

TRIPLE-M REGISTER BULLETIN



JUNE 2007





*1973 - John Wilkinson (J2) on the grid at Brands Hatch
with a young John Reid with 'Aramis' alongside*



Peter Kerr crests the top of Mt. Cotton to win the Class C (supercharged 1000cc+) at 2007 M.G. Nationals in Australia

Photo: P. Kerr

TRIPLE-M REGISTER BULLETIN

June 2007

EDITORIAL – Phil Bayne-Powell
e-mail philipbp@mqcottage.freemove.co.uk

I hope you are now all gearing up for the Triple-M weekend event of the year on 16th and 17th June, and the Brooklands Centenary celebrations. There is to be a display of 25 of our cars with Brooklands' heritage on Sunday 17th, along with similar displays from other makes. This should be a great event, and am looking forward to it, and meeting up with old and new friends.

The following weekend we have our annual Silverstone meeting, where we are celebrating 75 years of the J-type with a tent and display in the Triple-M car parking area. Mike Hawke's new book on the J-type will be for sale in the main marquee, with Mike on hand to sign your copy if you wish.

We hope as many people as possible will be entering the secondary events such as the Sprint, California Cup and Gymkhana, as well as the Concours/Pride of Ownership.

Our Triple-M stand will also be in the main marquee, and Peter Hemmings, our new librarian, is asking for people to help out on the stand for a few hours over the weekend, so please give him a ring on 01635 269260.

The following weekend, about a dozen of us are off to Luxembourg for the Triple-M rally, restricted this time to 40 cars. This is a great gathering of all different types of cars from all over Europe, and a chance to see cars that we never see in the UK.

Then with a week to recover, we have Peter Green's garden party, on 15th July, where every year more and more of our cars come together for a non-taxing day out, with a bit of light competition for those who don't want to sit around and chat all day!

**Front cover:- A relaxed lunch stop on the Classic Kimber Trial
at the Sparkford Inn. (photo Derek Richards)**

As you will have seen in last months report, the N-type saloon got to the MG Brooklands Day and came away with 1st prize in the pre-war class – very satisfying after all the hard work that has gone into its restoration, not to mention all the cost.

However it is now in bits again, as there was a huge amount of oil was coming out of the front housing. This was found to be due to the blower drive pulley seizing onto the oil return sleeve that had been put into the front housing (which had obviously worn badly before the rebuild). The sleeve was therefore going round with the pulley, and gradually grinding away the remains of the front housing, letting the oil pour out. This is being repaired and an oil seal inserted in place of the scroll return thread. The gearbox is also out as there was a lot of noise, and it kept jumping out of gear, which was found to be worn bearings and incorrect assembly. However, we are intending to get it to Silverstone for the big event.

We also managed to complete the Jarvis F-type, having been wired up in three days flat by my retired auto electrician. It passed its MOT test, and was taxed, just in time to get to the Brooklands MG Day, as well as the saloon. It had a few leaks to water, petrol and oil, as is usual with a new car, but is lovely and smooth. It has now done nearly 500 miles, although it conked out on its way back from the Regency Run, due to a condenser packing up. We also had a lot of graunching from the rear nearside brake; this was due to the brake shoe pivot pin coming unwelded from the backplate, and allowing the shoes to rub. This is a weakness on the early cars, as it has happened to the M-type too;

It has the same ENV gearbox as the C-type, but the later requires a lot of revs before changing gear, whilst the F-type likes to be changed early on and use the low down torque. It is a very light car and feels the road, but corners beautifully with the power on.

The Dieppe Retro is on 1st-2nd September, and this will celebrate the Centenary of the first French Grand Prix there. I will be organising travel and accommodation for my usual 4-day trip, going out on the Friday and returning on the Tuesday, with additional events to the Retro itself on the Friday and the Monday. The entries closed back in March, so all those who should by now have received their entry confirmation, please contact me if you want to join our little group.

The 70th Anniversary Kimber Trial, 21st April

From John Reid

At the end of last year's trial there was some debate about whether there would be a trial at all this year – Clerk of the Course, Alan Grassam, has been masterminding the event since its re-introduction over twenty years ago, and was looking to take a well-earned rest. A lack of volunteers was leading to the inevitable cancellation, but luckily happenings behind the scenes brought forth the good news that AG would be at the helm for one final year before handing over to a new team. As in years gone by, The Three Musketeers - Alan Grassam, Bill Bennett and Andrew Oust – ably assisted by a good team of officials swashbuckled their way through the trail of bureaucracy laid down by the cardinals of the MSA, and the local constabulary, to put on another excellent event.

Part of the charm of this event, as those who have been regular entrants will tell you, is that the weekend takes a predictable format. So once again the trial started and finished at The Sherborne Hotel, with the lunch stop taken at the Sparkford Inn. A club rate had been negotiated with the Hotel, which was welcomed by many particularly as the post-trial dinner was to be held there, and this also gave the opportunity for many and varied discussions over a few drinks.

Alexander entered our P-type, to be partnered by Mike Linward whose J2 was currently without an engine, and I was driving Frank Allocca's J2 – on generous loan again – with Dudley Flower very happy to be navigating. Dudley is the nephew of the successful pre-war driver Philip Flower, and a chance meeting with Dudley while marshalling on Simms a couple of years ago, has led to him becoming increasingly interested in exploring the historical aspects of his background.

Bryan Ditchman moved across to the passenger seat of d'Artagnan to allow Colin Butchers to drive, an offer too good to refuse, now that Bryan has sorted his engine issues and had the blower overhauled. This relaxing of the pressure went to his head, and allowed his brain to flip into Daily Telegraph crossword mode, resulting in the suggestion that our team entry be called "Curry's Rivals" – yes the spelling is correct! In case you are still puzzled,

Curry won the 1937 Chiltern Trial in our P-type and Curry Rivel is a village in Somerset in Kimber territory...yes, you have to think like Bryan.

A hearty breakfast was followed by signing-on, then reporting to the Scrutineers. Evidence of MOT and insurance are obvious requirements, together with the casting of an enquiring eye over critical items. First car was away at 0930 and thereafter at 1 minute intervals. The trial included many familiar sections linked by about 80 miles of interesting countryside with delightful views. At this time of year we were treated to many bluebell woods about to reach their peak. The weather was unusually dry and sunny and had been for a while. This is fine for open car motoring but not really so good for trials. As Alan says, the sections and special tests give you that competitive spice beloved of true MG drivers, yet remain suitable for all types of cars over a route which is non-damaging for all cars. This was still true, but the hard ground meant that extra care had to be taken negotiating the ruts, but then the route book does "advise driving slowly and carefully on all tracks to and from sections."

Thirty four cars had entered, twenty five of them being MGs, from an 18/80 to an MG B. To balance the books, Peter Mace brought along a trusty Model A Ford, a useful trials car, Steve Dear was driving his Wolseley, Custard Tart, and two Dellovs showed the way trials cars developed in the 1950's. One of these was crewed by Mark Hayward and his son – I used to work with Mark in the 1980's when we were both at Marks and Spencer and rebuilding a Beardmore lorry for the company centenary – but that is another story.

