

TRIPLE-M REGISTER BULLETIN



FEBRUARY 2002





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EDITORIAL – Phil Bayne-Powell

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I hope you all had a good Christmas, and got lot of things done in the garage, despite the rather cold weather.

Our cover photograph has an interesting story, as it was found by a work colleague in a cleared out office, that he was surveying; knowing that I was into MGs, he brought it back. I then had a letter from Dick Raynes, enclosing a photograph of his K3 replica, which looked very similar. I contacted Dick, and it is certainly his car, which he bought at auction about a year ago. The car was originally built by Peter Gregory for a customer in Hong Kong. It was then sold to someone in Japan, but has now returned to the UK. Dick doesn't know where the photograph was taken, but I wonder if it could be in the colonial part of Honk Kong, as the signs are in English. Also it has a Mille Miglia sticker, which suggests it may have taken part in one of these retrospective events.

Many of you have had to pay an excess on the heavier Bulletin, for which we needed to find a solution. Short of unsticking the stamps from your envelopes to double up the stamps, and so reduce the numbers of envelopes by half, the committee have decided to pay for the extra postage on your envelopes to bring them up to the second class postage rate of 33p, until your envelopes run out. When your last envelope has been used, you will get the usual insert reminder to send more envelopes, but to put 33p stamps on for second-class postage, or 45p for first class.

Front Cover: - Dick Rayne's' K3 Replica (KN 0380) in classic surroundings.

Inside front cover, top: - Lord Montague and Jean Kimber Cook at the opening of the club's new HQ in Abingdon in July 1990 (*B. Porter*)

Inside front cover, bottom: - Bill Cullen's new project – an F-type with N-type body (*B. Cullen*).

For our European members who have sent me £6 for 12 issues, this will be reduced to 7 now, whilst the USA member will only get 4 copies for his £6.

Please note that John Joynes does not want your envelopes any more, please send them to me to save John from having to post them on to me.

Back issues of the Bulletin are available from the Librarian, Malcolm Green, (address at back) for the sum of £1.50, which includes postage and packing. There will be initially some colour covers left over from the production run, but after that you will receive a black and white copy.

We are also in the process of building up a complete run of Infoletters, which will also be available from Malcolm. An index for has been prepared by Pat Mullen of the North American MMM Register and is available on line on www.mg2001.com/nammmr. If you do not have a web connection, then either Malcolm or I can send you a paper copy, to enable you to find an article on a specific subject. This index is not totally comprehensive as Pat has not got the full set, but is hoping to complete the exercise soon.

Our congratulations to Peter Green and Andrew Taylor for making Peter's NE the winner of the 2001 Car of The Year Award, beating Colin Lambert's 12/12 M-type by 8 points as well as some well known regular competitors. You will see that we have had 107 entries in the Award which is a fantastic turnout. However Colin Lambert, has done well to take the Speed Championship by 5 points from Andrew Taylor driving Peter Green's NE and K3. 37 people are shown in the table, which is a pretty healthy sign of the competition side of the Register.

Our congratulations also go to Ian Williamson, who took part in the recent RAC Rally, "Rally of the Tests", and came away with the Vintage Class award, in a tough competition, which lasted for days.

Our Allingham has now been stripped down enough to be able to be driven to the painters for its respray and accident repairs from the Spanish incident, and by the time you read this it should be back in our garage being reassembled. However, it is surprising what defects you find when you take things apart, like the running board valences, (which on this model are trapped between the body frame and the chassis outriggers); these had largely rusted away for 50% of their

length, and will need new sections made up. Also the rear side panels have been attacked by the woodworm!

The wings, which are fitted between the wing stays and the chassis, had split around the wing stay mounting bracket, so there was very little support between the front and back of the wings, which are bolted to the fronts of the running boards. The hood pivot bolts which project through the body and are meant to be fixed by four screws through the backing plate, had only two screws fitted, as the other two holes were not accessible; so the pivot was loose and had cracked the paintwork.

I can now drop back on to sorting out the C-type, fitting a new Scintilla magneto kindly provided by Barry Foster, which hopefully will solve its misfiring problem.

Barry Foster tells us that Arje van Gelderen's blown F-type, as featured last month, is not the only F-type to be supercharged, as Ray Brown has run one for some time, with an unique blower drive system.

We are planning a few more events this year organised by the Register, the highlight of which will be the Prescott weekend on Saturday and Sunday 24th-25th of August. There will be runs up the hill on the Sunday, with a gala dinner in the Club-house, overlooking the hill climb starting straight, in the evening on Sunday. We are also planning other events for the Saturday, as well as suggested places to go to on the Bank Holiday Monday, for those who don't have to return home straight away.

The suggested Wells weekend will now be held next year, as we hope will be the Shuttleworth visit, but the committee thought we should concentrate on one new event to begin with, to ensure we get that running well. Le Kimber Trial, and the Black Horse driving tests in August, are still going ahead.

MG Silverstone has been put back even further in the year, and is now over the weekend of 19-21st July.

Having reported on the progress of our N-type saloon last time, I have reproduced a photograph of it in its current state on the back cover; I think you will agree that it will look a handsome car when it is finished, with its spare wheel mounted on the tail.

Don't forget the MG Show at The National Agricultural Centre at Stoneleigh on 17th February, where you can get all those items you need, under one roof; they usually have a good Triple-M content.

It look like this year is going to be as full as last, and I wish you all a very enjoyable season, and look forward to meeting many of you.

The Abingdon to Abingdon Trial

**Re-run of the 1934 MG Car Clubs Trial -- 21st June 2001
by Bill Cullen**

2001 was the 40th anniversary of the MMM Register, which was formed in 1961. As part of the Anniversary celebrations, a full week of events was planned by the Register committee, starting on the 18th June. These included an Auto-Test at Gaydon, a visit to the Prescott Hill Climb and Museum, with the Trial on the 21st, all ending up at Silverstone for the weekend, with a parade of pre-war cars.

We decide to take our 1934 MG PA Midget on the Trial, and to Silverstone on the Sunday.

We travelled up on the Wednesday on a beautiful day, covering the 126 miles in good time, only to find, on arriving at the hotel, that they had not booked us in for that night (I had the booking confirmation showing the correct dates and I did ring before to confirm, so Beware!) The manager was most helpful, and rebooked us into another hotel at Kidlington.

On arrival at the Hotel, we were enthusiastically welcomed by the Polish owner, as he turned out to own a pre-war Armstrong, which of course we had to see in his garage.

The Holt Hotel, from which the Trial was to begin, was only 7 miles from where we were staying, and we set off on beautiful morning to sign on, and receive our Route Book, which also was a commemorative guide, with lots of pictures of the Trial Hills as they were in the 30's with our cars.

Pulling into the car park, we where greeted with the sight of some 60 plus pre-war MG's, a complete range of the models produced at the MG works Abingdon, including K3s, some with a famous history/owners.

Once we had said our hello's to old friends, and had a cup of coffee, we started to set of on the Trial Route with our friends, Keith and Sue, in their 1935 PB, only to find Keith's car had a major fuel leak from the piping to the carb's. Taking off the pipes, we found that it had cracked at the banjo end; JB Weld was tried, but this did not work, so it had to be cut and resoldered at a village garage some miles away. One of the organisers agreed to take him to the garage. It was therefore decided that Jo and I would start, and would meet them at the lunch stop.

The Trial route was to follow as far as possible the original road route of the 1934 Trial, which took in views of the hill-climbing sections, now impossible to use.

The route took us through some of the most spectacular hills and views of Oxfordshire and Gloucestershire, passing such famous pre-war hill climb venues as Mill-Lane, Nailsworth Ladder, Station Lane and Battles-Combe, also Iles Lane. On the original 1934 Trial, these would have had to be climbed and some were timed with a stop and start half way up-- not for the faint hearted.

Our MG being only 847cc, had to be dropped into 2nd gear on numerous occasions, to climb the very sharp inclines, and near Mill-lane, 1st gear had to be selected to maintain forward speed; great fun, although I did notice Jo's chin drop on approaching some of the steeper hills

Reaching the Bear Inn, which was used as a lunch stop in the 1934 Trial, we had some lunch, and waited for Keith and Sue to arrive. However, after an hour they had not arrived, so we pressed on, covering the second half of the Trial. This took us through some beautiful views and quaint villages.

We had started at 10am, and arrived back at the Holt to sign off at 4pm, having covered some 142 trouble free miles.

ATO 387 had given us a perfect run, but we were glad to sit down on soft chairs while we had our coffee, and talk over the run with other club members. Keith and Sue did make it on the Trial, after having the pipe repaired, arriving back at 6pm.

We drove back to our hotel to get ready for the Gala dinner arranged for that night. A splendid dinner awaited us on returning back to the Holt, and after a good dinner and company, there is nothing better than driving a pre-war MG on car-free country roads, at 2.30 in the morning with the hood down; although it took us a hour to thaw out when we reach our hotel.

The following day we drove home, and in all covered some 432 very enjoyable miles over the three days; couldn't wait for our Luxembourg trip.

We drove to Silverstone on Sunday, and I finished a perfect week by driving round the circuit, being over taken by the racing MG K3's.

