

TRIPLE-M REGISTER BULLETIN



December 2014





***Above:MG Magnette ND/NE Special ABY 253. Photo courtesy of Bonhams
(see article on page 6)***

Below: QA0256 (ex A R Samuel/W E Humphreys) Photo courtesy of Norman Ackroyd (per Colin Butchers) The car has been in Australia since 1939 and in the past it has been owned and raced by Stan Jones (Alan's Dad) and owned, raced and crashed by Les Murphy. Now owned by Ted and Norman Ackroyd. Norman says that it sounds lovely!.





BULLETIN No. 82

December 2014

The Front Cover Picture: As no seasonal MG photo is available, we thought this potential stocking filler would be a good substitute - see page 15.

Editorial

The Mystery Photo in the last bulletin was evidently a challenge to most of our readers as only one person contacted me with an identification. I will not embarrass that person by revealing his name, but suffice it to say that while he thought the pointed tail car in the foreground was a Q type, the 1980s VSCC experts actually identified the car as a different make entirely. I have to admit that I was very surprised to learn from a later VSCC Bulletin that the car was in fact a Vale Special! It certainly looks like an MG to me!

You will no doubt remember my recent pleas for technical articles and I am pleased to say that, with Digby's help this issue carries part 1 of an interesting new article by Bob Walker which I am

sure many of you will find useful. We also have a Hint (or is it a Tip) from Martin White which will help those with carburettor problems.

However, with the exception of part two of Bob's article, we have very few technical (or any other) articles up our sleeves, so please keep them coming. Digby or I would be very pleased to hear from you by e mail, phone or letter. Contact details are on page 44. The deadline for the February issue is January 15th.

A form for subscription renewal should be enclosed with this bulletin. Please renew your subscription as soon as possible so as to beat the Christmas post and make it easier for Paul White to complete the process in time for the next issue.

Future Events

1-3-2015	MG/Triumph Spares Day, Stoneleigh	mgandtriumphsparesday.co.uk/
25-4-2015	Kimber Classic Trials Reunion	See next page
March 2015	Franschhoek Gathering, South Africa	denis@marshclan.co.za .
June 2015	3rd Dolomites MG Event, South Tyrol	Christian@discohustle.info
July 2015	GOF Central, Indiana	See next page
August 2015	Register Annual Touring Event	See next page

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Trials Reunion/Kimber Classic Trial 25th April 2015

Plans are well under way for the Trials Reunion to celebrate the 80th anniversary of the first appearance of the Cream Crackers trials car at the 1935 Land's End Trial. This event is being combined with the annual Kimber Classic Trial held in Dorset and Somerset. This is based at Lanes Hotel, West Coker near Yeovil. Clerk of the course Bruce Weston is taking care to change the route so that any roughish tracks, whether access or sections, are left out. The event will therefore be eminently suitable for any owners who feel that their cars are not up to the challenge of the normal Kimber Trial. Ian Williamson has already put in a lot of hard work tracking down the original works cars, all of which we hope will be present for the weekend. But of course all MMM's are very welcome, whether with known trials history or not. In any case even if you think your car has no trials history it is more than likely that it did a few events as that is what their young owners largely did before the war. In addition to the trial on the Saturday there will be a gala dinner on the Saturday evening and a gathering in Barry Foster's field on the Sunday.

Do put April 25th in your diary now. You can obtain further details from me (01935 863673 or ag.theoldpoc@hotmail.co.uk) or by looking on our website in the New Year.
Alan Grassam

GOF Central 2015 will be held in Carmel, Indiana July 15 through 19, 2015 and will also be the site for the annual meeting of the NAMMMR. Carmel is located on the north side of Indianapolis. In addition to the usual events at a GOF Central, we will have the opportunity to drive our cars around the Indianapolis Speedway. The car show will be at the Indianapolis Executive Airport and, in addition to the car display, classic and antique planes will attend. Please note only 100 MGs will have the opportunity to drive the Speedway, so register early! Go to GOFCentral.com to learn more about the events.

Special NAMMMR events are also being planned. If you have questions please contact Sarah Richey at srichey7@insightbb.com.

Randy & Sandy Copleman, Directors of NAMMMR Communications

The Register's annual touring event will take place in and around the rolling Lincolnshire Wolds from 18th to 21st August 2015.

The event will be based at the Petwood Hotel in Woodhall Spa, the WW2 HQ of 617 Squadron (the 'Dambusters' Squadron) and we shall be visiting many of the interesting locations and attractions within this little-known corner of England.

To register your interest in the event, please contact Elizabeth Taylor at e.taylor@oakend.net or phone +44 (0)1628 665055.



Chairman's Jottings

by Dick Morbey

After the activity outlined in the last edition things have quietened down a little. Nevertheless there are a few things under way and one or two changes.

The MGCC Race Sub-Committee has yet again changed the provisional date of the Club race meeting at which a Triple-M race will be contested for the Mary Harris Trophy. Please bear with us while we endeavour to arrive at a satisfactory date and venue.



On Sunday 1st March we have what is now the annual MG/Triumph spares day at Stoneleigh, Warwickshire. Following last year's experiment, the Register once again expects to have a stand there, which we hope will provide a focal point for all of us.

The Summer 2015 touring event in the Lincolnshire Wolds is shaping up nicely. The dates are Tuesday 18th to Friday 21st August (3 nights). Accommodation and dining terms have been negotiated with the Petwood Hotel, Woodhall Spa, which will be the event HQ. To record your interest in taking part, please contact Elizabeth Taylor at e.taylor@oakend.net or +44 (0)1628 665055.

In my previous note I mentioned that we are planning a number of changes for Register events. One of them is the Annual Dinner, which we now intend to incorporate into each year's Summer touring event. For 2015 that means that the Dinner will take place on Thursday evening, 20th August at the Petwood Hotel. Even if you are not participating in the overall touring event you would be extremely welcome to join us – indeed we hope you will! Again the person with whom to register your interest is Elizabeth Taylor. If you will require overnight accommodation, please remember to tell her.

Bookings for the touring event and the dinner will open soon.

Now, the website. The discussion forum continues to hum with activity and one topic that has attracted great interest was started by Matthew Myerscough from Lancaster who, as "MJM20", asked about the whereabouts of the nearest MG dealer to his home town who may have sold MMM's in the 1930s. This enquiry has mushroomed and Matthew has now taken on a project of his own to log period MG dealerships around the UK. At the time of writing he has logged over 150 dealerships, and counting! You can contact him via the Forum.

Finally, on behalf of the Register Committee I thank you for your companionship this past year. We wish you and yours a joyous Christmas and a fabulous 2015.

Dick Morbey



Book Review

The Mighty MG Magnettes of 33, The Cars, The Drivers, The Mystery

Author: Graeme Cocks

ISBN 9780987280800

In a world already well populated by literature about the legendary M.G. K3 model, this eagerly awaited publication by Graham Cocks nevertheless earns an important place by focussing its attention on the two prototype cars and on the three cars which competed in the Mille Miglia race of 1933.

The product of several years of painstaking research, the 464 pages of this new and impressive volume, illustrated with more than 500 photographs and images - some not previously published - provide a fascinating insight into the evolution and development of the M.G. K3, the planning and execution of the Mile Miglia race and the subsequent fate of the prototypes and the cars that competed in it.

Inevitably, more than 80 years having elapsed since the race, the author has had to frame his account of events on evidence gathered from contemporary writers and observers, many of whom are no longer alive – indeed, some of whose evidence he challenges and corrects. If the book teaches us anything, it must surely be the importance of harvesting reliable information at the time of such events, even if those recounting the facts see little importance in them!

Happily the author has also been able to draw on information readily available from those such as Triple-M Register President Mike Allison and Gerhard Maier, both of whom have offered interesting recent insights and opinions especially in relation to the car that provides the book's main focus: K3003. This is the car that was driven to a class win in the Mille Miglia by the team of George Eyston and Count 'Johnny' Lurani and which went on to win the 1933 Ulster TT at Ards, piloted by Tazio Nuvolari.

Mr Cocks offers an even-handed account of the circumstances surrounding this 'Nuvolari' car, which was stated to have been sold by the Works in late 1933 to a previously unknown competitor in Germany, Theodor Fork. However, as the book recounts, contemporary and recent evidence points to the possibility that the car that went to Germany was a Works recreation of the Mille Miglia-winning car rather than the 'original' race winner - the latter remaining in the UK before entering a twilight existence. Although there is no incontrovertible proof of this, the German car is thought to have been destroyed, whereas the UK-resident vehicle re-emerged, its chassis identity rendered partially visible through forensic testing of the filed-down chassis knuckle. Now restored to its original specification, the car resides in Australia where it is part of a collection owned by Peter Briggs and is often seen in competition in its adopted homeland and abroad.

The two prototype cars and the three Mille Miglia cars are discussed in detail. Here



the author treads a delicate path, although this reviewer could not escape noticing that one car is dismissed relatively briefly with phrases including "The current K3001" (the ex-Earl Howe car, sic) "owes little to its predecessor".

Lest it be thought that Graham Cocks' book is concerned solely with esoteric issues relating to identity, this is only one element of the wider picture which he recounts in graphic detail.

Indeed there is something for everybody: the evolution and birth of the K3 is described in detail, as also is the disassembly and restoration of K3003 in 2012. The meticulous planning of the 1933 Mille Miglia race is analysed in minute detail, underlining the contribution which engineering reliability and preparation made to the success of the mission. The life and times of the drivers are also charted at length; and of course there is the running of the race - even though we all know beforehand what the outcome is to be – this remains a "ripping yarn" of the highest order.

Inevitably a publication of this size does not escape a few minor glitches, so it might be unfair to make much of the author's reference to the Whitworth screw thread and its development in the M.G. motor car, or of some missing dimensions for blower pipe and dashboard in Chapter 19! Equally, some may quibble about Richard Knudson's reported assertion on viewing K3003 at Silverstone in 1975 that "My take on it is that the car's status [and that of several other historic MGs] depends on who the current owner is."

All this, however, is of no consequence when weighed against the entirety of this impressive work. The author goes to great lengths to examine often-asked questions: What degree of political patronage enabled the Magnettes to gain access to the Mille Miglia? Just who was Theodor Fork? Was his a 'Nom de Course?' Was he a Doppelgänger for a high-ranking Nazi official? Was William Morris's stance towards M.G. racing ambiguous? How did the factory deal with identity issues? What did the race mechanics know about the identity of the cars in which they competed? How did the cars compare in performance terms? The reader will have to read and judge these issues for himself.

