

TRIPLE-M REGISTER

BULLETIN

June-July 2023



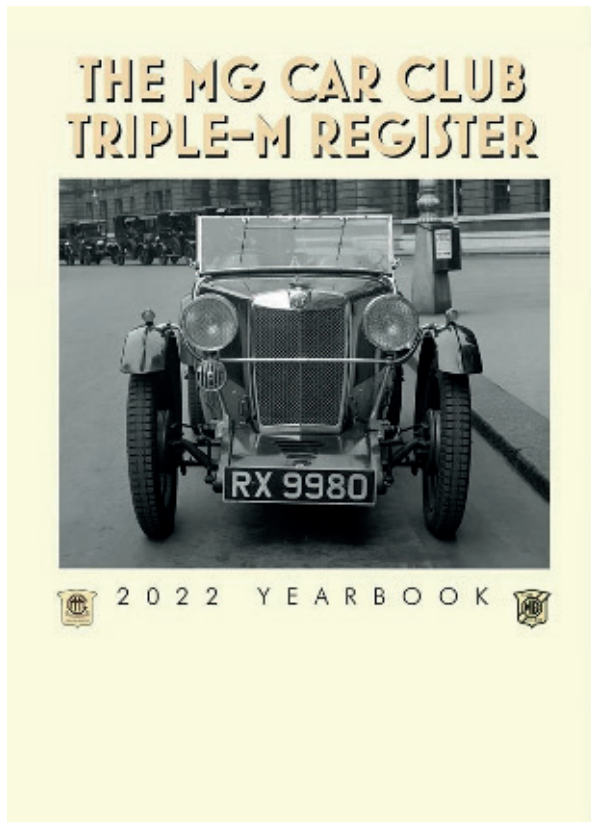
THE MG CAR CLUB LTD



The Triple-M Register 2022 Yearbook

The 104-page, Triple-M Register 2022 Yearbook is now available and includes contributions from the Editor and the Register Chairman, as well as a detailed illustrated account of the racing, trials, speed and other events in which Triple-M cars took part during 2021. The Register's President, Mike Allison, also reflects on the one-hundredth anniversary of the production of the first MG car.

In addition, there is a wide-ranging collection of articles chronicling the development of the iconic J-type Midget, which celebrated its ninetieth anniversary in 2022, including all the variants from J1 to J4, and possibly even J5....



The current Register Yearbook is available from the MMM Library at a cost of £15.00 (+P&P). The latest edition of the Register Listing (2023) is also available; see Website for details of how to order.

BULLETIN No 133 June-July 2023

Front Cover Picture:

Elizabeth Taylor has supplied this lovely picture of K3011, the Whitney Straight/Dick Seaman K3 that, at 90 years young, is still actively campaigned by Andrew Taylor.

Editorial:

This time of year is always busy and this is usually the only issue of the Bulletin that has the problem of too many articles and not enough space. The MG 100 Anniversary celebrations have further aggravated the situation, but I am not complaining! However, given the number of celebratory events taking place in Spring, I have decided to use Silverstone as a cut-off so that you will only see passing references to it; the main coverage will be in Issue 134.



The competitive season is also well underway and there will be more coverage in 134, including the amazingly successful return of Triple-M racing to the track at Silverstone.

Bulletin 132: I should have learnt by now that any query can probably be answered by referring to one of Mike Allison's authoritative books or articles; had I done so, I would have known that the K3 pictured on the back cover was K3025 fitted with a Jensen body for WEC Watkinson in 1937. Now we all know!

Bulletin Index: my appeal for someone to help with producing an index obviously struck a chord with readers as I had four offers of help. The initial contact was Tony Margel, who had been compiling an index of items appearing in the Bulletin and other publications for his own benefit. He was not able to take on the job of preparing the formal index but generously passed on his notebooks and other information for our use. David Wright from Germany offered his services as did Colin Henderson but, by that time, Peter Adams had bravely volunteered his services and I was able to pass on Tony's meticulous notes, and a set of past Bulletins, at Silverstone. I understand that his living room has now been given over to the Index process!

Yearbook Index: on the same theme, George Eagle has updated the YB Index to include the 2022 Yearbook. Copies of this were available at Silverstone but sold-out very quickly. This is now available on the Website to download and we are looking at options to make further print copies available. The latest copy of the Register (2023) was also ready in time for Silverstone and can now be purchased from the Library Shop.

Digby Gibbs

Secretary's Update

These notes are being penned one week after the great MG100 celebratory event at Silverstone and a week prior to the much-anticipated Register Summer Gathering at Greenacres. Oh, and the racers are up at Cadwell Park this weekend, so one way and another there's quite a lot going on right now! Indeed, there has been so much activity of late there may not be room to accommodate all the news!



One common thread worth mentioning is the happy association we have developed with the MGCC's Vintage Register. That has borne fruit in several ways, including the Abingdon/Oxford Touring event, very capably planned and managed by Rob Constant and Jessica Kidd and team. After three days of activity, participants in that event took to the roads from Abingdon on Saturday the 10th of June and a good number of VR and MMM cars filtered into the Silverstone weekend.

I know that in recent years some elements of our Triple-M fraternity may have been less than enthusiastic about Silverstone as a venue but this year, happily, that seems to have been swept aside because we had probably the largest MMM attendance over the weekend that many of us can remember. We were really chuffed that the Club gave our cars pride of place; there were parades, gatherings and interviews in the main event arena, participation in the California Cup, circuit tours as well as space in our Register parking area. Selected cars also featured in a timeline of one hundred years of MGs. "Just like the old days", someone remarked!

Our Register had hired a huge marquee (thereby deploying a chunk of our hard-earned MGCC/MMM Register funds) in which we were able to accommodate four K3s, four L-types as well as a 14/28 Bullnose MG. This exemplified the remarkable progression of MGs in the decade from 1923 to 1933 (a 90th anniversary this year). In addition to the four K3s in our marquee, we had two more visiting from the Beer family collection and five competing on the race-track. That's 11 out of the production of 33!

The racers also made a huge commitment to be present at the event with no fewer than 27 of our cars on the grid on Saturday for the first of two races over the weekend – both races being run in a blistering heat!

Incidentally, Nigel Stroud, one of our racers in his J-type had previously played a cameo role in another of the MG 100 events; we had received a panic phone call the day before the planned Oxford launch event on June 1, as the owner of an important car had been sidelined because of injury; they wanted an M-type and Nigel came up trumps. Thank you, Nigel!

If you weren't able to get to the Silverstone event, you missed a treat. If you were there, then we'd like to give a big thank you for your contribution and support in whatever form you gave it.

It was also splendid that everybody pitched in to contribute to the success of the event! And please, please remember that all this comes about thanks to the MG Car Club of which our Register is a proud part. The newly energised Club senior management team has done much to ensure that Triple-M activities receive the coverage, support and exposure that they deserve, and proof of that was there to be seen! Without your support through membership of the Club, there would be no Triple-M Register; if for any reason you are not already a member of the club, for goodness sake please join up now!

As we have remarked before, our MMM World is based on the cars, but overwhelmingly it's all about the people we meet along the way. Silverstone showed that the MG spirit and camaraderie is very much alive. It was truly heartwarming to spend time with so many of our members who'd made the trip from many places around the world. Long may that continue!

Gear change!

By comparison, the next bit is boring, but it's important and shouldn't be overlooked.

Our Register's AGM takes place on Zoom on Thursday evening the 19th of October. That's the occasion when we share our plans and thoughts for the future with members. Committee members and officers are also up for re-election.