Taking our 1934 MG to the Circle MMM Luxembourg Rally - July 2001

By Bill Cullen

The Circle MMM Rally is held every three years, and is organised by just four people from Luxembourg. This was the 4th Rally, and 66 cars had entered from all over Europe, including one from Sweden. 25 cars were from the UK; most had been driven down to the rally.

Part One: The journey to Luxembourg.

The 4th July was a beautiful day, and we set out for Dover at 6.45 to try and miss the heavy traffic around the Dartford crossing and on the Motorways. We were booked on the 12.45 Seacat and had arranged to meet our travelling companions at Dover.

There were 10 pre-war cars going in our group ranging from a "C" road/racing type MG, to the "N" type MG that had taken part in the 1935 Monte Carlo rally.

Our run to Dover was trouble free, and once on the motorway we cruised at 55 mph reaching Dover a good 2½ hours early. The temperature by this time was very hot and seemed to be getting hotter, the car temp gauge reading at between 170 to 180 degrees F, but the engine was running OK.

The other cars arrived over the next couple of hours, and after a final cup of coffee we prepared to board the Seacat to Calais, arriving some 40 minutes latter in Calais after a very fast and smooth crossing.

Philip Bayne-Powell had organised the travel arrangements, and as with other trips with the same party we had attended, he had split us into groups of faster cars "N" types etc which were to leave first and us the slower group i.e. 4 cylinder cars and an "L" type Carlton Bodied MG to follow on.

Our route maps provided by Phil were excellent as usual, and took us off the main roads through the beautiful French countryside and small villages. Our group of 5 cars ran without any trouble despite the heat, until Philip's "M" type started to experience a heavy transmission/engine vibration, we stopped to look for the fault, tightening engine mounts and gearbox mounts. He decided to travel on to the lunch stop and have the floorboards out to investigate further. It turned out to be a sheared propshaft bolt; this was replaced, and after

a superb lunch in a small village, we arrived at our overnight stop at the Chateau de la Motte Fenelon, we had covered over 80 miles.

Here we met up with another PA, which was supercharged, and had won the Pride of Ownership competition at Silverstone the Sunday before, it is owned by Derek Richards.

The evening meal was held in the chateau's wine cellar, and was a superb three course event with lots of wine, and a great time was had by all.

Thursday dawned a lovely day, and I found that the o/s rear tyre was flat; this was soon changed before breakfast; despite still feeling the effects of the night's before wine. We all gathered for the start of the run to Luxembourg, some estimated 190 miles. We planed to stop about half way for lunch.

Derek found that his PA had a flat battery so we push started the car, only to find it was misfiring very badly; after a change of plugs, it seem to run better, but the dynamo was not charging, but he decided to run on with us. After further stops to fix various faults, we were running behind the main group by about two hours. We finally arrived at the Hotel du Chateau in Larochette, Luxembourg, tired and hot. We all had a quick meal and retired for the night.

What a site meet us when we came down the next morning, the hotels car park was full of per-war MGs ranging from K1 & K3 models to special bodied P types. (See photo below)



Part two: The Rally

After breakfast, we collected our instructions and maps for the planned tour of the Moselle Valley vineyards; these vineyards were on very narrow dirt tracks, which took us up the side of the steep valley hills to the top vineyard, where we were greeted with champagne, and a wonderful view of the River Moselle below us, as well as the German Border the other side.

After our drinks, we returned to the car only to find that the dynamo had stopped charging; a quick look found that the cut out had stuck, and caused a short in the dynamo. There was not much I could do at this stage, so we continued on to the lunch stop, at a wine makers restaurant, for a lovely buffet starter including salmon followed by an excellent main meal.

After the meal, all the cars were flagged off by the local wine queen, the route was along a dirt track, and just as we reached a sharp turn, the PA started to misfire badly, and on turning left we were greeted with a hill with the same gradient as the test hill at Brooklands, with a "M" type stalled half way up (*not the my M-type! – Ed.*). With the car misfiring, there was no way I could make it up the hill without a run at it, so I stopped.

Jo jumped out of the car, and with others the "M" type was pushed to the top of the hill.

With the PA firing only on three cylinders and the temperature rising both in the rad and myself, I had visions of the clutch exploding as I tried to coax the car to the top. Help was to hand, as other drivers came to the rescue, and under some engine power, and a lot of pushing we reached the top. At the top we stopped on the straight to let all the pushers and the car cool down. After gathering my composure, and apologising to the ladies for some swear words aimed at the car (they told me that you couldn't be married to a MG man without hearing worse than that), I looked to find the cause of the misfire; Mike Allison, author of many MG books, and well known MG racer/restorer, was also to hand to help find the cause, which seemed to be that the front carb float chamber had come loose, and caused fuel problems and fouled plugs; we also found water and corrosion in the float bowls. A clean out and change of plugs cured the problem and we were on our way back to the hotel, or so we thought. Some of the group had kindly stayed with us for support, and supplied umbrellas to shade us from the sun while

we fixed the car, as it was now well into the 34 degree mark on top of the hill.

We all set off, and the PA was running well, but as we came to the main road where we turned into the road that would take us back to the hotel, the PA started to misfire again. Pulling over to the kerb, I noticed Keith Portsmore pulling up sharply behind in his "N" type, and Ann his wife jumping out of the car in a hurry. Noticing smoke coming from under his bonnet, I jumped out of the PA, fire extinguisher in hand. It turned out to be a wiring short from the brake-light switch to the fuse box. My car's misfire was another plug.

Keith soon had the wiring fault sorted, (*after a full rewire of the electrics under the bonnet – Ed.*) and we were again on our way back to the Hotel, this time trouble free.

Arriving back at the hotel, we all headed for the bar for large cool beers, and to talk about the day's events with the other group members; and what a day it had been.

The evening was spent talking to many of our European friends about their cars, and some of them had experienced breakdowns. Urs Schiter's "M" type suffered the worse, with a blown head gasket.

That night saw some very heavy thunderstorms and rain, but the next morning the clouds lifted and it turned into another bright day, but not so hot as the day before.

As the dynamo had packed up on our car, I had decided not to go on the next days route, which was to visit some of the castles in the area, but to try and fix the dynamo.

Jo had been offered a ride with Chris and Anna Hurrion in their "N" type, so they set off at ten.

I spent about an hour trying to coax the dynamo to put out some current; it being the three-brush type, you can adjust the third brush to control the output, but it would either over charge at 14amps or not charge. Given the dynamo also drives the cam shaft, and it is known that overcharging can overheat the unit and cause complete failure, I decided to leave it, and as Mike had a battery charger, to charge the battery overnight. This left me the afternoon free for a tour of the local bars (sorry I mean sites). As I was putting on the full cover on the car as it looked like rain, I was joined by Mr Bruynkens who had just arrived in his MGF from Antwerp to just look at the cars? Several hours and drinks latter, we were the best of pals, and he had invited me to visit him in Antwerp, where he has a Suzuki Dealership, and also many pre-war "M" type parts, ranging from chassis to complete cars. He is

also building a "C" racing MG. I did remind him of the amount of wine we had both consumed, his 2 glasses to my 1, honest, and suggested he should not drive, but he assured me he was staying at the hotel just down the road and would walk back to the hotel. As the cars started to return from the run we said our farewells and I watched him walk/stagger around the cars in the car park.

Jo had enjoyed the day, and we were looking forward to the Gala dinner that evening.

We were not disappointed with the dinner and the highlight was the cake made by the local baker and MG owner, Max Nosbusch (see photo in August's Bulletin – Ed.)

The journey back to France and Home:

After saying our farewells to some friends and some new, we set off back to the chateau in Cambrai. We took a more direct route this time, but still keeping to the small towns and villages. After a lovely run and lunch, we arrived at the chateau where we were met by the faster group. Following another splendid meal, we all sat out in the grounds of the chateau finishing the wine, until the early hours before bed, as it was such a warm evening.

The run to Calais was uneventful, and luckily we had decided to bypass Calais town; we found out when arriving at the docks that the Tour of France was going round the town.

Following a smooth trip across the channel, we said our goodbyes and made our way home under a cloudy sky, but the rain held off till after we had put ATO 387 in the garage.

Covering just under a 1000 miles with only minor problems, it had been a wonderful experience and in such good company. We might decide to go again in three years time?



Triple-M Committee Meeting 16th December

The chairman brought up the question about generally issuing copies of the minutes of the committee meetings to those who requested them. It was agreed that full minutes should not be circulated, but if a member had raised a particular point for discussion, then a copy of that part of the minutes relating to that item, could be sent.

If any member wanted to bring up a particular point in person at a meeting, they should let secretary George know beforehand, and what point is to be raised, and this would be discussed before the main meeting.

The Register gets no money from main club, but it was suggested that the Chairman approach Rob Gammage to request that a part of the membership fee should be passed on to the Register, so that we could use this for a specific reason (e.g. Free Yearbook to all registered members).

Non MG Car Club members cannot partake in events organised by the MGCC, but they would be encouraged to join in events organised by the Triple-M Register, in the hope that they will join the club.

It was also agreed that the Bulletin be made available to non-members for the inclusive price of £3 an issue (hence a year's supply would cost £18, which is a large proportion of Club membership). This would be advertised on the new web site when it is up and running.

