

# TRIPLE-M REGISTER BULLETIN



**OCTOBER 2007**



# Revised Triple-M Bulletin Subscriptions

The initial assumptions made by the Committee regarding the distribution, and other costs, relating to the new improved Bulletin were based on the current Bulletin format. It has now come to the Committee's attention that the new improved Bulletin is 17g heavier than the current Bulletin, and as a consequence brings its weight onto the borderline between different postage rates. Accordingly, the Register Committee has now decided, reluctantly, to increase the postage for each Bulletin to ensure that no-one is likely to have to pay a postage surcharge, with all the resulting inconvenience and cost.

The revised subscriptions will be:

UK members - £10 per year for 6 Bulletins. Cheques should be made payable to "The MG Car Club – Triple-M Register"

European members - 20 Euros per year for 6 Bulletins. Cash will be accepted.\*

Non- European members - £15 per year for 6 Bulletins. Cash will be accepted.\*

\* Other methods of payment are being investigated.

When your current SAE's run out, we will be asking you to send your subscription payment to our new Subscription Co-ordinator Paul White, at Rhiwlas, Y Pant, Llandegla, Denbighshire, LL11 3AE. The Register will provide the addressed envelopes and stamps within the subscription price, in which your new improved Bulletin will be posted.

As with the current procedure, you will be notified, by an insert in your last Bulletin, that your SAE's have run out, and you will be provided with full details on how to send your new subscription to Paul White.



*Sarah Reid with son Thomas taking part in the Summer Gathering gymkhana*  
Photo: Dick Morbey



*George and Marguerite Morgan from Australia with their N-type engined F-type*

# **TRIPLE-M REGISTER BULLETIN**

**October 2007**

**EDITORIAL – Phil Bayne-Powell**

**e-mail** [philipbp@mgcottage.freereserve.co.uk](mailto:philipbp@mgcottage.freereserve.co.uk)

Firstly let me apologise to those members who had to pay extra postage on the last Bulletin. It was a bumper issue with 52 pages, plus the Library and Luxembourg photo inserts. Although the size was correct, we were very close to the 5mm thickness limit for the standard 1<sup>st</sup> class postage.

This issue is the new look Bulletin that we have now come up with to keep abreast of other Register publications, with a glossy cover, and crisper photos. I hope you will all like it. The insides have also been revamped, and are digitally printed straight from a CD, which means that the photos in the text are much crisper. (I was never very satisfied with the photocopied results previously). In addition we have it trimmed and stapled, which some people have been asking for. I think we have addressed nearly everyone's comments with this new publication.

Now that we have the costings for the new Bulletin, we are able to firm up the subscriptions, which will now be introduced as your SAEs run out (as mentioned in a previous Bulletin). The annual UK subscription will be £8, which will need to be sent to our Subscription Co-ordinator, Paul White. European subscribers will need to send £11 or 15 Euros, whilst the rest of the world will need to send £12 This subscription will cover the cost of the stamps and envelopes, which we will provide for you. So no more hunting for the right sized envelopes and stamps; this will be all done for you by Paul.

**Front Cover:- Saloons at Lullingstone Castle; Richard Lee's M-type Sportsman's Coupe, Jim Collier's J1 Salonette, and the Editorial/Portsmore N-type Faux Cabriolet (photo K.Portsmore)**



You will not need to do anything at the moment, as you will be advised by an insert in your last SAE Bulletin what action you will need to take, with full details of what to do, and where to send your money.

This subscription is purely designed to cover the Register's cost of printing and issuing the Bulletin to you all, as we have been using up about £1200 a year of the Register's funds in the last 6 years, which obviously cannot continue.

In exchange for us producing you a much-improved Bulletin, we expect members to help with improving the extent and coverage of the contents, by sending us reports of events you have taken part in, or some scenic tour in the wilds of Wales, for example.

We also urgently need people to send in their tips and hints to help fellow members who may be quite new to keeping a Triple-M car. So come on guys, put pen to paper, or finger to e-mail and tell us what you have been doing. As I have said in the last Bulletin, I am not prepared to continue doing this Bulletin if I do not get your support – there is a lot of work involved in producing the Bulletin without me having to produce the contents too!

The trip to the Fawley railway in August organised by Dick Morbey went off well, and we have a report of that event from Bob Clare. Patrick Gardner's Black Horse driving tests had to be cancelled due to the foot and Mouth restrictions around Normandy – the outbreak was in the farm right next door to us. Press helicopters were hovering overhead most of that Saturday.

We hear through the grapevine that Anthony Littlejohn has sold his ex-Dorothy Stanley-Turner Q-type (QA 0255). Colin Tieche has also sold his J4 002. Another car that has changed hands is the Jarvis F-type of William Opie, which has gone to Germany.

Our Jarvis F-type after 1200 miles has blown its head gasket comprehensively between No. 3 & 4 cylinders, where apparently they are prone to go. Stefaan Vernyns, who also has a Jarvis F-type, has had some improved gaskets made up by people who work on aluminium engines, which are also subject to distortion when hot. He has kindly let me have his spare, so that we can get back on the road. However before that we found that the top dynamo fork was moving through 30 degrees due to an undersized woodruff key. This probably explains why it was not going as well as we thought it should!!

## 7<sup>th</sup> Course de Cote des Trois Epis

15-17<sup>th</sup> June

From Barry Foster

We again decided to have another go at this event, with three days of motoring, eating and drinking! The event takes place in Alsace, in the hills near Colmar – a wine-growing region.

The entry is 100 Euros for the Rallye and the hill climb, with several meals and a barbecue. This is a much-discounted price for the pre-war cars, compared to the rest of the competitors.

This year there were four Triple-M cars entered:-

K1 special s/c Svend Algren (Denmark)

PA - Hamish McNinch's car driven by Fred Boothby

J2s/c - David Downes car driven by Barry Foster

Ns/c - David Downes

Andrew Morland had intended to take the L1 Magna, but a water leak into the crankcase prevented this, and so his YT tourer was substituted.

The weather was excellent. Saturday morning we set off on the Rallye; full rally books with spidery diagrams to help/mystify/misguide us. We made the first special test OK. This was a wine tasting, with a quiz at the end to identify the wines tasted. Only Morland was good at that bit!

Then more rallying through vineyards and wonderful villages and towns to arrive at the lunch stop, a multi star hotel in the woodlands. We were missing Svend in the K-type; they had started "on time", and gone it alone, not joining the team effort. They did arrive for lunch and were incorporated into the team for the afternoon run.

The afternoon special test involved a written test on French motoring, with wine, cheese and Alpen Horns, Fred Boothby, who owns French cars, gave us some very misleading answers so he could beat us in the results. The final results were:-

Fred and Anne	PA	9 <sup>th</sup>
Andrew and Kathryn	YT	11 <sup>th</sup>
David and Sandra	NA	13 <sup>th</sup>
Barry and Maisie	J2	16 <sup>th</sup>
Svend and Dicher	K	45 <sup>th</sup>

The evening dinner at the local hotel was memorable! There was a delay in the food; it seemed the chef had a moment and had gone "strange", and had thrown his cooking tools out of the pram.

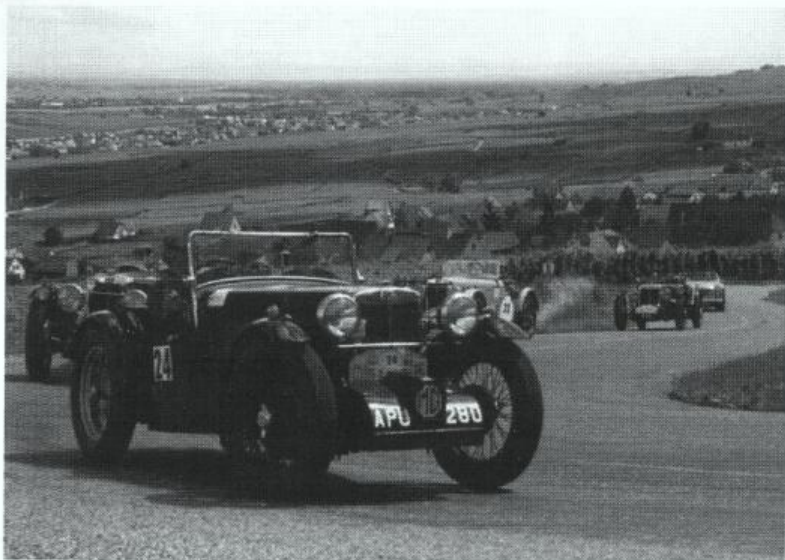
The Sunday hill climb is a 9km long. It is used as the track for one round of the French Hill Climb Championship. Wonderful surface, with lots of sweeping bends and some tight hairpins.

The climb was timed with transponders and the return run was through several villages, including that of our hotel and restaurant. Coffee/wine/food was possible between each run.

The two notable events of the climb was David Downes' N-type being overtaken by a slug, and Svend "kerb crawling" with the K-type on one of the hairpins. Much fun and hilarity.

On the way home on the Monday, heading for Calais, we found a nice roadside eatery. Part way through the "soup" the Downes party appeared, and soon after the Morland equipe turned up. We were not on the route to Copenhagen; otherwise we might have had the K-type as well.

This is an excellent event for any Triple-M car; you only need a road legal car and a helmet to enjoy yourself



**Barry Foster J2s/c leads David Downes (NA),  
Fred Boothby (PA) and Svend Algren (K-type)**

# The Triple-M Register Visit to the McAlpine Railway & Museum, Fawley Hill

12<sup>th</sup>. August 2007

Taking "Ernest" to the Event – by Bob Clare

## **Introduction**

The event had been kindly organised by Dick Morbey (PA, APB.eng. and Starting Handle). There were two interesting preliminary problems encountered just prior to the day.

The first was that, by August 6<sup>th</sup>, I had received no ticket, info, location, map or plaque. The second was that Colin Butchers, who lives close by, badly sprained his ankle, and was doubtful whether he could attend, even though he had a ticket, info, map.....

Now Dick entirely took the blame for my initial exclusion for the list of approved attendees. Very magnanimous of him, but I'm not sure that it wasn't my increasing senility that was the root cause – perhaps I never confirmed that I was interested, I can't remember.

Anyway enough of such nonsense. Colin accepted the offer of a lift to the event and we set off from my Worthing base at 8.00a.m, precisely, in fair weather and fine spirits. My chosen route was through Guildford, Bagshot, the dreaded Bracknell, and up the A 330 onto the A308M, and thence onto the A 4130 to Henley.