I have already signalled that I am not planning to seek re-election as Committee Secretary this time; it's a decision I've arrived at with reluctance, but family and health needs make this an unavoidable decision. It's a terrific job and one which really puts you at the centre of Register life – it's all part of 'Maintaining the Breed'! It's been a privilege to do all this, but after 5 years as Safety Fast Scribe, 6 as Chairman and 6 as Secretary it is time for me to move over so that somebody else can take a turn.

We are therefore in urgent need for someone to step up as our Secretary and thereby add energy to the team. Similarly, the position of Treasurer is currently vacant. Although I am currently acting as paymaster (or should that be payperson?!) and we receive terrific support from Tim Sharp in compiling and making sense of our financial records, another bod would be greatly welcomed! If they'll have me, I should be able to stay on as a general committee member to provide background support, but I promise not to meddle!

In fact, thinking generally about our Committee, should remind all of us that we are a volunteer organisation and it's so easy to take people's contribution for granted – but they really are appreciated by us all.

It's therefore great that we now have a new Safety Fast Scribe (Huw Davies) and a competition secretary (Mike Davies-Colley), but I know for a fact that our esteemed Bulletin editor would like to take a break - so the Committee door is wide open to any of you who feel you could contribute in these and other ways. So, before you turn this page and move on to the next one, please give a thought to all of this, pick up the phone and give me a call! You, and our fellow members, are the future!

Until next time, enjoy your MMMotoring, indulge in a bit of give and take and above all be safe and be kind!

Dick Morbey



Part of the extensive Triple-M marquee before the crowds arrived.
Photo Nigel Blackham

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**MG & Triumph 100:
Promotional Photo Shoot – from an MMM Perspective
Report by Brian Halford**

At the end of February, I received an email from MMM Librarian Rich Stott asking if I could attend a photo shoot at Silverstone at the beginning of March to represent the 1930s as part of the promotion of the MG & Triumph 100 event at Silverstone in June. Being located just 15 miles from Silverstone, and available, I contacted Mike Stafford of the MG Car Club and offered my services.

The plan was to have a representation of MG and Triumph models spanning the 100 years.

We were asked to be there for 11am and I drove the PA the 15 miles to Silverstone on, for Silverstone and in early March, a very bright and sunny, but very cold day! Other MMM'ers responding were Chris Edmundson with his beautiful K3 replica, Andy and Angie King who brought along their wonderful Cream Cracker PB as well as their freshly restored Lester MG. Although we were joined by a TD, MGC, RV8, F and TF in addition to the Lester MG, it was MG that was the minority marque on this occasion with Triumph fielding twelve. The 'Photo Team' were in deep discussion before the cars were organised or any photos taken, and the planning stage continued well past the designated start time. Apparently, the original intention was to do a series of static shots and then 'motion' ones along the National Straight and into Copse Corner during the lunch break (it was happening on a normal a test day).

However, Aston Martin has 'first call' during this period and unexpectedly arrived with two Valkyries and one Vulcan to give their clients high-speed circuit rides and very impressive they were. Plan B was therefore implemented which was to use the old runway that runs from Copse back towards the Wellington Straight.



The first series of photos were taken in the pit lane with the Silverstone gantry in the background and involved group shots of the MGs and Triumphs arranged in echelon and date order. Then there were separate group shots of the MGs and Triumphs. It took quite a while to arrange the cars and to get the best angles. It didn't help that, during the large amount of manoeuvring and micro positioning to meet the requirements of the photographers, some drivers became confused about which was their left and which was right!

We then moved to the area at the rear of the BRDC grandstand for a similar series of group photographs plus individual ones of each car.

The final phase of "MMM MGs in motion" involved us all following the photographer's Land Rover Discovery in formation. All went well until we got the 'hurry up' sign and the Discovery bolted, closely followed by the K3 and PB, and while I responded it wasn't quite as noticeable (un-supercharged)! Even spirited cornering at each end of the run didn't really help. Nevertheless, we then each took our turn behind the camera car, and everyone seemed happy. It was by now about 3.00pm and everything wound-up so we loaded up the cars and I motored back home.



The photographs have been kindly provided by the MG Car Club.



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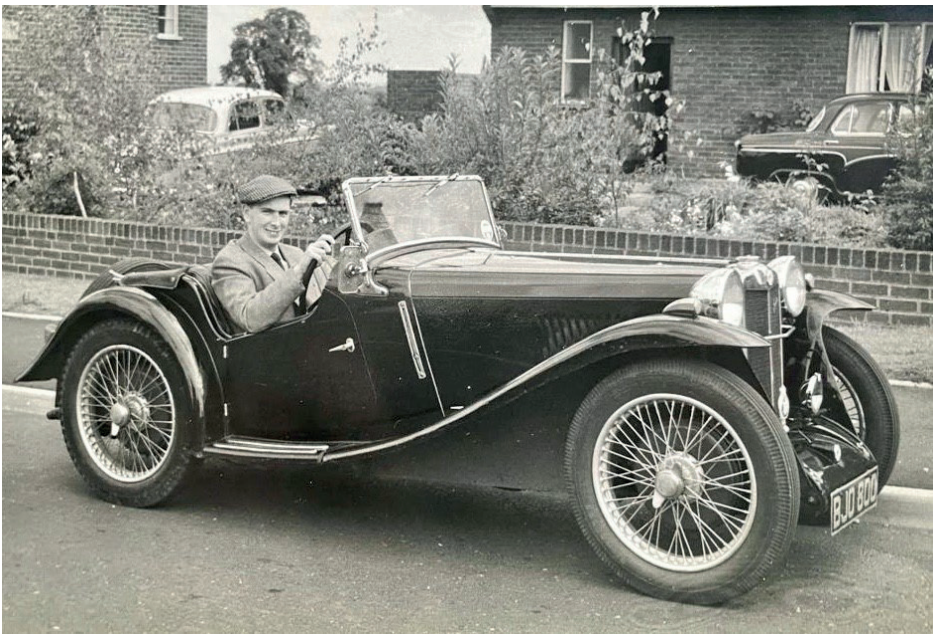
Peter Down - A Tribute
29.07.31 - 15.05.23



With the death of Peter Down, at the ripe old age of 91, the Register has lost a good and long-standing friend. Peter Robert Down was a stalwart member of the Triple-M community who had owned his PA midget since July 1958 (its early Register number is 158). He was only the second, or possibly third, owner of this car, which he took pains to maintain in its original form – but far from being an 'oily rag' car, it is more akin to a 1930s time-warp vehicle - and all the better for that!

Peter had engineering experience and over the years produced authoritative sketch drawings of some of the major elements of the car. These have served as valuable guides for many owners wishing to restore their cars, with the fitments and other elements just as the factory originally installed them.

Peter was an enthusiastic participant in social and touring events, usually accompanied by his wife Marian. The writer first met him in 2001 when his own car hit the road following restoration after a dormant period of 40 years. Peter was kind enough not to say that it was a bit too shiny for his liking! He was unfailingly helpful to others, always interested in what we were doing and could be relied on to provide interesting insights, hints and dodges, always delivered in a good-natured way and with a twinkle in his eye.