One overriding theme remains: One can place the achievements of 1933 against the context of the 2013 Mille Miglia in which K3003 participated over part of the route. "How did they do it in 1933?" writes the author. "How was it possible to average 80 mph for 1,000 miles? It seems like an almost impossible feat. It seems that it was almost a miracle that it [K3003] won in 1933"

One can only stand in awe of the achievements of the creators and developers of the M.G. K3 and those who coaxed the maximum potential out of this newly-emerged racing machine. This story belongs to them and those who drove, rode with and maintained the cars. Graham Cocks's narrative is a worthy tribute to them all.
Cultor humilis



MG Magnette ND/NE Special ABY 253

by Digby Gibbs



***ABY 253 in racing trim as it appeared in the auction particulars
(photo courtesy of Bonhams).***

Of all the Triple-M model ranges, the N Type must be one of the most confusing. This is exemplified by the ND version made from left over parts which, even in their standard form, looked quite different from the initial NA version. Many cars were subsequently modified or re-bodied and one such car was recently sold by Bonhams at their Beaulieu sale in September.

This ND was last owned by the late Graham Galliers and sold for a remarkable £82,140 (including premium) against the pre-sale estimate of £50,000-£60,000.

Regular readers of The Bulletin will remember that pictures of this car, when in Nev Churcher's ownership and sporting traditional bodywork, appeared in the November 2009 and the April/May 2013 Bulletins. A more poignant photo appeared in the October/November 2013 edition showing the car with racing bodywork at its last competitive event at Prescott with Graham Galliers at the wheel.

Graham's entry at Prescott in 2013 was his first competitive outing in the ND/NE and is covered in Mark Dolton's report in the Bulletin. The car was entered in Class 10 (Special Sports-cars) and achieved a creditable 12th in class in wet conditions against impressive VSCC opposition including Jo Blakeney-Edwards in the Frazer Nash



Shelsley on the same handicap time of 48 seconds.



The cockpit of the ND/NE special, ready for the lucky new owner to get competitive (photo courtesy of Bonhams)

The Bulletin has been given permission to reproduce the text (in italics) and the photographs that appeared in the auction catalogue for which we are indebted to Mark Gold of Bonhams.

*From the estate of the late Graham Galliers
1934 MG Magnette ND/NE Racing Special
Registration no. ABY 253
Chassis no. NA 0512
Engine no. 771AN*

£50,000-60,000

'It is not surprising that with the maker's knowledge of racing... it should be capable of giving as high a speed as 80mph. What comes as a revelation is the ease with which on Brooklands that speed is reached and held. The rev needle hovering between the 5,000 and 5,500 marks, the whole mechanism feeling as one, and with no sense of adventure attached to such speeds.' – 'The Autocar' on the N-type Magnette.



Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with the launch of the Magna 'F'. Maximum output of the Magna's 1,271cc Wolseley Hornet-based overhead-camshaft engine was later raised from a modest 37bhp to a much healthier 47 horsepower. An extensively revised and improved version of this 'KD' engine, tuned to produce 56bhp, was carried over to the 'NA' Magnette of 1934. The chassis too had come in for revision, being lighter than hitherto, while the body was now supported by rubber-mounted outriggers, an arrangement that gave a more comfortable ride.

'ABY 253' is one of only 24 ND Magnettes built out of a total of 738 N-types (excluding the racing NE). Records held by the MG Car Club's MMM register show that 'ABY 253' was first owned by W E C Watkinson, who was a recognised MG 'works' driver and had the factory fit an NE-specification racing engine, Watkinson is believed to have raced this car at Brooklands and elsewhere pre War. In the 1960s the Magnette was owned by long-time MG enthusiast Allan Scott. Allan had acquired the car from the Red Dragon Trials Team, who had bought it from Watkinson. In an article published in 'Safety Fast!' (the MG newsletter) in June 2002, he recalled: 'It was a very handsome car in beautiful condition. It went like a scalded cat and handled like a dream. It only had one defect; the rear cross tube had worn through and a crude bar repair was welded to support the spring tails. In fact, the car was an ND. It had an amazingly high axle ratio. The N chassis was a revelation. The PA would have to go!'

Allan kept the Magnette for a year, selling it when the crown wheel broke and the MoT became due. His article concludes: 'Of all the cars I have owned, this is the one I regret parting with most.' A letter on file reveals that 'ABY 253' was purchased by Nev Churcher from Hampshire, who fixed the broken axle and sold the car two years later. There are also two photographs on file of the MG when owned by Nev Churcher.

The Magnette is pictured in 'Safety Fast' wearing standard bodywork in the 1960s but currently has an NE body fitted. Only seven racing NE Magnettes were built by MG at Abingdon in 1934 (chassis numbers 'NA0516' to 'NA0522'). They were designed to compete in the 1934 RAC Tourist Trophy held on the Ards Circuit in Northern Ireland, which MG succeeded in winning for the third year in a row. They also competed in the 1935 race with Dick Seaman driving the highest placed car.

A typed document on file, believed written in 1999 by previous owner, Mike Dowley, states that the car was sold to him as having Brooklands racing history. The NE body is described as genuine and complete with an original radiator with the larger filler neck and racing cap, which were only fitted to genuine works cars such as the K3, NE, Q and R Types. The car was sold with the following original NE parts: alloy-based racing seats with distinctive shaping to driver's seat; original leather bonnet strap and fittings; headlamps (believed original and extremely rare); bulkhead including the unique alloy beading and original accelerator pedal and cross shaft; and a front apron with distinctive NE cut-outs for headlamp stands identifying it as an original, there are photos on file of some of these parts as bought.



The NE body has been the subject of some research and three of the other NE owners came to see it and check details during their own restorations: Karl Weissman (Germany), Syd Beer (UK) and Pete Thelander (USA). There are numerous photographs on file testifying to research carried out into the surviving NE team cars.

The late Graham Galliers purchased 'ABY 253' as a 'kit of parts' from Mike Dowley. There are numerous invoices on file for parts, etc relating to its restoration, which commenced circa 1999. As of February 2003, some £30,000 had been spent with Tom Dark Engineering for building and parts for the racing Magnette engine and close-ratio Armstrong Siddeley pre-selector racing gearbox. The supercharger was fitted at this time, supplied by Derek Chinn.

In August 2013 Graham drove 'ABY 253' successfully at VSCC Prescott in what would turn out to be his last competitive outing. The MG was driven in the funeral procession through Shrewsbury in Graham's honour by Bonhams Motoring Department specialist John Polson prior to the cremation and memorial service.

Accompanying documentation includes a copy of MG's original invoice to W E C Watkinson showing that the car was supplied with the NE specification engine (with the addition of a supercharger), plus others for work done by the factory for Watkinson in the 1930s. There are many letters on file written by Graham confirming the history as detailed above, and the car also comes with an old-style logbook and V5 registration document. Boasting an NE-specification engine and a genuine NE body, 'ABY 253', although a 'special', is about as close to team car specification as it is possible to get, but at a fraction of the cost of one of the originals.

This is a particularly interesting car and we would welcome any further historic facts or anecdotes about the car or its previous owners that could be featured in future editions of The Bulletin.

Mystery Works 6 cylinder Trials Car?

- Alan Grassam

While down in the Loire for the Grand Prix de Puy de Notre Dame I had an interesting late night conversation in a bar with a local MG enthusiast Michel Bouterolle de Linge. At least I think that was his name. He asked if we had any events that would appeal to the French "demonstrators" in the Grand Prix. I told him about the Kimber Classic Trial, explaining that next year it would include a Trials reunion with genuine works trials cars in attendance. We paused while I got in another round of drinks. Sipping his rouge he became quite reflective and proceeded to tell me about an eccentric Docteur le Peigne who lived nearby in the village of Oupuits. Unfortunately I have been unable to find it on a map. This docteur has a large range of ancient vehicles,



mostly in dilapidated condition, and was rumoured to go on his rounds astride an ancient racing Velocette. But what caught my attention was his claim that his most treasured possession was a 6 cylinder supercharged MG that had been used by the works in trials before the war. Apparently the docteur had been claiming for almost half a century that he was re-building the car but Michel had seen little evidence of that.

This raises the question: Which car could this be? Athos was broken up by the works in 1947. Aramis has not been on the trials hills for over 40 years and sadly is unlikely to be seen again in the foreseeable future. Porthos was raced by Chris Lawrence of Morgan fame in the 50s and has almost certainly been completely broken up in a Kentish yard. None of the NE Musketeers were blown so that counts them out. Perhaps Michel was confused and it was a 4 cylinder car? Maybe Mcdermid's PA JB 3639 which was last seen up and running in the late 60s. Or even some other MG with trials history. I cannot claim that this story is totally true as it was late at night, much rouge had been consumed and there was also the language problem. But whatever it may be - and I am sure that this car actually exists - let's hope that the docteur can finish his rebuild in time for the Trials Reunion/Kimber Classic Trial on April 25th 2015. What a treat it would be to see a genuine works car return from beyond the grave!



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Progress on a PB special

Here are some photos received from Mike Pancheri, showing most recent progress on the PB special he is building.

Mike writes:

Ken Robinson installed the engine, gearbox and blower into the chassis (I held the spanners!) on Friday, so at last we have some real progress to report. The radiator is only trial fitted to check the clearance behind the blower.





The Triple-M Register, Some recollections of how it all started.

by Mike Allison

I had my first MG in 1957, while still a student in London, while my home was then in the Metropolitan suburb of Eastcote, Pinner, where my parents had a greengrocer's shop. The car was a P-type (PA0818/DG9126, still alive and well, although abroad!) which was a fairly tired example but bright red and made most of the right noises. There were a couple of fellow MG enthusiasts not far away, one owning a lovely PB, in far better condition than mine was, but this gave me encouragement to improve. Meanwhile I used the car on the road as transport, and even went to London a few times in it. I had not yet found the Car Club, and couldn't afford the Subscription anyway on my student grant, even though Dad gave me pocket money in return for working in the shop.

During the summer of 1958, I graduated and I was able to get sufficiently enthusiastic to do something about the sagging oil pressure, and removed the engine, stripped it down, and sent the block assembly for a crank-grind, new bearings and a rebore, all of which came to some £18, but I was left with the job of reassembly. I needed to get the car going by September when I started work for real and earn a salary. I completed the bottom end quite quickly and then agonised for some time about getting the valve timing right, grinding the new valve stems to get the clearance using a diagram I had received from Mr Blower at MG Car Company. When completed the transformation was quite something, 60/80 psi pressure, 110 psi compression pressure, and the car went better than my friend's Ford ten, which had a "hotted up" engine. In celebration I brush-painted the body with red Valspar, making it look much smarter. I now had a job, and had lodgings with another car enthusiast, who had a penchant for 4 ¼ litre Bentleys.