All went well until we made the turning off the A308M, at which point we spied a lot of smoke, beneath which was nestling a sad Triumph TR3 (or possibly a 3A – model obscured by smoke and urgency). So, a quick stop, and rush to the scene with extinguishers in mind if not in hand. At this point we detected the driver, head beneath bonnet – was this a smoking habit we wondered? No, he was as panicked as we were. However, the smoke abated and we pondered the cause. "Try starting it up again" I suggested. Well it wasn't an MG was it? He did and smoke fit for a destroyer obfuscation was immediately generated, apparently from every pore.

"Stop" we cried. He did and the smoke disappeared. More pondering. "That's not going any further today" says I with gravitas. "Not advisable at all" says Colin. "Thanks and I agree," says the driver. Then I notice that the rear of the choke tie bar on the carbs was hanging loose. The driver finds the missing pin. I find that the only spare I don't have with me is a split pin, so chop a bit off a spare



throttle spring, and bend it in the split pin hole with pliers. "Try it now" we chorus. And behold, all was well, we had triumphed (sorry about that), and left the happy driver to go to his event after all.

In spite of the good deed doing, we still were the first to arrive at the preliminary rendezvous at Toad Hall Garden Centre on the A4155. (If any reader lives nearby, I can recommend their bacon butties). The rest of the group straggled in, with the exception of the Reid brigade, which suffered detached carburettor float chamber problems on the J2.

Coffee, tea, bacon butties and cakes were all consumed before we set off in convoy, properly instructed on keeping a good distance between cars on the narrow approach road to the Museum, by our valued Hon. Treasurer Paul Duncombe. 'Twas he who led the way.

### **The Visit**

The McAlpine Railway and Museum are only open to members of the public by invitation, so we had to hand in our tickets, duly signed, before we could enter. We were parked up in the area next to, and indeed amongst the sidings, and made a brave show. It is obviously customary to invite pre-war car owners to this venue, since a nice Lagonda, an HRG and an Austin 7 were amongst the non-MGs there



Oh that I had a back garden big enough to house a mile or so of standard gauge rail track, several stations or halts and such exotic side shows as a peacock enclosure, roaming Wallabies and some form of tiny deer (?) and a full scale carousel complete with organ accompaniment!

Colin and I took the first train to leave the station. I didn't realise that the track descended sharply down the valley – so sharply that any loss of brakes would have been very dodgy indeed. However, the nice saddle-tank engine did an excellent job, taking us to such delightful stops as “Bourne Again Junction” and “Invergordon”. It climbed back up the hill to the main station again without complaint (obviously on an 8/43 diff!). In the station we were reminded more directly that the days of steam were not all joy, when the driver opened up the blower to clear the smoke-box and covered us in those oh-so-well-remembered clouds of hot fine ash (Waterloo Station in the '50s – for me at any rate).



Which brings me to the museum. What a wonderland that is! I could have spent a week there asking questions about the exhibits, and marvelling at the scope and variety of items which ranged from a really beautiful 10" D Class 4-4-0 (at least that's what I think it was though unlabelled – experts will correct me if I'm wrong), through a vast 0 gauge working track layout, to sets of silverware and fine china

from the elegant days of dining on steam-trains. There was also a set of the biggest reamers I've ever seen, together with many other engineering tools of such gigantic proportions that Triple-M engineering now seems like child's-play.

And it was not only the solid ephemera, which drew one's attention, but also the huge collection of documents, photographs and very fine paintings on display. It was revealed that, with the exception of most of the paintings, which I believe were commissioned for the museum, all these exhibits and the outdoor hardware, had been saved from the scrap heap or bonfire by Sir William McAlpine over the years that his companies had been involved in major civil engineering contracts. Well done to him!

There was also a fascinating selection of presents made to Sir William, mostly relating to turning the first sod for a development, or on the completion of a project. I can tell you that I have never seen a more exotic wheelbarrow than the ornately carved presentation example on display! How did he get it home? On the train perhaps.

For those who had developed a thirst, tea and biscuits (and other non-alcoholic beverages) were available in the station café and served by a delightful selection of lady volunteers.



Our cars were also the centre of some interest from the other members of the public present and from staff members also. Little crowds gathered from time to time to ask questions and admire our machinery.

All in all, a very rewarding day, and my personal thanks go to Dick for organising it, and for the McAlpine dynasty, without whom there would have been nothing to visit.

## Epilogue

The journey home was uneventful, until we were past Guildford, when an increasing smell of hot Smoothrite suggested a locking brake. Sure enough the nearside back was tight and the drum very hot indeed. The hand and foot brake adjusters were slackened off and we travelled slightly more cautiously, reaching Worthing without incident. I stripped the brake but couldn't find any reason why it should have apparently tightened itself. Any ideas from readers would be welcomed.



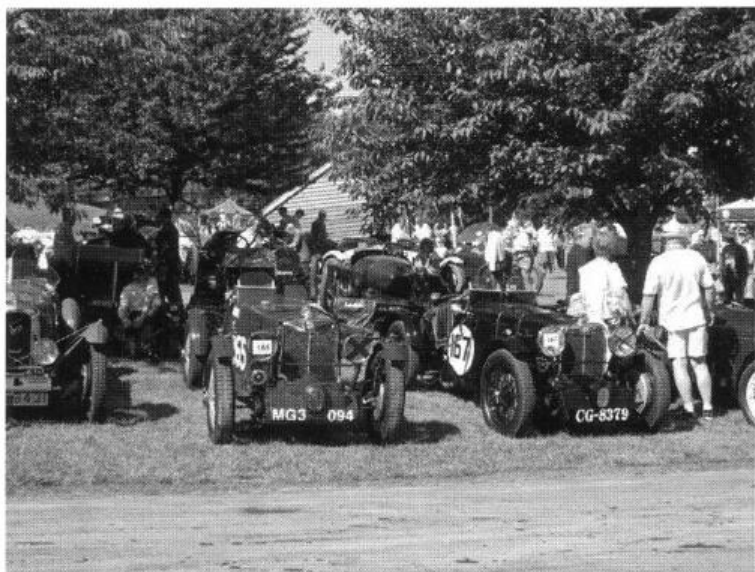


## **VSCC Prescott Hill Climb**

4<sup>th</sup>-5<sup>th</sup> August – from George Eagle

Two M-types were entered in the Standard & Modified cars 751 to 1100cc and up to 750cc supercharged class; these were driven by Frank Ashley and Roger Glistler. They finished 7<sup>th</sup> and 11<sup>th</sup> in class

The next class with MGs was Special Sports cars 1101 - 1500cc unsupercharged & up to 1100cc supercharged. Peter Fenichel was driving his much campaigned K special, whilst Brandon Smith-Hilliard the new owner of KN0286 had entered it for Andy King to drive. (see photo). Peter finishing 4<sup>th</sup>, while Andy only managed the practice.



**K-types - Peter Fenischel's to the left of  
Smith-Hilliard's car in the Prescott paddock**

The pre 1941 Racing Cars up to 1100cc class saw two regular Prescott entrants, Mike Dowley (see photo) and James Gunn in their well known and rapid PB specials with Q style bodies. Mike came 8<sup>th</sup> in class but James only managed the two practice runs.



### Mike Dowley's rapid PB

Finally John Seber entered his 6 cylinder PA in the class for pre 1941 racing cars 1101 to 1500cc, with Ron Turner's PA. This was the only MG not to run very well, coming 13<sup>th</sup> just behind Ron.

The Orchard car park at Prescott always contains interesting cars one of which was John Adams' PA (see photo) - I reckon John must have owned this car for almost as long as Mike Hawke has campaigned his J2.



## The Dieppe Retro

1<sup>st</sup>-2<sup>nd</sup> September

(Photos by Jim Collier)

This event was the 15<sup>th</sup> year of this popular event, and this year they were celebrating 100 years since the French Grand Prix took place on the 77 kilometre triangular circuit south east of Dieppe. That race was 10 laps of the course, which ran from Neuville to Londinieres at its southernmost point, back up to Eu at the easterly point and then returning to the start at Dieppe/Neuville. Sixteen teams entered, of which ten were French. The Winner was Felice Nazzarro on a Fiat, and this centenary was graced with a 1913 Nazzarro, built by the winner in later years.

We had 7 Triple-M entries this year, matched by 6 Vintage MGs, so that MGs made up over 12% of the total entry of 104 vehicles. Most of the cars went over on the indecently early Newhaven ferry, which left at 6am in the morning. This meant that most people were arriving in the dark with their lights on; we had a 50 minute journey and the battery was already feeling the strain, with bump starts needed to get onto the boat. The Transmanche ferry is a large new boat, and the reason for the early sailing on this particular day was that there would not be enough depth of water to get out of the harbour after this departure!

After 4 hours we landed and joined the Vintage guys for a westerly trip down the coast to a St Valery en Caux, a charming place with the market in full swing when we arrived. We parked on the front and immediately caused a stir with many Frenchmen turning up to look at the cars and ask questions.

After checking in to our accommodation just outside Dieppe, we made our way down to the centre of Dieppe to sign on, have a drink and collect our rally documents, including a nice oval plaque. That evening we had a grand meal at Varangeville overlooking the sea. A lovely moonlit drive back through the mainly lit roads to the hotel, meant that many used only their sidelights to preserve batteries.

On Saturday the cars were split into two groups, with the slower group taking breakfast at Envermeau, some 10 miles down the circuit, whilst the faster cars started about 15 miles behind them, so that by the time we caught up the slower cars they were spread out, allowing us to pick them off one by one. Previous Retros had been spoilt by

having all the cars follow the slower, older cars in one long convoy, which resulted in many cars overheating.

The lunch stop in St Martin en Campagne was at the local school, but it meant that we could get all the cars together. The range of cars was tremendous with many early cars, The oldest was a 1901 Panhard Levassor, but nearly 20 cars were Edwardian or older. The oldest MG was Rex Coxetter's 14/40, with rally number 50, so there were half the entrants older than him. The buffet lunch was excellent, with plenty of wine, as always!



### **Veterans pass some of the MGs at the port of Dieppe**

The afternoon's run took us back into Dieppe, where the cars were displayed alongside the harbour, creating a great display for all the spectators who had turned out to see these really old cars. Over 70% of the entry was provided by the British, for which the organisers were duly grateful (even sending a thank-you letter to us after the event).

Unfortunately Jim Collier's lovely J1 saloonette conked out with apparent lack of sparks, and was trailered back to Dieppe by one of the support vehicles. We set to and changed almost everything electrical, and eventually managed to get it going again.

The evening gala dinner was another gastronomic feast, and was enlivened with singers, dancing girls and a magician. However the last of the food took a long time to come, so many left shortly after midnight, to be prepared for the next day.