Top: Peter in his car, probably in the late 1950s, when he first acquired it.
Below: Now in colour! The same car taking part in the Regency Run, date 1988
Photos supplied by Jackie Damuni



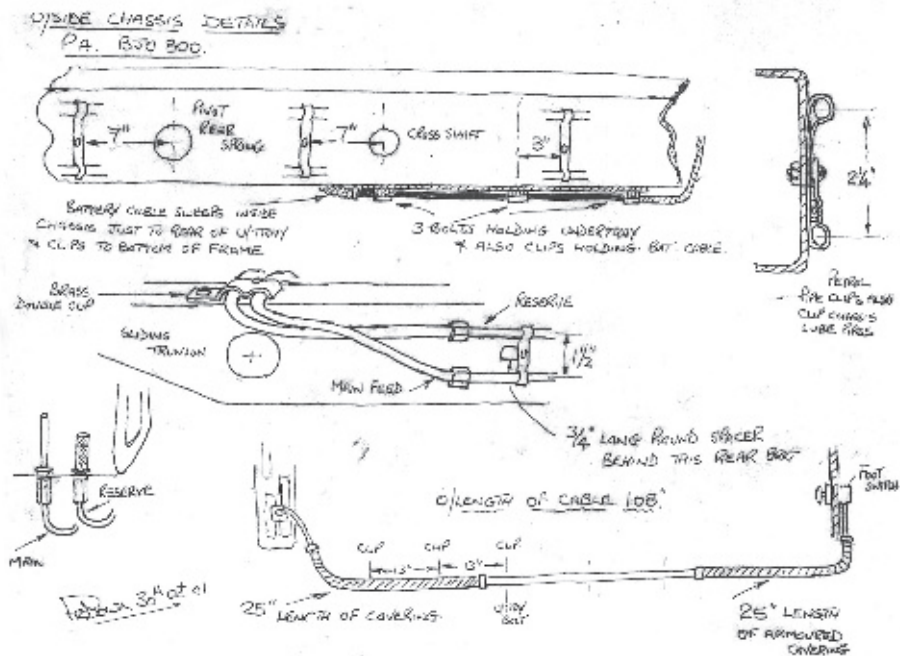
In recent years Marian and he had many health issues but were mutually supportive of each other. Despite numerous stays in hospital Peter made little of his difficulties - he always had an optimistic approach to life, an excellent example of someone whose metaphorical glass was always half full, never half empty.

Several Register members joined Peter's family for his funeral service on the 23rd of June at which affectionate tributes were paid to this unassuming but delightful man, who contributed much to our little world.

He is survived by Marian and their three children.

Dick Morbey

Anyone who is, or has been, rebuilding a P-type in recent years will be familiar with Peter's highly informative drawings and diagrams recording some of the original features of his car and parts he made. These are available on the Triple-M Website and the extract below gives a taste of the information available to those who, like me, are seeking answers.



Brands Hatch



Start your Engines Ladies and Gentlemen, it's the 100th Anniversary Race Season....

MGCC Brands Hatch Meeting: 2nd April 2023

Report by Duncan Potter; Photos as credited

So, in familiar fashion, racing cars were removed from winter hibernation, given a check over, Transponders located, and cars loaded on to trailers. With 'Sat-navs', road atlases and compasses all aimed at mid-Kent they set off for the Brands Hatch Circuit. In some cases, the 'check over' will have been more involved as the pursuit of higher performance is an addictive affliction whose symptoms can be spotted by the trained racer's eye.

Most of the Triple-M racing equipes arrived on the Saturday afternoon to a backdrop of the Equipe Racing Series, who are running their own events as well as running the familiar MGCC Championships for the MGCC this year. It was not long before team MG had the gazebos erected, flags flying, polypins opened and the BBQ coals warming. With nineteen cars entered there was a great crowd of over thirty people assembled around the BBQ eating Norfolk's finest sausages and burgers and being introduced to a new concept for 2023; namely, barbecued black pudding and hash brown wraps. Surely the supper of champions!

Heading photo: Colin Murrell



Photo Nigel Blackham.

Sunday morning arrived and the assembly area beckoned for the nineteen racers now fettling and fixing transponders in the paddock. Warm welcomes were extended to our new racers, Rachael Holdsworth and Steve McEvoy in PB and F1 Special respectively. Both experienced hillclimbers who have taken the natural next step and started racing, well done both!

Noise testing proved slightly tricky as some of the cars seemed to have become louder over the winter period (another clue to those seeking the aforementioned higher performance). A certain dark blue Montlhery Midget was spotted performing a U-turn and returning to the paddock for the fitment of a silencing device, luckily thrown into the toolbox before leaving home the previous day. It seems that the days of managing to convince officials that this engine only outputs circa 95dB are well gone; shame really as this, and all of the other cars, sound so much better without the unnecessary addition of silencers. Long live racing cars that sound like racing cars!

So, taking to the circuit for the first outing of the year were:

1: Hamish McNinch - PA	17: Steve McEvoy – F-type Special
2: Rachael Holdsworth – PB	29: Ian Goddard – PA Special
3: Teifion Salisbury – K3	30: Tim Sharp – PB
4: Nicholas Powell – LA/MG Special	34: Mike Davies-Colley – PA Special
7: Nigel Stroud - J2	41: Charles Jones – L-type
9: Andrew Morland – PA	50: Andrew Long – N-type
11: Andy King – PB Cream Cracker	55: Emma Potter - Montlhery Midget
14: Barry Foster – 18/80 MkII Prototype	18: Chris Edmondson – D-type
15: Fred Boothby - J2	74: Mark Dolton – PB
16: Adrian Moore – F-type	

The qualification session started, and the mighty MGs disappeared out of the pit lane roaring away towards Paddock Hill bend. It was clear that Charles Jones had lost none of his speed after his mini break. Other racers who seemed to have gained entry into the 'going pretty quickly' club were Mark Dolton and Mike Davies-Colley, both in P-type racing specials, who managed to qualify in front of the always rapid N-type of Andrew Long Racing Inc. The only mechanical gremlin among the entrants, was within the drive arrangement of the off-set LA/MG Special of Nick Powell. It seemed that a fairly important drive key had decided that enough was enough. Although, it must be added that mechanical heroics were achieved in time for the car to join the race from the pit lane, just as the first race started.

Race 1 – The Baynton Jones Historic Motorsport Triple-M Challenge:

The cars lined up with Jones and Dolton on the front row with Davies-Colley and Long on row two. The lights went red, red, red and then out and everyone was off the line and focussing on how fast not to try and zoom round Paddock Hill bend for the first time. This is always an interesting first corner as the weight of traffic necessitates that you hold your line or you will drift into your fellow racers... too fast and this is what will happen, too slow and you wave them goodbye as they leave you behind. However, our skilled pilots performed this manoeuvre faultlessly and the cars whooshed down the hill and then up to the hairpin at Druids.

The opening laps saw the Jones L-type under serious pressure from the N-type of Long who managed to take the lead on the third lap but unfortunately for the Suffolk team, gremlins started to appear. The rapid red N-type, although having recorded the fastest lap of the race, was forced to retire. It was subsequently discovered that inlet manifold problems were the issue. Behind the front two, a P-type Special battle had been underway between the two recently restored cars of Dolton and Davies-Colley until the Dolton projectile, The Raspberry Ripple, was forced to pit with what transpired to be a loose plug lead. This was quickly fixed but Dolton's hope of podium glory was scuppered.

Meanwhile, there were battles throughout the field with Ian Goddard driving very proficiently behind the leaders with Tim Sharp in pursuit. It was then the turn of the F-types. The McEvoy pointed tailed special, a very pretty and quick machine, was going very well indeed with Adrian Moore's, equally pretty F2 bodied car completing the F-type demonstration. Completing the close battles, the Morland P-type pipped the Edmondson D-type to the line by little more than a second followed by the Stroud J2 which crossed the line less than 0.2 seconds ahead of the Andy King Cream Cracker.