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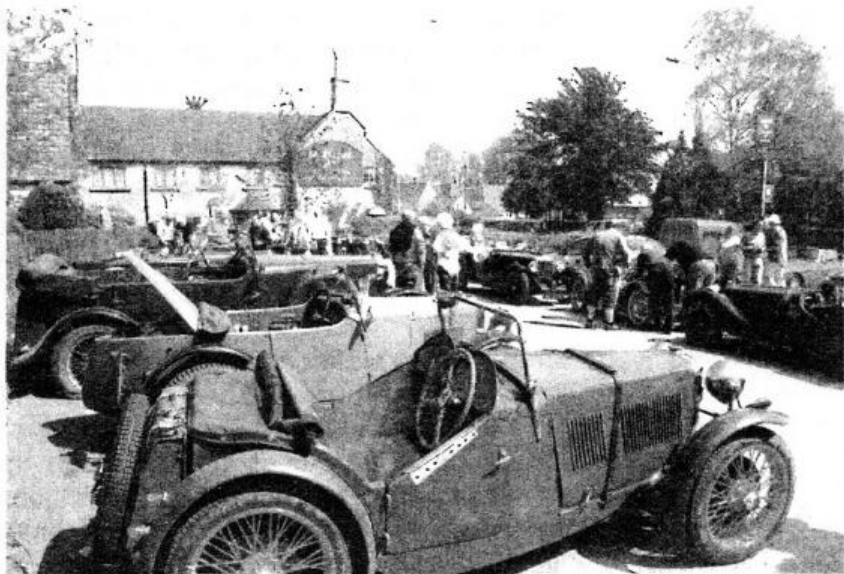
It was also good to see our Dutch friends again, as well as two Grasshopper Austins. John Haine was having trouble getting his M-Type to run on all four cylinders without spitting back from the carburettor, but after a while the assembled learned company soon diagnosed plug leads put back on the wrong way round, illustrating yet again that maxim that one should always look for the simple explanation before going for the complicated. Nick Benger's J2 was having mixture problems, but during the weekend various people gave of their skill and experience, and I believe by close of play he was in good shape. Ken Robinson had finished assembling his blown J2 the night before the event, and it was running as well as it looks, until part way through the trial when one of the hard ruts separated the silencer from the pipe. I last saw him doing remedial work at Barry Foster's on the Sunday, and muttering something about raising the bend on the down pipe.

The opening warm-up section was Batcombe, not far from the Three Horseshoes pub in the village, followed shortly by the well-known Alham Splash. This involves a timed drive through the stream. Allegedly this year it was not particularly deep. Even though the Route Book said you could check the sections, the start marshal stood firm on her decision of "no looking", so with a front mounted blower and a borrowed car, I elected to give it a miss, as did Ken.



Alex Reid (PA) at Alham Splash (D. Richards)

On to Honeycliffe, a hill first used on the Kimber in 1937. Pitcombe Hill followed by Hell Ladder Lane found us with a five mile run to the Sparkford Inn for a well earned lunch - plenty of time for a beer and a chat and the exchange of improbable stories.



The lunchtime scene at Sparkford Inn. (photo D. Richards)

The afternoon start was 1400, again with 1 minute intervals. The weather continued unseasonably warm and sunny, so we had a most enjoyable and relaxing drive between sections that did not present any hardship to most, apart from a slight muddle with the route caused by a computer deletion. Easily solved in our case by asking a local, but at one point there was the amusing sight of MGs going in all sorts of directions, many times over!

To give more of a challenge because of the dry weather, "stop and restarts" had been added to many of the hills, and the hint of a roll-back, as some learnt to their cost, lost you a few more marks. The penultimate section was Honey pits, a hill that was used on the 1928 MCC Exeter Trial. Bottoms Up ended the day, then a short drive to sign off at the Sherborne Hotel and collect your Finishers' Certificate.

The hotel laid on an excellent post-trial dinner to round off a most enjoyable day, though the general view was that the after-dinner speaker did not relate to his audience, and would have been more at home at the local rugby club. Bring back Steve Dear even if we have heard them before – as already said, one of the niceties of this event is its predictability!

The provisional results show that the Kimber Trophy was won by David Coppock driving a TC, with Peter Jones, 18/80, George Ward, MG PA, and Peter Hague, MG TD taking 1st in their Class. The PCT section at Orchard Rise, added because of the dry weather conditions, was what sorted out the field, with the times on the special tests sorting out those people on equal marks. Peter Hornby in his Grasshopper Austin was the best non-MG and was notable for being fast in the special tests – one flag higher on Orchard Rise and he would have taken 1st in Class, as he was over 3 seconds quicker than Kimber specialist George Ward.

In summary, A Grand Day Out. Grassam and Team - a special "thank you" for your foresight all those years ago in restarting the Kimber and perseverance in ensuring its continuation. Thanks also to all the marshals. As anyone involved in organising events can testify, there is much hidden effort, so good luck to the new organising team, and see you in 2008.

Sunday was the usual Kimber Gymkhana in Barry Foster/Hamish McNinch's field at their delightful house in Butleigh. Twelve entrants amused themselves spinning wheels on long green grass, picking up pigs, lifting mugs off poles, and judging the width of their car when viewed on the angle. When engines had ceased to boil it was established that Elmer van Soest, J2 was FTD with Alexander Reid 9 points behind to be 1st in Class, pipping George Ward by 17 points – watch out George, the youngsters are snapping at your heels!

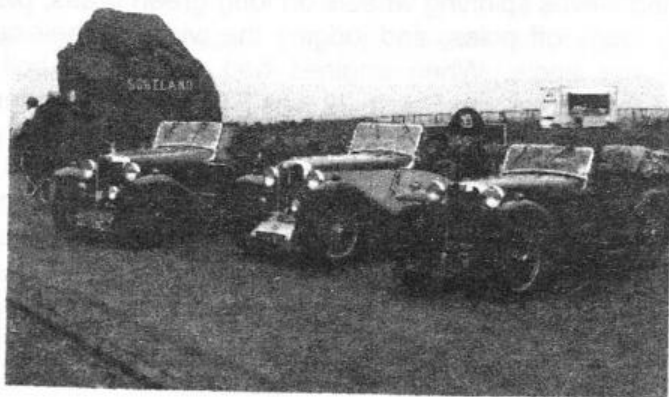
Then it was off to lunch in the local Butleigh pub, a change from the usual barbecue, but it worked very well. For us it was then a five hour drive home running in convoy, and very enjoyable it was with minimal traffic for once and no hassle. A great weekend. Now where did I put Aramis' supercharger...