A rush of blood in the head, and, perhaps, too much money in the bank, and I visited Richardson's who had just moved to Staines, and there saw a wonderful 18/80 Mark II, MG1350, which I could afford, so part-exchanged the P-type for it. I used this car for twelve months, including a trip to the North East, from where my mother hailed, for her to visit her father and sisters. We did the return trip in ten hours, including a one hour stop for lunch: all A1, no motorways, lorries being 8-wheel Fodens and the like, travelling at 40/50 mph a memorable ride. Although I liked the Mark II, it was not my style of car, and I craved something "more M.G." again. I was offered a fair price for the MG and sold it, and visited Richardson's again. The car eventually went to Bill Grudgings, who still has it.

There I saw a part-restored F-type Salonette (KJ 5114), which I tried, and liked, and struck a deal, which included the spares to complete the work. I painted the body (again brushed, with the then ubiquitous Valspar lacquer) black with a green roof, to match the trim. Mechanically it was all there and in good shape, so there was little to



do, and then ran it for a couple of years. It ended its days after being shunted in the rear by a drunk in a big Ford, which bent the chassis badly, and in those days it wasn't "worth" repairing. The engine and gearbox I sold to John Stacey, who fitted them to his tourer and it ran for a couple of years after, he even raced it a couple of times!

During this time, I joined the MGCC (1959) and started to go to meetings, where I met very enthusiastic Mike Hawke, Mel Jones and others, and we talked quite a bit about extending the Vintage Register (VR) to include the small "cammy" cars, as the main body of the Club seemed to be more interested in the later T-Series and new MGA models. There was nominally a "Quindecimal Register", but this had become more or less moribund since its founding in 1955. Pat Tennant, the secretary of the VR held us away, on the basis that our cars were "outlawed" by the VSCC, and that they, the VR, were allowed to use the title "vintage" (meaning pre-1931) strictly. All this buzzed along throughout 1960, but during the year the Austin-Healey "Sprite" was hailed in "Safety Fast!" as the first under 1-litre sports car since the 1935 PB, and that it was a better car in every way!

Naturally, this spiked a series of letters to the editor, Wilson McComb, in which I broadly stated that the older models could not be compared with cars designed 25 years later, but should be appreciated for what they were. I criticised the Car Club for not encouraging members with older models, and the fact the VR would not accept the cammy cars, although they had creamed off the M-types and racing models. All this resulted in a letter from Russell Lowry, the Club Secretary, and later from Gordon Cobban our Centre Secretary. These were mildly encouraging, as I had compiled a set of objectives for a Register exclusively of the 1929/36 ohc cars, these now enshrined in the Articles of Association of the Car Club for the operation of all registers. I was also given addresses for several enthusiasts, including Hawke and Jones, and introducing me to Mike Harris and Irving Bramson. I wrote to all, suggesting a meeting in London to discuss ideas, Hawke declining, on the basis that he had just moved down to Corsham in Wiltshire with his job and was therefore remote, but Bramson, Jones and Harris met me at Phil Drackett's "Sports Car Club" near Baker Street, with Gordon Cobban in attendance.

We established a basis on which to work, saying that we guessed there were possibly 1/200 cars out there, with owners wanting something and somebody within the Car Club to help them. Gordon promised to pass this to Russell, who wrote a couple of days later, saying that we were to get going, and see what response we got, he enclosed a few sheets of Club notepaper and envelopes, and a £5 note for postage expenses, and an entreaty to let him know when the money needed replacing. Postage was still only 4d a letter (around 1.5p in today's coinage), so the Register was solvent! I wrote to all members of the Quindecimal Register with our cars, just short of 100, and awaited replies. I also got a notice put in all the centre Club bulletins.

The group of four met in London again a month later, when we decided on officers and a title for the Register. We all had ideas for the latter and "Triple-M" evolved fairly



quickly, enshrining the Midget, Magna, Magnette models in a relatively simple title. The question of officers was decided by the fact that I had started the letter writing, so was secretary, Mel Jones was the Technical expert, Mike Harris had a vast collection of spares, so was Spares Secretary, and Irving was a copy writer for an advertising company and so became our bulletin editor, which he had to get going!

It was now late November 1961, and we had a growing list of membership, and decided to issue membership cards, based on numbers, starting at "1", for each car recorded. We also decided at this stage that only complete cars would be registered, and that we would require a photograph to prove this.

By our December committee meeting I had twelve cars, but had allocated no numbers, as I was waiting for the membership cards to come from Russell. I had acquired the blown NA (JB 3852) at this time, intending to fly the Triple-M flag at speed events, and checked that this car was "acceptable" to the VSCC. At the meeting we drew lots for the first twelve numbers, after which it was agreed to do sequential numbering.

By January, I was able to make a report to Russell that we had 25 cars, but I was by then getting regular post, growing daily. In his reply, Russell included a second £5 note, so I started to keep a running account. We decided to have an inaugural meeting at Beaulieu at Easter, and although only eight cars turned up, it was a "first", showing that we did have interest in what we were doing.

The Register was now growing rapidly, and by September 1962 we had 100 registered cars, and held our second Beaulieu meeting, and actually filled the paddock, which prompted Wilson to write an article for "Safety Fast!" entitled MMM spells enthusiasm! By the time the article appeared we were approaching 200 cars, which exceeded our wildest dreams, and Russell was sending two fivers at a time to keep us financially viable.

We were publishing our own "Newsletter", with Irving doing most of the writing, and printing being done on a Gestetner duplicating machine by the Abingdon Car Club Office under the auspices of Margret O'Brien, a wonderfully efficient lady, who also posted the printed word for us.

At the time, the Club itself was barely thirty years old, and I was able to meet a few of the very early members, like Stanley Kemball, chief of the University Motors Company, Stewart Morgan, who was still treasurer of the SE Centre, and had had an N-type new, Robin Mere, one of the original members who had help start the Club, and one of the first to buy a K3, and who ran the disastrous pit for Hamilton in the '33 TT, when Hammy took a young amateur with no training as riding "mechanic". Some of these wrote up their experiences in our Bulletin, but sadly I no longer have my copies... I wonder if anyone has: it might be interesting to see these again.



As time went by, we increased the committee size, with Nick Wardle being the first treasurer, and Steve Dear Chairman. Geoff Coles took over as Technical expert when Mel changed his lifestyle. The whole thing probably contrasts with the well-oiled machine we enjoy today, but we had nothing to work from and started from scratch. Nice to see how it has all grown up in fifty years, with registers for every MG model group! They were exciting days, fun days: we never took the cars too seriously, but enjoyed driving them, and trying to improve our standard. Some of the cars were pretty ghastly, and I think they are better now, so perhaps we achieved something! I do hope that those who are today's members enjoy their experience in the same way. Our cars were built for fun motoring, at a time when motoring was still in its younger years. The cars were not unreliable, although could prove fractious at times, but it really was great fun: let's continue the tradition.

October 2014
© Michael Allison

Keep-Safe Boxes by the Editor

During our holiday in Norfolk earlier this year, my wife Elaine and I stopped to look in the window of a shop in Aylsham called Carousel Chocolates. Amongst the tempting array of chocolates we spotted a Keep-safe Box bearing a splendid picture of a PA with Spitfires overhead, painted by artist Neil Hipkiss. As our MG is a PA, we obviously could not resist a purchase, admittedly, not just of the box but some chocolates as well!



The metal box is beautifully finished and measuring approximately 190 x 155 x 7 cm, would be an ideal container for chocolates, sandwiches or even the emergency spare MG parts that some of us are wise enough to carry in our MG. Such a box would be an ideal item to take on the Register's annual touring event in 2015 which will take place in and around the rolling Lincolnshire Wolds near the base of the Battle of Britain Memorial Flight where Spitfires abound!

The boxes are produced by Elite of Norwich, who also produce other similar items including smaller ones containing gifts. They do not supply customers direct but their products are available from Carousel Chocolates (Tel 01263 735737), Ebay, Amazon and www.toysandinteriors.co.uk. RRP is £6.99.



Fitting Front Hubs with Taper Roller Bearings

By Bob Walker

My first acquaintance with 'wobbly wheel' syndrome was in 1959 with a 1934 Austin 10. The bearing setup was the same as the MG – two ball races with a spacer in between and on the outside a washer that engaged the stub axle keyway then a castellated nut to hold the whole lot together. Inspection of the worn out bits convinced me that ball races were not ideal for the job because side loads were involved. That was all I could readily get so new ones went back in which were deemed acceptable despite there still being appreciable play.

Decades passed by during which taper rollers became the norm and I encountered them on various vehicles including a succession of Fiat 500 and 126 models. These had no spacer between the bearings on the stub axle. They were adjusted by tightening up the retaining nut till play just disappeared and then locking it in position by deforming the thinned down outer section into the stub axle keyway. Crude but effective, but for not very long before the thing worked loose. Up market systems e.g. MGB, have a spacer between the bearings and selected shims so that tightening the nut firmly holds the inners of the two races solidly on the stub axle at the same time as giving a desired small amount of end float.

Even more decades later I had acquired machine tools and an unfinished Triple-M project in the mistaken belief that it would be quickly on the road. It came with evidence of much expensive work which looked OK on the surface but underneath was not at all satisfactory. In the course of sorting it all out taper rollers were fitted as described in this article, they are good as new after seven years use.

The work started by getting everything dismantled and cleaned up fit for inspection. Often this can be easier said than done. For instance the split pin through the castellated nut may require the skills of a dentist to remove and the 5/8 X 14 tpi B.S.F. nut, even though you are using the correct socket, could resist all your attempts to undo it. The obvious causes of this could be (a) rusted solid, use blowlamp and easing oil, (b) put on too tight in the first place, act on this last, (c) something else. The latter includes somebody hitting it with a hammer which locally changes the pitch of the thread, or, and this is better news, it is a left hand thread and you have been tightening it. The near side and offside stub axles are identical in all respects EXCEPT one is right hand thread and the other left. The problem is knowing which way round they should be. Everybody agrees that a wheel coming off is not desirable so the gut feeling might be to put the right hand thread on the offside so that the rotation of the wheel going forward tends to tighten the nut. Likewise a front wheel locking up is not good news because you can't steer with it. I have found some triple-m cars with right hand thread on offside and others with it on near side but the Fiats could only be assembled with the right hand thread on the near side. Thinking about failure –a bearing could become effectively solid, with broken pieces jammed together, then the inner track could drive the outer washer and the nut (having sheared off the key). Depending on which way the nut tightens it then either loosens

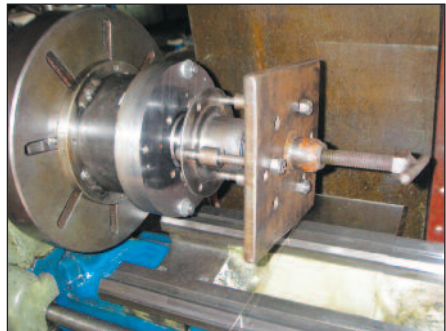


which takes the pressure off or tightens which makes it worse. Tighter ensures the wheel stays locked up whereas looser the wheel can turn and the forces undoing the nut are less, wobbly wheel becomes apparent and the inner track turns on the stub axle causing wear. For these reasons I've gone for the Fiat option and do the best job I can on the fit of the washer and castellated nut which I shall detail later.