The Sunday start was in the town's pedestrian precinct with the cars lined up in date order, and individual oil catch boards provided by one of the many sponsors! We were all given vouchers for a breakfast coffee and croissant, which was taken in the café named on the voucher – a very good idea. The local brass band played for us until the 10am departure for the morning trip down the coast and back.

We returned to the Town Hall, where all the cars were parked up, while we went off for another great lunch. Jim Collier's J1 was brought in on the trailer again, and we again tried to find the missing sparks. We eventually got it going again, by checking and double-checking. Whilst doing this, an ex-pat came up to help who had been in the motor trade for many years, and as well as confirming that we were doing the right things, told us some lovely stories of his time in the trade.

Brenda Adams driving her P-type special, and with her sister was dressed in white overalls and helmet, was creating a lot of interest and got a photo in the following day's local newspaper report of the event.



**The Triple-M equipe parked up at the hotel  
Brenda Adams attending to her PB on the end**

The rally finished with the cars all gathering on the front in a cordoned off area, where the cars then paraded past the commentator, who described each car as it passed. We all were given a complementary picnic hamper of local produce as we left. This was in addition to the bottles of Pomagne we had been given at various stops on the previous day!! The crowds on the front were vast, showing how much interest this rally generates, which explains why so many sponsors help out with the expenses. Unfortunately Jim's J1 needed sorting out once more, but we got it going again, and he got onto the ferry the next day, and reached home safely.



### **Spark hunting on Jim Collier's J1 salonette on the front at Dieppe**

That evening we were joined by the Vintage MGs at a lovely restaurant right on the beach at Pourville. The setting sun was slipping behind the chalk cliffs, bathing the evening in a lovely light, making it a magical place to finish the weekend.

We caught the 1.30pm ferry back to Newhaven, and everyone who had been before said it was the best Retro they had been to. Next year it will be a one-day event, but the following year it will be the two-day event, which is the format that they have been using since the start.

## September Committee Meeting

From George Eagle, Secretary

Peter Green, Chairman, reported that the John Kidder trophy has now been handed over to joint recipients Terry Hartley and Bob Walker, in recognition of their organising the successful Flat cap and Whippet event last year. A display of genuine K3's is being organised for the model's 75th anniversary at MGCC Silverstone 2008 - it is hoped this will be the largest ever gathering of K3's.

George Eagle, Secretary, advised that a copy of the Mike Hawke book "75 years of the J2 MG" was signed by all committee members and given to Keith Hall to mark his retirement, after his long tenure as Treasurer. Contact has been made with owners of 19 L2's with a view to forming a sub group, and organising a display to mark the 75th anniversary at MGCC Silverstone 2008. Owners contacted include D Harrison and J Clark both of whom own ex-Alpine team cars. Plans would be to include L1's in the display.

Paul Duncombe, our new Treasurer, reported the new computerised spreadsheets were working well, and he provided the meeting with an analysis of cash received and paid out in the current financial year.

Our Registrar, Bob Clare, advised that eleven new surviving cars have been registered since the June meeting; these include 4 PAs, 2 M types, 2 J types, and one each F1, L1 and PB. The highest Register number is 3453, whilst the number of cars currently registered total 3177. The committee accepted a proposal that a notice should be displayed on the Cars for Sale page of the web site covering the matter of identity and originality of specials produced in the form of one or other well known race car styles.

With regard to the Car of the Year award, the current leader is Bill Bennett (J2) followed by Peter Fenichel (K special) and Alex Reid (PA). David Downes leads Andrew Bradshaw in the Speed Championship with Stuart Evans in third. Following problems in the Triple-M race at MGCC Silverstone Mike Linward, Competition Secretary is to investigate whether it is feasible for the Register to purchase transponders to lend out to competitors.

The Yearbook was produced later than planned, due to a family bereavement in each of the co-editors families. Despite this

unavoidable delay Peter Hemmings, Librarian reported that 138 advanced orders were taken at the MGCC Silverstone meeting, with 133 more copies sold post Silverstone.

Sales of Mike Hawke's J2 book are also going well with 44 copies sold at Silverstone, and a further 31 copies since then. Library postage costs were reviewed and increased in line with current expenditure; the Library page on the web site will be updated to reflect the revised postage rates. It was also agreed that the Register should not stock regalia items, as demand for this type of stock is poor. However, it was agreed there may be a demand for good quality caps, and the matter will be investigated.

Our Triple-M Bulletin Editor, Phil Bayne-Powell, has arranged to outsource the printing of the Bulletin ahead of a move from SAEs to a subscription based system. The committee were unanimous in their approval of the improved quality. These changes and the subscription fees will be as set out separately in this issue of the Bulletin by our Editor. The committee also approved the Editor's proposal that any member who submits an article suitable for publication will be awarded with a free 6 month subscription to the Bulletin.

The events for the current year have all been successfully completed, the annual dinner to be held on 6th October, being the only remaining event. In May 2008 there will be another Flat Cap & Whippet rally again organised jointly by Terry Hartley and Bob Walker, the already mentioned anniversary displays of K3's and L's, a Summer Gathering at Peter Green's in either June or July, the Blackhorse Driving tests and the annual dinner in October.

The date of the next meeting is 9th December 2008.

## **YEARBOOK EDITOR WANTED**

**We have unfortunately not yet been able to fill the post of Yearbook editor, and so are repeating our request for volunteers to come forward. Roger Thomas is prepared to give all assistance and introduce the new Editor to our printers, who have been very helpful in producing a real quality product.**

**We need to appoint an Editor very soon, so as to get the 2007 Yearbook under way, and articles sourced.**



## LAND'S END CENTENARY

JUNE 1/2 2008

Who can fail to thrill at the thought of the MMM success in the pre-war trials, whether the famous works Cream Crackers and Musketeers or the ordinary private cars which harvested a huge crop of medals? The most famous trial of all is the Land's End with hills sporting evocative names such as Beggars' Roost, Crackington, Ruses Mill, Hustyn and Blue Hills Mine.

Next year sees the centenary of the event, and the MCC is organising a special run to commemorate it. Starting on June 1<sup>st</sup> in west London (possibly Brooklands), cars will travel through the night for a breakfast stop in Taunton, though sadly Dellar's café of pre-war fame is no longer with us. Cars will then drive along the north coasts of Somerset, Devon and Cornwall for a night's stop in Penzance. On the next day they will drive to a finish at Exeter.

The intention is to follow the old route, and take in all the famous old hills. You will drive up famous hills such as Hustyn and Ruses Mil, but note that all hills tackled will be on hard surfaces. You will not be expected to drive up damaging hills like Crackington and Cutcliffe Lane, but will be able to visit them in order to walk them.

It is hoped that a large number of MMM's will join in the fun, whether they have a known trials history or not. I will post further information in the Bulletin, and on the web site, as and when it becomes available, but in the meantime if you would like to chat about the event please give me a call.

As well as this special event, you may like to enter class O in the real event at Easter. Class O is designed for novices, the more fragile cars and drivers, who are past the first flush of youth which, sadly, means most of us. You do not do the night run, and do not attempt the difficult rough hills like the Roost and Crackington. Instead you tackle the easier, non-damaging hills, plus some just for class O, usually historic hills that are now tarmaced.

Again give me a call if you are not sure. and would like to know more. For those who do not wish to enter, I shall be organising a team of MMM marshals to run one of the famous hills.

Alan Grassam 01935 863673 [ag.theoldpoc@hotmail.co.uk](mailto:ag.theoldpoc@hotmail.co.uk)

## The New Bulletin and the Subscription arrangements

As reported in the Editorial, the Triple-M committee has agreed that we will now be adopting a subscription system for the Bulletin instead of the old Stamped addressed envelopes.

The subscription system will start as of this Bulletin, and will come into play when members' current SAEs run out, so that the new arrangement will be phased in with a rolling programme. All your current stamped addressed envelopes will be used up before we ask you to send us your subscriptions.

All we will be asking you to do is to send your subscriptions to our new Subscription Co-ordinator Paul White at Rhiwlas, Y Pant, Denbighshire, LL11 3AE, and we will provide the envelopes, stamps and addresses within the subscription price, which your new improved Bulletin will be posted in.

The subscriptions will be £8 a year for UK members, while European member will be asked to pay £11 (or 15 Euros), whilst overseas members (i.e. non-European) members will be asked for £12. Cheques will need to be made out to "The MG Car Club – Triple-M Register"

As with the current procedure, you will be notified, by an insert in your last Bulletin, that your SAEs have run out. You will be asked to send your new subscriptions to Paul White, and the full details will be spelt out in your last Bulletin insert.

Therefore in future we will not be asking members to send in stamped addressed envelopes to the Editor, but to send your subscription money to Paul White, the Subscription Co-ordinator, and we will do the rest.

Due to the new look Bulletin (which you will have hopefully noticed with this issue!) the thicker paper means we will not be able to keep within the 5mm thickness restriction of the standard letter rate of 34p, but need to increase the postage rate to 48p. This rate will cover any large issues (such as the 52 page August issue), and so we will not be restricted in future if the Bulletin size grows, as a result of all the many contributions that you will all be sending me!!

This postage rate is catered for in the new subscription rate. As the subscription rate is very sensitive to the postage rate (UK postage is

about 2/3<sup>rd</sup> of our printing costs of the Bulletin), we may need to increase the subscription rate in the future, as postage rates are put up.

We would like to thank Dennis Wharf and Ricky Seaton of CDS printers for all their assistance in finalising the new look Bulletin, which we hope you will be pleased with.

Incidentally, it was agreed at the committee meeting that we would be going ahead with obtaining binders for the Bulletin, similar to those for the Yearbook. We will advise you next time of the price (approx £6) and availability.