CALEDONIAN RALLY

From Alan Grassam

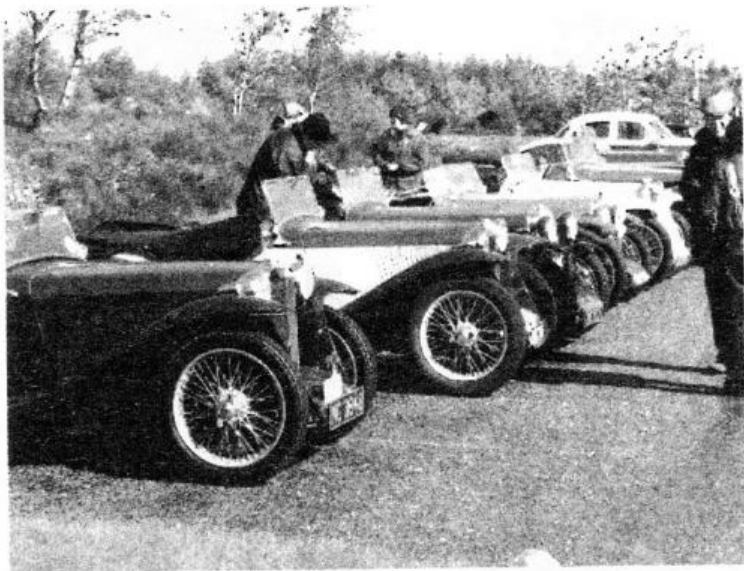
10 MMM's entered this year's rally, though sadly the D type that Michael Cowe has owned for 40 years, broke its diff the night before and failed to make it.

Furthest travelled were Alan & Pauline Grassam from Yeovil, NB, and Bill & Liz Bennett, NA, from Chipping Sodbury. They chose a scenic route through the Cotswolds, and up to the Derbyshire Peak District for their first overnight stop near Bamford Clough, feared by trialists. Next day we drove through the Derbyshire Dales, skirting Manchester and across the dazzling Yorkshire Dales, through Richmond to Scotch Corner. Here we met up for our stop with Mike Linward and sister Beryl. Mike was driving John Reid's hot PA, as he has tested beyond the limits of endurance his own J2 and Ian McKay's K1! Next day we had a superb long drive up the A68 to Edinburgh and on to Perth for the night. Unfortunately the NB's battery departed this life during the night, but Mr. Halford supplied a suitable replacement.



The Bennett, Grassam, and Linward motors lined up at the border

The rally proper started from the Palace of Scone, where it was good to meet up with our fellow MMM's. Ian & Isabel Goddard's F2, rebuilt by Barry Foster 10 years ago, was looking and sounding absolutely gorgeous, George & Carole Cooper's J2 had its well used look, while Malcolm Kirby's white PA was suffering from a sudden sharp frost that had cracked the paintwork. The PA's of Colin Mclachlan and Tony White were both in good fettle. MMM speed champion Andrew Morland had brought his YT but this had to be brought on a trailer, as its fragile push rod engine was not up to the long drive north.

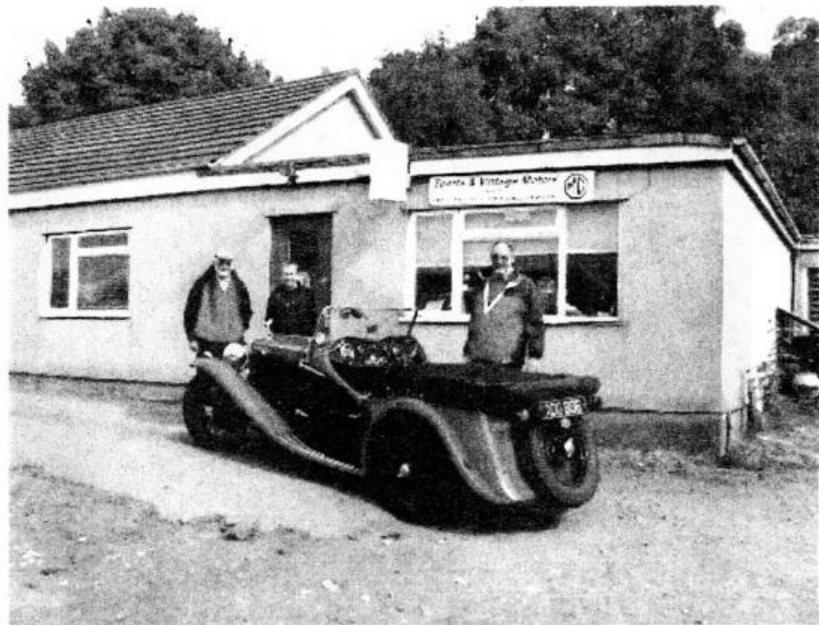


Triple-Ms lined up for battle at Colluden

We all enjoyed a very warm welcome from our Scottish friends, before being sent on our way by organiser David Reid.. He gave us a lovely scenic route of 140 miles taking us through the Cairngorns National Park, past Balmoral Castle, Ballater, the Glenlivet Distillery and on up to Nairn for a 2 night stay. The next day saw us driving into the Black Isle, undeterred by Gale Force Winds in Cromarty Firth. We

all wished we could have had longer at Fort George, the mightiest artillery fortification in Britain.

Day 3 took us back to a finish at the Palace of Scone via Aviemore and Blair Athol, some 120 miles, before the 2 N types went on down to Edinburgh for the night. Next day we had a glorious drive along empty A roads to Chester via the Mersey Tunnel. Not recommended in an open car! On our last day we had, of course, to call in at Upper Battlefield to see Mike Dowley, who hopes to have the Q type at Brooklands.



Bill Bennett and Alan Grassam pleased with their purchases from Mike Dowley

I would thoroughly recommend the Caledonian rally to all MMMers - our cars love being driven far and fast on the quiet and scenic roads that can still be found in Britain. See you in Ayrshire next year?

Triple-M Weekend Event, **(Brooklands Centenary Rally)** 15th-17th June 2007.

This event is now nearly on us, and hopefully you are all signed up. As you should know by now it, has been timed to coincide with the start of the Brooklands Centenary celebrations on Sunday, 17th June 2007. The hotel base for this Triple-M weekend is at Beaumont House in Old Windsor, which is a ten minute drive from the historic town of Windsor, and about a twenty minute drive from the Brooklands Track and Museum, and has enough rooms to accommodate everyone who wants to attend.

The weekend will start during the afternoon of Friday, 15th June, with the registration of entrants. During the evening, after dinner, there will be a film show, which will include some Brooklands films. This will be followed on the Saturday morning with a leisurely drive through the Chilterns to Waddesdon Manor, which belongs to the National Trust.

Following a relaxing time looking around the house, which contains a vast collection of art and furniture, as well as the renowned Victorian gardens and the rococo-style aviary, we will return to the hotel for the evening Gala Dinner.

On the Sunday morning a short drive, of approximately 20 minutes, will take us to the Brooklands Track and Museum, where we will be able to enjoy all the activities of their Centenary celebrations.

The Brooklands Centenary Celebrations - Triple-M cars attending the Brooklands Centenary Rally will have special contiguous parking on Sunday 17th June in the Brooklands Heights car park, which is adjacent to the Museum site. Entrance to the car park is only accessible via Brooklands Road (B 374). A portion of the car park fence will be removed for easy access to the Museum.

On entering the Heights car park, marshals will direct our rally cars to our special parking area. We shall be known as 'participating spectators'. There will be ad hoc mixed parking for pre 1940 MGs (that are not attending our Rally), and other pre 1940 cars in the

same Heights car park. Windscreen stickers and car parking details will be sent out with tickets issued by Paul Duncombe.