Meanwhile back with the dismantling assuming that both nuts and washers have been removed, the next job is to get the hubs off. Ideally both bearings will be a not too tight fit on the stub axle and the outer tracks of both bearings will be a similar good fit in the hub. This means that the hub should not pull off easily if all is well and so if you are lucky a hub puller will be needed. One zero expense option for knock offs is to put wood into the hub firmly against the end of the stub axle protruding only far enough to allow the wheelnut to screw on for about a couple of turns before it comes tight, at which point it starts to pull the hub off. When you run out of thread you then change the wood for a longer piece and repeat the performance. It works but is rather a faff. A nicer solution, also cheap if you have a welder and a couple of scrap wheelnuts as

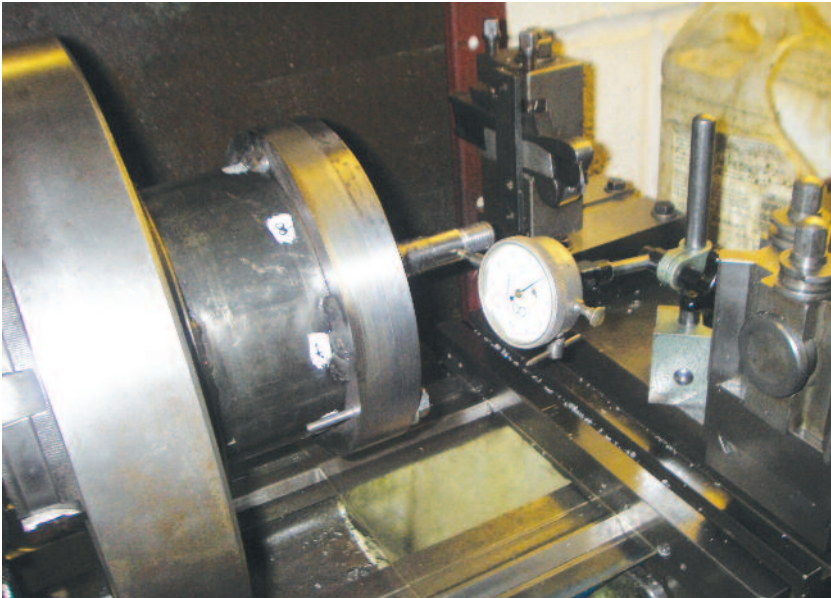


Pullers

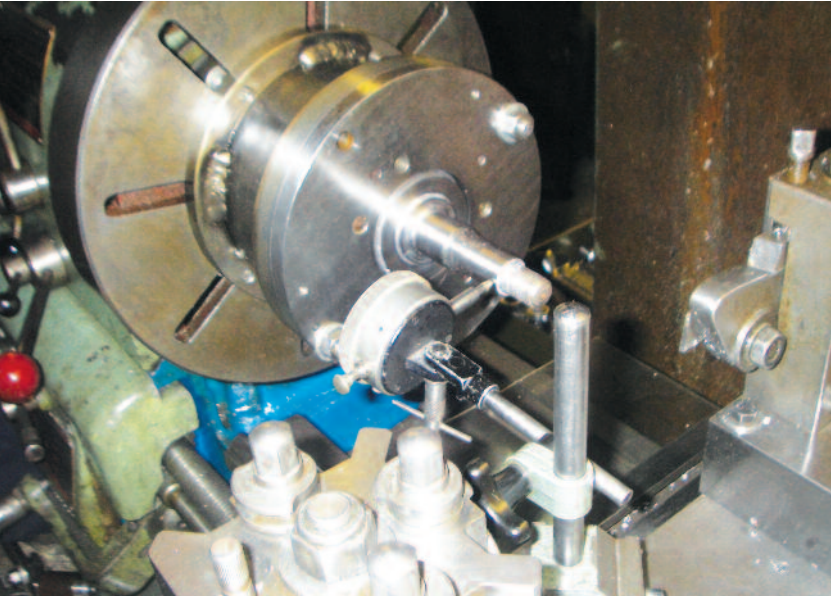


Pullers for M-Type

shown in photo "pullers". For the M type something like the item in the second photo makes life easy. Now that the hubs are off bad news is still a possibility, the inner race may be unmoved on the stub axle which can indicate that the stub axle bearing seat is not worn – good, but the hub seating for the outer bearing is too slack - bad. After cleaning the possibly disgusting grot infested hubs the races need to be removed if they are still in. The outer bearing can come out first using a round bar that just fits through the inner then an even larger bar can drive out the other. With taper rollers the outer bearing tracks would still be in the hubs. They require a brass drift that will pass through the access slots. In all cases when using a hammer you need minimum force that will do the job and keep careful check that things are not going cockeyed. Now that all is dismantled you can ascertain the fit of all the bearing seats and decide if any are scrap - but there is more! Problems may still be lurking in the form of bends and cracks. Accidents do happen so stub axles can be damaged upsetting steering geometry at best and giving rise to cracks which will always get worse and eventually break.



Stub Axle Bend Testing 001



Stub Axle Bend Testing 002



The photos with the title “ Bend Testing “ show my way of doing just that. The device is applicable to a lathe that will swing about 7” diameter and has a faceplate to which it is bolted and taper pinned so that it is on centre. The outer plate likewise bolted and pinned has an accurate register and threaded holes to attach the stub axle. The metal to make it all came from my local scrap metal recyclers in return for stuff I took in. When you are making things yourself you can use what you find. The original purpose was to allow me to convert the early type of stub axle which had a flat face, against which a large diameter felt washer ran, into a later lip seal which needs more clearance. It worked nicely and revealed to my surprise that finding a stub on the same centre as the brake backplate register was the exception rather than the rule. At first sight this would seem to preclude using the device to detect a bend in the stub but by using a dial indicator on each bearing centre in turn and taking a set of readings at the same angular position in a complete revolution, the eccentricity and its angular position for each can be found. If those results are the same for each seat then there is no bend . There is always going to be scatter but even so some came out with only one or two thou between them whilst some now in the scrap bin had variation nearer one hundred. The final operation is to check for cracks , the photo is self explanatory.



Stub Axle Crack Testing

So there we have it, a pile of nice clean metal items some good perhaps, others not. Also a likely feeling of disappointment because after taking a step forward the result seems to be a position a long way behind the starting point. Let me assure you the psychological damage will disappear in the upland sunshine and some directions to get there are coming in the next part.



Many thanks to Cercle Triple – M Luxembourg - Sam Barrow

The second Triple M Tour organized by the Cercle Triple M Luxembourg took place around Bourscheid Plage on August 1st, 2nd and 3rd and what a splendidly arranged tour it was. The organizers were well rewarded with brilliant MMM motoring weather during all three days and thanks for that too.

Thirty MMM cars were entered with participants from Belgium (3), France (2), Germany (5) Holland (8), Luxembourg (6) and Switzerland (5) in models covering D,F, J, K, L, M, N and P. We enjoyed the wonderful (no pot holes!!!) and scenic roads of Luxembourg around the vicinity of Bourscheid Plage and the very well prepared road directions took us through many winding and exciting roads very well suited to our sporting pre-war MGs. Of course there was also a quiz with all sorts of various questions concerning buildings, dams, signs and details along the route assuming of course that the road directions were adhered to!!!!

The first morning took us some 88 kilometers (for some maybe more or even less) finishing at the Hotel Bellevue in Vianden where we were served a most delicious and plentiful lunch. The afternoon run took us some 75 kilometres finishing at the castle of Bourscheid, perched on the hill above our hotels, where a plentiful supply of aperitifs and snacks was served. We then descended down the very winding road to our hotels where a sumptuous barbecue awaited us on the terrace overlooking the river with a



En route in Luxembourg.



Ernst Brunner and Carlo Schmitz definitely enjoying themselves in the newly restored F1

very magnificent array of MMMs parked along the river bank. The evening was long and the night for some rather short.

The following morning we all left on the next tour leg which took us to the Thillenvogtei museum for coffee and a short introductory talk about the museum which is along the theme of past farming methods and agricultural machinery. It had been specially arranged to have a horizontal single cylinder Deutz diesel traction engine running and also a single cylinder Waterloo (Iowa USA) gasoline engine – most economical as it only fired when necessary – the momentum from a large flywheel helping out. After the museum tour we all departed again meeting up for lunch at Beckerich, An der Millen. A total of some 43 kilometres.

The last leg of the tour took us to the Vintage Car and Bikes Show in Hagen where we were allocated to a specially reserved area in the centre of the happening. Most of us were able to enjoy the exhibition but one MMM car had to be attended to and various rears were visible from around the clutch housing for a considerable length of time!!!! Nevertheless, we all left the show during the course of the afternoon and enjoyed a most invigorating drive back to the hotel. The splendid and sumptuous gala dinner was enjoyed by all and included prize giving (quiz), presentation of special plaques for those who had attended 5 times or more at the rally / tour in Luxembourg and numbered editions of the tour poster, created of course by that master artist Carlo Schmitz (D-type supercharged), for all participants. Walter Kallenberg presented Bob Nosbusch with a large case of “fuel” and Martin Kraft, newly elected President of



Swiss MGCC, handed over a Swiss MGCC badge to Bob. John Day, who attended as Stefan Vernyns' navigator, as usual found the fitting words to summarize the event and to thank all concerned.

The tour officially ended after breakfast on Sunday August 3rd.

All in all, a very fantastic Luxembourg tour 2014 and many thanks to those great organizers Bob Nosbusch and Guy Maathuis (who incidentally appeared in several MMMs during the tour) and any others involved behind the scenes.

As a final word it should perhaps be mentioned that no less than 7 F-types in various executions were present and I could imagine that this may be the first time that so many have gathered together again since leaving the factory, but maybe I am wrong!!! Anyway certainly worth a photo line-up



The 7 F-types and drivers, from l to r: Ernst Brunner , Sam Barrow, Martin Kraft, Urs Langen, Stefan Vernyns, Norbert Welter and Dani Ingold

For the writer himself MMM motoring continued on the Sunday and Monday with a most enjoyable, though sometimes wet, trip back to Switzerland through France with the F2 purring along at 3200rpm. What an enjoyable week – a total of 6 days on the road covering some 1700 kilometres and this time no breakdown - recall 50 years MMM and Silverstone 2011 – when the play in the keyway at the top of the dynamo really caused havoc!!