Much discussion took place over the issue of replacement chassis. This is a problem more with the racing cars, which damaged chassis in competitions. It was agreed that **factory** replacement chassis, would be given a suffix in the listings. Therefore the first chassis would have the number as issued, but the replacement chassis would have /2 after the number (e.g. K3026 and K3026/2). A replica chassis, not supplied by the MG factory, would be identified as such. It is essential for us to try and keep the records straight, as there have been examples of cars being passed off as the real thing, when they are not so. This does not usually occur with the person who restored the car, but subsequent owners are often tempted to try and

make the car more genuine, to enhance its value. This happened with the EX120 replica that Nigel Musselwhite built up.

The register list is not foolproof, but represents the accumulation of the best information on the cars that the Register knows about. If anyone can add further information, please contact our Registrar, Bob Clare.

The Secretary reported a good response from the questionnaire, and his summary of the results is included later.

The main club is proposing to elect Mike Allison an honorary member at the next Council meeting, to honour his contributions to the club. This was felt to be well deserved.

The Register is covered under the Data Protection Agency by the main club.

The Treasurer reported that our finances were still healthy, despite a loss on the Birthday celebrations.

Certain advertisers were not paying up for their adverts in the Yearbook and Bulletin. Further adverts would not be included in these publications until the payments were received. It was agreed that the cost of the printer, bought by your Editor to produce the new colour covers, should be reimbursed by the Register.

The Registrar reported that we have 3139 'live' cars on the register, with the last register number 3204, giving 65 voided cars, which can only be reallocated to the car originally shown on the register with this number. Useful contact with the Vintage Minor Register has produced another M-type.

The Competition Secretary reported that the Speed Championship had been won by Colin Lambert in his 12/12 M-type. Colin's 12/12 was also slightly ahead of Peter Green's NE in the Car of the Year competition.

The organisers of the Cornbury Sprint are to put up an award for Triple-M cars, to be included in our Speed championship.

The events sub-committee tabled their proposals: -

i) Prescott – this has now been booked for Sunday 25th August, with proposed runs up the hill, and a gala dinner in the club restaurant at the hill on the Sunday night. There would be events on the Saturday beforehand in the area, and others for those who wanted to do something on the Monday, which is conveniently a Bank Holiday.

ii) A weekend based around Wells, this will now be taking place in 2003, organised by Alan Grassam.

iii) A visit to Shuttleworth was a popular venue, according to our survey, and this also was agreed to be run next year.

iv) Patrick Gardner will be running the Black Horse Driving Tests in August, with picnic lunches being taken beforehand.

v) Triple-M annual dinner and prize giving in October.

vi) The European Rally is definitely going ahead, organised by your editor, Philip.

vii) Other events could include runs in to other club events, with tulip diagram routes through country lanes.

Offers or help are required for these, or other events that individuals would like to promote on behalf of the register.

The Librarian reported that the Main Club now stock past Yearbooks to sell to any visitors. There are still copies of the 40th Anniversary booklet left, and also the limited edition K3 Mille Miglia picture, which is selling slowly.

The North American MMM Register has asked for 250 Yearbooks, these are proposed to be included as part of their subscription.

The librarian has agreed to keep back numbers of the Triple-M Bulletin, and Infoletters.

John James is getting the Safety Fast notes under his belt, and reported that the February 4-pager was well advanced.

The Bulletin Editor reported that the December Bulletin will have 40 pages again and the text was largely completed, although there were problems with the covers, which he is hoping to get sorted by Christmas.

Due to the increased size of the Bulletin, many people have reported that they have had to pay an excess charge. It was agreed that the Register would pay for the extra postage to bring the envelopes up to the 33p second class postage rate, until the envelopes ran out, after which the subscribers would be informed of the new rates in the standard insert sent out with the last SAE.

Nick Wright reported that the Yearbook is shaping up nicely, but would be chasing up John Reid and Barry Foster for their promised contributions.

Keith Hall told the committee that over the last 6 years the costs have gone up by £500, but sale have slightly fallen, as has income from the advertisers.

There had been a meeting of John and Katie Reid and Mike Linward to discuss the Register's web site. Katie is to research the software, and a follow up meeting planned for January.

The annual dinner was confirmed as being held again at the Blue Flag on 26th October, but if it looks as if the 50 person capacity is going to be exceeded, we will need to consider a larger venue.

Barry Foster advised that the Le Mans Retro event would be held on 14/15th September. For those who wish to partake the cost is a whopping £2400!!

The next meeting would be the AGM on 3rd March.

* * * * *



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Dieppe Raiders News

The European Triple-M event is now fully set up for the week-end of 1-4th June. The event starts with arrival of participants on the Saturday afternoon, at the Bevington's farmhouse, La Rairie, just east of Hambye, which is about 50 miles due south of Cherbourg. Accommodation will then be allocated, and your entry fee of 213 Euros (about £135) per head taken.

The Sunday starts off with Breakfast at the local bar/café in Hambye, hopefully sitting out on the pavement in true French style. After this there is a Rally/Treasure hunt round the countryside followed by lunch at La Rairie. The afternoon sees us at the Hermitiere Cider farm and Museum, with tastings of the cider and fierce Calvados!

Back at La Rairie, tea is taken on the lawn. In the evening, aperitifs are taken at La Rairie followed by dinner at a local restaurant.

The Second day starts with breakfast at La Rairie, followed by a visit to a Camembert plant at Lessay. Lunch follows at a local restaurant, before a visit to the Chateau at Pirou. In the evening there is a gala dinner at La Rairie after aperitifs, with prize giving.

The next morning before departing, breakfast is served at La Rairie.

All of the above is included in your 213 Euros (plus your £20 deposit), which is very good value for your money, considering that it covers all your drinks, meals, accommodation, and entry to the venues indicated

I have reserved 20 places on the Newhaven-Dieppe ferry, which leaves at 7.30am on the Saturday morning. We return on the 1300 ferry on the Tuesday 4th, getting back in good time to get home in the daylight. By going this way it enables us to drive for 80 miles before lunchtime, and then another 80 miles in the afternoon to fully appreciate the lovely open French roads.

I have got a good price of £127 return for the crossing, and I need a £50 deposit from those of you want to take up one of these places, with details of your car and passenger; If you could make out the cheque to TTT International, it will save me having to cash them in and write out another cheque. I need to confirm the bookings by 1st March. So don't delay!

If you have not already booked up for this event, please send me a £20 non-returnable deposit per person, and if you want to take up one of the reserved ferry places, follow the instructions above.

Some of you are likely to be coming over from the West Country using the ferries to St Malo or Roscoff. I will still need your £20 deposit for the event itself, but you will have to make your own arrangements for the ferry crossing – don't forget that the weekend in question is the start of the schools' half-term, so ferries will get booked up quickly.

For our continental friends, please send your deposit of 31 Euros direct to John Bevington, La Rairie, 50450 Hambye, Normandy, France.

This event is designed to appeal to wives as well, and we often have some ladies doing the driving as well.

The planned extension trip to carry on down to the Loire for the remainder of the week has been cancelled.

In April/May we are still hoping that the Vintage Montlhery meeting will be running again, but so far I've not heard anything, or had entry forms. I should like to take our Montlhery Midget there, to its spiritual home. The next Bulletin, in April, will be too late to get information to you.

A new event, which is going to be held on 12th-14th July; is the centenary of the Circuit des Ardennes in Belgium, it will follow the route of the original circuit for most of its length. This is not a competitive event, only a demonstration tour. For more information on this contact Commemoration of the Circuit des Ardennes, BP 18, B-1050 Brussels-5, Belgium.

If you want to partake in the 46th Rallye International des Alpes Historiques from the 6-11th July, I can provide an entry form. The cost for the rally is 7500 Swiss Francs, which covers 6 nights' accommodation for two people, and all meals during the event as well as all rally documents etc.

The Dieppe Retro, in the first weekend of September, will be a single day's event, but we shall be expanding this into a long weekend, with help from a colleague from work. He works out there, and is married to a French girl, from Dieppe. He found us some good restaurants and a Chateau to visit last time, and we look forward to a similar successful time.

The classic Le Mans event, run on the week end of 14-15th September will set you back £2400!! There will be 3 or 4 different classes, including a pre-1930 and a post 1930 class. For more details contact Barry Foster.

Summary of Questionnaire

By George Eagle

I give below a brief summary of the Survey.

85 replies were received in response to 120 app. questionnaires sent out - a 71% response is very encouraging. The 40th Anniversary event has proved popular and enjoyable.

The most popular events were the visit to Prescott and the Abingdon/Abingdon re-run. Everybody commented on the relaxed atmosphere at Prescott, with the chance to run up the hill without restriction, the good social atmosphere, the food, the scenery with the weather capping the day. Similarly the Abingdon re-run drew a lot of favourable comment but some felt it was too long. The enjoyment came from retracing a historical route, in company with so many Triple-M cars.

Overall opinion is the balance of events was good and catered for all tastes. The undiluted Triple-M atmosphere of the first 3 days allowed us all to socialise and enjoy our cars.

Other comments included; -

What about the North?

Organise a focal event every 5 years

Support Club/Centre events and show our cars to a wider audience

Get away from just competition - more general events can be enjoyed by all, from M types to K3's

40th Anniversary events were a success as they catered for all tastes

How about a trip to Europe to incorporate a hillclimb in France?

List of entrants should be sent out with event packs.