Grandstand seating will be set up for spectators to view the display cars running on the MB tracks. Ex Brooklands race cars will also be driven on the section of track known as the Byfleet Banking. A cavalcade of Edwardian (pre 1907) cars will take place around midday on the 17th June; this will replicate the cavalcade held on precisely the same day 100 years earlier.

The Museum is hoping to allow pre 1940 cars, which of course would include our Triple-M cars, onto the track during the day.

If the numbers of pre 1940 cars threaten to overwhelm the Museum site parking and its surroundings, it may be necessary to curtail ticket sales for these cars – buy early to avoid disappointment!

This will not be an ordinary day out at Brooklands. The weekend, and especially Sunday 17th, will be an exciting day with a lot terrific things happening. There will be the most comprehensive display of ex Brooklands cars since the 1930s, fly-pasts (to be confirmed), trade stands, car demos, food stalls, track driving, circuit driving. After all this you will be looking forward to the Bicentenary!

It has been arranged with Brooklands Museum Trust, that Paul Duncombe will provide tickets for all people wishing to visit the Brooklands Centenary Celebrations on 16th and/or 17th June in a Triple-M car, whether they are participating in the Triple-M rally that weekend or not.

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www.triple-mregister.org

Chairman's Summer Gathering

Sunday 15th July

Our Chairman, Peter Green, is organising an informal Triple-M Register gathering with BBQ lunch at his home in Farnham Royal on Sunday, 15th July. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. There will also be a light hearted gymkhana, driving tests and a concours/pride of ownership for those that want to take part, there will also be some other fun competitions to keep the non-drivers amused.

The event will be run on similar lines to the previous ones that Peter has organised, last year just over 100 people attended.

Peter regrets that it will not be possible to enter on the day, as he has to know in advance how many people will be attending, so that he can provide enough food and drink for everyone, so please enter in plenty of time. The cost of entry is £12.50 per person, which includes the BBQ lunch and drinks throughout the day.

Entry forms can be obtained from Peter, his contact details can be found at the back of this Bulletin, or they can be downloaded from the Triple-M website www.triple-mregister.org.

This event should be on everyone's calendar, I will certainly try to be there.



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Nurburgring Meeting

11-12th August

There is going to be a gathering of Triple-M cars at the Nurburgring this year over the weekend of 11th - 12th August, which is the same weekend as the International Oldtimer Grand Prix meeting. A group of German Triple-M owners are organising the event, which is going to be based in the Historic Old Paddock at the circuit.

On the Saturday and Sunday morning there will be the opportunity to drive around the famous 'Nordschleife' for up to one and a half hours each day, and on each afternoon there will be a rally in the area of approximately forty miles, for those that wish to take part. There will of course be the opportunity to watch two days of International historic racing (there are usually several Triple-M cars in the Pre 1940 sports car race).

On the Saturday evening there will be an informal dinner. UK Triple-M owners get a free entry (this does not include the Dinner). If you would like more details please get in touch with Peter Green, Tel. 01753 643468 or e-mail, p.green@MGK3.co.uk.

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C.O.T.Y. 2007

To 19th May

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 st	909	J2-PA/s	FW 3909	Bill Bennett	83
2 nd	341	M	PJ 7970	David Rushton	64
3 rd	1931	C/s	VD 30	Barry Foster	50
4 th	1804	PA	MG 3848	Alex Reid	37
5 th	691	NA	BYU 271	Mike Linward	36
		Allingham		Rosemary Bayne-Powell	
6 th	920	PA/s	TG 8337	George Ward	26
=7 th	1049	PB/s	VH8637	Gerald Burridge	20
"	2134	K1/s	MG 3094	Peter Fenichel	20
=9 th	2077	K1-KN/s	-	Annie Templeton	19
"	1000	ss PB/s	JB 7521	Ian Williamson	19
11 th	1278	F1	MG 1313	Ian Goddard	18
=12 th	3272	J2/s	APG 718	Colin Bird	17
"	2703	PA 4str	MG 3452	Tony Wild	17
"	1883	J2	PO 8865	Patrick Gardner	17
				Tim Beckh	
15 th	338	NB	ADG 886	Alan Grassam	16
=16 th	2789	PA 4str	VYC 529	Keith Jackson	15
"	1428	J2	DG 6142	Nick Bengier	15
18 th	534	NA	HH 8103	Bill Bennett	14
=19 th	1235	L1/s	JB 6878	Bryan Ditchman	13
				Colin Butchers	
"	1537	PA/s	LV 8989	Patrick Gardner	13
				Tim Beckh	
=21 st	1367	PA/s	MG 3921	John Wells	12
"	148	M	OY 1548	John Haine	12
"	1870	PA	AYY 38	Malcolm Kirby	12
=24 th	2922	NA Saloon	963 XUA	Keith Portsmouth /	11
				Philip Bayne-Powell	
"	3202	PB/s	HS 8860	Peter Plaskitt	11
"	2215	PB/s	JB 7525	Patrick Walker	11
				Richard Frankel	
"	600	J2/s	WJ 7070	Ken Robinson	11
"	27	J2-PA/s	DRV 740	Carol Cooper	11
=29 th	739	J2	UP 8871	Colin Henderson	10

"	1917	J1/s	VSV 521	Stuart Evans	10
"	2591	PA	MG 3242	Colin McLachlan	10
=32 nd	162	ND/s	BKL 265	Philip Bayne-Powell	9
"	664	PA/s	BLB 209	Paul Duncombe	9
"	3009	J2	AGO 497	Peter Hemmings	9
=35 th	1894	M	GC 7705	John Bevington	8
"	397	M 12/12	SC 9559	Alex Peacop	8
"	1997	NA	MG 3271	John Dutton	8
"	1463	NA/s	BUU 964	David Downes	8
"	1888	NA	CGJ 295	Tristan Last	8
"	2070	J2/s	JY 1146	John Reid	8
41 st	1238	PB	BZ 3433	Martin Gratte	7
=42 nd	2818	PA-NA	BOR 261	John Seber Ron Turner	6
"	1189	M	JY 8840	Keith Portsmore	6
44 th	815	KN/s	MG 4314	Martin Warner	5
45 th	749	PA/s	MG 3394	Peter Warne	4
46 th	283	M	SVS 374	Tim Hunt	3
=47 th	348	M	VU 4037	James Mumford	2
"	317	Jarvis M	GP 1856	Annette Bayne-Powell	2
"	3017	J1 Salonette	UG 3585	Jim Collier	2
"	2679	NB	BTU 604	Peter Arnell	2
"	1710	Jarvis F1	IU 2474	Philip Bayne-Powell	2
"	1270	NB Cresta	MG 4750	Bob Clare	2
"	1533	PA-PB	WV 5012	Dick Morbey	2
"	65	PA/s	DPH 228	Nigel Gibbons	2
55 th	108	M	OU 4824	Mark Dalby	1

Results from the following events are the only ones currently included in the 2007 COTY scores to date:

6 th January	MCC Exeter Trial	Full Results
14 th January	VSCC Brooklands New Year Driving Tests	Full
21 st January	MAC Clee Hills Trial	Partial Results
28 th January	North Devon MC Exmoor Trial	Partial
3 rd February	WPMC Zwartkops Race Meeting, S. Africa	Full

