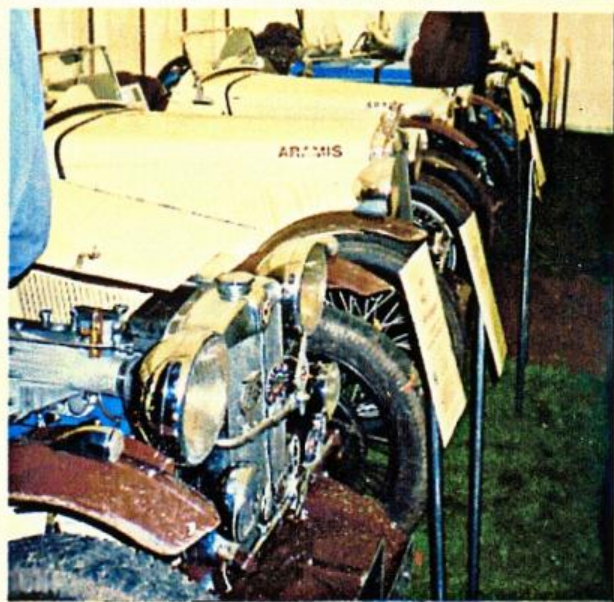
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Musketeers and Doreen Evans' J2 (at end) in the marquee at the Chiltern 100 Reunion

Photo: Editor



Ed Taylor's J3 at the Beechwood meeting in Australia

Photo: M. Robertson



*March 23rd 1933 - Donington Park Road Race
Kenneth Evans standing beside his blown up C0263 waving on Eddie Hall who went on to win in his C-type*

Photo: Brooklands Society Archives