MMM line up on the river bank in front of hotel



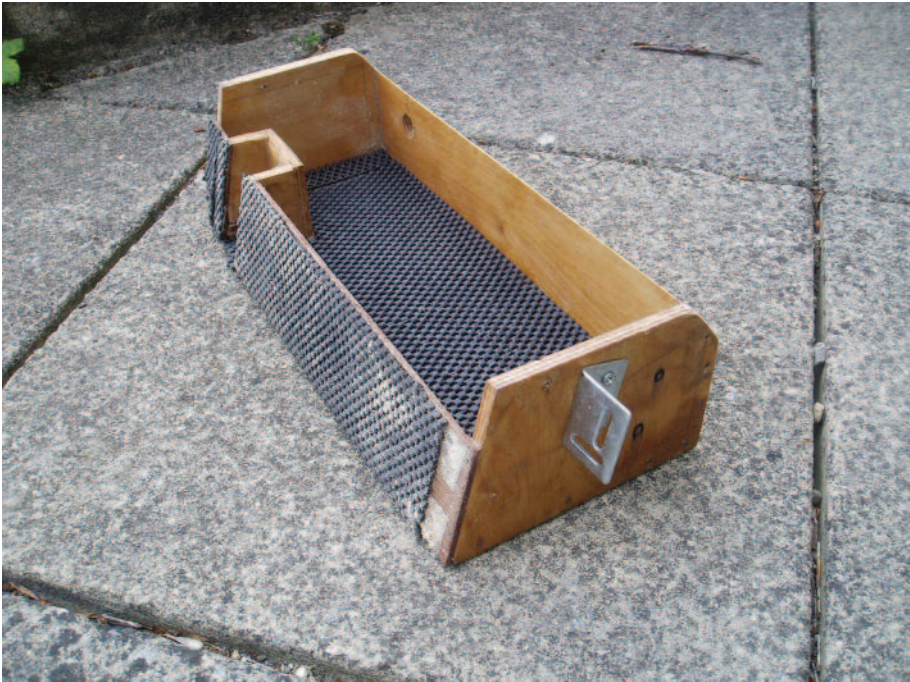
Walter Kallenberg hands over a box of "fuel" to thank Bob for all his good work. From L to R: Bob, Walter, John Day, Martin Kraft and Dani Ingold.



Extra Storage by Digby Gibbs

Storage space in our cars is always at a premium and although the 4-seaters have more space than most there is still the need to hide things away.

We were re-packing the D for our trip up to Scotland for the European Event and needed somewhere to hide the various spare parts that are not needed on a regular basis. On this car there is quite a lot of space behind the rear seat and above the petrol tank and this seemed an ideal location for the extra storage.



The storage box shown in the photos is the solution that I adopted. Although there is reasonable space the curvature of the body panels means that the front and back of the box has to be tapered and notched around the timber frame. The front has to follow the line of the petrol tank so that it does not intrude into the space for the side screens that are stored in this slot. I made templates in mdf to check the fit and the final version is made of ply. Fixing is by angle bracket at the outer end and by screwing into the body upright.



I lined the underside of the box with non-slip draw liner to minimise any “drumming” and used the same material inside although, once packed, there is no spare space for anything to move. Our box contains a spare fuel pump, inner tube and various other oddments including the most useful component - a roll of “gaffa” tape!

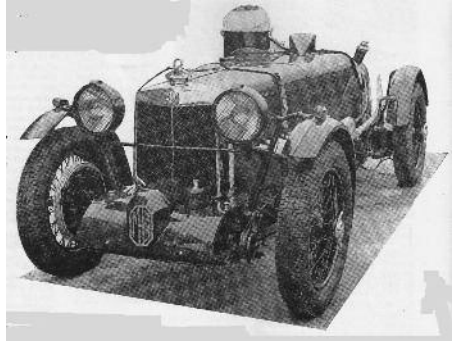
This location is ideal for providing extra space that is not visible but reasonably easy to access when required. It is also protected from the weather by the folded hood and the tonneau cover.

This item was first published in the quarterly D Group Dispatch No 40. Although it relates to a D Type the principles would apply to other 4-seaters and there are photos in Dispatch 41 of a full width box installed in Brian Oxley’s F1 in Australia. The Bulletins are available to view on the group website (www.mgdgroup.org).



A K3 Reborn - How a Racing MG was restored to original specification

The following is reproduced from an original article in the May 1960 issue of Safety Fast and we are indebted to George Eagle for supplying the copy. - Ed.

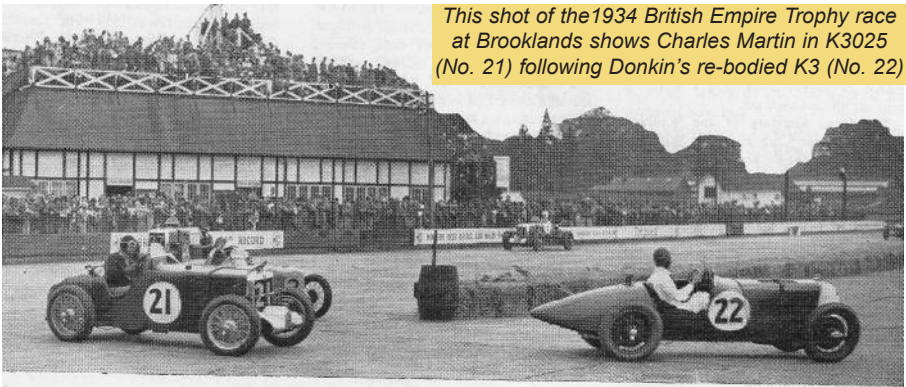


One of the longest chapters in John Thornley's book, *Maintaining the Breed*, has the shortest title. It is called simply 'K3', and it concludes: here was a vintage car if ever there was one; impressive in appearance, practical in layout, sturdy to a degree and, withal, fast, safe and dead reliable.'

Built primarily for racing, the M.G. Magnette 'K3' was so rugged that many are still being driven—and even raced—today, although only 31 were made in 1933/34. For that very reason it is seldom that one now finds a 'K3' in anything like original condition, their owners having made extensive modifications to meet the demands of competition, or, perhaps, rebodied them for touring use.

And that is why Kjell Qvale, president of British Motor Car Distributors Ltd in San Francisco, is a man to be envied. He now owns a 'K3' Magnette in virtually brand-new and completely original condition. Indeed, he knows that nowhere else in the world is there a comparable K3', for this car—K.3025—was restored at the Abingdon factory where it was built 26 years ago.

This 'K3' has had a rather unusual history, for in those 26 years it is believed to have



This shot of the 1934 British Empire Trophy race at Brooklands shows Charles Martin in K3025 (No. 21) following Donkin's re-bodied K3 (No. 22)

4



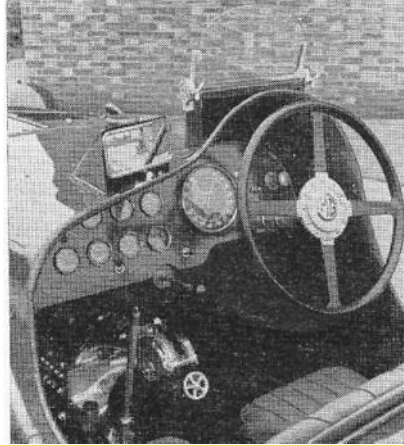
been owned by only three people, one of whom kept it for nearly 23 years. For more than 20 years, in fact, it was kept in store and barely turned a wheel.

The life of K.3025 started normally enough when C. E. C. Martin took delivery of it on 17 April 1934 and immediately entered it for the International Trophy Race at Brooklands. Eleven days later this slim, long-tailed machine appeared on the starting grid for the first time, to finish in eleventh place at an average of 82.3 m.p.h. after 100 laps (261.6 miles) of the punishing Brooklands circuit. It was a good start, and at the end of May the car went even better in the Mannin Beg, when Martin finished fourth. He was in good company, for 'K3' Magnettes filled the first five places in that exciting 'round-the-houses' race.

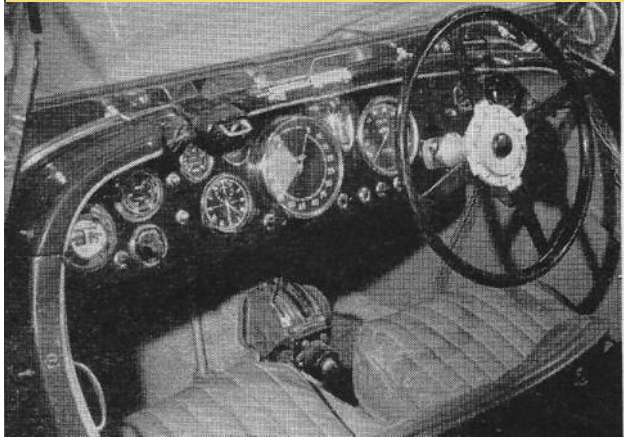
Only a fortnight later, K.3025 was at Le Mans for the great 24-hour classic, in which Charles Martin was to share the car with his friend, Roy Eccles. The 1934 Le Mans race could have been a great triumph for the M.G. Car Company—but that is another story.

It will suffice to say that the Ford/Baumer 'K3' Magnette crashed when lying second, and the Martin/Eccles car saved the day for Abingdon by finishing fourth.

Not content with this, Charles Martin and K.3025 turned up at Brooklands the following week-end for the British Empire Trophy Race, but necessarily hasty preparation for this event resulted in retirement after two hours. The Magnette was then given a rest in mid-season, emerging at the end of September in more highly tuned condition for the Brooklands 500 Miles Race. In this, Martin averaged 93.35 m.p.h. for the 500 miles to finish seventh despite a 4-minute pit stop to change plugs after refuelling.



Stark and functional is the cockpit of the K3 in racing trim (above) compared with the luxury of the touring body formerly fitted (below)





The racing career of K.3025, in Martin's hands at least, ended with the Nuffield Trophy Race at Donington Park early in October, when the Magnette gained sixth place behind a new threat to the former supremacy of the 'K3 - the 1.4-litre E.R.A. Charles Martin lost touch with his car when he sold it, and it does not reappear in the records for more than two years, when it was sold to W. F. C. Watkinson by Robin Jackson of Thomson and Taylor Ltd., the famous Brooklands tuning establishment.