4 th February	Stroud & District MC Cotswold Cloud Trial	Partial
10 th /11 th Feb	WPMC Killarney Race Meeting, South Africa	Full
17 th February	VSCC Exmoor Fringe Trial	Full
17 th February	Fell Side Auto Club Northern Trial	Partial
3 rd March	VSCC John Harris Trial	Full
21 st March	MGCC SE Centre Navisat	Partial
1 st April	MGCC MG Day Brooklands Concours	Partial
7 th April	750MC 'Easter Egg Hunt' Rally	Full
7 th April	MCC Land's End Trial	Full
21 st April	MGCC SW Kimber Classic Trial	Full
21 st April	VSCC Silverstone Race Meeting	Full
22 nd April	MGCC SW Kimber Gymkhana	Full
22 nd April	Ross & District MC Kyrle Trial	Partial
5 th /7 th May	MGCC Caledonian Three Day Scenic Tour	Full

SLADE TROPHY 2007

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"	PA/s	John Wells	8
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10 th	PB	Martin Gratte	6
11 th	PA/s	Patrick Gardner	5
12 th	KN/s	Martin Warner	4
13 th	J2	Tin Beckh	3
14 th	PA	Alexander Reid	2
15 th	J2/s	John Reid	1

Racing Challenge Trophy 2007

The Betty Haig Cup

To 19th May

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>No of Races</u>	<u>Index of Performance</u>
1st	C/s	Barry Foster	4	0.642
	K1/s	Peter Fenichel	2	0.354
	J1/s	Stuart Evans	2	0.440
	K1-KN/s ss	Anne Templeton	2	0.583
	PA-NA	John Seber	2	0.818
	PB/s	Richard Frankel	1	0.321
	PB/s	Patrick Walker	1	0.750
	PB/s	Peter Plaskitt	1	0.882
	PA-NA	Ron Turner	1	0.929

The latest positions in the COTY and Slade Trophy tables include the first half of the 2007 trials calendar. Although Bill Bennett's position seems impressive, remember he has already completed seven events against most other peoples' one or two. But there is now a break in the trials season until September when Bill's competitions resume. The results from the MCC Land's End trial at Easter include an impressive haul of awards for the MGs, including a Class 2 win for John Wells in his PA and 'Golds' for Gerald Burridge, Bill Bennett and Ian Williamson as well as 'Silver' for Colin Bird.

The first of the races of 2007 has now taken place in the UK and so a start can be made on the new Racing Challenge Trophy – The Betty Haig Cup. As a minimum of four races is required to feature in the Challenge list, a clear leader was not expected to emerge at this early stage but that does not allow for Barry Foster's foray into racing in South Africa in February where he competed in four races over a two week period in the C type. It would have been five but a wheel came off at the start of one of them, (the hub broke off just behind the spinner threads) which curtailed his further progress. For interest, the complete drivers' list is included with the currently ineligible entries shaded out. Remember, an Index of Performance smaller than 0.5 means the driver has finished in the top half of his Class, so the smaller the number, the better the performance.

To date, there have been no Triple-M entries for the Speed Championship events.

The Trials of J.W.Fox

from Mike Hawke

My son, Jeremy, rang me recently to say that a friend had a lot of photographs of an old MG trialling, which he thought was a T-type. However the registration number indicated something earlier, an N-type in fact. I had the registration number in my index, so I had seen the car in a picture at some time but without identifying it.

The next stage came with a photo, which we identified as the 1936 Lands End Trial, with a competition number visible. We now could identify the driver, who was J.W.Fox. A quick run through the files showed that he was one of the many keen clubmen who did trials in the 30s, but who never hit the headlines. His trialling history that we have established reads as follows:-

Date	Event	Comp No.	Result
28 th Dec 1931	Exeter Trial	229	Bronze Award
(achieved in a Hillman Husky!)			

9th May 1933 -- Buys J2 (chassis No. J3242, Reg No. OD 5714 from Bedford Garage, Exeter, and enters the following trials:-

30 th March 1934	Lands End Trial	371	Bronze Award
6 th July 1934	MCC Rally	149	Bronze Award
8 th Sept 1934	MCC Brooklands High Speed Trial		Silver Award

In 1935 he buys an NA registration No. AUO 889, a Devon issue No. and then enters it in the following trials:-

27 th Dec 1935	Exeter Trial	186	Premier Award & Simms Trophy
10 th April 1936	Lands End Trial	199	Premier Award
9 th May 1936	Abingdon-Abingdon	44	2 nd Class Award
29 th May 1936	Edinburgh Trial	169	Premier Award
1 st Jan 1937	Exeter Trial	105	Premier Award
26 th March 1937	Lands End Trial	230	Bronze Award

1 st May 1937	Abingdon Trial	66	No Award
14 th May 1937	Edinburgh Trial	145	Bronze Award

He later trialed a Lagonda of which no details are known. Neither of the MGs are known to have survived today, but papers for the J2 are in the Service file at Kimber House. There is no such lead for the NA, unless the Devon County records can help.

From 45 years ago



Here is John Goodacre and his very fast P-type single seater at Prescott on 9th September 1962. The car was originally an Airline Coupe. The 3 spots on the bonnet indicates that there are three more runs to go. John recalls that Downton took part in the Lightweight Special. John has not been out with the car lately, but is busy marshalling at many events.

History of NA0303

From Ed Taylor

Fortunately the factory files for this NA are reasonably comprehensive for its early years. NA0303 was supplied to University Motors as a green 2 seater in April '34, and sold to Fitzroy K Chapman from Sussex a little over a month later. Within a week the car was back undergoing major accident repairs, necessitating a new chassis, front suspension plus other numerous body and mechanical repairs. A new 6 month guarantee was issued in June of that year.

By late July the car had again returned for attention to problems with the engine and body, as well as a request for some additional work. The car now was being used by Stewart P Chapman, who requested "SPC" to be painted on both doors, with work including improved ventilation to the radiator, double spare wheels and the union jack on the bonnet sides.

More problems occurred with the clutch and steering, and additional mods were undertaken during August. A response from the factory in September of 34, said that a K3 exhaust could be supplied but the near side door must remain shut!

By the end of the year the car had bucket seats fitted; brakes continued to be a problem and the head had been removed. Much to the disgust of the owner, the factory informed him that the first decarbonising was not free of charge. The car at this stage had only travelled a little over 2300 miles.

The car changed hands some time in the New Year and by May '35, the Hon R Greville, also from Sussex, had the factory fitting dual fuel pumps as well as attending to brakes, steering and suspension. The car was running on a mixture of 75% benzol and 25% Ethyl, and a week later the car had run a big end on number 3.

The owner took the opportunity at this time to respray the whole car black. Clearly the K3 exhaust had been fitted because the exhaust had to be re-lagged where it had damaged the side of the bonnet. The factory records of this time show that the car was supercharged. He picked up his re-fettled car from the factory at the end of June '35.

The last series of correspondence between Greville and the factory later in 1935, showed that his address was now Warrick Castle, Warrick. After this the last of the factory records lists an enquiry from a R Norris of Brixton querying the steering geometry in May 1939.