Our Chairman Peter Green, and the Committee, are very keen to promote a two way communication with members. This Survey has given us such a chance, and I would like to thank all those who responded. The views expressed are appreciated and suggestions made will be noted.

Our 2002 plans include a return visit to Prescott on Sunday 25th August, which is the August Bank holiday weekend. Watch this space, but the plan is for a short re-run on Saturday 24th, dinner on the evening of the 25th, with Monday 26th being left free for entrants to enjoy the Cotswolds/return home.

FUTURE EVENTS

February 17 th	MG Spares Day, Stoneleigh	01257 251516
" 23 rd	VSCC Pomeroy Trophy	01608 644777
March 3 rd	Triple-M Register AGM, Abingdon	01280 860428
" 16 th	MGCC Race meeting, Silverstone	01235 555552
" 17 th	Midlands Spring Trial	0121 453 3380
" 23 rd	VSCC Hertfordshire Trial	01608 644777
" 24 th	MGCC South East Navisat	01883 722286
April 4 th	MGCC Curborough Sprint	0129 940 1177
" 7 th	MG Day, Brooklands	01235 555552
" 27 th	MGCC Kimber Classic Trial	01935 863673
" 28 th	MGCC Cadwell Park Race Meeting	01235 555552

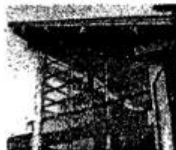
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The Year 2001

By Bill Cullen

As 2001 comes to a close and being spurred on by having such a good motoring year in the PA along with the Philip Bayne-Powell's article in the Yearbook, I decided to detail some of the events in which Jo and I have enjoyed post vintage motoring during the year with ATO 387; of course these events have been made even more enjoyable by the people we have met on our travels, and shared the events/runs with.

Whilst we had enjoyed the odd trip out during the early sunny winter weekends, the first event was a run down to Brooklands in April for the MG day, a somewhat overcast day and with a nip in the air. Ernie my friend and fellow vintage Scott Motorcycle enthusiast, was my companion for the day, and once we both had dressed against the cold, the PA's seating arrangement becomes cosy! The PA cruised at about 55, once we had cleared the Dartford crossing, and picked up the M25. With the screen down, driving behind the aero screens, one soon learns to adopt a somewhat different driving position, akin to contortion of the neck, but hey! we're men, no screen up for us! After all we were wearing our driving helmets.

We covered the 75 miles in good time, and for the next few hours admired/envied the array of MG's on view, and being thrashed up the test hill, while we continued to thaw out. As we left the gates at Brooklands, it started to rain, but we continued on with out stopping to put up the screen. Hardened by the trip down, and ever optimistic that it was just a light shower, we pressed on. It's amazing how raindrops can hurt when they hit you at 55; more crouching behind the aero screen was required. What we must have looked like can only be described by the two brave souls who overtook us in a very nice special bodied blue PA. I believe it was Peter and his wife. They like us, had the aero screens only, and at the speed they were travelling perhaps the rain was driving over the top of the screens, or perhaps they think it's good for the complexion? Brave souls indeed.

The next event/run was in early May, with our local club the SEV&CVC, The run was from the Tithe Barn Museum in Upminster Essex to Broxborne in Herts, which was a run of about 85 miles from home, and we were then to go on a river cruise. A bright sunny day was to be the order of the whole of the day. Jo as always gave spot on

navigation and we arrived at the Museum in plenty of time to have a look around the exhibits, frightening I find, when you look around some of these Museums, that a lot of the items being exhibited are in fact things you remember from your childhood,

Once all the cars had arrived it was on to the run. Unfortunately one of the cars, a 50's Ford, had unbeknown to the driver, reverse over a small tree stump; unable to jack it up due to the soft ground, and unable to lift it off, the driver opted to call out the RAC.

Having a jack that you have used and changed a wheel is never given a second thought, that is until you try to change a flat tyre on a country road with no kerbs and steep cambers. You guessed it, the jack I had carried for 4 years had never been tried when having a flat, and of course I could not get it under the chassis/spring etc on the steep camber, and with no kerb or bank to pull the car on to, it seemed that I may have had to drive on to the spare rim/tyre to raise the car. Luckily our friends Pat & Mike, who had been following us in their Singer Nine, had the answer; a trolley jack. Job done, we were soon on our way, and joined the rest of the cars at the boat yard just in time to set sail for the two hour cruise, after a cream tea with lashings of jam, we were fit for the uneventful evening run home. As luck would have it the next autojumble contained just the right jack; yes I have tried with a flat!

June saw us at various events and runs organised by our local club; however due to the foot & mouth outbreak, so many events were postponed, as you are all aware

Sadly, we were unable to attend all of the events held to celebrate the 40 years of the MMM register.

Sunday the 23rd June saw us drive up to Siverstone to take part in the parade laps, and for the exhibition of MMM cars. What an event; the highest praise must go to the organisers. What a splendid job. Thanks.

How I enjoyed the parade laps. Jo did not want to go round the track, but did remind me that we were going to Luxembourg in a few days time, so don't thrash the car! Point taken; I still enjoyed myself. The sight and sound of the racing MMM cars overtaking were great. (Men never grow up; JO's words not mine).

Our next great event was Luxembourg, and I have again attached our memories of the trip.

During the months of July to September, we attended several more small runs and shows; the one to Duxford was quite a nostalgia trip, as

my children had arrange a flight in a Tiger Moth, knowing that I had worked on this type in the 60's, and had been able to scrounge a lot of test flights in this type, as well as DH Doves/Herons and even a DH Rapide. All aircraft I had worked on, and now shown as Museum pieces; it certainly shows how old you are. The flight was perfect, with me flying the aircraft for about 30 minutes; it's nice to see that they still keep them flying. You can't beat the smell of hot oil etc - just like a well used MMM. Shuttleworth is also well worth a visit for the same reasons.

The London to Southend is one of our favourite events, and this year, as other years, the days was very hot, we decided not drive to London in the very heavy traffic, but to start at the mid way start. But even so, by the time we reached Southend, the engine was running very hot, and had started to misfire. Once it had cooled down, after taking our spot along the sea front, I changed the plugs; number three showed signs of fouling. However when cold, the engine started and ran ok.

The last major event was several laps around the Banked Ford test track at Dunton, their R&D centre, then on to Ford's rally car preparation and test centre, based at Boreham racetrack. This is only the second time outsiders were allowed on to the test track, and race track, and it turned out to be an excellent day of MG motoring. I was surprised how much speed must be maintained to keep the car up the banking, with a considerable amount of force trying to push the car off the banking. You have to admire the pre-war race drivers who raced around banked tracks at very high speeds on very rough surfaces.

Unfortunately, on the return home, the PA's engine started to misfire. After stopping to investigate, number three plug was fouling again, and this coupled with excess crankcase pressure indicated piston trouble; however the car made it back to the garage. That weekend, after carrying out compression checks, number 3 was showing signs of low compression. After the head was removed, a cracked piston was found, so out with the engine, and on with a rebore etc. this has now been completed, and I am rebuilding the engine ready for 2002.

To end the year however, I was luckily enough to be put on to a six cylinder pre-war MG. I have always wanted a six cylinder car, but was not in a position to purchase any of those advertised. During a chance conversation with Mike Allison, we got round to talking about my desire to own a six cylinder, and Mike was kind enough to mention that he

knew of a six cylinder that needed a complete restoration. It had lain in a garage for over forty years- see photo on inside of front cover.

It has a two seater "N" type body and engine, along with a ENV pre-selector box with the large sump, and I am told it is the same type as fitted to the "Q" type, g/box is numbered Q 9 HR. I am now the owner, and hope to start the restoration some time this summer and will perhaps, if Philip allows, jot a few lines for the bulletin with some photos. (Yes Please - Ed.)

In all, it's been a good MG motoring year for us, and we both wish you all the best in 2002, and hope to meet up with some of you in the coming months.

* * * * *

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Car of the Year 2001 Final Scores

	<u>Register Number</u>	<u>Car</u>	<u>Registration Number</u>	<u>Driver/s</u>	<u>Points</u>
1 st	212	NE	JB 4750	Peter Green Andrew Taylor	128
2 nd	2769	12/12 Rep	GG 3340	Colin Lambert	120
3 rd	1140	J2	JL 753	Mike Linward Ian MacKay Kevin Denson	93
4 th	724	J2	HS 7065	Rodney Lambert	87
5 th	3	J2	DG 5404	Mike Hawke John Handcock	78
6 th	1460	J2	AGY 339	Keith Hall	72
7 th	162	ND	BKL 265	Philip Bayne- Powell Reed Yates Jeremy Bayne- Powell	63
8 th	1000	PB/s	JB 7521	Ian Williamson	62
9 th	105	KN/s	BFY 658	Michael Coles	61
10 th	656	PB/s	JC 3269	James Gunn Rebecca Gunn	60
11 th	909	J2-PA/s	FW 3909	Bill Bennett	59
12 th	317	Jarvis M	GP 1856	Annette Bayne- Powell Philip Bayne-Powell	58
13 th	2694	J2-PA/s	Kayne Spl.	Mike Painter	57
14 th	27	J2-PA/s	DVR 740	Carol Cooper George Cooper	52
15 th	605	L1/s	MG 2802	Bob Jones Charles Jones	42
16 th	2028	NB/s	MG 3694	Mike Allison Jane Metcalfe	41
17 th =	691	NA	BYU 271	Rosemary Bayne-Powell	39
17 th =	664	PA	BLB 209	Paul Duncombe	39
19 th	1049	PB/s	VH 8637	Gerald Burridge	38
20 th		PA/s	-	Alan Painter Mike Painter	36
21 st	1997	NA	-	John Dutton	35
22 nd =	2913	PA/s	MG 3855	Oliver Richardson	33
22 nd =	2175	PB	JB 7524	Elizabeth Taylor Pat Boghossian	33
24 th =	1	NA/s	JB 3852	Mike Allison	32