And so, after thirteen or so laps the chequered flag fell and the honours were as follows:

1st Overall - Charles Jones – L-type
2nd Overall - Mike Davies-Colley – PA Special
3rd Overall - Ian Goddard – PA-PB

1st Class A - Tim Sharp – PB
1st Class B – Mike Davies-Colley – PA Special
1st Class C – Charles Jones – L-type
1st Class D – Teifion Salisbury – K3
Driver of the Race – a close call but eventually the stewards decided that runner up was Ian Goddard with Steve McEvoy the winner.

So, it was time for a well-earned rest before the second of the Triple-M Challenge races which, impressively, saw all nineteen of the cars that had started proceedings in Race 1, line up on the grid again.....



Photo Colin Murrell

Race 2 – The Triple-M Challenge Race:

The start saw Charles Jones leave the line promptly thus creating fresh air between him and second place man Mike Davies-Colley. The race played out with a spectacular battle between Mark Dolton who powered his P-type through the field in pursuit of Mike Davies-Colley. By lap six, the Ripple had caught the black car and, after very close racing, had managed to overtake it into second place by the end of the ninth lap. This is how the medal positions finished after the fourteenth and final lap. An epic drive through the field by Mark Dolton from eighteenth position to runner up, earning him the Driver of the Race award.



Top: A very successful day for Charles Jones and the L-type - Outright Winner and 1st in Class C in both races.

Below: Race 1 "Driver of the Race" Steve McEvoy in pursuit of Tim Sharp. Both photos by Colin Murrell.



Further down the field, Rachael Holdsworth was driving very well in her PB and was engaged in close competition with the McNinch P-type and the (Mrs) Potter C-type all doing their best to keep ahead of Barry Foster in the 18/80. What a wonderful site, seeing the big 18/80 expertly driven by one of Triple-M racing's true talisman, Barry Foster, who has done so much for the movement in the familiar green C-type (most of us are familiar with the rear view of that car from when it sped past!). However, on this occasion, it was the Foster 18/80 that finished less than a second in front of the McNinch P-type.

Nigel Stroud had a fine race in his Centric-blown J2 and managed to keep Mrs Potter behind him; crossing the line only a couple of car lengths ahead. Fred Boothby, another true supporter of Triple-M racing, did enough to keep Edmondson and Morland behind him but could not catch the F-type of Adrian Moore who crossed the line in ninth place. Meanwhile, Teifion Salisbury had been driving well in the splendid K3 and finished in seventh place behind Nick Powell, his LA/MG was obviously well fixed after the earlier problems.

A wonderful race with only one retirement (Andrew Long Racing N-type continued to suffer with fuelling issues) and resulted in the following awards:

1st Overall - Charles Jones – L-type

2nd Overall - and Driver of the race – Mark Dolton – PB Special

3rd Overall - Mike Davies-Colley – PA Special

1st Class A – Tim Sharp – PB

1st Class B – Mark Dolton PB Special

1st Class C – Charles Jones – L-type

1st Class D – Nicholas Powell – LA/MG Special

So, prizes were distributed, cars returned to trailers and the Racing Department packed up ready for the next adventure. All in all, a wonderful weekend of racing and fun. Next stop was Silverstone for the VSCC meeting and then the BIG event, the MGCC 100 Silverstone on the Grand Prix circuit on the 10/11 June. The Register will have a marquee, dedicated Register parking, K3 and L-type display and a whopper grid of our fabulous cars on the track. See you there.....



Photo Nigel Blackham



Somerset neighbours Barry Foster and Hamish McNinch being neighbourly on the track as well. Photo Colin Murrell.

The Marque of Friendship 2023.

A few weeks before Silverstone, Elizabeth was approached by Lorraine Noble-Thompson to suggest that Dick Morbey be proposed for the prestigious MGCC Marque of Friendship Award. Lorraine was surprised that Dick had not already been honoured and the MMM Committee was fully supportive.

The award recognises contribution to the Club over a number of years; by contrast, the Member of the Year Award is usually granted for a specific contribution. The criteria for the Marque of Friendship is as follows:

“The criteria for nomination for the award is straightforward; The member has made a significant contribution to the MGCC over a number of years in organising or carrying out a major aspect of the club’s activities.”

The procedure requires the CRB to make the proposal, so a testimonial was prepared, signed off by Jeremy Hawke and duly submitted to the Club Board:

“The MMM Register Committee would like to nominate Dick Morbey for the Club Marque of Friendship award for the following reasons:

Dick first joined the Committee in 2008 as Safety Fast! Scribe. He then became our chairman in 2012 and our secretary in 2018. We don’t think any other committee member has ever done quite as much or for as long as Dick has for the Register always advocating for the mother club as well. Always conscientious, always patient, always kind, always precise, always punctual, always thorough.

As well as fulfilling those individual roles, he has filled in when other roles were vacant, or other officers hard pressed to meet required deadlines for whatever reason. Throughout his membership, he has been a major driving force behind Register representation at club and non-club events, always reaching out to new MMM owners, positively promoting the benefits of membership, which are not always immediately apparent to owners of pre-war models.

In short, he has gone above and beyond in both time and effort in the promotion of MMM motoring within the MMM Register of the MG Car Club.”

The proposal was endorsed by the MGCC Committee and it was agreed that the presentation would take place during the evening Barbecue after the Saturday race. The hardest job was keeping the whole matter secret and I think we succeeded. The presentation was due to be made by Register President Mike Allison but, due to ill health, Mike was not at Silverstone so Club Chairman Dave Tynan stepped in to perform the honours.



Car Wanted: F1 or F3.

M-type owner Trevor Ayles is looking for a car that he can drive while his M-type restoration continues:

Wanted: F1 or F3 4-Seater. Something less than concours but more than a restoration project, roadworthy, fairly original and complete.

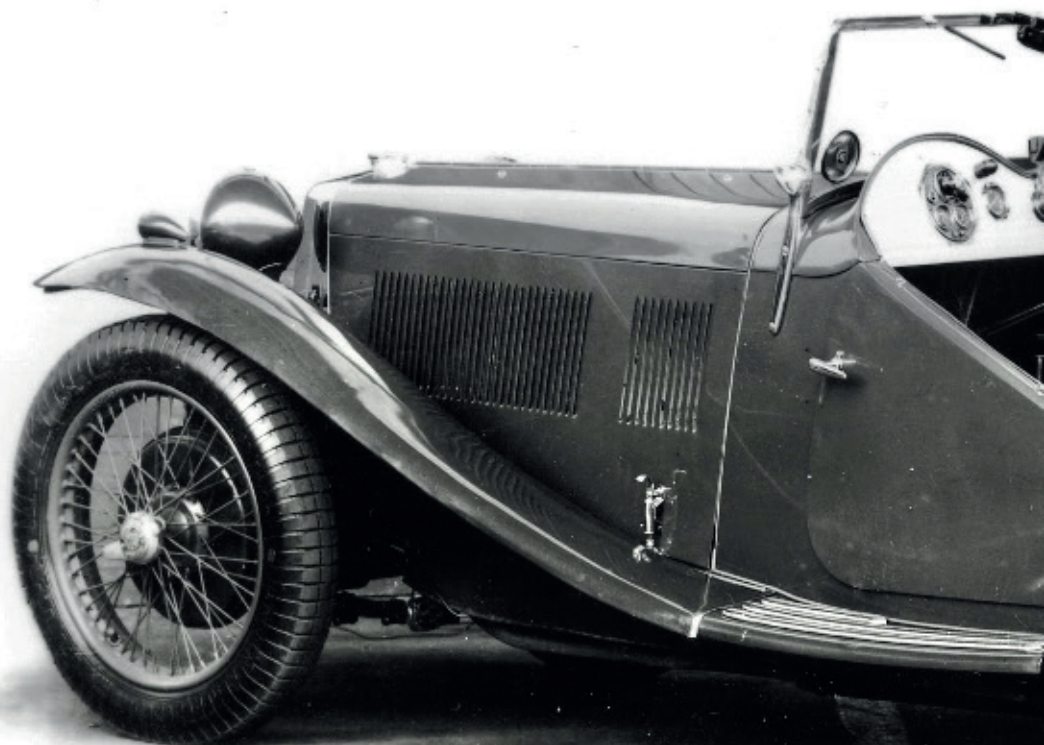
Please contact Trevor at trevorayles@msn.com