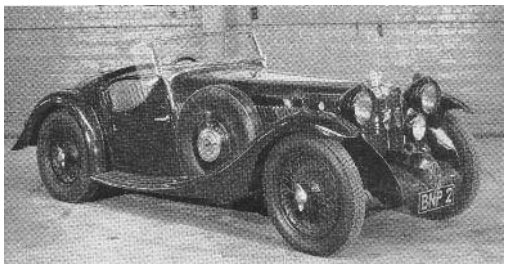
This was in January 1937, and Mr. Watkinson owned the car from that date until late in 1959, when he sold it to Kjell Qvale. Mr. Watkinson had the car detuned and fitted with a two-seater touring body, which work was not completed until September 1938. The Magnette in its new guise was used for only a year before war broke out, and it was then put into storage. In 1953 it was completely overhauled at Abingdon, but still it was not used. And for the whole of this time—incredible as it may seem—the original racing body had also been retained.

So the decision was taken to restore K.3025 to its original specification. The touring body was removed, the racing body retrieved from storage, and the Safety Fast files ransacked for photographs of 'K3' Magnettes. Even with the racing body available, a multitude of detail work had to be done. A new bonnet and tank had to be made; a new dashboard with the correct instruments installed; the controls had to be modified and a new floor fitted; a complete Brooklands exhaust system, of regulation type and size, had to be made up.

At last the Magnette emerged looking just as it had done 26 years before, gleaming in a fresh coat of British Racing Green. James Watt, Kjell Qvale's representative in Britain (and incidentally a co-founder with Donald Healey of the Healey Motor Company), came to Abingdon to 'take delivery' of K.3025. And Charles Martin, the original owner, also came to Abingdon on the same day to bowl round the MG. works in the car he had not driven since 1934.

K.3025 is in California by now. But the boys on the 'MGA' assembly lines will remember the day they heard that crackling exhaust, and smelt the pungent smell of Castrol R, and gathered round that superb example of the model that contributed more than any other to M.G. racing history.

F. W. McC. - picture story on next page.



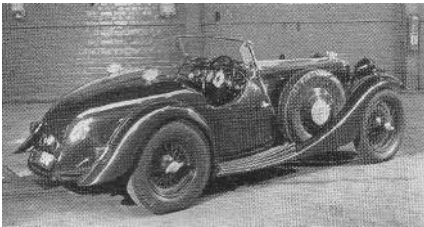
For 21 years K.3025 wore this touring body built by Jensen Motors, who manufacture Austin-I-leoley '3000' bodies today



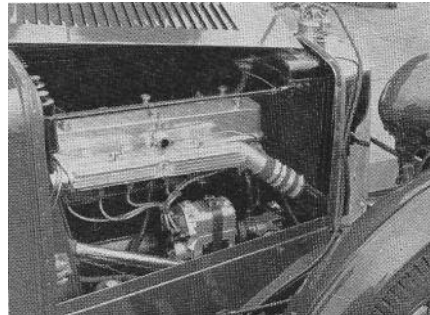
A K3 Reborn, the story in pictures

photographed by Stuart Seager

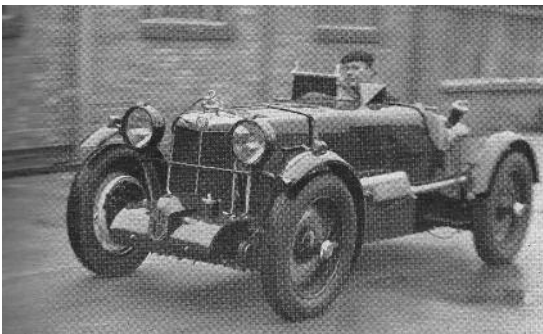
(Right) The K3 Magnette, as sold, was designed specifically for competition and absolutely ready to race. This one was, in fact, raced at Brooklands within 11 days of the date when its first owner, C. E. C. Martin, took delivery of it.



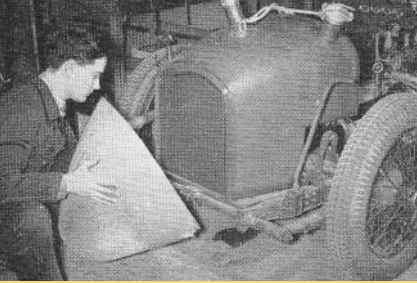
(Above) Another view of the Jensen body, with its unusual 'boat' tail. Under-size rear wheels were used, fitted with over-size tyres.



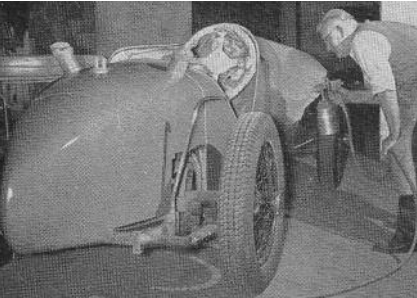
(Above) The engine of the K3, showing the feed from the supercharger to the inlet manifold (with blow-off valve above), and below, the magneto that supplies the ignition.



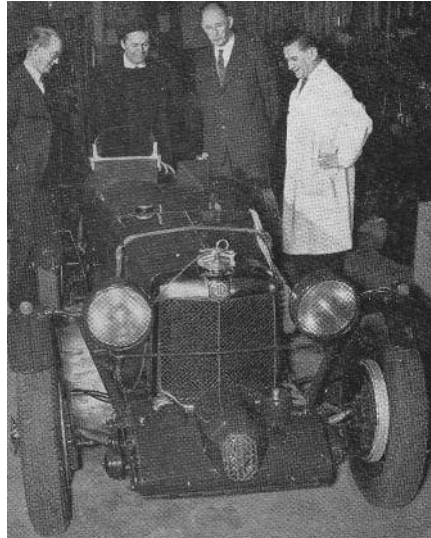
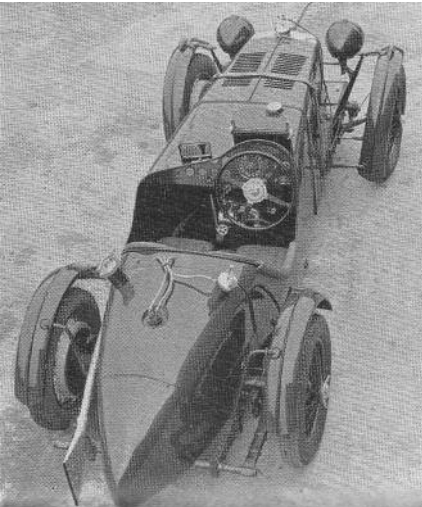
For the first time in 26 years, Charles Martin drives the K3 Magnette with which he finished fourth at Le Mans in 1934. And he certainly hasn't forgotten how to handle her.



(Above) Ian Bennetts fits the body tail to the new fuel tank made by 'Wilkie' Wilkins of the M.G. factory.



(Above) The handsome new body is resprayed by Arthur Gardiner of the Abingdon paint shop.



(Above) The finished K3 is admired by John Thornley, Charles Martin, Cecil Cousins and Alec Hounslow.



(Above) Mainly responsible for the rebuild were Tim Binnington, Jock ('Lofty') Mansell and Les Washbrook of Show Shop, an Abingdon department specialising in the preparation of cars for exhibitions.

(Left) A high-level shot of the K3 with long-tailed racing body, as fitted to all 1934 production Magnettes



Triple-M Register Championships

- Mike Linward, Competition Secretary

As the end of the year approaches, there are just a few more events left to decide the outcome of the various Triple-M competitions. So here is a timely reminder that any results not yet submitted must be with the Comp. Sec. no later than the third week of January 2015 in order for them to be included in the tables. Thank you.

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2014 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

3rd/4th January	MCC Exeter Trial	Full Results
2nd February	VSCC New Year Driving Tests	Full
15th February	VSCC Exmoor Fringe Trial	Full
16th March	MGCC SE Centre Spring Navisat	Full
29th March	MGCC Silverstone Race Meeting	Full
6th April	MGCC Midland Centre Curborough Sprint	Full
12th April	MGCC SW Centre Kimber Classic Trial	Full
12th/13th April	VSCC Silverstone Spring Start Race Meeting	Full
18th/19th April	MCC Lands End Trial	Full
19th April	Alvis Inter-Register Rally	Full
26th April	VSCC Spring (Bicester) Rally	Full
4th May	VSCC '50th Anniversary' Curborough Speed Trials	Full
11th May	VSCC Wiscombe Park Hill Climb	Full
25th May	Sevenoaks & District MC Crystal Palace Sprint	Full
7th June	VSCC Cadwell Park Race Meeting	Full
7th/8th June	Tregrehan Speed Hillclimb	Full
8th June	BARC Yorkshire Centre Harewood Speed Hillclimb	Full
14th June	VSCC Brooklands Speed Trials	Full
14th/15th June	VSCC Brooklands Concours d'Elegance	Full
15th June	VSCC Brooklands Driving Tests	Full
21st June	MGCC Silverstone California Cup Driving Tests	Full
22nd June	MGCC Silverstone Stowe Sprint	Full
28th June	VSCC Pembrey Sprint	Full
28th/29th June	VSCC Pembrey Race Meeting	Full
6th July	VSCC Shelsley Walsh Hill Climb	Full
13th July	MCC Testing Trial	Full
19th July	VSCC Donington Park Race Meeting	Full
20th July	Monklands Sporting Car Club Autotest	Full
1st August	VSCC Prescott Anniversary Hill Climb	Full



2nd/3rd August	VSCC Prescott Speed Hill Climb	Full
2nd/3rd August	Camel Vale Motor Club Castle Hillclimb, Lostwithiel	Full
3rd August	Triple-M Summer Gathering POO & Gymkhana	Full
4th August	VSCC 'Can't See the Wood for the Trees' Driving Tests	Full
6th August	VSCC Anniversary Acorn Rally	Full
6th August	VSCC 'Branch Out Into Something New' AutoSolo	Full
7th August	VSCC Santa Pod Anniversary Straight Line Sprint	Full
16th/17th August	Monklands Sporting Car Club Forrestburn Hill Climb	Full
17th August	MGCC SW Centre Mendip Trial	Full
31st August	VSCC Madresfield Driving Tests & Concours	Full
13th September	MGCC SW Centre Wiscombe Park Hill Climb	Full
13th/14th Sept	VSCC Loton Park Hill Climb	Full
22nd September	Holsworthy MC 'Roger Pole' Taw & Torridge Trial	Full
28th September	VSCC Snetterton Race Meeting	Full
28th September	MGCC Midland Centre Autumn Trial	Full
5th October	VSCC Castle Combe Race for Pre-War Sports Cars	Full
12th October	VSCC Welsh Rally	Full
12th October	Minehead MC 'Derek Merson' Exmoor Clouds Trial	Full
12th October	Truro & District MC Tregrehan Speed Hill Climb	Full
25th October	VSCC Goodwood Autumn Sprint	Full