24 th =	600	J2/s	WJ 7070	Ken Robinson	32
26 th	1804	PA	MG 3848	John Reid Alex Reid	30
27 th =	1931	C/s	VD 30	Barry Foster	29
27 th =	2361	NA/s	EP 5892	Robin Butler	29
27 th =	1164	PA		Hamish McNinch	29
30 th =	3070	K3/s tc	MG 2525	Richard Last	25
30 th =	1533	PA	WV 5012	Dick Morbey	25
32 nd	2134	K1/s	MG 3094	Richard Jenkins Ian MacKay	24
34 th =	2695	J1/s ss	-	Anthony Howat	22
34 th =	2349	PA Abbey	BLF 460	Edward Goble	22
34 th =	1278	F2	MG 1313	Ian Goddard	22
34 th =	857	L2	LHJ 875	Gaston Lenaerts	22
34 th =	304	J2	MG 3111	Jeremy Prince	22
34 th =		PB/s		Jeanne Temple	22
40 th	2077	K1-KN/s ss	-	Annie Templeton	21
41 ^{st*}	2510	J2	HB-J 327	Klaus Falldorf	20
41 st =	2060	PA	OW 5865	David Rowland	20
41 st =	1334	NA	AVG 865	John Neighbour	20
44 ^{th*}	1079	J2	MG 2041	Mike Hewson Brian Bowles	19
44 th =	2876	J2/s	KSL 635	David Jackson John Sharples	19
44 th =	2893	PB Airline	DBB 36	Hiro Nishio	19
45 th =	2935	J2	GL-07400	Wolfram Schmitz	18
45 th =	2141	PA/s	RC 3349	Derek Richards	18
47 th =	968	PA	BU 8079	Roger Davies	17
47 th =	1531	J2	PJ 8586	Chris Smith	17
49 th =	397	M	SC 9559	James Peacop	16
49 th =	1699	D	PO 5751	Ted Hack	16
49 th =	1168	PB	MG 4283	Chris Lewis	16
49 th =	3072	PB	WSJ 159	Neil Skerratt	16
49 th =	2000	K3/s	MG 3570	Andrew Taylor	16
49 th =	1200	PA/s	JB 3854	Alan Grassam Sarah Grassam	16
55 th =	148	M	OY 1548	John Haine	14
55 th =	1595	M	PG 1045	Frank Ashley	14
55 th =	1516	K3/s ss	-	Jeremy Hawke	14
58 th =	2761	K1/s	MG 2794	Charles Jones	13
58 th =		PB	APW 774	David Sherman	13

58 th =	1521	C/s	RX 8591	Dave Cooksey	13
58 th =	106	NA Airline	EG 1882	Terry Andrews	13
58 th =	1235	L1/s	VD 3010	Bryan Ditchman	13
63 rd =	209	J4/s	AGP 291	John Adams	12
63 rd =	783	NA	MG 3179	Colin Alderman	12
63 rd =	538	NA	NV 4207	David Sharp	12
66 th =	2742	J2	DG 7828	Robin Hamblett	11
66 th =	920	PA/s	TG 8337	George Ward	11
66 th =		PB/s		Les Keeling	11
69 th =	1829	J2	TF 9579	Patrick Gardner	10
69 th =	1557	PB	BE 96147	Ulrich Gygax	10
69 th =	1581	K1	E-KK 1933	Walter Kallenberg	10
69 th =	3024	K1/s	MG 2219	Bengt Dahlgren	10
69 th =	169	M	OW 1444	Andrew Bradshaw	10
69 th =	2600	PA	BGN 577	Jerry Salaman	10
69 th =	1146	K3/s	JB 3182	Gunther Stamm	10
69 th =	1888	NA	CGJ 295	Andrew Bradshaw	10
69 th =	1982	PA	TJ 6108	Stuart Moore	10
69 th =	1463	NA/s	BUU 964	David Downes	10
79 th =	2501	NB/s	AAM 372	George Eagle	9
79 th =	2761	K1/s	MG 2794	Paul Mullins	9
79 th =	1277	J2/s	MG 2772	Ian Davison	9
79 th =	1048	J2	APH 367	Len Bull James Wells	9
79 th =	843	M	ST 6963	Tony Margel	9
79 th =	864	PA	LSV 554	Brian Rainbow	9
79 th =	749	PA/s	MG 3394	Peter Warne	9
86 th =		J2/s		Colin Bird	8
86 th =	833	PB	VH 8903	Barry Smith	8
86 th =	2606	PA	BXW 477	Ken King	8
86 th =	2015	K2	OPD 239	Len Goff	8
86 th =	1525	KN/s	DSV 201	Patrick Gardner	8
86 th =	957	L2	MG 2799	Derek Smith	8
92 nd =	2816	K1	RD 5278	Brian Sayers	7
92 nd =	1976	J2/s	JF 5278	Gilbert Collins	7
92 nd =	2721	PA	BMF 540	John Seward	7
92 nd =	1700	D	ST 7083	Patrick Gardner	7
95 th =	1208	PB	BOK 244	Keith Leaver	6
95 th =	123	PA	MG 3322	Nick Bengner	6
97 th	1985	K3/s	CS 3009	Philippe Douchet	5

98 th =	100	PB Lester	MG 4251	Michael Barber	4
98 th =	1917	J1	VSV 521	Stuart Evans	4
100 th	1894	M	GC 7705	John Bevington	3
101 st =	182	K3/s	JB 4184	Dean Butler	2
101 st =	1428	J2	DG 6142	Nick Benger	2
101 st =	2430	PA	-	Geoffrey O'Connell	2
101 st =	761	J2/s	APU 280	Dave Brown	2
101 st =	789	NA	49 CPW	Keith Hall	2
106 th =	348	M	VU 4037	James Mumford	1
106 th =	907	K1	ADH 360	Ian MacKay	1

Mike Linward comments:-

The final COTY scores for 2001 are now available and are reproduced above. Many congratulations to Peter Green and Andrew Taylor for steering the NE through to the front of the list, just overhauling Colin Lambert's 12/12 Rep M type. For his part, Colin's success in 2001 is in winning the Speed Championship but in the final analysis, was defeated in the COTY by the greater variety of events entered by the NE.

The start of the year was a slow one, mainly due to the large number of events cancelled as a result of restrictions brought about by the Foot & Mouth epidemic. About the only significant events to have taken place in the first three months of the year were the VSCC January Driving Tests and the MCC Exeter, which put Ian Williamson in the unusual lead position by the beginning of April. The Triple-M 40th Anniversary week in June was the start of greater Triple-M activity and by June some of the Speed events were also kicking in which brought Michael Coles' KN and Mike Painter's 'Kayne' special J2 to the fore. Michael Coles was still out in front by mid-July, closely followed by Keith Hall's J2 and Colin Lambert's 12/12 Rep. Keith is one of the unsung heroes of the Register, continually battling away, campaigning his J2 year after year in a wide variety of events and always willing to have a go at something new. Keith has recently taken on the ownership of an NA 4 seater, alongside his J2 for, in his words, 'something a little more refined for long distance travelling'. We wish him well!

By the end of September, Colin Lambert was still out in front only this time followed by Mike Hawke's J2. Although the Green's campaign had started earlier in the year, the points claims were slow to

materialise, and the eventual winner was languishing in seventh place at this stage. By November, Colin and Peter were joint leaders but it was then that the better variety of events enters by the NE started to count.

As a final reminder to all Triple-M drivers, the Car Of The Year award is not the prerogative of just a few well-chosen people. Anyone can and should take part. The only stipulations are that the event must be a properly organised one, usually run under a permit or 'waiver' and that certifiable results have been produced. Any motoring club event will count but MGCC ones have the potential to allow you to score more heavily. You then need to copy the results to me, your Comp. Sec. who counts it against your car, if I am satisfied that the claim is correct. Some results are received and processed automatically but you still need to be vigilant to ensure that some of the less well-known events are properly recorded. Best of luck to everyone in 2002!

For my part, if there is anything you want to know about getting started in motor sport in your Triple-M car then please get in touch. It really is not that difficult and you should not think that you have to have a specially prepared car to take part. Our cars were designed to be driven competitively and most of them have been at some time in their life.