Forthcoming Events 2023:

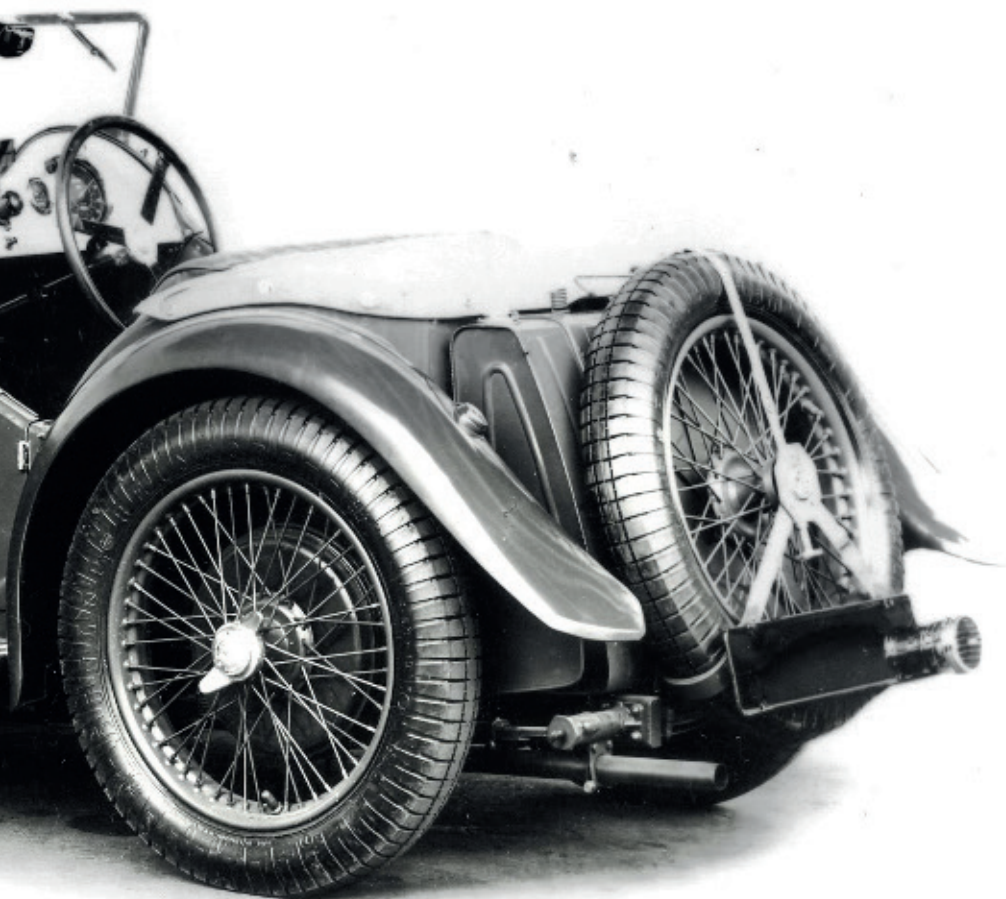
(see Events section of MMM, MGCC and VSCC Websites for updates. Events marked * are Triple-M Race events.)

15-16 July	VMR Pre-war Prescott, Gloucestershire.
29-30 July	*Oulton Park Gold Cup Meeting (2 VSCC races).
2-8 August	MGCC European Event of the Year, Denmark.
5-6 August	VSCC Prescott Hill Climb, Gloucestershire.
20 August	Informal Gathering in Hertfordshire (Richard Hinton); Details on Forum
28 August	Curborough Charity Day. www.staffscyp.org.uk
2-3 September	Bo'ness Speed Hillclimb, West Lothian. bonesssportingac@gmail.com
9 & 10 September	VSCC Loton Park Hill Climb, Shropshire.
23 September	VSCC Prescott Long Course Hill Climb, Gloucestershire.
26 August	*VSCC Mallory Park Race Meeting.
16-17 September	Kop Hill Climb, Aylesbury
16-17 September	Angouleme Circuit des Ramparts + MG100 feature race.
14-15 October	VSCC Welsh Trial
19 October	MMM Register AGM on Zoom.
28-29 October	VSCC Cotswold Trial, Gloucestershire.
11 November	VSCC Lakeland Trial, Keswick.
3 December	VSCC Winter Driving Tests; Bicester





This factory photo demonstrates the elegant lines of the highly desirable L2 model that shares the 90th anniversary with the K3.



Pot, Parma and P-type Palava: The Continuing Saga of PA1677 and the Don Moore Special Graeme Jackson



How it all started; the Don Moore Special in action at the Bottisham Speed Trials in 1950. Photo from Cambridge Car Club Archive.

'Twas in a Wagga Wagga pub in southern NSW in 2014, on the journey to Bathurst. Over a pot of beer and a parmigiana built on a platform chassis of flattened chicken, Graeme Davies mentioned to the gathered MG mob that the MG PA he had recently imported into Australia from Texas USA had been identified by the MG MMM Register in the UK. It carried the chassis number of the Don Moore Special, a highly successful racing MG in England during the 1950s. Cambridge based Don Moore, who built and raced the car, is also intrinsically linked with Lister Jaguar, the predominant sports racing cars of the same early post war period.

Don Moore had owned a succession of MGs before the Hitler war; a couple of J2s, a PA and two M-types (one with a Jarvis body) and, in 1939, PA 1677 registered MJ 5703 which he energetically campaigned on the race-tracks. In that inevitable search for higher performance, the original body was lightened, the swept mudguards removed in favour of J2 cycle-guards, and a long series of mechanical modifications were carried out. Then, the original body was removed in favour of an ultra light low profile special alloy body built on a steel angle frame. At one stage, the tuned motor, unblown and depending on the standard crankshaft, poked out 72bhp at 7,500 rpm before further modifications were carried out. It is reported that, six engine transplants later, the then PB block was over-bored 80 thou to 1030cc and was extremely potent.

Don was described as possessing a particularly “hairy” driving technique. The lightweight Don Moore Special P-type MG had achieved twenty-two outright

competition wins and many class awards, when in 1953, Don rolled the car at a Prescott hill climb. It may have been during the short time when he was inverted that Don resolved to build a better handling competition car!

The new car was constructed on a space frame that incorporated independent suspension and wore an unpainted aluminium body in the style of a two-seater clubman. It appears to have retained little, if any, P-type components, but still carried the registration number MJ 5703.

Don swapped the motor from the Special for a lathe with a man who fitted it to a J2 MG. In about 1957/58, Don gave an employee at Lister the original, but modified, body (presumably including the removed bits) plus the rolling chassis of PA1677 and the gearbox. From these components, the car experienced a reincarnation in the form of a standard swept wing P-type, registered BLW 44.