From this point on the history of this car is, to say the least, vague. Following is a list of known owners:-

December 1963 Gordon James Smith, Alexander Rd, NW8 (London?)

June 1966 Graham Paul Hasler, "Broomsleigh", Rookshoor near Stroud

February 1975 Sold by John S Tryon of Belmont, Massachusetts, USA.

Then sometime before 1986, whilst still in the States, a PG Holmes is said to have owned the car. There is also a Ray Milo, who was possibly the owner who installed the Triumph engine and gearbox. An NA engine, although not the cars original, was with the car (926AN, ex NA673) at that time.

In September 2001, British Motor Cars of Greenville, South Carolina sold the car to Nick Langford, and the car was shipped to his workshops in Melbourne, Australia. The Triumph lump was gone, and another engine (1036 A164N) in many bits, and badly cracked, followed the car to Australia.

I bought the car in the same state as it arrived into Australia, essentially complete but as a terrible restoration that will necessitate a complete going over.

I have written this because although I find the early history interesting, it asks more questions than it answers. What were all the modifications for, and if it did have some competition history, what? Where? and was the car successful?

I just thought some one reading this may be able to shed a little light on the matter. Can anyone help - did this car ever compete???

J2 Tales- from Mike Hawke

When visiting Ralph Clarke in Cape Town in 1998, I noticed a J-type block with a big hole in its side. As a matter of habit I noted the number, 1252CJ. Ralph mentioned that it was the engine from "Hoodoo", a special C-type.

On returning home I looked it up. It started life in Marcc 1933, in J3759, a J3 you will note. The interesting thing is that Hoodoo (C0257) was shipped to Cape Town in April 1933. The agent there asked the works for a handbook, and in July 1933 they sent him a J3 handbook. This might have been done because it was all they had to hand, but more likely they knew that Hoodoo had a J3 engine anyway.

The interesting speculation is what happened to that engine in the first month of its life. What caused it to be rebored + 20thou by the works? What happened to J3759, for we know nothing of it since March 1933? Did it come to an early and sticky end by April 1933, so that its engine was available for Hoodoo, or was the whole car shipped out later for the engine to be separated even later? Ralph thinks the engine was not the one that came to South Africa with the car, but he is not sure.

Can anyone shed any light on this mystery?

Extracts from the Editors Autolog for 1962

"Sunday 1st March – I put on Annie's (a 2-seater PA) radiator, that looks much better for the aluminium coat of paint, also I've touched up the badge, the bonnet fits much better with that radiator rather than "Bomb's" one. BMB 619 was my 1st car (a PA 4-seater). I spent some time sorting out the brakes as the rear offside wasn't releasing, but with penetrating oil and

knocking the cam lever it ceased binding. I then adjusted the brakes, some of which were a long way out. I cleaned and waxed several bits making it look much better. I now need a rev counter cable to replace the broken one.

Wednesday 4th March – I have got two black number roundels and two white number 57s to go on it from Les Leston (*it was being prepared for its sprint at Brands Hatch*). I went up to Paddington (*Sports and Specials in Elnathan Mews*), to try and get a rev counter cable, but without any joy. Inside was a pile of wheels with two smaller wheels, so I said “are those 16” wheels” “Yes” said Jimmy Moyes the owner. “Are they sold?” “No” he said. “Well they are now” I replied. They cost £4 10s each which is good as similar new ones are £5 7s when rebuilt by West London Wheel Repair. I had trouble with them on the Underground getting them to Victoria in the rush hour, as they are reasonably heavy. Took them to Borough Green Garage for tyres and decided on Goodyear “All weather” at 3& for 5.50 x 16s.

Thursday 5th March – On coming back from Surbiton “on business”, I stopped off at Wimbledon and went to see Thomsons, where I got a rev counter inner and outer cable for 23 shillings. He is also hoping to get some crown wheel and pinion sets made up for P-types etc at original price of £8 15s. In the evening I collected my wheels with their new tyres, and they looked so good that I had to fit them, after getting back from rehearsal.

Saturday 7th March – It snowed hard last night and was still going on this morning when Simon Durling arrived with his trailer for me to borrow. I was having trouble getting Annie on the trailer because of the low ground clearance, when David and Keith came up and gave me a hand. The track was only just wide enough and the wheelbase just short enough. I then took it down to the garage to have the wheels balanced, but was told I was too late. I came back and put her in the garage,

where I carried on with putting on the racing numbers, touching up some of the paintwork, and also tried fitting the rev counter cable, but it kept coming out when I started up. I'd just brought down my visor and crash hat, together with the extra throttle return spring, when Daddy came to say that Gordon Cobban had rung to say that the meeting was cancelled, due to 2-3 inches of snow on the track."

YOUR LETTERS

From Terry Andrews

Hi Philip,

It was good to see "Millie" at the Brooklands MG Day, and some of the trinkets I have made for you and Keith over the years, actually on the car! As you know I am building a 6 cylinder P type along side my N type 2 seater. The N 2-seater originally had every factory extra available at that time. Among these extras were the DWS jacking system, and the Malcolm Campbell steering wheel. I have now copied the rear DWS jack fitting bracket, if anyone ever needs one?

The Malcolm Campbell steering wheels are not that common, and I had my original one restored at great expense some years ago. Most replica Brooklands wheels I have seen are not completely circular, so I decided to make a copy of my original "Campbell" wheel for my 6 cylinder P type. I have made the patterns and tooling and sourced how to cover the rim.

Over the 3 year gestation process several people saw the parts lying around at home, and initially I was going to make 3. The first prototype was finished last week, and I was pleased with the result as a one off. However, I have shown this prototype to others and have decided to refine this over the summer.

During my research I have discovered the many changes to the steering bosses over the Triple-M model ranges. For example looking

at Colin's J4, which had a high ratio steering box, the keyway is in a different position. At present I am gradually building up a collection of steering wheel boss patterns.

I am thinking of making 10 "Campbell" wheels to fit the Bishop Cam cars over the winter period. There is a great deal of "fettling" to get the rim grip correct, and I have to outsource the covering processes. I may also be able to make one off's to fit other cars once I finish the patterns. I attach a photo of the prototype. However I hope to have number 2 wheel on my P type at Silverstone, if anyone is interested in seeing one.

Regards

From Brian Rhead

Dear Phil

The restoration of J2712 continues apace, so I shan't be getting bored. Anyway life is one long holiday for the working retired, isn't it?

We now have most of the paperwork relating to the car, and Pilot Officer Townsend's ownership. He buys the car from Sprosen Ltd of Great Portland Street, London in May 1934, for £156 17s, putting down a £30 deposit and the rest on collection on 12th May. This paperwork indicates the difficulties in obtaining spares during the 1950s, 60s and even the 70s.