## FUTURE EVENTS

14 <sup>th</sup> October	SE Centre Navisat	01932 882467
21 <sup>st</sup> October	SW Centre Kimber Trial	01963 440941
27 <sup>th</sup> October	VSCC Goodwood Sprint	01608 644777
28 <sup>th</sup> October	National Restoration Show	01568 797228
9-11 <sup>th</sup> Nov	NEC Classic Motor Show	01217 672772

## P. J. HALLEWELL ENGINEERING

BRITISH CHROME AND PAINTED WIRE WHEELS VETERAN, VINTAGE & CLASSIC  
M.G. MMM & TC wheels from stock

New Wire Wheels Blasting & Repainting Most Rims & Centres  
available Spokes & Nipples

Wheel Repairs & Refurbishment Alloy Wheel Polishing Single  
Spoke Replacement from £10

CREDIT CARDS TAKEN ALL WORK DONE BY THE PROPRIETOR NO VAT

Visitors by appointment please

TEL & FAX: 01895 674852

[www.PJHallewellEngineering.co.uk](http://www.PJHallewellEngineering.co.uk)

e-mail: [phil.hallewell@googlemail.com](mailto:phil.hallewell@googlemail.com)

UNIT 5, LONG LANE FARM, ICKENHAM, UXBRIDGE, MIDDLESEX UB10 8QT



# CAR OF THE YEAR 2007

## To 28<sup>th</sup> September

<u>Position</u>	<u>Register Number</u>	<u>Car</u>	<u>Registration Mark</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	2134	K1/s	MG 3094	Peter Fenichel Richard Frankel Peter Plaskitt	102
2 <sup>nd</sup>	691	NA All'ham	BYU 271	Rosemary Bayne-Powell Philip Bayne-Powell	96
3 <sup>rd</sup>	909	J2-PA/s	FW 3909	Bill Bennett	95
4 <sup>th</sup>	1463	NA/s	BUU 964	David Downes	79
5 <sup>th</sup>	1595	M	PG 1045	Frank Ashley	77
6 <sup>th</sup>	1931	C/s	VD 30	Barry Foster	73
7 <sup>th</sup>	1804	PA	MG 3848	Alex Reid Mike Linward	70
=8 <sup>th</sup>	341	M	PJ 7970	David Rushton	64
"	2818	PA-NA	BOR 261	John Seber Ron Turner Rodney Seber Tony Seber	64
=10 <sup>th</sup>	1426	NA/s	Bellevue Spl.	Ian Baxter	56
"		PA/s	-	Mike Painter	56
=12 <sup>th</sup>	2227	KN	MG 4282	Peter Hemmings	49
"	1	NA/s	JB 3852	David Alison Mike Allison Anne Allison	49
14	739	J2	UP 8871	Colin Henderson	47
=15 <sup>th</sup>	664	PA/s	BLB 209	Paul Duncombe	46
"	2922	NA/s Saloon	XXG 102	Keith Portsmore / Philip Bayne-Powell	46
"	1533	PA-PB	WV 5012	Dick Morbey	46
=18 <sup>th</sup>	2000	K3/s	MG 3570	Peter Green Andrew Taylor	45
"	1164	PA	YSV 703	Fred Boothby	45
"	2077	K1-KN/s SS	-	Annie Templeton	45
21 <sup>st</sup>	3	J2	DG 5404	Mike Hawke	44



22 <sup>nd</sup>	1208	PB	BOK 244	Keith Leaver	43
=23 <sup>rd</sup>	1917	J1/s	VSV 521	Stuart Evans	41
“	2284	J2	OB 5374	Colin Henderson Andrew Henderson	41
“	609	PB/s	ARY 614	Mike Dowley	41
26 <sup>th</sup>	89	NA	CPE 962	Alan Hogg	38
		All'ham			
27 <sup>th</sup>	1976	J2/s	JF 5278	Gil Collins	37
=28 <sup>th</sup>	162	ND/s	BKL 265	Philip Bayne-Powell Ed Taylor Neil Cooke Colin Wallace	36
“	2188	M	GH 4434	Colin Reynolds	36
30 <sup>th</sup>	2695	J1/s ss	-	Anthony Howat Garth Howat	35
31 <sup>st</sup>	1997	NA	MG 3271	John Dutton James Brice David Dutton	34
=32 <sup>nd</sup>	3017	J1	UG 3585	Jim Collier	33
“	3202	Salonette PB/s	HS 8860	Peter Plaskitt Patrick Walker Peter Fenichel	33
34 <sup>th</sup>	212	NE	JB 4750	Peter Green Andrew Taylor Colin Butchers	32
35 <sup>th</sup>	465	R/s ss	-	Mark Piercy Tom Dark	31
36 <sup>th</sup>	1991	KN/s	ELF 409	Peter Prosser	28
		Saloon			
37 <sup>th</sup>	317	Jarvis M	GP 1856	Annette Bayne-Powell	27
=38 <sup>th</sup>	920	PA/s	TG 8337	George Ward	26
“	148	M	OY 1548	John Haine	26
“	158	PA	BJO 800	Peter Down	26
=41 <sup>st</sup>	1428	J2	DG 6142	Nick Bengier	25
“	2686	NB	MG 4844	Alan Hogg	25
“	2761	K1/s	MG 2794	Edward Mullins	25
=44 <sup>th</sup>	1278	F1	MG 1313	Ian Goddard Charles Goddard	24
“	2011	K2/s	JO 7531	John Dutton	24
“	2070	J2/s	JY 1146	John Reid	24

=47 <sup>th</sup>	1521	C/s	RX 8591	Dave Cooksey	23
“	1270	NB	MG 4750	Wendy Cooksey	23
		Cresta		Bob Clare	
=48 <sup>th</sup>	761	J2/s	APU 280	Fred Boothby	22
“	3420	PA	BMH 34	Barry Foster	22
50 <sup>th</sup>	591	C/s	MG 1100	Andrew Bradshaw	22
				Mark Piercy	21
				Alan Barker	
=51 <sup>st</sup>	1049	PB/s	VH8637	Gerald Burridge	20
“	2742	J2	DG 7828	Robin Hamblett	20
“	600	J2/s	WJ 7070	Ken Robinson	20
“	1647	NB	JB 6864	Bill Abbott	20
“	1888	NA	CGJ 295	Richard Last	20
				Tristan Last	
=56 <sup>th</sup>	1000	PB/s	JB 7521	Ian Williamson	19
“	2741	KN/s	GSK 347	Philip Walker	19
				Andrew Taylor	
“	1710	F1 Jarvis	IU 2474	Peter Tabb	19
“	2430	PA/s	497 UXH	Howard Harman	19
“	3190	J2	JC 1421	Brian Bassett	19
=61 <sup>st</sup>	1557	PB	BE 96147	Ulrich Gygax	18
“	2361	NA/s ss	EP 5892	Robin Butler	18
“	81	C/s	JK 1932	Bob Hudson	18
“	1419	J2	AGJ 540	Paul Miller	18
“	741	PA	ATO 387	Bill Cullen	18
“	2193	NB	DUB 679	Terry Hartley	18
=67 <sup>th</sup>	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	
“	1600	D	PO 5751	Ted Hack	17
“	1902	PA	BXW 869	Brenda Adams	17
“	66	K3/s	MG-K3	Gerhard Maier	17
“	1823	PA	WO 9320	Terry Andrews	17
“	126	L2	ANB 431	David Naylor	17
=75 <sup>th</sup>	338	NB	ADG 886	Alan Grassam	16
“	3114	K1/s	BOS 357	Svend Algren	16
“	80	J2	DE-46-64	Henri de Jong	16
				Thijs de Groot	
“	1036	PB	CXV 671	John James	16

“	2715	KN/s	CG 8379	Brandon Smith-Hilliard	16
=80 <sup>th</sup>	2789	PA 4str	VYC 529	Keith Jackson	15
“	714	J2	HS 7065	Rodney Lambert	15
=82 <sup>nd</sup>	534	NA	HH 8103	Bill Bennett	14
“	2215	PB/s	JB 7525	Richard Frankel Peter Flood	14
=84 <sup>th</sup>	1235	L1/s	JB 6878	Bryan Ditchman Colin Butchers	13
“	1537	PA/s	LV 8989	Patrick Gardner Tim Beckh	13
“	2517	M	SV 6402	Roger Glister	13
=87 <sup>th</sup>	1367	PA/s	MG 3921	John Wells	12
“	1870	PA	AYY 38	Malcolm Kirby	12
“	3173	PB	APW 774	David Sherman	12
“	2291	C/s	JK 2340	Adam Singer Singer	12
=91 <sup>st</sup>	27	J2-PA/s	DRV 740	Carol Cooper	11
“	1187	PA/s	EO 5823	Colin Wallace	11
“	2175	PB	JB 7524	Elizabeth Taylor	11
“	2362	NA	BTT 726	Richard Jenkins	11
“	2329	J2	APC 181	Marion Best	11
=96 <sup>th</sup>	2591	PA	MG 3242	Colin McLachlan	10
“	1486	K3/s	JB 3181	Howard Maguire	10
“	922	D	KG 1237	Guy Gibbs	10
=99 <sup>th</sup>	3009	J2	AGO 497	Peter Hemmings	9
“	2869	K1/s	AE-80-16	Henk de Vries	9
“	1659	PA	VL 5643	Terry Davies	9
“	670	PA	BFY 711	Richard Holl	9
“	73	PA/s	US 8752	Mike Pancheri	9
“	1794	J1	UF 9865	Les Green	9
“	2823	F1	GY 5141	Robert Walker	9
“	1824	PA	LV 7661	Nick Wiles	9
“	918	ND	MG 3548	Jutta Haupt	9
“	2231	J3/s	YG 4293	David Kempton	9
“	1607	F1	HZR 714	Stefaan Vernyns	9
“	1777	PA	BEV 518	Ron Warr	9
“	1654	NB	ADG 100	Bob Brassington	9
“	2769	12/12 Rep	AM-06-31	Henri de Jong	9
“	968	PA	BU 8079	Roger Davies	9

	“	1168	PB 4str	MG 4283	Chris Lewis	9
	“	2821	F1	MG 1375	Norman Williams	9
	“	3249	KN/s	BS 715 U	Christian Sury	9
	“	2200	C/s	RX 8306	Philip Bayne-Powell	9
=118 <sup>th</sup>		1894	M	GC 7705	John Bevington	8
	“	397	M 12/12	SC 9559	Alex Peacop	8
	“	25	L2	MG 47	Malcolm Newman	8
	“	2028	NB/s	MG 3694	Mike Allison	8
					Jane Metcalfe	
					Tim Metcalfe	
=122 <sup>nd</sup>		1238	PB	BZ 3433	Martin Gratte	7
	“	2631	K3/s	JB 1472	Brandon Smith-Hilliard	7
124 <sup>th</sup>		1189	M	JY 8840	Keith Portsmore	6
=125 <sup>th</sup>		815	KN/s	MG 4314	Martin Warner	5
	“	3298	PA/s	OSL 309	Les Procter	5
	“	676	PA/s	WP 5939	Roger Thomas	5
					Russell Thomas	
=128 <sup>th</sup>		749	PA/s	MG 3394	Peter Warne	4
	“	105	KN/s	BFY 658	Argen van Gelderen	4
	“	845	M	PG 5027	Mike Cleary	4
	“	1501	J2/s	HY 8219	Mark Piercy	4
					Tom Dark	
	“	1773	ND	MG 3281	Alan Hogg	4
					Terry Andrews	
133 <sup>rd</sup>		283	M	SVS 374	Tim Hunt	3
=134 <sup>th</sup>		348	M	VU 4037	James Mumford	2
	“	2679	NB	BTU 604	Peter Arnell	2
	“	1710	Jarvis F1	IU 2474	Philip Bayne-Powell	2
	“	65	PA/s	DPH 228	Nigel Gibbons	2
	“	1516	K3/s ss	-	Jeremy Hawke	2
	“	1550	PA	567 CRU	Peter Scott	2
	“	2860	L1	JW 3387	David Fricker	2
	“	1591	J2/s	YJ 892	David Stansbie	2
	“	2141	PA/s	RC 3349	Derek Richards	2
	“	843	M	ST 6963	Tony Margel	2
	“	1266	NB	JB 7261	Christopher Hurrion	2
	“	633	NA	LAS 368	Tony Hay	2
	“	1171	NA	MG 3538	Keith Portsmore	2
			All'ham			
=147 <sup>th</sup>		108	M	OU 4824	Mark Dalby	1