PA1677 reincarnated as a standard swept wing P-type on arrival in Australia. Photo Graeme Davies via Malcolm Robertson

There is no evidence to suggest that all the available parts were not used in the rebuild of the MG and it cannot be taken that this lack of evidence demonstrates the invalidity of the assumption. The writer has not a clue what this means but it is included in the narrative to demonstrate how simple it would be to become a lawyer!

After early export across the Atlantic, the restored MG went missing, at least as far as the the eyes of the English pre-war MG fraternity were concerned. This was until it was purchased, imported and positively identified by Australian

Graeme Davies. No doubt the Yankee vendor told Graeme that an elderly lady had driven the MG to church on Sundays, as they do.

Like any MG melodrama there are more (or should we say Moore?) twists to the tale of Don's special. The sight and sound of the MG on the track, together with the spectacle of Don's entertaining win-at-all-costs driving style, had fired the imagination of Englishman Andrew Bradshaw who contributed an article about the car to the MG MMM Register 1986/87 Yearbook. Following publication, through an MGCC contact, Andrew was able to discover and purchase the lightweight body removed from the Don Moore Special. These components had been stashed in a garage since the car was dismantled not long after the Prescott misadventure. Andrew, utilising the body frame and panels, over a twelve-year period was able to achieve his ambition of replicating the Don Moore Special on a spare P-type chassis using a collection of P-type bits. The MG, registered BMH 34, first saw action in 2006, some 55 years after Don's original special took to the track. After some use, Andrew subsequently sold the car.



The recreated Don Moore Special in action.... Photo from Graeme Davies

Photographic images of Graeme Davies' PA 1677 as it was in 1939, and once restored prior to export to America, are reproduced in a further article by Andrew Bradshaw in the MG MMM Register Yearbook in 2006.

As mentioned, Don Moore's achievements as a talented engineer and engineering expert go beyond his remarkable achievements in the P-type. He, with Brian Lister and racing driver Archie Scott-Brown, were three of the most significant members of the Lister Jaguar works team. As with Don, they had previously raced MGs; Archie a TD and Brian a TA.

Following Jaguar's successes at Le Mans, William Lyons sold his remaining stock of D-type Jaguar engines and gearboxes to Brian Lister who designed and built the Lister Jaguar; the most successful sports racing car of the 1950s. As a Lister employee, Don Moore's role was as specialist tuner. In 1958, the gorgeous looking Knobbly Lister Jaguar could accelerate from 0 to 60mph in 4.3 seconds, which is not messing about. The history of Lister is well documented in several excellent books.

At Cambridge in November 2013 the formation of the Lister Motor Company was announced, a new organization which had been formed to bring together the original jigs, bucks, plans, drawings, and intellectual property rights associated with the design and manufacture of Lister cars of the 1950s, including the Lister Jaguar Knobbly. Don Moore died in 1996 but would have been delighted that Brian Lister, and some of the original team of workers, are building new Lister Knobbly cars to meet current FIA regulations using "new" 1958 race specification D-type Jaguar engines. The writer needs one!

The mortal remains of PA1677, now a beautifully restored P-type MG, appropriately finished in a Cambridge Blue hue but with cycle mudguards, has been passed from Graeme to Ian Prior. Ian has had a lifelong passion for MGs and is well known for his stunning rebuild of one of the Sebring MGA Coupes which he rescued from America. He has a fast Y-type tourer and has always wanted a "cammy" Midget. Quite properly, finishing P1677 has taken precedence over Ian putting the final touches to the rebuild of his other MGA, a twin cam. P1677, now running very sweetly, was on display at the MGCC "Conkers de Elephants" on 26th February 2023 in our Centennial year.



PA1677, now in Oxford and Cambridge blues and sporting cycle wings, and in the care of Ian Prior, seen here with hat. Photo Robin Page

MG100 at Gaydon: 27th May 2023



Report and Photos by Ted Hack

One of the earliest events for the MG Centenary Year was an all Clubs gathering at the British Motor Museum at Gaydon in Warwickshire. A timeline had been organised and exhibitors were asked to be there by 9.00; we arrived around that time, and it was already fairly hectic! Some of the early Triple-M cars were somewhat surrounded by the Vintage Register/Early MG Society who managed a very impressive turnout.

There were easily a hundred cars in the line, which was three or four cars deep in places, and stretched from the main entrance to about a third of the Art-Deco building to the right. On the hardstanding in front were visitor cars roughly opposite each age group of cars.

Unfortunately, not every model was exhibited, and in fact some visitors were parking opposite who could have filled a model gap. In addition, some models had a couple of entries. Whilst every exhibit had a numbered plaque there was no printed list to match these numbers. Each car did display an A4 sheet with information on that particular car or model. We had American visitors with us who had hoped to see one of every model and were a little disappointed but that said it was a super turnout and must have taken some organising.

Of course, with all of the more modern visitor MGs, B's F's etc., the whole site was busy and hot in the perfect sunshine. Estimates of total MGs on display, or in attendance, varied between 1000 and 2000 – I would guess it was somewhere in the middle of that!



Tom and Meg Goodyear from Maine with D0311. Tom is underway with a meticulous restoration of D0494.



A good variety of Triple-M models seen at Gaydon:

M-type 2M1875; J2 J2032; L2 L2030 and PB PB0635.



Isle of Wight to Brooklands in a PA Best of British – Brooklands 7th May 2023 Report by Mike Long, Photos as credited

The Southeast Centre of the MG Car Club organised a display of MGs to commemorate the MG Centenary at the 'Best of British' event at Brooklands on 7 May 2023. Although notionally in the Abingdon Works Centre, the Southeast Centre accepted me as an honorary member, and allowed me to join their display. In all, there were about ten Triple M cars present.

As far as MG Car Club Centres are concerned, the Isle of Wight where I live, is a bit of a wilderness and there is little Club activity on the Island itself. When I joined many years ago, I was assigned to the Abingdon Works Centre, as stated on my current membership card but the Club map now shows the Island in the Southwest Centre! There are three car ferry routes from the Island to the Mainland, all landing in different MGCC Centres - Lymington is Southwest, Southampton is Abingdon Works and Portsmouth is Southeast. At 5.30 am on 7th May, I fired up my PA Airline (PA0837), ready to catch the 6.10 am ferry to Portsmouth, collecting my daughter on the way, heading for Brooklands.

Since it was the day after the coronation of King Charles III, I decided to fit a radiator mascot commemorating a coronation. The coronation depicted is not Charles III but his grandfather George VI in May 1937. The mascot carries three flags; I fitted two Union flags and a St George's cross.

