

# TRIPLE-M REGISTER BULLETIN

February-March 2019



THE MG CAR CLUB LTD



These photographs, separated by 89 years, demonstrate the enduring appeal of competing in Triple-M cars and the M-type in particular. The top photo supplied by Mike Dalby shows cars lined up at the lunch halt of the 1930 Lands End Trial. The bottom photo, taken at this year's VSCC New Year Driving Tests held at Brooklands, shows Andrew Lucena in M.3273. Andrew finished 3rd in Class 4 (modified sports cars). Photo D Gibbs.



## BULLETIN No 107 February-March 2019

### **Front Cover Picture:**

*The early days of Triple-M competition: A.Harper's M-type making good progress on the Litton Slack stage of the 1930 Sporting Trial. Photo and description supplied by M-type enthusiast Mike Dalby.*

### **Editorial:**

As you will see from elsewhere in the Bulletin, 2019 is shaping up to be a memorable year for the Triple-M fraternity.

For me, the season got going with a visit to Brooklands to see the VSCC Driving Tests and then the very successful MG and Triumph Spares exhibition at Stoneleigh. Both were very cold events and quite a contrast to the last weekend of February when the family D-Type came out of the garage and had its first run on the road since I cracked the manifold nearly two years ago.



The M-type anniversary year is now well underway and will be featured in forthcoming Bulletins so I apologise in advance if you are not a fan of these little cars. Similarly, the anniversary of MG in competitions will be covered as the year progresses.

**STOP PRESS: As the Bulletin went to press it was announced that MG Live had been cancelled. This was too late to alter any of the articles so please ignore references to MG Live. The Register Committee hopes that an equivalent event can be organised and will publish updates on the Web-site**

The other main events are well known and are normally well supported but please make an extra effort this year to make all the effort by the organisers worthwhile.

Articles in this issue are, I hope, suitably diverse and interesting. I am particularly pleased to have Barry Robinson's article about using the very modern technique of 3D printing combined with the ancient art of lost-wax casting to produce components.

I do not get much feedback about the Bulletin content but, when I do, it is usually very positive. I have had one adverse comment about the number of pictures of racing events but, as last year was an exceptional year for the renaissance of Triple-M racing, I believe the coverage was justified. We should all be proud that cars with true pedigree are still being actively campaigned in speed events, trials and driving tests and thus continuing the proud tradition that started 90 years ago that we are celebrating this year.

**Digby Gibbs**

## FUTURE EVENTS:

6 April 2019	VSCC Scottish Trial
13 April 2019	Kimber Trial. West Coker, Somerset.
13-14 April 2019	VSCC Silverstone
14 April 2019	MG Era Day Brooklands
19 April 2019	VSCC Curborough
25-27 April 2019	Manx Classic Hillclimb.
27-28 April 2018	MGCC Brands Hatch Indy. (Mary Harris Trophy)
28 April 2019	Drive-it Day.
25-28 April 2019	South African MMM Gathering. Franschoek.
8-12 May 2019	MGs in the Dolomites. Italy
12 May 2019	VSCC Wiscombe Hillclimb
18 May 2019	VSCC Oulton Park
8 June 2019	Pre-war Shuttleworth. Old Warden, Bedfordshire
<del>15-16 June 2019</del>	<del>MG Live, Silverstone</del>
15-16 June 2019	VSCC Sprint and Double Twelve, Brooklands
29 June 2019	VSCC Donington Park.
7 July 2019	Shelsley Walsh Hill Climb
7 July 2019	Register Summer Gathering
20-21 July 2019	Pre-war Prescott and Navigation Rally.
27 July 2019	VSCC Cadwell Park.
1-4 August 2019	European Event of the Year; Barcelona
3-4 August	VSCC Prescott Hill Climb
16 August 2019	Dutch Triple-M weekend
24 August 2019	VSCC Brands Hatch.
7 September	VSCC Loton Park Hill Climb, Shrewsbury
21 September 2019	VSCC Snetterton.
22 September 2019	Madresfield Driving Tests, Malvern.
19-22 September 2019	Triple-M Welsh Tour. Llandrindod Wells.