C.O.T.Y. 2014
Scores to 2nd November

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	1595	M	PG 1045	Frank Ashley	106
2nd	2912	C/s	GX 9693	Duncan Potter	87
3rd	2694	J2-PA/s	Kayne Spl.	Mike Painter	
				Harry Painter	83
=4th	1027	L2	AKL 840	John Rogers	81
"	2692	J2	SW 4156	Brian Galbraith	81
6th	2272	C/s	LJ 4444	Oliver Richardson	80
7th	3534	J2/s	WF 5494	Fred Boothby	63
8th	1018	J2	MG 2853	Philip Coombs	61
9th	2591	PA	MG 3242	Colin McLachlan	58
=10th	920	PA	TG 8337	George Ward	57
"	2200	C/s	RX 8306	Chris Cadman	57
12th	656	PB/s	JC 3269	James Gunn	
				Rebecca Gunn	56
=13th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	54
"	1140	J2	JL 753	Mike Linward	54
15th	1533	PA-PB	WV 5012	Dick Morbey	
				Bill Piggott	53
16th	1164	PA	YSV 703	Anne Boursot	51



=17th	2362	NA	BTT 726	Richard Jenkins	49
"	-	PA/s	-	Mike Painter	
				Harry Painter	49
=19th	3205	K3/s	JB 7526	Peter Green	
"	-	M	HX 91	Pat Boghossian	45
21st	1931	C/s	VD 30	Philip Bayne-Powell	45
				Barry Foster	
				Andrew Morland	43
22nd	1551	PA	CYE 387	Barny Creaser	41
23rd	627	J2	FS 5663	Ian MacKay	
				Emma Digby	39
24th	907	K1	ADH 360	Alex Reid	38
25th	341	M	PJ 7970	David Rushton	
				Corinne Davies-Griffith	37
=26th	2188	M	GH 4434	Colin Reynolds	36
"	909	J2-PA/s	FW 3909	Bill Bennett	36
=28th	3525	J2	MG 2686	Chris Edmundson	35
"	1794	J1	UF 9865	Colin Lee	35
=30th	2175	PB	JB 7524	Elizabeth Taylor	
				Grace Henderson	33
"	1917	J1/s	VSV 521	Stuart Evans	33
=32nd	2815	L1	AAE 652	Colin Henderson	32
"	3	J2	DG 5404	Jeremy Hawke	32
=34th	2170	PB/s	CLX 112	Mark Dolton	31
"	397	M 12/12	SC 9559	Alex Peacop	31
"	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	31
"	167	M	APB 298	Andy King	
				Rachel Bolton-King	
				Richard Winchester	31
"	3018	PB/s	MG 4516	Rachael Holdsworth	
				Graham Holdsworth	31
39th	85	PA	BGH 295	Colin Butchers	30
40th	1963	PB	YS 5081	Keith Wallace	29
=41st	148	M	OY 1548	John Haine	28
"	1135	M	SV 5438	Alan Grassam	28
"	353	K3/s	AGW 37	Clint Smith	28
44th	3298	PA/s	OSL 309	Les Procter	27
=45th	436	J2	LJ 8328	Dudley Pinney	26
"	1647	NB	JB 6864	Bill Abbott	26
=47th	691	NA All'ham	BYU 271	Rosemary Bayne-Powell	25
"	250	PA	MG 3294	Andrew Bradshaw	25
"	676	PA/s	WP 5939	Roger Thomas	
				Russell Thomas	25
"	82	M	PO 1357	Nigel Stroud	



				Jenny Pearson	25
				Dave Cooksey	25
52nd	2227	KN	MG 4282	Peter Hemmings	24
53rd	1591	J2/s	YJ 892	David Stansbie	23
=54th	3408	L1 Salonette	575 AKB	Rod Ptak	22
"	1887	J2	NV 2114	Neil MacKay	22
"	2430	PA/s	497 UXH	Howard Harman	22
"	2742	J2	DG 7828	Robin Hamblett	22
"	373	M	BU 6336	Hugh Barnes	22
59th	1065	PA/s	MG 4440	Bill Niven	21
60th	1991	KN/s Saloon	ELF 409	Peter Prosser	20
61st	2028	NB/s	MG 3694	Jane Metcalfe	18
=62nd	135	KN Saloon	BYK 340	Peter Prosser	17
"	1550	PA	567 CRU	Peter Scott	17
=64th	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher	
				John Keogan	16
"	129	PA/s	JD 5335	Alan Bentley	16
"	1751	M	UV 7468	Brian Bassett	16
"	2000	K3/s	MG 3570	Peter Green	16
=68th	81	C/s	JK 1932	Greg Smith	15
"	1270	NB Cresta	MG 4750	Bob Clare	15
=70th	148	M	OY 1548	John Haine	14
"	2769	12/12 Rep.	AM-06-31	Henri de Jong	14
"	468	NA	AOF 28	Bruce Porter	14
"	1	NA/s	JB 3852	Jane Metcalfe	14
=74th	797	K1	ALA 871	Christopher Hobbs	13
"	1187	PA/s	EO 5823	Colin Wallace	13
=76th	1367	PA/s	MG 3921	John Wells	12
"	158	PA	BJO 800	Peter Down	12
=78th	3454	PA/s	AXT 370	Thijs de Groot	11
"	1246	J2	GR 591	Mike Jordan	11
"	2064	K1/s	AGT 464	Adrian Paul	11
"	225	K1	ALU 463	Martin Jacobs	11
=82nd	1463	NA/s	BUU 964	David Downes	10
"	2038	PA	CAF 332	Tim Dawson	10
=84th	423	J2/s	DU-FG 86 H	Christian Höptner	9
"	932	J2	CG 5513	Martin Gratte	9
"				Malcolm Kirby	9
"	417	PB/s	AVP 50	Tony Connell	9
"	2312	D	GG 6097	Michael Cowe	
				Alastair Cowe	9
"	2957	PA 4str	JC 2222	Geoff James	9
"	105	KN/s	AM-26-63	Argen van Gelderen	9
"	1355	L1	AM-86-34	Jan van der Werf	9
"	2569	J2	AMK 282	Anthony Wordley	9



“	1469	J2	AR-15-28	Gerard van Pitten	9
“	839	K1/s	AR-53-87	Henk de Vries	9
“	1568	J2	CV 7485	Stephen Webber	9
“	1459	J2	IL 2151	Simon Johnston	9
“	2060	PA	OW 5865	Ron Warr	9
“	1163	J2	RM 9420	Hugh Back	9
“	1245	M	WG 1035	John Inglis	9
“	1971	F2	WM 8548	Terry Wilson	9
“	2141	PA/s	RC 3349	Derek Richards	9
“	2789	PA 4str	VYC 529	Keith Jackson	9
“	843	M	ST 6963	Tony Margel	9
“	1156	PA-PB	AAD 264	Nick Dean	9
“	919	PA/s	DPB 140	Graham Arrondelle	9
“	845	M	PG 5027	Mike Cleary	9
“	411	L2	JB 1649	Geoffrey Jarvis	9
“	2326	J1	UG 5221	John Emmett	9
“	1495	PA	AYY 476	Keith Nelson	9
113th	2852	M	RH 5831	Philip Coombs	8
=114th	705	PA	AVP 342	Derek Moore	7
“	2960	J2	AM-30-25	Thijs de Groot	7
116th	162	ND/s	BKL 265	Martin Phillis	6
117th	2615	PB	BOF 564	Tim Beckh	5
=118th	467	J3/s	HH 6711	Terry Holden	4
“	-	F1	MG 1588	Charlie Cartwright	4
“	3063	F1	IA 9830	John & Lou Shorten	4
“	1305	M	UW 3227	Kathy Emmer	4
“	3487	J2/s	JN 3398	Robin Smith	4
“	1773	ND	MG 3281	Gerry Wadman	4
“	393	D	PJ 7527	Chris Blood	4
“	1676	D	NG 2461	Mike Jakeman	4
126th	3427	J2	XAS 214	Charlie Cartwright	3
=127th	1883	J2	PO 8865	Patrick Gardner	2
“	2715	KN/s	CG 8379	Tanya Lewis	2
“	1171	NA All'ham	MG 3538	Keith Portsmouth	2
“	156	K1/s	APC 950	George Ward	2
“	1146	K3/s	JB 3182	Gunther Stamm	2
“	126	L2	ANB 431	David Naylor	2
“	1600	D	PO 5751	Ted Hack	2
“	2787	NB	BDD 356	William Opie	2
“	968	PA	BU 8079	Roger Davies	2
“	625	F1	OV 9757	Ewan Harris	2
“	2821	F1	MG 1375	Norman Williams	2
“	598	PB	WN 8994	Roger Marlow	2
“	401	K1	LJ 9000	David Naylor	2
“	2616	NA	-	Tim Dury	2



"	512	PA	OS 3678	David Shattock	2
=142nd	3226	C/s	JO 2288	Hamish McNinch	1
"	18	QA/s	PMY 586	Barry Foster	1
"	1879	NB/s	MG 4325	Chris Smith	1
"	678	J2	AE-52-94	Hans van de Bosch	1
"	3246	J2-Ford	AL-37-86	Albert Koolma	1
"	1746	NB	AR-14-14	Frank Holtrigter	1
"	65	PA/s	DPH 228	Nigel Gibbons	1
"	807	KN/s	MG 4119	Richard Jenkins	1

Slade Trophy 2014 Scores to 2nd November

Position	Car/s	Driver/s	Points
1st	PA	George Ward	29
2nd	J2	Jeremy Hawke	18
3rd	J2-PA/s	Bill Bennett	12
=4th	NA	Richard Jenkins	10
"	PA/s	John Wells	10
6th	J2	Mike Linward	9
7th	M	Alan Grassam	7
=8th	J2	Thijs de Groot	6
"	J2	Emma Digby	6
10th	J2	Neil MacKay	5
=11th	PB	Tim Beckh	4
"	J2	Henri de Jong	4
13th	J2	Brian Galbraith	3
=14th	J2	Charlie Cartwright	2
"	M	Philip Coombs	2
16th	J2	Patrick Gardner	1

Speed Chamionship Scores to 2nd Novembery

Position	Car/s	Driver	Points
1st	C/s	Duncan Potter	43
2nd	M	Frank Ashley	36
3rd	NA/s ss	Ian Baxter	32
4th	J2	Philip Coombs	30
5th	J2-PA/s,		
	PA/s	Mike Painter	27
6th	PA/s	Harry Painter	23
7th	M	Philip Bayne-Powell	21
=8th	PA	Colin McLachlan	20
"	C/s	Chris Cadman	20
"	J2	Brian Galbraith	20