Heading photo: Mike Long

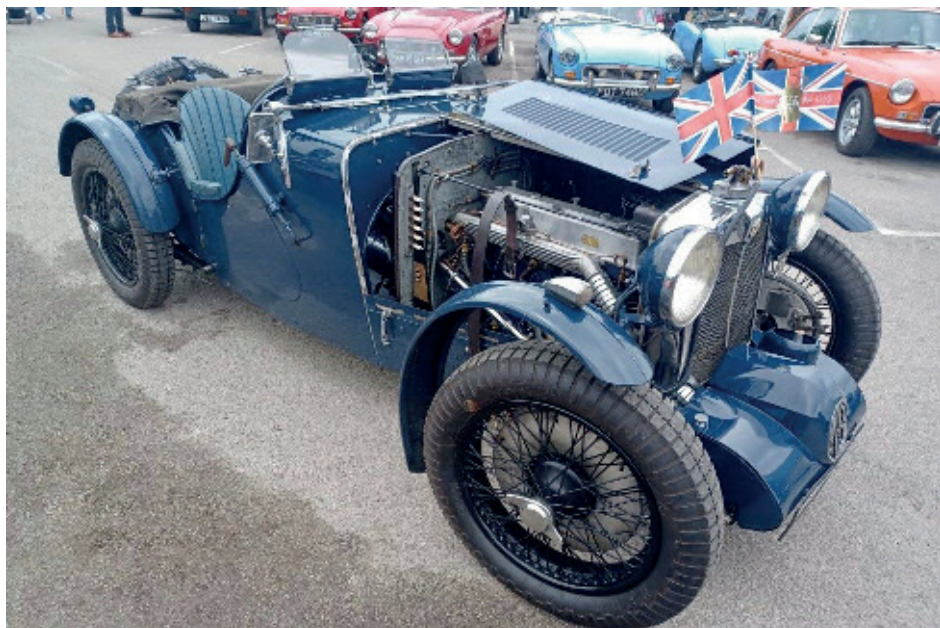


The most direct route from Portsmouth to Brooklands is straight up the A3 to the first junction inside the M25 for Brooklands. This is all dual carriageway and includes a section of motorway out of Portsmouth and the Hindhead Tunnel. Neither are natural habitats for a PA, so some deviations are necessary. Therefore, we take the old A3 out of Portsmouth to avoid the motorway and join the dual carriageway at Horndean. This is hard work for the PA as it ascends the locally notorious Portsdown and Butser Hills.

To avoid the tunnel, we cut across to Farnham on the A325 across, joining the A31 to Guildford, another steep climb up the Hogs Back, and back to the A3. Even at that ungodly hour, the traffic on the A3 was quite heavy, so we deviated again, this time via Old Woking to Byfleet, on roads much more suited to the PA.

We arrived at Brooklands, at around 9.00 am, having taken about 2¼ hours to cover the 63 Miles from Portsmouth. My PA joined the SE Centre display of Triple-M MGs, which included Elizabeth Taylor's Cream Cracker PB0533, Chris Wood's L0420 and J2118, which the Register records as owned by Nick Westbrook, but this is uncertain. Elizabeth's K3011, driven by husband Andrew, was in the Octagonal timeline. Colin Henderson's NA0270, David Naylor's L2071 and CM2608 (present owner currently unknown to the Register) were parked next to two VA tourers.

There was a brace of K-types – K3018, a 2-seat tourer and K3021, a single seat racer, both owned by Malcolm Beer close by. I understand these have not been seen in public for some time. Both looked magnificent, largely due to the efforts of Oliver Richardson. Both have significant competition history and I hope that the story of these cars will be the subject of a further article in print in the future.



On display for the first time in many years, Malcolm Beer's two K3s. K3018 above (Elizabeth Taylor) and K3021 below (Mike Long).



Oliver tried to take K3021 up the Test Hill, the only Triple-M car to do so this year. Unfortunately, the car had other ideas and the engine could not be persuaded to run properly, so he had to abandon the attempt.



K3021 on the Test Hill. Photo Elizabeth Taylor

In addition to the MGs, there were two fine Bullnose Morris tourers in a prominent position at the edge of the MG area, which also included a modern Chinese-built MG SUV. My personal opinion, and I know it may be controversial, is that this car should not have been in a prominent location for the 'Best of British' event. To me, if it was not built in Oxford or Abingdon, it is not a true MG, and certainly should not be in a 'Best of British' display.

The rest of Brooklands was filled with other classic British cars, mostly post-war. I was a little disappointed by the small number of pre-war cars on show. I know that these are out of favour now, but this era is the one that interests me most, even though it is currently unfashionable.

When it was time to leave, I decided to avoid the dual carriageway part of the A3 completely and go back to Portsmouth using secondary A and B roads as much as possible. These are the roads that the original owners of our cars would have travelled on in the 1930s. Since I restrict my PA to 45-50 mph, even on dual carriageways, there is little time advantage in using major roads.

Travelling on secondary A and B roads in a classic car is much more pleasurable than on major trunk roads.

Driving a classic car at modest speeds, I frequently feel threatened by modern drivers, many of whom seem to think that the 70mph speed limit is the minimum! The scenery along the minor roads is more interesting, passing through picturesque villages, where passers-by smile and wave.

The main drawback with these secondary roads is that they seem less well maintained than the major roads. The PA's suspension, or lack of it, makes for a rather uncomfortable ride on some of these roads. I am not sure about my fillings, but I felt the need to count my teeth when I got to Portsmouth!

It is difficult to avoid dual carriageways completely between Brooklands and Portsmouth, without using C roads with limited signposting. I managed to limit it to a short length of the Aldershot by-pass and the A31 from Farnborough to Alton. We travelled via Byfleet, Old Woking to Aldershot, where we joined the A31 to Alton. We turned off onto the A32 through Hampshire countryside to Droxford, across to Waterlooville on the northern edge of Portsmouth and the old A3 to the ferry terminal. The 63 miles took us about 2¼ hours, the same as the outward trip using much more dual carriageway.

A long, but thoroughly enjoyable day out, and a good run for the PA. I almost did not make it, because the tachometer/speedometer in the PA failed the week before and I was unable to get it repaired in time. Fortunately, I found a GPS speedo app for my phone, and rigged the phone up in the car for the trip. It was actually a great improvement on the original, much more accurate and easier to read. I am looking at making it a regular fitment in the car, so that I can use it on longer trips in the future. It might detract from the 1930s driving experience, but drivers in that period did not have to contend with speed cameras. However, I doubt whether the average speed cameras currently being installed on the A31 would trouble the PA!



Mike Long's immaculate Airline, suitably be-decked with Union Flags and the special mascot. Photo Mike Long.

A PA, an L-type and an M-type. Diccon Masterman

The article in Bulletin 130, listing the collection of photographs available from David Griffiths, triggered email correspondence from the past owner of one of the cars. Fortunately, Diccon Masterman was happy to share some recollections of the car, and an L-type owned by his brother at the same time.

I see in Philip Bayne-Powell's article in the Bulletin that the 4-seater PA, MG 3322 (PA0961), that I used to own in the 1960s is included in the list of photographs and listed as being owned by Nick Bengier. Unfortunately, he died some years ago and I am pretty sure that the car has remained in the family. I tried to buy it back from him, but his sons were as attached to it as he was and I had no luck. I corresponded with him for some time over it and the last time I saw him and the car, was at a Brooklands meeting where, as it happens, I met Philip Bayne-Powell for the first time.

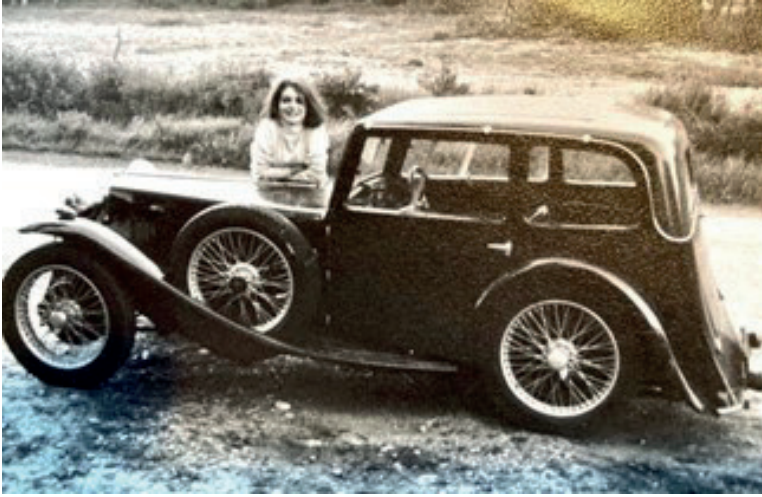
It was when I went to the bar and stood by a gentleman who introduced himself to me and when I told him my name, he exclaimed that he knew it because he had bought an L-type Salonette off someone of the same name. I knew at once that that person was my brother because he had owned the car at the same time as I had my PA. However, when I mentioned that the number plate of his car was MG 3333, Philip did not agree. Fortunately, my brother Crispin had come from Wales to the same meeting and when he turned up, he solved the mystery – he had sold the number plate before he sold the car!