## The MG Automobile Company

incorporating Barry Walker Spares has moved to Bicester Heritage  
Bicester Heritage, Building 90 A1, The Main Stores, Buckingham Road, Bicester, Oxfordshire OX26 5HA

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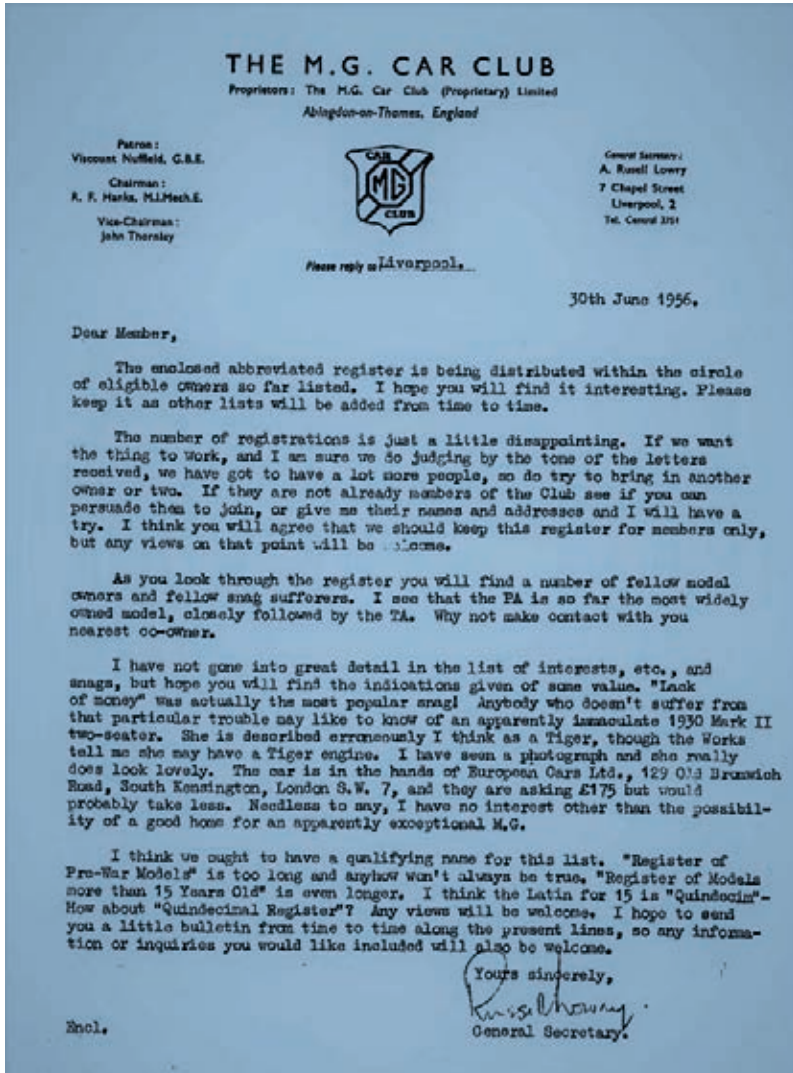


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## Early days of the Register.

As this edition of the Bulletin falls between Committee meetings there is little for the Chairman to report that is not covered elsewhere. I have therefore taken the opportunity to publish this letter from 1956 that demonstrates how far the Triple-M Register has progressed since then. I think it is fortunate that we did not adopt the suggested title of "Quindecimal Register", just imagine that on the banners and bobble hats! If anyone has a copy of the original Register I think it would be well worth reproducing in the Bulletin.



## Secretary's Update

The winter months are usually a quiet time for many of us MG-wise, although every day brings news of a newly discovered car, an ownership change or contact with an owner. Most encouragingly we hear of positive progress in restorations or in the repair of cars damaged in the heat of battle. That certainly augurs well for the forthcoming race season.

It's also a busy time for the committee as we prepare for the coming season. Those of you who have been paying attention will recall that our committee meets quarterly, so as I write these notes we are in between meetings.



Nevertheless the 'matters arising' and future plans mean that most of us have 'to do' lists as long as your arm!

A week ago on 10th February the Register attended the annual MG and Triumph Spares Day at Stoneleigh. A separate report appears later in this Bulletin but I record warm thanks to the team of stalwarts who helped us with preparations beforehand and during the day and of course everyone who turned up to support the event.

In another week's time Mark Dolton will lead a gathering of 11 Triple-M cars for a shake down Track Day at the Goodwood race circuit - so things are definitely on the move!

### **The 90th anniversary!**

In my last jottings I mentioned the Register's plans to celebrate the 90<sup>th</sup> anniversary of the commencement of Triple-M production. You will see evidence of this throughout 2019, as we use every opportunity to blow the trumpet for our cars.