“	2133	KN/s ss	-	Andy King	1
“	3070	K3/s tc	MG 2525	Richard Last	1

Results from the following events are the only ones included in the 2007 COTY scores since the last Bulletin:

14 <sup>th</sup> July	MRL Grande Prémio Histórico do Porto Race	Full
15 <sup>th</sup> July	Triple-M Summer Gathering Gymkhana and PoO	Full
21 <sup>st</sup> July	VSCC Eastern Rally	Full
27 <sup>th</sup> /29 <sup>th</sup> July	HSCC Silverstone Classic Race Meeting	Full
4 <sup>th</sup> /5 <sup>th</sup> August	VSCC Prescott Speed Hill Climb	Full
12 <sup>th</sup> August	VSCC Mallory Park Race Meeting	Full
12 <sup>th</sup> August	Triple-M – Fawley Railway Museum Rally & PoO	Full
12 <sup>th</sup> August	MGCC SE Cobham Hall Driving Tests & Concours	Full
27 <sup>th</sup> August	VHC d’Etretat Bénouville Hill Climb	Full
8 <sup>th</sup> September	MGCC SW Wiscombe Park Hill Climb	Full
15 <sup>th</sup> September	VSCC Donington Race Meeting	Full
16 <sup>th</sup> September	Circuit des Remparts, Angouleme, France	Full

## SLADE TROPHY 2007

### To 28<sup>th</sup> September

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Points</u>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	24
2 <sup>nd</sup>	M	David Rushton	17
3 <sup>rd</sup>	PB/s	Gerald Burridge	14
4 <sup>th</sup>	PB/s	Ian Williamson	13
5 <sup>th</sup>	PA/s	George Ward	10
6 <sup>th</sup>	J2/s	Colin Bird	9
=7 <sup>th</sup>	J2	Peter Hemmings	8
“	PA/s	John Wells	8
9 <sup>th</sup>	J2	Thijs De Groot	7
10 <sup>th</sup>	PB	Martin Gratte	6
11 <sup>th</sup>	PA/s	Patrick Gardner	5
12 <sup>th</sup>	KN/s	Martin Warner	4
13 <sup>th</sup>	J2	Tin Beckh	3
14 <sup>th</sup>	PA	Alexander Reid	2
15 <sup>th</sup>	J2/s	John Reid	1

# SPEED CHAMPIONSHIP 2007

## Final Scores

Position	Car/s	Driver/s	Points
1 <sup>st</sup>	NA/s	David Downes	34
2 <sup>nd</sup>	PA	Andrew Bradshaw	25
3 <sup>rd</sup>	PA	Fred Boothby	23
4 <sup>th</sup>	J1/s	Stuart Evans	19
5 <sup>th</sup>	NA	James Brice	15
=6 <sup>th</sup>	M	Frank Ashley	14
“	KN/s	Annie Templeton	14
=8 <sup>th</sup>	K2/s	John Dutton	13
“	K1/s	Edward Mullins	13
“	C/s	Alan Barker	13
=11 <sup>th</sup>	K1/s	Peter Fenichel	12
“	KN/s	Philip Walker	12
“	PA-NA	John Seber	12
14 <sup>th</sup>	C/s	Dave Cooksey	11
=15 <sup>th</sup>	C/s	Barry Foster	10
“	KN/s,	Brandon Smith-	10
	K3/s	Hilliard	
“	PB/s	Mike Dowley	10
“	NA	Tristan Last	10
19 <sup>th</sup>	PA/s	Mike Painter	9
20 <sup>th</sup>	K3/s	Howard Maguire	8
21 <sup>st</sup>	NA	Richard Jenkins	6
=22 <sup>nd</sup>	RA/s ss	Tom Dark	5
“	K1/s	Paul Mullins	5
“	PA/s	Howard Harman	5
“	PA-NA	Tony Seber	5
“	K3/s	Peter Green	5
“	KN/s	Arjn van Gelderen	5
“	K1/s	Henk de Vries	5



# Racing Challenge Trophy 2007

## The Betty Haig Cup

### To 28<sup>th</sup> September

<u>Position</u>	<u>Car/s</u>	<u>Driver/s</u>	<u>Races less than 5</u>	<u>Index of Performance</u>
1 <sup>st</sup>	C/s	Barry Foster		0.461
2 <sup>nd</sup>	K1/s	Peter Fenichel		0.464
3 <sup>rd</sup>	PA-NA	John Seber		0.522
4 <sup>th</sup>	K1-KN/s ss	Anne Templeton		0.603
	J1/s	Stuart Evans	4	0.537
	KN/s, K3/s	Brandon Smith-Hilliard	4	0.727
	PB/s	Mike Dowley	4	0.806
	PA/s	Mike Painter	3	0.247
	PB/s	Peter Plaskitt	3	0.862
	C/s	Alan Barker	3	0.917
	K2/s	John Dutton	2	0.217
	RA/s ss	Mark Piercy	2	0.284
	K1/s	Edward Mullins	2	0.512
	PA	Andrew Bradshaw	2	0.542
	RA/s ss, QA/s	Tom Dark	2	0.635
	NA	James Brice	2	0.750
	NA	Tristan Last	2	0.875
	PA	Fred Boothby	2	0.917
	PA-NA	Ron Turner	2	0.942
	KN/s	Philip Walker	1	0.167
	K1/s	Paul Mullins	1	0.200
	K1/s	Henk de Vries	1	0.300
	PB/s	Richard Frankel	1	0.321
	J2/s	Gil Collins	1	0.455
	PA-NA	Rodney Seber	1	0.500
	K3/s	Howard Maguire	1	0.600
	PB/s	Patrick Walker	1	0.750
	PA-NA	Tony Seber	1	0.750
	KN/s	Arjen van Galderen	1	0.800
	C/s	Dave Cooksey	1	0.800
	K3/s	Peter Green	1	0.900
	NA/s	David Downes	1	1.000

The Speed Championship for 2007 concluded with the MGCC Wiscombe Park Hill Climb on 8<sup>th</sup> September, organised by the SW Centre. The event was blessed with fine weather and four Triple-M competitors – three more than the single entry last year, but there is still room for improvement.

David Downes supercharged N type was fastest of the quartet with a best time of 57.16 seconds. Frank Ashley put in a good time in his unsupercharged M of 65.16 seconds, while Howard Harman in his supercharged PA was disappointing, with a best time of 66.19 seconds.

Last in the group was Richard Jenkins with his newly restored N type with a specially built body, not unlike the Musketeer trials cars. Indeed, that similarity was re-enforced by the script on the car's bonnet – 'Milédi' taken from the name Milédi de Winter, 'woman of mystery' in the Dumas' story of the Three Musketeers.

However there was no mystery about the car's poor performance on the hill. That was due to incorrect valve and ignition timing, which, even after temporary correction, only produced a best time of 71.38 seconds – so further room for improvement there. Nevertheless, the car attracted much interest and Richard is to be congratulated on this rebuild – the first he has ever attempted.

In the final analysis of Speed Championship scores, David Downes has finished in top spot, and many congratulations to him.

No further trial scores have been received since the last update was published, but the second half of the trials year has started, so there will be progress to report in the December Bulletin. Of course, the trials community has been hit once again by the latest Foot and Mouth outbreak, and already the MCC have decided, reluctantly, to cancel the Edinburgh Trial, due to take place in early October. This will remove one of the three Classic Trials that make up the MCC 'Triple', and at the time of writing, no decision on Triple awards for 2007 has been made.

Events qualifying for the Race Challenge have all but finished, so far as the UK is concerned, but the competition will remain open until the end of the year to take in as many of the overseas events as possible for our well-travelled Triple-M competitors. Five races are the minimum to qualify, but you will see in the table all the competitors so far recorded. Those with less than five races to their name are 'greyed' out.

We are still waiting for a full set of results from the organisers of the Concours, Pride of Ownership and Gymkhana competitions at MG Car Club's Silverstone, 'Premier Event of the Year' from way back in June. It seems that an entry fee of £15 (for the Gymkhana alone) does not include the cost of an A4 sheet of paper, envelope and Second Class stamp for passing on the results to entrants.

It would be nice to know how everyone performed, even those not lucky enough to be in the top places. It may even encourage a few more people to take part. Doubtless all the money was swallowed up in perfectly justifiable 'administrative charges', - or maybe it's just that nobody cares about competitors after they have parted with their cash - surely not!

It is also very satisfying to see that nearly 150 Triple-M have been out and about collecting points in the Car of the Year competition.

**MIDGET**

**MAGNETTE**

**MAGNA**

M • C • D • J1 • J2 • J4 • F1 • F2 F3 • PA • PB • Q • R • L1 • L2 • NA • NB • ND • NE • K1 • K2 K3 • KN • KD



## MMM

### THE SPARES SERVICE YOU CAN RELY ON !



---

Phone on **01939 210458** Fax on **01939 210644**  
For prompt despatch of stock orders

---

**Open daily: 9.00am - 5.00pm Saturdays: 9.00am - 12 noon**

Regular stocks include: New rockers; Oil pump gears; Brake and speedo cables; Hoses; Rubber mouldings; Trunnion covers; Trunnion bearings; Pistons; Valves and valve springs; Clutch linings and plates; camshafts and camshaft bearings; Radiator badges; Exhaust systems; Aero screens; Mudguards; Valances and aprons; Large range of paper gaskets; Oil seals and brass shims; Vertical Drive spares, Couplings, etc. New Andre Hartford shock absorbers plus a Reconditioning Service; Wheels rebuilt and stove enamelled; Manifolds Vitreous enamelled. We also offer a high quality Whitmetalling and crankgrinding service and each year undertake a limited number of complete engine, gear box and steering box overhauls.