May 1942 invoice for parts supplied for Pilot Officer Townsend's J2712

		SERVICE Department of Mechanical Tools & Machinery 22, NEW YORK ROAD, LEECHES	
PARAGON MOTOR CO LTD 5 NEW YORK ROAD, LEECHES WINDINGHAM, LEICestershire LE19 1LR		WINDINGHAM, LEICestershire LE19 1LR Telephone: 2335 Telex: 50001 Fax: 233501	
TO THE OFFICE OF THE DIRECTOR GENERAL OF SUPPLIES 22, NEW YORK ROAD, LEECHES WINDINGHAM, LEICestershire LE19 1LR			
Invoice No. 1042 Date: 12/5/42 Order No. 1042			
NO	QTY	DESCRIPTION	PRICE
1	1	1/2" Dia. Steel Flange with 6 Bolt Holes	1/5
2	1	1/2" Dia. Steel Flange with 4 Bolt Holes	1/5
3	1	1/2" Dia. Steel Flange with 6 Bolt Holes	1/5
4	1	1/2" Dia. Steel Flange with 4 Bolt Holes	1/5
5	1	1/2" Dia. Steel Flange with 6 Bolt Holes	1/5
6	1	1/2" Dia. Steel Flange with 4 Bolt Holes	1/5
7	1	1/2" Dia. Steel Flange with 6 Bolt Holes	1/5
8	1	1/2" Dia. Steel Flange with 4 Bolt Holes	1/5
9	1	1/2" Dia. Steel Flange with 6 Bolt Holes	1/5
10	1	1/2" Dia. Steel Flange with 4 Bolt Holes	1/5
		TOTAL	1/50
Terms: Cash on Delivery or 14 Days if Paid in Advance All prices are for cash payment and include delivery charges			
Signature: [Signature] Name: [Name] Title: [Title]			

I attended a Steam Rally in the mid 70s with FS 3604 (J4205 & J2002), possibly at Detling, in Kent. At the event I was approached by a man who told me he had been in the RAF, and used his J2 for everyday transport. I asked about the current state of his J, to be told that it was dismantled pending restoration, but he have travelled many miles in the car beforehand.

No. 1791

SPROSEN Ltd.
109, Gt. PORTLAND STREET, LONDON, W.1.

Received from T. L. Townsend ^{17/5/1934} the sum of
One hundred twenty six
seven shillings and — pence
by Cash

£ 176: 17: 0

SPROSEN Ltd.
[Signature]

No. 1783

SPROSEN Ltd.
109, Gt. PORTLAND STREET, LONDON, W.1.

Received from T. L. Townsend ^{10/5/1934} the sum of
Thirty pounds,
— shillings and — pence
by Cash

£ 30: 0: 0

SPROSEN Ltd.
[Signature]

Original receipts from Sprosen

I wish I had been able to extract more information from him about the car's use – wonderful thing hindsight! He was however accompanied by his wife and a younger couple; I never got his name (*how often have we heard this – Ed*).

He finished up at RAF Manston and lived locally. Too much of a coincidence perhaps, but his only daughter and son-in-law could have been the younger couple. I do remember that he was fully intending to get his J2 back on the road.

Other snippets from the file include a letter from Wakefield Oils advising Squadron Leader Townsend that the oil sample sent to them contained 30% fuel contamination!! A recent check of the spark plugs (KLG F50) indicates that I have a very rich mixture, possibly due to Townsend's pressurised fuel system, which pumps fuel through the Petrolift pump.

This is in its original position on the firewall and not repositioned as recommended in [Service Information Sheet No. IJ. This may have lead to the alternative fuel supply system, using a Ki-gas type of dashboard pump, to overcome fuel starvation of the original system.

Townsend was only the second owner, and passed away circa 1985. He had a small diary of information, and addresses.

From Peter Kerr

Dear Phil

Here are some pictures of my Australian bodied NA Magnette at the Nats. I won a gold medal in the Hillclimb at Mt Cotton. I ran almost 5 seconds faster in the supercharged class C (blown over 1000cc) which I won, and won medals in all other events.

You may wish to use a picture or two. I have a disc of 25 from the event, so tried to send different ones to those I sent to Safety Fast.

I was second in the COTY in 1992, but that was when Peter Green was very determined and had to win! I have not bothered to enter again but won the Australian equivalent for 2006 (called the Australian Kimber trophy). I saw Mike Hawke in NZ earlier this year too. Cheers



Peter Kerr at scrutineering



Peter on the hill at the Mount Cotton Hillclimb

From Ted Hack

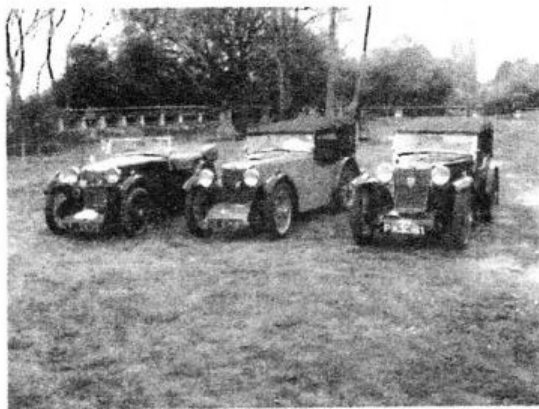
Hi Phil,

Thought you might be interested in the attached picture for the Bulletin - quite rare to see 3 D Types together! They are left to right; Pete Chapman's D0295, Alaster Bentley's D0453 and my D0311.

The occasion was the joint Malvern natter and D Group FHVC 'Drive it Day' on 22nd April where, thanks to restoring D owner Gerry Annetts, we met at The Bromsgrove Society of Model Engineers ground which is next to The Avoncroft Museum of Historic Buildings, itself worth a visit. The Society members make and run amazing model steam locomotives in various gauges up to 5.1/2" gauge, which actually pull passengers. The main raised track can be seen in the background of the photo.

Apart from a very quick shower, which made us all run to put hoods up or tonneaus across, the weather was excellent and a picnic, train ride, and a walk round the Museum was enjoyed by all.

Regards,



The D-types of (l to r) Pete Chapman, Alaster Bentley and Ted Hack

TIPS AND HINTS

The Editor reports that he has found out the hard way that M-type backplates are not interchangeable with F-type backplates, even though they look the same, the F-type diameter is bigger.

New Triple-M rockers from Colin Tieche

Terry Andrews tells us that "Colin Tieche has been making quality rockers since before I had a Triple-M car 30 years ago. Colin moved to France in recent years and these rockers have not been available for some time. Colin has had (what could be the last batch) of new rockers made, so that he can complete his own engine overhauls and that of customer engines. On Colin's behalf, I have a few sets of these new rockers at home here in the UK along with the rocker bushes. The prices are: £26 for rockers and £3.50 for the bushes. Please contact me, Terry, direct via 'phone (020 8309 1234) or via email (Ma.terryandrews@btinternet.com)

CARS FOR SALE

Bill Bennett (Mountain Ash, Horton, Chipping Sodbury, South Gloucestershire, BS37 6QJ, e-mail bennettbil@aol.com) is considering selling his rare D-type.

This has a different tail to the standard cars and is believed to be the prototype for the J1.