A particular highlight will be this year's M.G. Car Club 'MG Live!' race meeting at Silverstone on 15th & 16th June. We have received tremendous support and encouragement from the Club, which means that we will showcase our cars to the maximum effect. The Register will be devoting financial and other resources, but what we really need is a commitment from members and owners to support the event.

If you have not already done so, please take a look at our website discussion forum where you will find a special section including a questionnaire where you can record your interest in attending the event and the many Register attractions. Please don't delay - the clock is ticking!

Here are some highlights of what you can expect at MG Live!

- A large dedicated Register parking area in which 90 or more Triple-M cars will be displayed on Saturday 15<sup>th</sup>. We will be seeking examples of as many as possible of the 46 different models produced by the M.G. Factory.
- A much larger than usual Register marquee at a prime location close to the Register parking area.
- Free hot and cold drinks and snacks over the weekend.
- Triple-M traders will be present.
- It is hoped that there will be parade laps for the display cars.
- It is hoped that there will be at least two teams competing in the California Cup on Saturday 15<sup>th</sup> – Free entry.
- There will be an Auto Solo (no reversing driving tests) for Triple-M cars on Sunday 16<sup>th</sup> – Free entry.
- There will be a Concours and Pride of Ownership with Triple-M classes on Sunday 16<sup>th</sup> – Free entry.
- We are exploring the possibility of having a 'Bring and Buy' stall where members can bring parts to sell.
- Important note: we plan to have a Natter/Social Gathering in our large marquee on the Saturday evening. Details to be confirmed – food will be available

Silverstone entry price concessions:

- The Register will be offering entry tickets for MG Live! at heavily discounted prices to all occupants of display cars.
- There will be some other 'perks' for the owners of display cars.

90th anniversary memorabilia:

- We are producing a commemorative lapel badge and a car badge, which will be available very shortly. Details and pricing will be available via the Library page of the Register website

The sharp-eyed among you will have noticed that we have a new Safety Fast! contributor - Cathelijne Spoelstra now has the Scribe's pen and has made a stonkingly good start - but please remember to support her with stories, pictures and other material. If you don't receive Safety Fast! that may mean that you are not an MGCC member? I unashamedly 'plug' membership - joining details are at [www.mgcc.co.uk](http://www.mgcc.co.uk)

Now, back to the grindstone .....

**Dick Morbey**



## 90th Anniversary Regalia

Newly available from the Register Library is this stylish lapel badge featuring the 90th logo. There will also be a car badge to help commemorate this important milestone; details will be announced once in stock. Keep an eye on the website for more information. Lapel badges are £5.00 plus 50p UK postage. Orders should be placed with Rich Stott (contact details on page 46) and he will be able to advise on costs for postage outside the U.K. Badges will also be on sale at the main Register events.

## An M-Type puzzle

A puzzle for M-type experts or budding Sherlock Holmes - how close can you get to identifying this - M-type? - Photo taken in 1952 in Essex, car owned by Terence Reynolds at the time. No prizes, just for interest



## **PA.1589 a very typical survivor? Recollections of two past owners and a happy ending**



The story of PA.1589 is probably very typical of many of the PA's that have survived through to the present day. The initial contact with the Register by Ron Warr led to some detective work by the PA Sub-registrar Dick Morbey and as a consequence, we have the recollections of two past owners and an update from the current owners Ron and Barbara Warr.

Geoff Edge acquired the car in 1958 and, in spite of its condition, managed to use it as everyday transport before selling it on in 1959.

The second recollections are from Peter Neal and, given the dates, may well have purchased the car from Geoff. Peter is now the Archivist for the MG Car Club and it was Dick Morbey who put two and two together and identified Peter as one of the past owners. Peter's photos are particularly atmospheric and are included with the article even though the quality is not brilliant.

***Below is the initial contact between current owners Ron and Barbara Warr and Geoff Edge who owned the car in 1958.***

Many, many, thanks for contacting the register with the snippets of information about OW 5865 which I can now add to the history file of the car; until now we have been unable to unearth much information on the previous owners.

Myself and my wife Barbara, the current owners, have had some very good times using and maintaining it. For instance, this year we drove up to Scotland and then across to France in early May and later in the year we went for a tour in Surrey. So, as you can see, the car is well used.