11th	PA/s	Les Procter	19
12th	PB/s	Rachael Holdsworth	18
13th	PB/s	James Gunn	17
14th	PA/s	Howard Harman	15
15th	J1/s	Stuart Evans	14
16th	PB/s	Rebecca Gunn	12
=17th	K1/s	Adrian Paul	11
"	C/s	Barry Foster	11
19th	PA	Anne Boursot	9
=20th	J2/s	Fred Boothby	7
	C/s	Dave Cooksey	7
=22nd	NA	John Keogan	5
"	M	David Rushton	5

**Racing Challenge Trophy 2014
The Betty Haig Cup
Scores to 14th October**

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
J2/s	Fred Boothby		0.318
C/s	Duncan Potter		0.469
C/s	Oliver Richardson		0.481
PB/s	Mark Dolton		0.635
PA	Anne Boursot		0.763
C/s	Chris Cadman		0.851
J2-PA/s	Mike Painter	4	0.325
J2-PA/s	Harry Painter	3	0.245
C/s	Dave Cooksey	3	0.494
C/s	Barry Foster	2	0.362
M	Alex Peacop	2	0.811
PA/s	Thijs de Groot	1	0.143
NA/s	David Downes	1	0.250
NB/s	Jane Metcalfe	1	0.286
C/s	Andrew Morland	1	0.429



The VSCC Welsh Rally 2014 - A Competitor's View (by the Editor)

Having decided to go with my wife Elaine to the Welsh Borders for our Autumn holiday and as both the VSCC and our MG PA celebrated their 80th anniversary in 2014, it seemed very appropriate to combine the holiday with my first ever entry in a VSCC Rally. However, as the PA cannot accommodate the two large suitcases and various boxes that are required to go with us on a week's self-catering holiday, our Riley Nine Kestrel (also of 1934) was pressed into service in place of the MG.

Son Gerry and Grandson Edward eagerly volunteered to act as navigating crew, while Elaine preferred to provide delicious sandwiches and spend the day in the relative comfort of our rented bungalow.

Arriving at the start of the rally which, although called the Welsh, ran this year entirely in England, we found that the October mists were very much in evidence but they did not prevent us being greeted warmly by our Chairman Dick Morbey and his navigator Bill Piggott who had entered in Dick's PA. By some quirk of fate, our competition numbers were consecutive so we in the Riley were due to leave one minute behind the PA and your editor was hoping to be led along the route by your chairman. Experienced rallyists Dick and Bill very kindly guided us through the signing on procedures but after 30 minutes hectic pre-start route plotting by map references, tulips and spot heights, the Riley was a few moments leaving the start and we did not see Dick and Bill again until we arrived at the halfway halt where the photo below was taken.



Rally Drivers and their cars at the Halfway Halt - Photo: Gerry Richards



Until then the route had been a challenge to our abilities, but we had managed to visit all the route boards and time controls in the correct sequence even though we were somewhat behind the time schedule. After a brief rest, we commenced the second half at the correct time, one minute behind the PA and ran in tandem for a while. This was not to last however, as in the middle of Leominster the Riley engine suddenly stopped without warning, just as if I had switched off the ignition. There was plenty of fuel at the carbs but hardly any spark at the distributor points. I came to the conclusion that the coil had failed as current was feeding its switch side but did not seem to be arriving at the points, although the wiring appeared to be OK. A Sunday afternoon in Leominster is not conducive to finding a replacement coil, so in the end we resorted to having the Riley returned to Cheadle by the RAC.

After the holiday, fitting a replacement coil (borrowed from the PA) did not cure the problem. Fortunately, the Riley and MG both have DK4 distributors, so I swapped the condenser, still without improvement. I then tried the MG rotor arm which provided the cure though it was very difficult to see the faint crack in the old rotor arm which must have allowed the HT current to go to earth.

As Dick and Bill successfully completed the rally in an MG, there must be at least one moral to this story. Any Suggestions?

(See the back cover for another example of an MG and Riley combination.)

Readers' Adverts

Readers' private (i.e. non-trade) adverts are published free of charge although advertisers are requested to contribute to the Hints and Tips section.

Parts For Sale

Lucas Triple-M (& T-Type) headlamps:

P-Type (or T-Type), very nice	£250 pair
J2	£160 pair
N-Type	£220 pair

Starter solenoid which bolts on to the starter - F-Type?	£25
J2/F2/L2 Bonnet catches	
Pair F Cycle wing bottom brackets (new, aluminium)	£60
Steering wheel, original 3 spoke with aluminium boss, needs plastic	£40
M/F Ashby steering wheel	£50

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Sale of surplus items to fund two engine rebuilds!!

NE carburettors on correct NE manifold	£600 set
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F-type camshaft in good condition	£220
Pair of N-type rear wings in good condition, primed	£75 pr
Pair of L1 bonnet side valences, 37" long	£45 pr
K2/ND nearside door with hinges, side screen fixing and door handle escutcheon plate	£45r
D/F-type front wing stays (U-section)	£25 pr
N-type front apron, fair	£35
Non standard F/J front apron with 2 sets of 7 louvres	£25
Top opening windscreen, believed L1, 38" o/a width, 9" depth at centre, with side supports, and knurled securing knobs for screen frame, but bottom rail missing.	£50
Passenger's side bucket seat, rusty but useable	£15
Non-standard tubular bucket seat frames with sliders	£35 pr
Dunlop 4.75/5.00 x17 good tyre on 48 spoke centre laced wheel	£50
Regent remould 4.75/5.00 x 17 tyre on 60 spoke large hub wheel	£40
F/D/J1 rusty front wings, repairable.	£25 pr
Pair of Gates 5.60 x 15 tyres, good tread	£35
2-bow hood frame, peg mounting, 40 ¹ / ₂ " wide x 21" high from mounting	£40
Double spare wheel securing fitting with chromed hub and spacer	£75
Scintilla Vertex 6-cylinder magneto, clockwise rotation, working	£120
F-type horn/dipswitch, stalk fitting to steering column	£45
Pair of door locks with handles in line with tongue (similar to P. Beck's 471)	£6

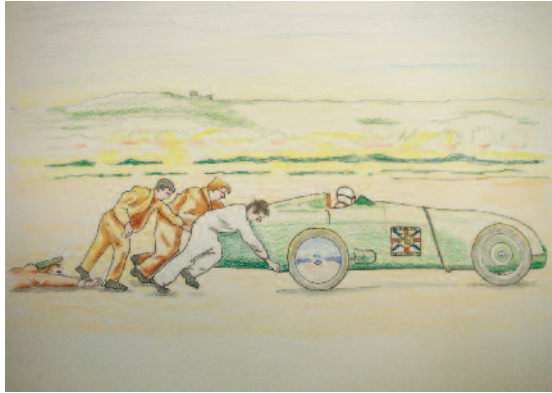
**Contact Philip Bayne-Powell on 01483 811428 or e-mail
philippb@mgcottage.freeserve.co.uk**



Cartoon Competition

Congratulations to Ray Masters who is the winner of the October cartoon (shown on the right).

Ray's caption is "I thought you said 'a day at the seaside would be magic.'" Ray will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



It may surprise **some** of you to know that the scene depicted by the October cartoon is based on an actual event. Mike Allison's account is on the next page!

Please put on your thinking caps for the cartoon below. Send your caption by e-mail to: triple.m.caption.competition@gmail.com.

For details of the Competition Rules, please refer to the August 2012 Bulletin or the web page: www.triple-mregister.org.





The October Cartoon - Our President's Account

The story more or less as told me by Reg Jackson, when I showed him the photo I had been given:

The actual scene was at Pendine, one February morning, with an air temperature of something around 40deg F: far too cold for firing methanol based fuel, although Jacko hadn't realised the limitation at the time. However, he tried a little petrol in the carb and the engine coughed, but by this time they had pushed it up and down quite a few times, without luck. In the end Jacko got some of the old MG1 (60% methanol, 30% benzole, 10%acetone) and refilled the tank.

He, Nobby Marney and Frankie Tayler formed the push team, and as they pushed forward, Marney shouted "Start you little b,,,,,,!", and the engine fired, leaving the three of them lying in the sand while the car shot off, making the right noises at last.

Hints and Tips - from Ron Green

Hand cleaners which have the plastic grit in them to help grind away ingrained grease can be more effective than the original Swarfega but not environmentally friendly because the minute plastic particles find their way into water courses and are harmful to wildlife. Invertebrates and then fish can end up being full of this residue.

When cleaning your hands try starting with a dollop of Swarfega in one palm and a spoonful of granulated sugar in the other. Proceed as usual, rubbing hands and fingers together to shift the grease and then rinse. The good news is that this is effective, harmless and non fattening.

From Martin White

Tickover Troubles

Having recently had trouble with a J2 ticking over at 2000 r.p.m. or so, here are some hopefully useful tips:

Firstly, ensure that it is the usual wear in the spindles and not other things as well. Get an aerosol can of carb/injector cleaner (or maybe WD40) with a long thin tube. Spray the stuff near the spindles, at the carb flanges and the manifold gasket. If air is being sucked in, so will the carb cleaner and it does not burn, so the revs die down. So now you know where the air leaks are.

OK, so now you've proved that it's the spindles. Before you spend any money, make



sure the butterflies actually close fully. The trouble I had was the fact that the operating lever was on the stop and the butterflies were still ajar. Someone had fitted new parts but must have set them to ensure that the butterflies opened fully but not ensured that they would close. Always set for the closed position and then, if they will not open fully, you can file a bit of the blank part of the lever rather than having to file the part with the adjustment screw in it. When fitting the butterflies, before fully tightening the screws, give them a tap with the end of a pencil or dowel rod, to make sure that they seat snugly in the venturi.

On the subject of venturis - these wear out. They go oval but not top to bottom, as one would expect, but side to side, so that when the butterflies are closed, you can see two crescents of light near the spindles if you hold them up to the light. I suspect that is half the problem and no amount of new bushes and spindles will rectify that.

I also had that problem, so in the end I put the new spindles and butterflies into another pair of carb bodies. With much fiddling about, I eventually managed to get both butterflies to close nicely.

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Colin McLachlan competing in his PA at Forrestburn Hillclimb, in Central Scotland, last August. Colin says: 'On this occasion I nearly got into trouble for forgetting to pull my goggles down at the start.'

Photo: David Baxter

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This (Vintage) Riley-engined, J2-gearboxed, hydraulic-braked M-type with all the clever tyre inflation gubbins was certainly an interesting sight, even when static. Photo: Dick Morbey at Smatcher on the VSCC Welsh Trial.