SPEED CHAMPIONSHIP 2001 Final Positions

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1 st	12/12 Rep.	Colin Lambert	56
2 nd	K3/s, NE	Andrew Taylor	51
3 rd =	K1/s, J2	Ian MacKay	37
3 rd =	NE	Peter Green	37
5 th	J2	Keith Hall	35
6 th	PB/s	Gerald Burrige	31
7 th	J2	Mike Hawke	29
8 th	J2/s	Carol Cooper	28
9 th	J2	Mike Linward	27
10 th	NA	Colin Alderman	26
11 th	PB	Pat Boghossian	25
12 th	NA	Peter Altenbach	24

13 th	K1/s	Paul Mullins	22
14 th	K1/s	Richard Jenkins	21
15 th	PA	Hamish McNinch	20
16 th	L1/s	Charles Jones	18
17 th	KN/s	Annie Templeton	16
18 th	KN/s	John Bishop	15
19 th	PB	Elizabeth Taylor	14
20 th	KN/s	Michael Coles	12
21 st	NA/s	David Downes	11
22 nd =	KN/s	Patrick Gardner	10
"	PA	Richard Holmes	10
"	NA/s	Jane Metcalfe	10
"	K3/s tc	Richard Last	10
"	NA	John Dutton	10
"	K3/s	Gunther Stamm	10
"	C/s	Dave Cooksey	10
"	C/s	Barry Foster	10
"	PA/s	Oliver Richardson	10
"	J2/s	Gilbert Collins	10
"	K3/s	Phillippe Douchet	10
"	NA/s	Mike Allison	10
"	J2	Len Bull	10
"	NA	Andrew Bradshaw	10
36 th	J2/s	Ken Robinson	7
37 th	PB/s	Jeane Temple	5

Don't forget to send your claims for points to Mike Linward, at 18 Victoria Close, Chingford, London E04 6BZ

Obituary of Jacques Potherat

By Barry Foster

'Jackpot' lived life to the full. He loved messing about with old motors, with the emphasis on using them! His competition exploits were highlighted by daring runs at Prescott, in his Bedelia cycle car (designed by his grandfather). He is best known though for his Alvis special and collection of MGs, mostly ohc models.

Jackpot was an outrageous Anglophile, but also a French Republican. He addressed a motoring dinner in Copenhagen with "my Danish is terrible – my English adequate – but my French is magnificent!!!" His command of English was superb, but he insisted on the strong 'french accent' – which totally disappeared if engaged in a technical discussion!

Not that Jackpot was really interested in technicalities – especially when it came to MGs. We spent years trying to educate him of the difference between patina and dirt – not the words used at the time! He once entered the J2 in a concours with Dunlop written over Firestone on the tyre sidewalls. The English reporter of the event missed the point completely.

His love of the use of MGs gave rise to the Montlhery event. It had originally been intended to be an Anglo-French record attempt, using Mgs and French cars, but became the wonderful "Bash at the Bowl" these past four springs. The next one, if it happens, will not be quite the same without the Man himself being physically present. I am certain, however, that he will be watching us play.

I, along with his family and friends miss him; of sitting in street cafes putting the world to rights, no more very rude, but funny, faxes arriving, a loss to us all.

Jackpot we miss you.



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YOUR LETTERS

From Rick Buckley

Dear Philip,

I have only recently bought my J2, and it is the first Triple-M car I have owned. Bob Clare tells me that the car is a new entry on the Register (No. 3195), which doesn't surprise me, as it has spent the last 35 years in a garage in Plymouth. I am restoring the car to be used (*quite right too-Ed.*) and hope to have it on the road in one form or another in the next 12 months.

The car appears to have spent most of its time on the roads around Cardiff, until its hibernation in the mid-60s. It was purchased new in November 1932 from University Motors by a G.Cory-Wright of Cory Buildings, Cardiff. There is then a gap in the known ownership until 1955, that I will eventually try to fill in. I am in touch with a Peter Ferrari, who owned the car in Cardiff in the late 50s, and he is going to send me some photographs. If any are good enough to include in the Bulletin, then I will send them on. (*Yes please-Ed.*)

I look forward to receiving the Bulletin and meeting you at some time in the future. I will keep you posted on the restoration progress.

Regards

From Brian Rhead

Dear Phil

Thank you for the December copy of the Bulletin.

I am also returning details of the F-types in my possession even though F0622, the D'Oyly-Carte car, is little more than engine, gearbox and a few other bits. I hope to be able to construct an F2 out of these (Ha Ha), even to the extent of building up a chassis. For this reason I am enclosing For Sale ads on a separate sheet.

So far as F-types are concerned, Ian Ross has prepared a Register of these, which I presume you are aware of. (*if others wish to contact Ian his address is 202 High Street, Silverdale, Newcastle under Lyme*)

I appreciate the effort required to get the Bulletin on the move and to assist in the contents of same, I am enclosing a short yarn, which is true, for consideration.

Yours sincerely

From John Greer

Dear Mr Bayne-Powell

I have been an MG nut for many years, presently owning a PB and a J2.

I am a member of the Ulster Vintage Car Club, and compete accordingly. In 1993 we are organising a week long series of events to commemorate 70 years of the Tourist trophy races. Incidentally, MGs won this race on three occasions (1931, 1933 and 1934).

If you like, I will keep you posted (*sounds like a good event and I'm only sorry I didn't take my K3 over for the 50th celebrations, although it now appears my K3003 was not the Nuvolari winner in 1933 – Ed.*)'

Many thanks in anticipation.

Yours sincerely

From Bill and Jo Cullen

Dear Philip

We hope you had a good Christmas, and we wish you both a Happy New Year.

I have tried to e-mail the enclosed articles but have been unsuccessful, so I have at least been able to put the written articles on a disc, but have been unable to do so for the photographs (*this is also a very good way to get articles to me, so that I can then paste them directly into the Bulletin, saving me time typing them all out again with my two-finger typing – also photographs on disc can mean good quality, saving the scanning needed for traditional photographs – although these are most welcomes too – Ed.*) If you feel they are OK for the Bulletin please use and edit as required. The Abingdon and Luxembourg articles were used for my local club magazine. (*Thanks*

for your contributions Bill, which have been reproduced earlier in the magazine – Ed.)

As you know, I have always wanted a 6-cylinder Triple-M car, and a chance remark to Mike Allison, regarding my search for an affordable project, prompted him to call me to let me know of a car that was for sale, and in need for a full restoration. He had known of the car for about 40 years, and it had lain in a garage for most of that time.

To cut a long story short, I have purchased the car this week, and Mike was kind enough to deliver it to my daughter's garage, as I do not have room. The car seems to be an F-type chassis, with mods, and is fitted with an N-type 2-seater body; it has an N-type engine and an ENV preselector gearbox with a large sump, which Mike tells me was the box fitted to the Q-type racing cars. *(sounds a very interesting find Bill, and one wonders how it all came about – Ed.)*

I have attached a scanned photograph *(See inside front cover – Ed.)*, and as you can see, it needs complete restoration, but as I am able to do most of it myself, I hope to keep the cost to a minimum. But do you know of any one who can either repair or produce a body? All information would be gratefully received.

Best Regards

From Stephen Potts

Dear Sir,

I am an MG Car Club member, and have had the misfortune to loose some components of my Marles Weller steering box from my 1932 J2, when my mechanic's workshop was broken into before Christmas. I still have the outer casing worm and steering column, but the internals of the steering box and the top cover were in one of his toolboxes, which were stolen.

I write in the hope that some of your members may be able to track down the parts needed to finish the steering box and so finish off my now almost completely rebuilt car. *(Sorry to hear of the theft; let us hope that members can help Stephen out of his loss. Stephen can be contacted on 028 9754 2827 – Ed.)*

Best Regards

From Alan Grassam

Dear Philip,

Good to see you at Silverstone, with your usual collection of fine MGs.

Could you put in an advance notice: -

Kimber Trial 2002 will take place on Saturday 27th April. It will follow the usual format, with the start at Sparkford, and finish at Wookey Hole Caves. The dinner will be at the Market Place, Wells. For further details I can be contacted by telephone on 01935 863673 or by e-mail on agsquarecrackers@ukf.net.

With best wishes

From Eric Taylor

Dear Philip,

I was rummaging amongst some photos the other day and found this one, which I think is your N-type (*Yes it is the ND, when it was painted cream, after its first restoration by me –see photo on rear cover - Ed.*). I took it in the 1960s, at one of the MG Car Club events. (*I think it was more likely taken in the 70s, when it was driven by Nigel Musselwhite, whilst I was campaigning the K3 – as I think the young mechanic is Nigel's son Bryn – Ed.*) You are welcome to it, if you want it.

I read with interest about your proposed trip to Normandy in June, and I would be grateful for any more details when available. (*See Dieppe Raider's News earlier in this Bulletin – Ed.*)

All the best for the New Year.

From Terry Saunders

Dear Phil and Triple-M owners

Join the worldwide Email list for MMM owners

1. Send an e-mail to majordomo@autox.team.net
2. In the body of the message say: subscribe mg-mmm

3.Majordomo (a computer) will return a message to you telling you how to complete the transaction

4.After confirmation, send a message to mg-mmm@autox.team.net and introduce your self and your car(s)

5.If you have trouble doing this, e-mail Terry Sanders at TATerry@aol.com

6.Archives of discussions on this e-mail list are available to subscribers back to April 1999.