Now even easier to visit - on the A49 less than 15 minutes from the end of M54 - M6 link.  
8th edition illustrated catalogue £4 post free UK Visa - Mastercard welcome

  
**SPORTS & VINTAGE**  
**MOTORS**  
SHREWSBURY LIMITED

  
**Upper Battlefield**  
**Shrewsbury SY4 3DB**  
**Telephone: 01939 210458**  
**Fax: 01939 210644**

  
BRITISH MOTOR  
10 KEMPER AVENUE

## Summer in France with *la Chou-Chou* By David Stansbie

The Chou-Chou, or 'that bloody car' as it is affectionately known by my wife, is a J2 built to resemble a J3, with a low pressure supercharger and 12 inch brakes. This summer we spent five weeks with the car in June and July, mostly in France, but with a brief excursion to Luxembourg and Belgium thanks to a visit to the rally organised by Jos Wantz.

We normally go to the Retro Grand Prix at Le Puy-Notre Dame, which takes place in the Loire at the end of July. But this year the MG rally in Luxembourg at the end of June also seemed too good to miss, so we simply had to stay in France for the month of July, and combine both events. Because of the length of our stay, and the lack of luggage carrying capacity in the J, we transported the car on a trailer to Cambrai in Northern France, where we met up with the Bayne-Powell contingent *en route* to Luxembourg. There has been a report of this event already so I'll say no more than that it was very enjoyable and that Philip B-P kindly allowed us to travel in the J with his group of 6 cylinder cars, two NA Allinghams and a KD, and even slowed down for us on the hills to allow us to catch up!

As the others were making their way back to the Channel ports, we put the Chou-Chou back on the trailer (always a fraught process), and drove down to the Loire via the mother and father of all traffic jams around Paris.

The event that draws us back to the Loire each year is a Grand Prix Retro, an event organised by the village of Puy-Notre Dame, which is about 15 kilometres south of Saumur, in the central area of the Loire Region. The local wine growers organise a series of events each summer (they have a Jazz Festival too), which are designed to raise the profile of the area, attract the crowds, and draw attention to their wines.

It all began because their wine was only classified as Saumur Rouge and they felt it deserved an appellation of its own. This year they achieved their aim and the Association des Vignerons Puy-Notre Dame, Vaudelnay, Brossay and St Macaire du Bois can now sell their wine with the appellation Saumur Puy-Notre Dame, which has major implications for the marketing and price of the wine.

The event consists of a rally around the local area on the last Saturday in July, followed by an event the following Sunday that could only be organised in France. The small town is closed to all traffic, barriers and stands are erected, a large number of straw bales are distributed at strategic points, and you are then allowed to 'demonstrate' how to race your car around the streets.

There are no winners or losers but you have to wear a crash helmet, and observe the marshals' instructions. It starts and finishes with a chequered flag, and there is a loudspeaker commentary. Each year the mayor gives everyone a pep talk before the event, which can be summarised as 'you can do more or less what you like but don't maim any of the spectators'. Each year someone demonstrates how to crash their car, which usually involves overturning the vehicle since a lot of three wheelers attend.

This year we arrived three weeks before the event and stayed at a friend's house at Turquant, which happens to be nearby. The house is charming and perched on the edge of a cliff surrounded by vineyards with a distant view of the Loire. However it doesn't have anywhere to store a trailer, and my first priority was to find somewhere to leave it for a few weeks. At first I left it near the village camp site, where the travelling market traders park. However, I thought I should check with the Mairie that it was not in anyone's way. I was astonished when Mariette told me that I should check it was still there after leaving it overnight. Apparently Turquant is a hotbed of trailer

thieves, and she was much exercised by where I could leave it safely.

I should say that my trailer was rescued from a public car park by a friend, after it had been left there for some years and last year, on the way back from France, one of the wheels fell off it. I found an agricultural engineer's shop with a big jack, and we managed to pull off the rotten suspension unit, put a bit more air in the remaining tyre on that side, and came home on three wheels.



### **Chou Chou in the garden at Turquant**

So I was intrigued at the thought of anyone wanting to pinch it! Despite explaining this, Mariette the administrator from the Mairie, insisted that it would have to be moved somewhere



safer, consulted the mayor and identified a small car park near her house, where she could keep a close eye on it for me.

The month between events was spent giving a little tender loving care to the trailer, gardening and cycling along the 'Loire a velo' cycle track. We also met Ludmilla, the daughter of a neighbour, who is clearly going to be a big fan of MMM MGs in the future, judging by her reaction to a short trip in the J. My wife Angela also started to get to grips with driving Chou-Chou for the first time. The empty country roads are ideal MMM country.

At the end of the month we were joined by friends with their 1939 KSS Velocette and 1932 Morgan Aero. The three pre-war vehicles made an eye catching sight in the garden of the house and attracted a great deal of interest from the locals



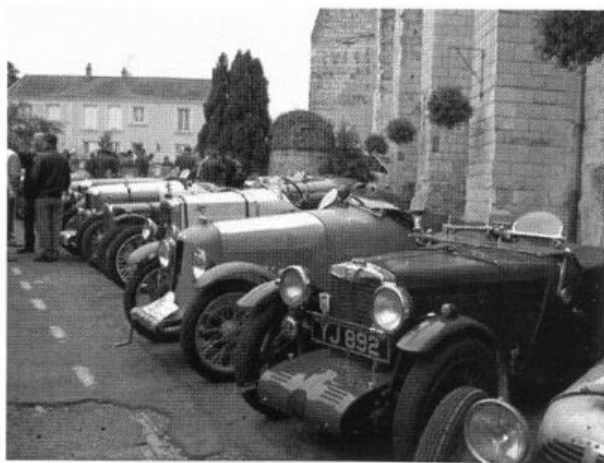
### **Three pre-war vehicles at Turquant**

The event attracted about 140 cars this year and was the eleventh Retro Grand Prix at Le Puy-Notre Dame. Most of the vehicles are pre-war, but while any 'classic' car is accepted for the Rally, only pre-1939 vehicles are allowed to 'race' on the Sunday. The Rally consists of a leisurely drive through the back

waters of the Loire following a route book. The locals line the lanes, wave and cheer the cars, very different from UK experiences. After an hour or so, at about 10.30 am, a casse-croute is arranged. This is designed to help one through the difficult period between breakfast and lunch. It is held in a picturesque spot where you come across trestle tables groaning with the local cheeses, pate, french bread and of course wine. This is an event organised by the wine growers after all.

After a spot of eating, drinking, fettling and talk of sprockets, it's off on the next circuit for an hour or so, before the serious business of lunch. This year lunch took place in the cellars of a rather grand vineyard, Chateau La Fessardiere, and was a four course meal with some seriously good Loire wines. A glass of the sparkling Saumur as an aperitif, then the Cabernet Franc red followed by the Chenin Blanc white.

About two and a half hours later we emerged from the cellars, blinking like moles at the bright light, and set about trying to follow the route book for the afternoon, which seemed much more challenging than the morning session. Those with the stamina were then led back to Le Puy for a wine tasting before the main evening's entertainment started in the Village Hall. Needless to say it involved wine and didn't finish until 02.00am.



One is always woken early on the Sunday by the sound of heavy machinery as the villagers move all of the security barriers into place early in the day. There were five race classes; cyclecars, vintage, motorbikes, three wheelers and side cars. Each race was 6 laps of the village and all were repeated three times during the day. The morning session was, of course, followed by a sit down lunch with wine after which the racing went on into the evening.

I went out with the cyclecars- Amilcars, BNCs, the odd MG, Austin Sevens and Fiat Balilas. The narrow circuit is well suited to a small MMM car, and the supercharger allowed me to overtake many of the Amilcars on a short hill at the back of the circuit, although the single seaters seemed faster through the chicanes. The town is built of a very solid looking limestone and so it may be that they were just braver than me. The vintage group included type 37, 35B and 51 Bugattis as well as Rileys, a Fraser-Nash and a Delahaye. There were also some six cylinder MG racer specials in this group.



**David's J2/s shows an Amilcar the way round**

Unusually this year the three wheeler 'race' consisted of Morgans and their French equivalent, the Darmont, with the odd Sandford. In past years the English and French contingents have been separated, lest national rivalries get in the way of common sense. However despite the entente cordiale, a friend with an early Anzani engined Morgan three wheeler suddenly came across another vehicle embedded in a straw bale. He had failed to see the yellow flags and was unsighted by a large bale of straw. Unfortunately he turned the Morgan on its side while attempting to turn too sharply to avoid the other car. It seems that without the weight of a passenger the three wheeled cars are prone to tipping over on a sharp left hand bend. Fortunately all that was damaged was pride and the bank balance.

Despite this set back, the event ended with a new batch of converts determined to return the next year, although I fear the success of the whole weekend is proving too much for the locals who do a tremendous job in organising the 'demonstration'.



## M-types in France

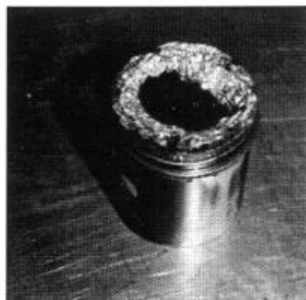
Alan Richards lives in France, near Trouville, and has just joined the Register, and gives us details as follows:- "I recently contacted John Bevington, who also has an M-type and lives about 200 kilometres from me.

"I purchased my M-type (chassis No. 2M 1360, Reg No. MG 445) at an H&H auction earlier this year. It had only covered 7 miles since 1983, and although it had an MOT, it did not run. A fortnight of hard work and various new parts had it running again. I took part in an MGCC rally, and have been to Le Mans and Silverstone without too much trouble (I think it is fairly reliable now). Peter Mann, who owned the car 25-30 years ago has been very helpful. It has never been completely restored, and has all its original bodywork, although the fabric was replaced by Peter Mann. I have the impression that the bottom end of the engine has never had much done to it!"

"My second M-type (chassis No 2M2892, Reg No. KJ 3091) was bought on E-bay! I don't think the seller had bought it for his own use, as he knew very little about it. It has 12/12 type bodywork, cycle wings and louvres in the top of the bonnet. The engine has been sleeved and +60 pistons fitted. It has a 12/12 camshaft and the 3-speed gearbox has a remote change. The rear main bearing needs to be remetalled, so I have stripped the engine."

"I also have a VA saloon and a VA Tickford, which I use regularly".

**Barry Foster's C-type piston after GP Live, when valve head dropped off!**  
(photo B.Foster)



## A Fox's Tale

From Mike Dalby

Joseph William Fox was born into the Quaker Fox family on 16<sup>th</sup> June 1908, and was the third son of Gerald and Bea (Beatrice), nee Cornish-Brown.