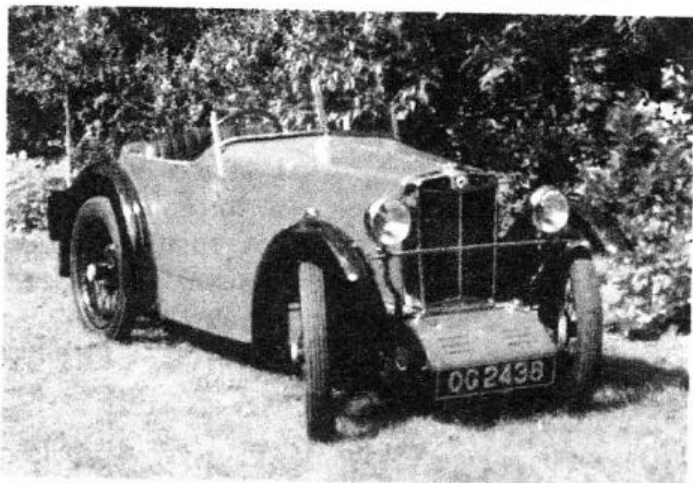
It was fully restored by the Editor some years ago, with new timberwork and ali skinning, together with an uprated engine (by Colin Tieche) using a 12/12 camshaft, bigger carburettor

and inlet valves. Bill has since done work on the engine whilst running in, and has fitted a new crown wheel and pinion.

The bottom of both rear wings need repainting, and there is a crack in the windscreen, but it sports a new tonneau cover. Total mileage since restoration about 1000 miles. Bill has hardly used it since it was bought from the Editor, but finds that with an N-type in the stable for touring, he no longer uses the D-type and would like it to go to a good home.

He is looking at a price in the region of £14,000.

Peter Warne (Mobile Tel. 07836 225536 or e-mail ipswarne@hotmail.com) is selling his June 1930 M-type.



The car was rebuilt by Roy Britland between 1982 and 2001. It was fitted with a new Phoenix crank and rods, and a new Dowley camshaft. The chassis was completely restored with modern UJ instead of the fabric coupling; radiator was

rebuilt and all electrics overhauled. All invoices for the restoration available.

It is on original 6-volt electrics , 3-speed box, and 3.50 x 19" wheels

Peter bought it in February 2006, and the head has been reworked with C-type rocker shafts and new rockers and bushes. The central pedal was converted to the right. It has covered about 100 miles since. It has an MOT until August.

Peter was going to use it for trials, but it is too good to trial, and anyway he has his blown PA to use for these events.

Peter is looking for £12,500 for this nice original car.

SPARES FOR SALE

The Editor has a few P/K/N-type KE 965 tulip inlet valves for sale at a bargain £3 each, to clear.

Colin Smith (Killiemor Cottage, Aros, Isle of Mull, PA72 6JZ Tel. 01680 300398). M-type back axle for sale, complete except for the brake shoes, brake drums rusty and need skimming, crown wheel chipped. Good sound basis for a complete rebuild. £100. Will be bringing it to Silverstone.

Also J -type front apron, original, Eight louvres, very sound and in good condition. £120.

CARS WANTED

Christopher Cox. (07926191686, e-mail cjpcox@btinternet.com) Is looking for a six cylinder MMM car model not important. The car must be in good condition, with current MOT certificate, that can be used confidently without

having to spend time sorting it out. He has no preference for the number of seats but would prefer any colour except Black.

Chris has been a member of the MG Car Club for many years and has now got the message!

YEARBOOK EDITOR WANTED

Our Current Yearbook Co-Editors are standing down after the production of the 2006 Yearbook, which is due out at MG Silverstone. We are looking for someone to take their place and produce future Yearbooks for the Register. All help and details will be provided to ensure a smooth handover. Please contact any member of the committee if you feel you can take over this important job.

CORRECTION - In the last Bulletin, figures for the last year's accounts were incorrectly quoted. Our turnover was not £28,000, it was £14,692, and we did not make a profit of £1,619, we made a loss of £484.

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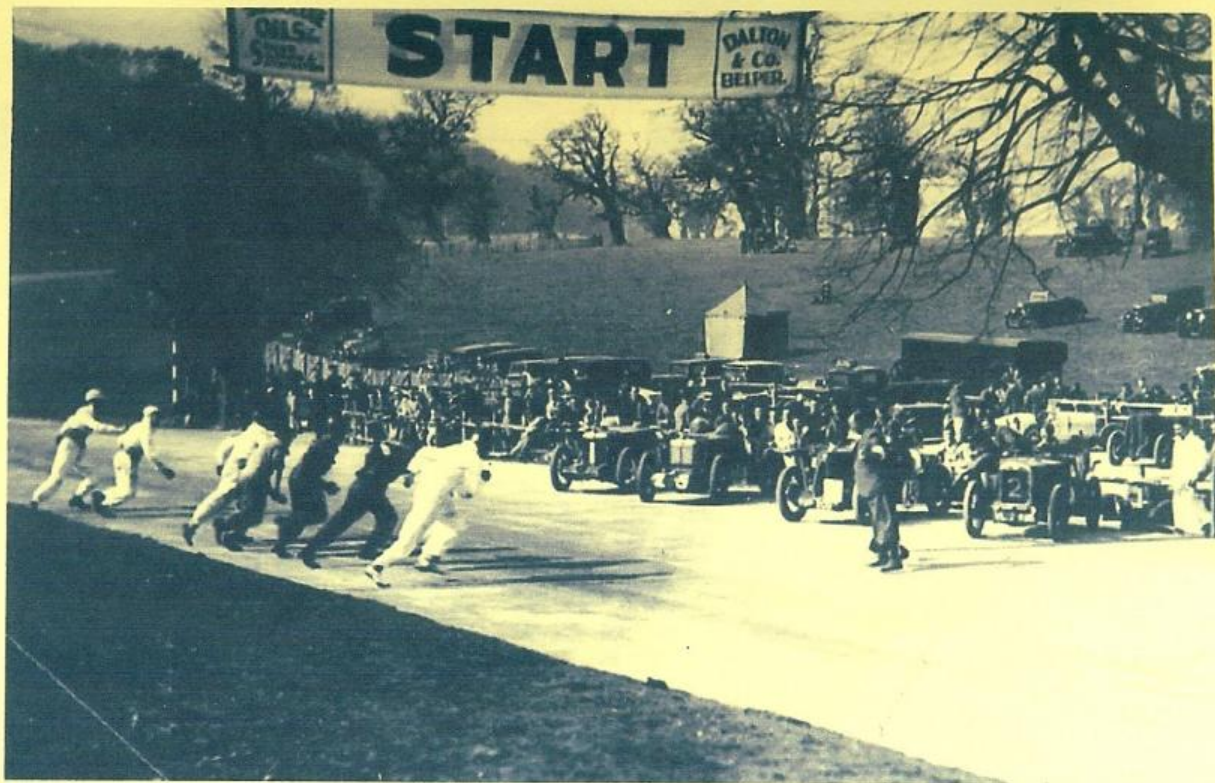
Colin Butchers driving D'Artagnan with Bryan.

Photo: D. Richards



*Pre-War Triple-M Rally at Beechworth, Victoria, Australia.
The display is behind the court house where Ned Kelly was tried.*

Photo: P. Kerr



26th March 1933 - start of the Donnington Park Road Race, with Kenneth Evans on far left heading for his C-type

Photo: Brooklands Society Archive Collection