It would very helpful to us in the rest of the world to have e-mail addresses listed for the Register officers that have them, especially Bob Clare, also Mike Allison's e-mail address listed in his advert is incorrect. I understand it to be: mmmgservice@aol.com

Cheers

Terry

From John Haine

Dear Philip,

You might recollect listening to a rattle in the engine of my M-type (MMM 148) just before setting off from Hopcroft Hotel on the Friday of Silverstone 2001. Your advice not to run it any further turned out to be absolutely right, as there was a big end bearing failure on No.1 cylinder. Fortunately the AA took the car home free of charge, and I managed to get back to Silverstone that night, admittedly in a modern car. There was no damage to the engine, other than the bearing failure, but unfortunately the crankshaft was found to be cracked. It is now being replaced by an old, uncracked, Morris crank that I had kept since the 1960s. Many thanks for your advice.

I really enjoyed your recollections in the 2000 Yearbook and well remember the lock ups full of spares in Paddington. I bought my car in October 1962 from a chap called Marcus Smith as a chassis and a separate woodworm-infested body, plus lots of boxes of bits, including a spare engine and gearbox. The deal was £10, if I promised to rebuild it, otherwise it was £100. Having read of your experiences, I now realise I should have beaten him down to £5!

Paul Glouchkow and I towed the car right across London with no propshaft installed and the body tied on. We did get the steering and brakes to work however. The tow car was a 1929 Riley. I think in

those days, the police must have preferred to look the other way, if they could, when faced with people like us – anyway there was no problem. The subsequent rebuild and legal problems is another story (which now you have got us all agog, you **MUST** tell us about – Ed.)

Yours sincerely

From Bill and Jaquie Abbott

Dear Philip,

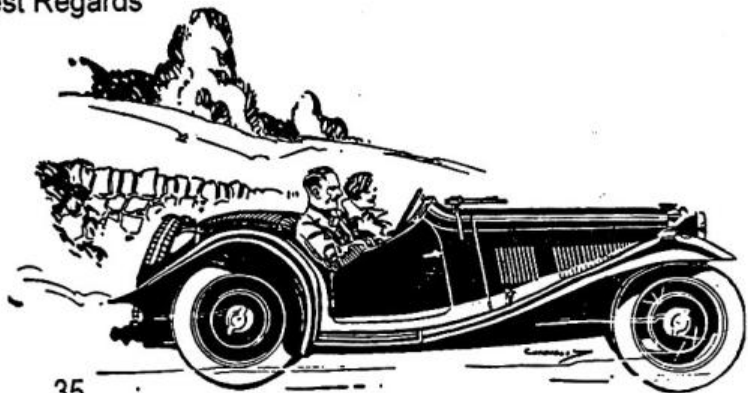
Wishing you all the best for the New Year. I hope you are soon able to sort out the problems on the C-type. I look forward to seeing it flying up Prescott.

At long last I have enclosed some envelopes for the MMM and Raiders Newsletter; I know this is a huge task for you, with I understand hundreds? of copies (Yes-we are now printing over 300 Bulletins- Ed.), but I would appreciate being added to your growing list.

The NB is running well and we went on a local run just before the New Year to shake out some cobwebs. In November we drove down to a pub on the Veteran Car Club's run to Brighton. This was taken over for the day by the Morgan Owners Club (never mind), and we spent a very enjoyable morning watching not just the Veterans, but a whole range of Classic cars, making the most of a fine day before ton of salt are spread on the roads.

If not before, we look forward to seeing you at the S.E. Centre dinner-bring some pictures of the saloon rebuild, I'd love to see how its coming along. (see back cover-Ed)

Best Regards



Some Early Experiences

From Brian Rhead

This is a two-piece yarn, which was in part stimulated by the letter from Robin Gordon asking about the correct positioning for the rocker bushes on Triple-M cars, and what I did or didn't do.

Now lets go back a few years to the 70s, when I got my first J2 on the road, using a collection of 'old iron' bought from Stan Richardson, driving him up to the moor Lane premises for the privilege.

Then I bought a new crankshaft through the club, as a fully counter balanced, machined from a flat steel billet unit. It weighed a packet, and I had to file out an increase in the front opening to get it into the crankcase (after much pondering). I then bought a new camshaft from Reeces, when they were at Carshalton, along with a batch of reprofiled rockers.

It was then all assembled and after ensuring it all rotated freely, put the engine in the chassis and away we went. I was surprised by the amount of grunt that engine had; I'd used an M-type block, thinking the extra waterholes would be more help than not.

The engine would rev very freely, and the oil pressure would go round to about 150psi. This was obviously wrong, and was merely due to a stuck by-pas valve piston in the oil pump.

However the speed of the J was such that on a Hausach trip we could easily catch a K1 tourer, and leave him behind. The same thing happened to us when a Fraser Nash showed us no respect whatsoever. Why am I rambling on you are all asking. Well it was because when I set the valve clearances, I had no idea of correct valve stem lengths, and the correct positioning of bushes, merely setting the clearances to those on the rocker cover – or Blower, as I don't think I had a data plate; yet the car went like stink, or so I thought.

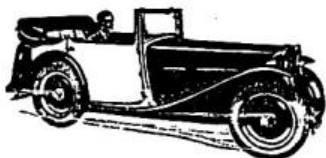
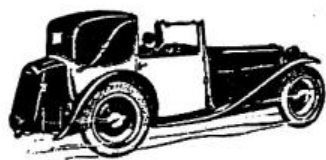
None of my other cars (a P and an F) went as well, and since the old two-star petrol as well, I more or less thought that was that.

In the meantime, and shortly before the Hausach jaunt, I would be attending the local natter in the J2. It was on a return journey to home, cool evening air lending what seemed to be additional zest to my journey, as one or two bends seemed to be inducing a slide as along I whizzed. This is odd I thought. Better slow down a bit, after which going even wider happened. Being only ½ mile from base, I potted

along quite slowly, then onto the drive. Once in the light of the garage, I had a deco underneath. Nothing obvious, so I decided to give the steering wheel a twiddle. Suddenly there was a 'plonk' sound, and the steering wheel was as free as air. Another look underneath clearly showed a broken drop arm.

This was rapidly removed and a day or so later taken into Lambourn and Ridley in Brighton for rewelding. No problem at all they said. However on collecting this they said we don't know anything about this, it's nothing to do with us, and we deny responsibility should further failure occur!

I don't know how many other arms have been welded, but I used that one for many years, changing it only 3-4 years ago for a newly manufactured replacement, when I re-restored the J, before selling it.



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Chassis Prices

Midget J2 - £160
Magna L - £245
Magnette K2 £340

Body Prices

£135 } Including Wings, Bonnet,
£140 } Tank, Prop. Shaft Shroud
£150 } and Foot Wells, which are
not included in chassis
equipment.

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TIPS AND HINTS

Key Plating (Unit 8, Quay Lane, Elson, Gosport, Hants PO12 4LT Tel.No.0239 2504987) recently carried out some chrome plating for me at very short notice. A pair of bumpers and overriders cost £180

If you wish to trace the history of your car, **Philip Riden's** book '**How To Trace The History Of Your Car**' has been extended and revised. It gives details of the present holders of the vehicle registration number archives throughout the UK, as well as giving you details of how to go about tracing the past ownership of your car. It is available from most motor book dealers or else from the VSCC at The Old Post Office, West Street, Chipping Norton, Oxon, OX7 5EI for the price of £7 including p&p.

Donald Cowbourne has produced **British Trial Drivers- their cars and awards 1919-1928**, (ISBN 1 85825 151 6) as a companion to his previous book covering the era 1929-1939 (*which is hopefully still available, as I need to get a copy-Ed.*). He has also produced **British Rally Drivers- their cars and awards 1925-1939**. The cost of the latest book is £36, and is available from Smith Settle, Ilkley Road, Otley, West Yorkshire, LS21 3JP.

If you are interested in fitting halogen bulbs to your headlights, you do not need to import them, as suggested by this month's Vintage notes in Safety Fast. I got mine from **Andrew Brock, (Classic and Vintage Auto Bulbs, 31A Shawbury Road, London SE22 9DH, Tel. 0208 299 0299)**, but you must remember not to touch the bulb with your fingers - use a duster or similar, but the bulbs are a fragile fit into the base, and if too much force is used they will break off. I have fitted these to the M-type to try and improve the 6-volt glow worms! They come as 15mm single or double pole bayonet fittings or 22mm British Pre Focus single or double contacts. These are available in 12 or 6-volt fittings, the latter being very necessary for M. Tail light, as well as fog and spot light bulbs are also available. These are said to give up to 100% more light than the original bulbs.

Speedy Cables have moved from Islington to **Unit14, Merchant Drive, Hertford, SG13 7AZ Tel. 01992 581600 Fax 01992 589800**, they make up all sorts of cables, including torque reaction cables, speedo and brake cables. They also have an instrument Division which is at **Abercrave, Swansea, SA9 1SQ Tel. 01639 732213 Fax 01639 732238**.

Independent Ignition Supplies (Myrtle Street, Appledore, Bideford, N. Devon, EX39 1PH Tel. 01237 475986, e-mail enquiries@magneto.co.uk are specialist magneto repairers, and component suppliers, and can supply original style coils with screw terminals in 6 or 12 volt.

For overhaul, repair or replacement shock absorbers you can do no better than go to **Graham Brown (Vintage and Classic Shock Absorbers, 203 Sanderstead Road, South Croydon, Surrey, CR2 0PN Tel. 0208 6515347)**; he can supply all the correct spiders, indicator discs, castellated nuts, and rubber bushes etc.