The Fox family had substantial business interests in Devon and west Somerset. The main business was textiles and they produced some of the finest West of England suiting fabrics that were available at the time. They were also involved with the pottery, tile and brick making around Bovey Tracey in Mid-Devon. Their Fox Fowler Bank in Wellington financed all this.

Joe's Father, Gerald was Managing Director of the Candy Tile business, and a Director of the Bank and the Textile Company, and they lived in Newton Abbot. Gerald had played Rugby for Devon and was a keen skier, it was natural that son Joe should be fond of sport. Joe lived in Wellington in his early childhood, but moved to Newton Abbot when his Father went to Candy Tiles.

He must have found his motoring interest from a grand parent who drove to Scotland for a fishing trip in 1904, as he entered his first Exeter trial in 1931 aged 22, in a Hillman Husky and won a Bronze medal.

MG J2 registration 'OD 5714' was first registered on 6<sup>th</sup> May 1933 when he was in Newton Abbot and 24 years of age. He competed in a number of M.C.C. events in 1933 and 1934. *(Unfortunately this car is not recorded as surviving, according to the Register listing – Ed.)*

The NA was first registered on 29<sup>th</sup> July 1935 again when in Newton Abbot. In this car he did numerous M.C.C. events and won a "Triple" in 1936.

In 1938 he went to work for Central Garage in Cobham Surrey, and about that time bought an open 1931 16 h.p Lagonda 'WH 5554' and went rallying. He did the 1938 Welsh in it, and also competed in the 1939 event in an open Lagonda.



Possibly the same one, as he picked his daughter up from school in a Lagonda in 1940, and drove at high speed down Haldon Hill, near Exeter.

During the war there was a complete change of career, as he was a Special Constable in the Metropolitan Police. However, before the war he had been involved with 'Toc H' serving his community, and was South West area Secretary. This all led to being ordained as a Priest at Salisbury Theological College leaving in 1952. He became a Deacon in the same year and a Priest in 1953.

He was then as a curate at Widecombe-in-the-Moor before being Chaplain at Dartmoor Prison. From 1958 to 1966 was involved in prison welfare. He was the Curate at Leusdon, Dartmoor in the 1960's.

He was awarded the Police Long Service Medal and the Defence Medal. He had married in mid 1934 to Katherine Mary Littlewood and had had a daughter Patricia. He married his second wife, Francis – a nurse, in the 1970's. He died 15<sup>th</sup> September 1994.

**THE  BUG – YOU'LL HAVE DIFFICULTY SHAKING IT OFF, AND THE FOLLOWING WILL DO LITTLE TO HELP...**

WE HAVE THE NEW SPARES SERVICE FULLY BACK IN HOUSE BASED ON OUR OLD CATALOGUE  
WE ALSO SELL THE TYPE OF CAR WE LOOK AFTER – MMM AND EARLY TT TYPES

**NEW AND REBUILT SPARES**

All can be browsed in our self service shop or same-day mail order.

- RUBBERS
- ENGINE COMPONENTS
- BRAKES
- SHOCK ABSORBERS
- PINS
- PUMPS
- ELECTRICAL BOXES
- DISTRIBUTORS
- GASKETS
- WHEELS
- HOSE/CLIPS
- CW/PINDONS
- RAD GRILLES
- LAMPS OF ALL DESCRIPTIONS –
- BLOCKS/HEADS
- LOOMS
- CASTINGS
- CURTAINWORK
- WOOD
- INSTRUMENTS
- PANELS
- WINGS
- BODIES
- UPHOLSTERY
- BATTERIES
- CABLES
- MIRRORS

**OLD SPARES**

(usually in stock but subject to availability)  
The last on-tap s/hand MMM spares service in the UK.

- ENGINES
- CHASSIS PARTS
- GEARBOXES
- SHAFTS
- RADIATORS
- SHELLS/GRILLES
- WHEELS
- BRAKES
- DRIVESHAFTS
- AXLES
- HUBS
- LAMPS OF ALL DESCRIPTIONS –  
(rebuilt and unrebuilt)
- SHOCK ABSORBERS
- DIFFERENTIALS
- CAMBUZZETS
- ROCKER BOXES
- GENERATORS
- STARTER MOTORS
- TANKS/BONNETS
- HOOD FRAMES
- WINGS



LOWER PRICES – NO OBLIGATION – RETURN QUOTES – TOPP, CATALOGUE, FOC

OR YOU CAN ACCESS IT ALL VIA [WWW.BARRYWALKER.COM](http://WWW.BARRYWALKER.COM)

Why not plan a visit? We're just 10 mins off the M40 at Junction 15 – our shop is open plan with no counters, so you can browse around. And you can visit our showroom as well, packed with TigeM and T-type cars for sale.

35 YEARS DEVOTED TO ONE MARQUE – THERE'S LITTLE WE CAN'T HELP YOU WITH  
COMMISSION CAR SALES: Our highly regarded service is cheap and always available to you. M RVU TF



**BARRY WALKER**

... for the very best in vintage MGs ...



TEL: 01789 400181/FAX: 01789 400230  
EMAIL: [barry@barrywalker.com](mailto:barry@barrywalker.com)

Bally Linn Farm, Towner Hill,  
Temple Grafton, nr. Stroud Glos. GL8 5AA,  
Newbury, RG4 0JN, UK.



## YOUR LETTERS

### From Peter Prosser

Dear Philip

Please find an attached photo of my car with myself (Left) and Peter Partridge from Perth, Western Australia, when Peter & his wife were visiting the UK recently.

Peter owned ELF 409 between Sept 1976 and July 1998 when I purchased and shipped the car back to UK.

This was the first occasion he had seen the car since the rebuild. He was happy with the final product.

He has several other MG's in his collection and is an active member of the MG club in WA.

Best Regards



## From Barry Foster

Dear Editor

With reference to various statements in the Bulletin and other periodicals, I would like to express a few opinions.

Our cars are a 'bit behind the times' and for motor sport, we are often subject to the same regulations as F1 racers e.g. 3-layer race suits – totally unsuited to open old cars. It would be much better to race with leathers as the ACU allows for the Morgan 3-wheelers. If one comes out of our cars in a race suit designed for a full seat harness and roll cage, one will not slide as a racing leather race set. Just look at Moto GP. Watching the bikes take off at Cadwell park's Moubntain makes you realise that they really are mad, rather than us who are just a bit 'silly'.

I believe we should have transponders so that the results recorded by the timekeepers are correct. The results become a historical record and need to be above suspicion. One of recent results put George Ward (K1 Magnette) a whole minute faster than the rest of the grid! No protests were accepted by the timekeepers. An incorrect record for the rest of time.

I believe the MG Car Club has got it wrong. I have raced north and south of the Equator, and at every event (other than the MGCC) the normal entry fee includes the use of a transponder. We should use them and they should be provided by the organising club. We are not professional or sponsored entrants, and have limited budgets. We race to have fun and to support the MG Car Club at its premier event.

I did not race at MG Silverstone for many years because of the transponder issue, and also because we were amalgamated with other grids. Since Peter Green has persuaded the Club to run a Triple-M race again, I have participated, but without transponder. If the VSCC/750MC/RSAMC etc can supply the electric box, why cannot our club do the same?

Yours MMMutteringly

## From George and Marguerite Morgan

Dear Peter (Green) and Philip

I am writing to thank the members of the Triple-M Register for the brilliant weekend organised for the Brooklands 100<sup>th</sup> Anniversary, and for the fellow MG enthusiasts who so kindly looked after us, and made us feel so welcome at this once in a lifetime event.

We have a very intense and time consuming business, manufacturing aircraft for distribution on a global market, so when a last minute opportunity presented itself to go to the UK for the High Wycombe Airshow, to display our aircraft there, George and I did not hesitate one minute to pack our bags and depart for your summer.

Unfortunately, by this time the Brooklands weekend closing date had passed, but phone calls to Triple-M friends in the UK suggested that we should still come along. We understood that we would be making our own way, organising our own accommodation, and not be able to join in the already planned tours and meals. However we contacted Beaumont House who had rooms available and booked our stay, thinking that if we saw the Triple-M cars, that would be a very big bonus.

However our friends thought otherwise, and it is this part that I would like to publicly thank those of your members that really looked after us.

Firstly, Philip and Rosemary Bayne-Powell who brought along a 3<sup>rd</sup> Triple-M car (*the second one, the ND, was being used by two other Aussies, Ed Taylor and Neil Clarke, and we had taken the C-type to Beaumont House so as to be available for the Sunday trip to Brooklands – Ed.*) so that two Aussie interlopers would have seats in Triple-M cars for the Saturday tour to Waddesdon Manor. This was truly a very generous act on their behalf, and George and I wish to express our very sincere appreciation of their kind act and spirit, which engenders long lasting friendships.

Secondly, Anne and Mike Allison, who then kindly insisted that we have their day entry and meal tickets for Waddesdon Manor. "You will have to eat what Mike and I ordered though" was Anne's comment; she was going to spend the day exploring Windsor Castle, while Mike was busy at Brooklands with the centenary activities. Many thanks for your kindness.

That weekend, which included my tour with Philip in his C-type, and George going round the track at Brooklands will long live in our memories as a truly unique experience.

We are now back in Australia and looking forward to getting our F-type to the 2<sup>nd</sup> bi-annual Pre-War Register meeting at Beechworth over the long weekend of 28<sup>th</sup> September to 1<sup>st</sup> October.

I would encourage any UK Triple-M members who would like to come out to Australia to contact us and we will help with arrangements, and attempt to reciprocate the kindness shown to us. Our direct telephone number is +61 3 51489 355 or e-mail [mmorgan@gippsaero.com](mailto:mmorgan@gippsaero.com).

Once again, many thanks for your hospitality and friendship.

Yours sincerely

(This is surely the Marque of Friendship that we all subscribe to in the MGCC and Triple-M Register; see the photo of George and Marguerite with their F-type on the cover pages – Ed.)

**== ROGER F THOMAS ==**  
CLASSIC RESTORATION & ENGINEERING



Firs Cottage,  
Pirbright Road,  
Normandy,  
Surrey,  
GU3 2HU.

Phone: 01252 316028    Mobile: 07710070401  
E-Mail: [MMMfixit@hotmail.com](mailto:MMMfixit@hotmail.com)  
Over 40 years experience working on early MG motor cars.

Should you have a problem that needs sorting, or a project you would like to discuss, why not give me a ring or arrange a meeting.