Sadly, the L-type is no more. We discovered that it had travelled around the world to Japan and then the USA where, if I remember rightly, it was dismembered. It was a delightful car, and its demise saddens me.

Further information was requested and Diccon was able to complete the story:

My younger brother, Crispin, has hunted down the two attached pictures of his L-type Salonette, MG 3333, taken in about 1963. He is sitting on top of it and his girlfriend at that time is standing next to it in the second picture.



My own car, MG 1322, is shown in the photo below with its then owner, the late Nick Benger, in the car at Brooklands in 2013 on the occasion when I met Philip Bayne-Powell.

10 years ago, I bought the M-type, MG 533, shown in the last picture. I could not overcome the Italian red tape which prevented me from registering it in Italy and hence, insuring the car. The regulations demanded some fairly drastic modifications to make the car perform more or less like a modern car and the only place where a mechanical assessment was allowed was in Rome.

This would have required me to trailer the car to Rome for 5 hours, quite probably then fail the test and bring it back to try again another day. It wasn't worth it and so I took it back to England and kept it at Bicester for a couple of years.

However, I hardly ever managed to use it and so couldn't justify the outlay. I believe that the new owner was not interested in joining the Register, although I think that it may have since been sold on.





PA0961 in later days; photo from the MMM website.

If anyone has any further information on the PA or the L-type then please contact the Bulletin.

Correspondence: MG 100 in Sweden From Tommy Lyngborn

Readers will be aware that Tommy is the editor of the Swedish equivalent of this publication and of his contributions to the Bulletin over the years. I was therefore very pleased to receive this slightly irreverent email and photos showing how they are celebrating the Anniversary.

It was a great pleasure to meet Tommy at Silverstone when he called into the MMM marquee between stints photographing the action.

I hope everything is ok with you and that you have had the opportunity to take a ride with your MG.

During the time Charlie 3 was crowned, MGCC SE opened our exhibition for the MG 100-jubilee. We had the co-operation of the car museum in Köping, a smaller town in the middle-south of Sweden. We had on display nine cars, from M-type to modern TF (only cordless cars...).

Some of them might be interesting for your Bulletin and I enclose three pictures to choose from. One shows the oldest and the youngest MG in the display; the M-type is 2M1503.





The second picture shows a C-type that has been in Sweden from new*, I do not know the chassis number. It was imported by Allan Söderström from new and raced here. He was the Swedish agent for MG from the 1930s up to the 1960s The Q-type is Michaels Byström's QA255 that is now back home in Sweden again. The third photo is an overview of the exhibition

See you at Silverstone in June.

Notes: the C-type is, presumably, C0279. The Hawke History confirms this as having been exported to Sweden in 1933 but not before it had had a very busy two years in the hands of HC Hamilton and others ("never raced or rallied?"). QA0255 features in Bulletin 120 when it was under the care of Barry Foster in Somerset. Illustrious previous owners included ER Hall and Dorothy Stanley-Turner.

Robin Lawton

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Some Words from the New Competition Secretary: Mike Davies-Colley

Let me begin by paying tribute to the legacy left to us by Mike Linward's service to the Register. It is only by walking a few muddy steps in his boots that I realise what an immense effort and sacrifice in time, skill and patience that Mike contributed over his long tenure in the role. We are all truly indebted to him for this valuable legacy.

Now that I am firmly seated and the no smoking lights are on, let me tell you that I'm looking to you for all the help I can get.



As many of you know, I am immersed in the racing scene, but very much less aware of what goes on with you Trials folks, so I would be delighted if anyone who is more aware of what's happening could volunteer to keep me informed of the worthy endeavours of the clan involved in these muddy pursuits. Not least so that we can collaborate to compile results for the Slade Trophy and Yearbook.

Regarding the Speed Events of Sprints and Hill-climbs, I've pretty much got these nailed as I'm aware of most of them, but there could easily be some that escape me so just let me know if you think you deserve points.

Lastly, Car of The Year. This is the most prestigious award in the Register, but the results table which I compile at my discretion relies on you, dear member or event organiser, telling me what's happened and who did what! If you would like to enhance your hard work organising or participating in such worthy events, please let me know who attended and any accolades won so that I can tally the points accordingly. I have a special Club email address for such matters... compsec@triple-mregister.org and need the following details:

- Event and date?
- Who?
- Car details?
- Accolade or Award?

It is certainly going to be a different year, I can assure you of that, but please be patient with me. I am usually to be found in my workshop worrying over my own race car but will be very pleased to receive your results so that the all-important tables can be up-dated.

Wishing you all an enjoyable Centenary with your cars and your loved ones.

Triple-M Racing Challenge – The Betty Haig Cup			Results to 23/06/2023
CAR	DRIVER/S	NO OF RACES	INDEX OF PERFORMANCE
PB/s	Tim Sharp	5	0.248
K3	Teifion Salisbury	5	0.65
L1/s	Charles Jones	4	0.258
KN Bellevue	Steve McEvoy	4	0.438
PB/s Special	Mark Dolton	4	0.455
PA/s Special	Mike Davies-Colley	4	0.467
J2/s	Nigel Stroud	4	0.536
F1 Magna	Adrian Moore	4	0.7
PB/s CC & KN to K3 specn.	Andy King	4	0.878
K3 Parnell	Roland Wettstein	3	0.167
J2/s	Fred Boothby	3	0.524
D/s Special	Onno Konemann	3	0.545
D/s & K1 to K3 specn.	Chris Edmondson	3	0.619
PA/s	Andrew Morland	3	0.677
C/s	Duncan Potter	3	0.793
PB/s	Rachel Holdsworth	3	0.817
PA	Hamish McNinch	3	0.93
C/s	Emma Potter	3	0.933

Results above are for drivers who have taken part in 3 or more races; the full tables for all the championships can be seen on the MMM Website under “Championships”.

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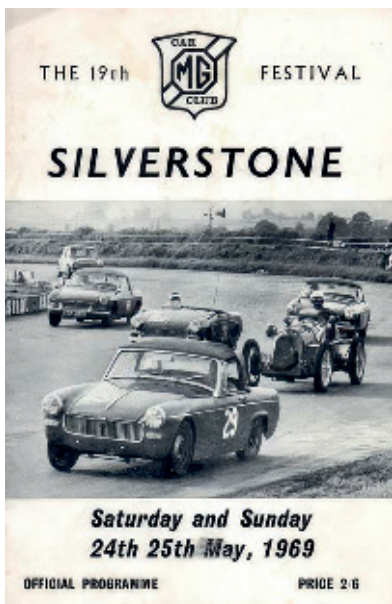
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With K3021 appearing at Silverstone in June along with MMM racing, these photos from the MGCC SW Centre archives are particularly relevant. Assumed to be K3021 during the MG Festival in 1969.

Overleaf: Caption states "Sid (sic) Beer Single Seat K3 spinning at Woodcote."



REF. 02/18
 SID BEER (S.E.) K3 AT REST
 MIKE ZIMMERMAN (MIDLANDS)
 TC GOING IN THE CORRECT
 DIRECTION



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THE DUNLOP

toacar