Barry Foster adds some more information to the December article by Ray Brown on brakes: -

The near side cross shaft bush must not be precision, as it accommodates chassis flex, and stops the cross shaft from binding.

There is no need to use loose roller bearings on the brake pedal as a pair of standard caged needle roller bearings fit exactly.

The handbrake lever is very badly lubricated from the inside, relying on whatever gets in from the centralised lubrication system at the ends of the cross shaft. When Barry repairs these, he drills and fits an oil nipple at the base of the handle, as well as a new bush and shaft to take out all the slop, which prevents good ratchet/pawl action.

The handbrake lever was plated, and the narrow section shaft polished prior to assembly. The bottom part is usually enclosed by a gaiter.

Take care with the inner shaft as the threaded end is "split and spread" to stop the operating peg/inner shaft from undoing; it can be closed up by "prodding" carefully through the operating peg aperture.

Also very important for braking efficiency, is the angle between the cable and the brake lever; this should be approaching 90 degrees

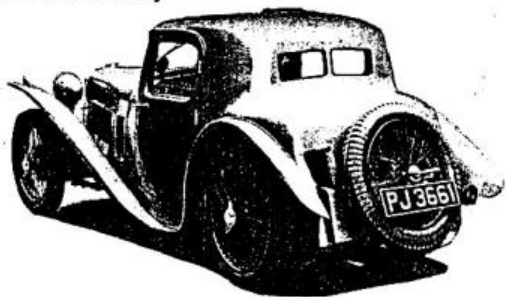
when the brakes are on. If it goes over centre, more brake application reduces efficiency!

Ewan Harris writes: - it has been mentioned several times in the Triple-M literature that it is possible to use the camshaft vertical drive gears as a vernier, to provide accurate adjustment in + or -1.71 degree steps. This is possible, because the number of teeth on the gears at different points in the drive chain are not the same. The following applies to the writer's F-type, as having the following gears: - 30 teeth on the bottom dynamo drive gear, and 14 teeth on the bevel drive pinion. So each dynamo drive tooth is $360/30 = 12$ degrees, or 24 deg for two teeth; and each pinion tooth is $360/14 = 25.71$ deg. So by using two teeth of one and one tooth of the other, a difference of 1.71 deg. is achieved. This is degrees of the crankshaft.

So, supposing on checking No.1 inlet valve timing (or any other valve), it is found to be 5 deg. late, the following correction can be applied. The engine is turned so that No.1 cylinder is on compression and at TDC. Now instead of the dynamo yoke being aligned fore and aft, it is turned 6 teeth anti clockwise (viewed from above), so retarding the timing by $6 \times 12 = 72$ deg. The rest of the drive is assembled in the usual manner. Finally, the camshaft is placed with the bevel engaging the pinion, so that when the bearings are done up, No.1 cylinder lobes will point up symmetrically as usual; but because this will mean turning it forward by an extra 3 teeth, or 77deg., the final setting will be advanced by 5 deg. as required.

This method is necessary if it is found that the keyways for the gears, forks and shafts are not quite in the right positions (*often after new keyways have been cut - Ed.*)

Dave Davies tells us: - when replacing the clutch plate on my M-type I glued the springs to the pressure plate with a small amount of Evostick. Helped immeasurably.



For Sale

Alan McNab (The Stables, Dene Lane, Aston, Herts, SG2 7EP Tel 01438 880556 or e-mail ja.mcnab@virgin.net) has for sale M and J engines, engine parts, axles, P firewall with guarantee plates, M-type gearbox, etc. Please ask for list or advise needs.

Brian Rhead (25 Leylands Park, Burgess Hill, West Sussex, RH15 8AQ Tel. 07855 709677) has for sale

- i) 1932 F1 tourer, Black/Blue. Having body off refurbishment at moment; could convert to 2-seater. Matching numbers etc. Past concours winner and will be again unless sold. F-type chassis taken in part exchange. Price depends on state of completion.
- ii) 1932 J1 tourer, two tone red, older restoration, rare car, sound and usable, full weather equipment, rebuilt wheels, new tyres, well sorted. Offers around £17000.

Peter Long (35 Wellington Road, Ashford, Middlesex. TW15 3RL Tel. 01784245293) has a pair of long thin trafficators, 1 dismantled in good condition and one dismantled but damaged.

Andrew Bradshaw, (43 Hertford Street, Cambridge. CB4 3AF. (h) 01223 564872 evenings/weekends (w) 01223 322552

(f) 01223 322522 sfast@bradshaw.freecom.uk.com) has for sale: -

1930 M-Type - Dismantled, 95% complete, vintage Triple-M car. This is not a nasty pile of bits, but a part-restored car with all new bodywork, mudguards, bonnet, etc. Correct lamps, dash, instruments, engine, screen, tank, new rad. with excellent original shell, etc. A very straightforward project, providing relatively inexpensive entry to the Triple-M scene.

£5,950 or part cash + P-type engine bits/radiator.
J2 Gearbox - Complete with remote (broken gear lever been poorly welded, but otherwise fine) and undamaged bell housing. Excellent input shaft splines. Correct J2 ratios. £750.

D/J/P/L/F (etc?) Rear axle casing. £100.

Wanted

Dave Davies, (Newtown, Kilmore Quay, C0. Wexford, Ireland.) has an M-type, for which he needs a cover for the Rotax cut out; a flat top SU carb float bowl assembly; and a standard 4.89/1 diff.

He also requests the best way to reclaim a worn gearbox input shaft.

Dave would also like help in identifying a four-speed gearbox, which came with an M-type engine: - it is dimensionally the same as the M-type, with the same overall length, input shaft length and M-type UJ joint; the bell housing is cast QUALCAST, while the gear box is cast : - 4786 and is stamped 5005 at the

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187383D	

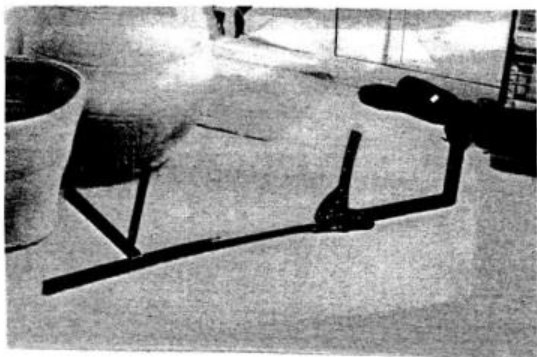
front and $\frac{4}{17}$ at the rear for the speedo. The ratios, by rotating

the input shaft, are 1st gear 3.86:1; 2nd gear 2.33:1; 3rd gear 1.47:1 and top 1:1. The gearshift pattern is $\frac{4}{3} \frac{2}{1} R$, the

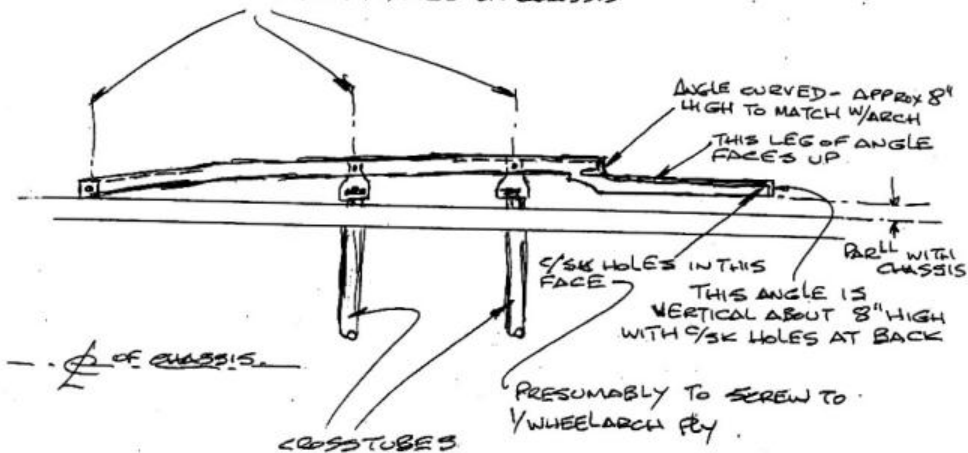
remote control is similar to a J2, but without the octagonal shape.

Derek Power (Old Mill Cottage, Huish Episcopi, Langport, Somerset, TA16 9QT. Tel No. 01458 253944) requires the following items for his D-type: - bonnet and bonnet catches, door locks, dash (XMT speedo, OPG, ½ paxolin), trumpet tail lights, Bonnet side valences, steering wheel and hood frame.

He asks if the body irons shown below are correct for the car: -



THESE 3 FIXINGS MATCH FIXINGS ON CHASSIS



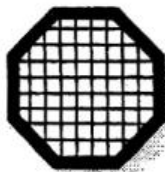
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Inside Back Page, top : - Waiting to ascend the hill at Prescott, Bob Clare's PA in front of Colin Lambert's Speed Trophy winning 12/12 rep. at last year's birthday celebration.

Inside Back Page, bottom:- The editor's ND at Silverstone, when first owned, and painted cream, With Bryn Musselwhite acting as mechanic.

Back Page, top:- The joys of motoring on the Continent, with open roads and good scenery.

Back Page bottom:- The current state of Keith Portsmore's and the editor's co-owned N-type saloon. It should look good in black over blue.