## TIPS AND HINTS

### Oily brake shoes by Peter Scott

I was very interested in the article by Derek Moore in the August Bulletin, describing the thin metal scroll used to address the problem of differential oil finding its way onto your new brake linings. This was the first problem, which I faced when I bought my PA two and a half years ago. Investigations revealed many different approaches to the problem; some of them quite ingenious. There are still supporters of the original cork seal provided it is Araldited to the axle tube to prevent oil getting between the seal and the axle casing. Other solutions include the popular nylatron scroll pushed into the end of the axle tube, or a lip seal in the end of the axle casing but this requires the casing to be machined; not appropriate if the axle is already fitted to the car. A Riley owner, I was parked next to at Mallory recently says that he found a tennis ball fitted to the half shaft when he stripped an axle some time ago. When I used to build Austin 7 specials, fifty years ago, we used to drill a ¼" hole in the underside of the axle tube half way between the diff and the hub. Probably not an acceptable solution today! A hub bearing with twin seals is a second line of defence if the oil does get into the hub. And finally if it does get onto the inside of the back-plate, a rag strategically placed below the bearing housing to soak it up before it gets to your brake linings.

If I remember correctly it was Bob Clare who has a three-stage approach which included stuffing a paper napkin in the outer part of the hub. This is to protect your wheels rather than your brake linings.

However if you really want to solve the problem, there is a very simple and effective solution in Roger Furneaux's extended hub nut. In the extension he fits a lip seal which runs on a stainless steel wear ring which you Araldite to the half shaft over the end of the splines. I learned of this solution from



Bill Abbott who told me to stop messing around with partial solutions and to do the job properly. He was right, it really does work and I have subsequently met several people who have tried this solution and every one of them found it to be successful. It is a very inexpensive solution. And it provides a further significant benefit; you can forget your 'C' spanner (or hammer and punch?) because the new hub nut is a 50mm hexagon, which you can torque up correctly and easily.

The downside? Well there had to be one didn't there; we are talking Triple-M here. But it is a very minor one. This solution was designed for 'T' hubs. For a Triple-M hub you need to machine a little off the face of the inner boss to provide clearance for the extended hub nut. However this can easily be done, even if the hub is already assembled with a half shaft.

Roger, who trades as 'Mad Metrics', also sells lots of other interesting modifications for rear axles but don't get carried away. Leave those goodies for another day. Just fix that oil leak once and for all.

I have no connection with Roger other than being a satisfied customer.



## **BAYNTON JONES HISTORIC MOTORSPORT**

***RESTORATION, PREPARATION,  
ENGINEERING, SPECIAL PARTS.  
EVERYTHING YOU NEED FOR  
YOUR TRIPLE-M MG.***

FOR MORE DETAILS SEE OUR WEBSITE:

**[www.baynton-jones.co.uk](http://www.baynton-jones.co.uk)**

WESTERLEIGH BISHOPSTONE SALISBURY WILTSHIRE SP5 4BW  
Tel: +44 (0) 1722 780501 Fax: +44 (0) 1722 780091

## CARS WANTED

**Alan Old (47 Butterbache Road, Huntingdon, Chester, CH3 6BY)** is looking for a J2 to restore or drive. Please telephone him on 01244 341484.

## SPARES FOR SALE

The Editor has unearthed a complete pair of M140 headlamps in reasonable condition. These are similar to the P-type lamps, but with more domed glasses, and a different rim clip arrangement. £50 to a good home.

## Badges

We have been asked recently how members can obtain car badges and cloth badges.

These are available from our Secretary, George Eagle, at a cost of £25.00 for the metal, car badges, and £6 for the cloth badges (or £10 for two). Please give your register number, which will then be engraved on the car badge. Postage is included in the car badge price, and also if the cloth badges are ordered at the same time; otherwise the postage on the cloth badge will be the standard 34p rate. Cheques to be made payable to "The MG Car Club, triple-M Register"

An order form can be downloaded from the website.

**We regret to announce that Ton Maathuis, President of the Luxembourg MG Car Club since 1974, has been killed in a traffic accident in his MG by an overturning lorry! His wife, Fredry is seriously hurt. Ton and friends were on a trip with their MGs in Italy where it happened. We send our deepest sympathies to Fredry and his family for this tragic incident.**

**DISCLAIMER** – *The opinions expressed in this publication are the personal opinions of the editor, or the contributors, and are in no way the opinion of the Triple-M Register, except where expressly stated. Offers of goods or advice in this Bulletin are given in good faith. All responsibilities as to price, quality of parts, services or advice are a matter entirely between the parties concerned in any transaction. Neither the MG Car Club nor the Triple-M Register can be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organisation has any connection with the MG Car Club or the Triple-M Register*

**PRESIDENT** – **MIKE ALLISON**, 5 Fir Tree Lane, Newbury, Berks, RG13 2QX. (Tel.01635 40724. E-mail:[MMMGservice@aol.com](mailto:MMMGservice@aol.com))

**CHAIRMAN** – **Peter Green**, Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY. (Tel. 01753 643468 E-mail: [p.green@mgk3.co.uk](mailto:p.green@mgk3.co.uk))

**SECRETARY** – **George Eagle**, Foxcote Chase, Leckhamstead Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428 E-mail: [geaglemgl2@dsl.pipex.com](mailto:geaglemgl2@dsl.pipex.com))

**TREASURER** – **Paul Duncombe**, 140 Braywick Road, Maidenhead, Berks, SL6 1DJ. (tel. 01628 629786 e-mail: [Dduncombes@aol.com](mailto:Dduncombes@aol.com))

**COMPS SECRETARY** - **Mike Linward**, 18 Victoria Road, Chingford, London. E4 6BZ. (Tel. 0208 529 3241 E-mail: [mikelinward@yahoo.co.uk](mailto:mikelinward@yahoo.co.uk)).

**SAFETY FAST EDITOR** – **Bob Hudson**, 228 Shinfield Road, Reading, Berks, RG2 7DU. (Tel. 0118 986 9074 E-mail: [bobhudson@ntlworld.com](mailto:bobhudson@ntlworld.com) )

**YEARBOOK EDITOR** – **Roger Thomas**, Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey. GU3 2HU. (Tel 01252 316028 E-mail: [MMMfixit@hotmail.com](mailto:MMMfixit@hotmail.com))

**YEARBOOK ADVERTS** – **Elizabeth Taylor**, Oakend, Hazelhurst Road, Burnham, Bucks, SL1 8EE. (Tel. 01628 665055 E-mail: [elizabethtaylor@hotmail.co.uk](mailto:elizabethtaylor@hotmail.co.uk))

**REGISTRAR** – **Bob Clare**, 39 Hillside Avenue, Worthing, W.Sussex, BN14 9QS. (Tel. 01903 203698 E-mail: [100570.2213@compuserve.com](mailto:100570.2213@compuserve.com))

**HISTORIAN** – **Barry Foster**, Rockes Barn, Butleigh, Glastonbury, Somerset, BB6 8ST. (Tel. 01458 850169 )

**BULLETIN EDITOR** – **Phil Bayne-Powell**, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428 E-mail: [philipbp@mgcottage.freemove.co.uk](mailto:philipbp@mgcottage.freemove.co.uk) )

**LIBRARIAN** – **Peter Hemmings**, Folly Farm, Thornford Road, Headley, Berks, RG19 8AH. (Tel. 01635 269260 e-mail: [peter.hemmings@tiscali.co.uk](mailto:peter.hemmings@tiscali.co.uk))

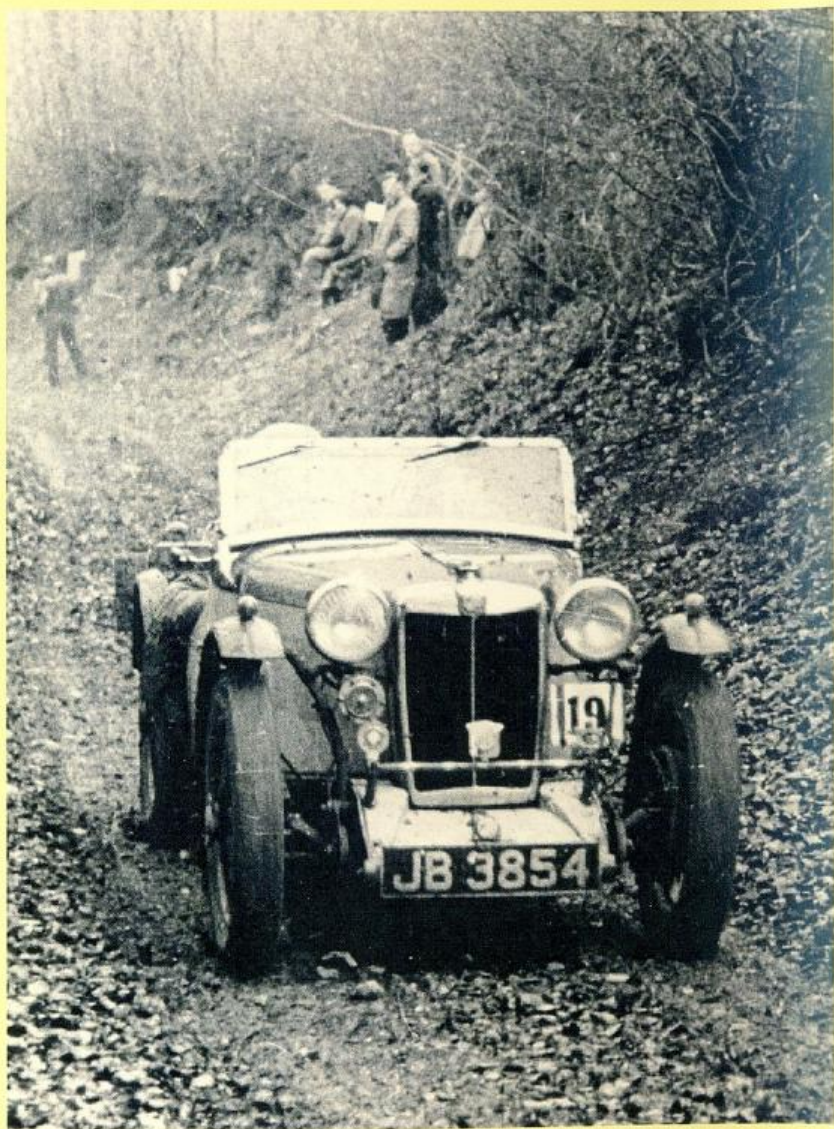


*Triple-M cars at Donington's GP Live.  
Barry Foster (C), Peter Green (K3), David Dutton (N), Fred Boothby (J2)*



*A gaggle of cars at the Summer Gathering, with Nick Bengier checking over his J2  
Photo: D. Morbey*





*Bastock and Cream Cracker in typical trialling action*