We would be grateful to know of any other information on the car, such things as who you purchased the car from, who you sold it to, any work that was done to the car and what you used the car for.

Below is a brief summary of all the information we have at present.

- Originally sold 11/12/1934 to G.A. Dawkins, 360 Winchester Road, Southampton.
- Car body in Black with Cerulean Blue upholstery and Black carpets. Wheels in Aluminium.
- Car owned by Geoff Edge in 1958 and was painted orange [*see correction in Geoff Edge's summary*] at this time.
- Early 1960's bought by Peter E. Neal, 14 Elms Drive, Old Marston, Oxford from a student.
- October 1983 sold on to Robert William Ford in bits.
- Sold on to Frederick John Thomas, Withybarn Farm, Withy Road, West Huntspill, Highbridge. 18/08/1986 again in bits and not complete.
- Car rebuilt by Frederick Thomas to present specification.
- Sold to David Rowland (via Barry Walker) 1/12/199
- Acquired by R. Warr 14/05/2013

**Notes compiled by former owner Geoff Edge in October 2018 in response to an enquiry from current owner Ron Warr.**



I am very happy to hear that the MG is still going after more than 80 years, I certainly enjoyed the year that I was driving it.

First a correction about the colour; when I owned it was not orange! That is my fault for using an inferior scanner on the Kodachrome slide; now that someone is interested, I will try and get a better scan [*Geoff has now re-scanned the photo with the colour corrected and that is reproduced here*]. It was in fact Post Office Red and I was surprised to learn that the original colour would have been Black. This rather suggests that I only saw a replacement Log-book; not surprising as it was over 20 years old and, probably, with many past owners.

I bought the car in May 1958 for £165, I can't remember the seller's name, but he lived at a farm in West Lancashire perhaps in the Wigan area. I am sure it was advertised in "Motor Sport" which was my regular reading in those days. I drove the car back to my parents' home in Cheshire.

Subsequent examination showed leaks from the cylinder head gasket due to worn threads on the studs - a local garage was able to re-cut the threads and cure this fault. In further use, oil consumption was high due, I think, to worn seats on the valves. As my experience was limited to side valve engines, I did not feel confident to tackle this problem, but oil was cheap and I always carried a spare set of Champion spark plugs as they tended to oil-up. There were no other engine faults.

The bodywork seemed original and in reasonable condition. I detected a small petrol leak from a rust patch on the back (hidden) side of the tank - a bit of resin and fibre-glass solved that. Incidentally the car didn't have a petrol gauge - don't know if that was omitted from the specification but I always carried a bamboo dip-stick. Some paint was flaking off the sides of the wings/running-boards but I couldn't find any rust underneath so a tin of "Brushing Belco" restored the appearance. I can't remember much about the interior - possibly the interior trim had been replaced when the exterior paintwork was changed. I think the instruments were original but perhaps the fascia had been changed - I didn't know any other MG owners so could not make comparisons.

The real problem with the body was the wooden frame - the joints had become loose and the body flexed when cornering and the doors flew open. My solution was some cheap door bolts from the local hardware store. For the longer term the body frame needed extensive attention but overall the body looked good and attracted favorable attention. In particular, the beautiful chromed radiator which put the shoddy chrome trim on contemporary Fords & Austins to shame. I wonder if the car had had a body makeover a few years before I owned it - perhaps in the early-50's.

The MG came with a rather useless hood which flapped around and was difficult to erect. I got a rather nice zipped tonneau cover made in brown leatherette and normally drove with the hood down - wearing the usual flat cap. The other design fault was the cable operated brakes. The cables stretched and needed weekly tightening. Even so braking was dodgy and needed help from the convenient hand brake lever.

As far as usage was concerned this was my only car. I was a postgraduate student in Bradford at the time and would use the car around town as needed - indeed my ambition was to reach 60mph within the city limits - eventually succeeding. The car was also used for longer trips. In July 1958 myself and a friend made a 2-week camping trip to Scotland, getting as far as Torridon in the Highlands and crossing at least 4 ferries. Probably 1,000 miles in all with no motoring problems apart from a couple of punctures in the skinny tyres which were easily fixed by the small garages that existed then.

Luggage and camping gear were pushed behind the seat and tied on top. We did lose a bag on the A74; nowadays it would be crushed by a HGV but then we could run back and recover it. The other long trip was from Bradford to the Norfolk Broads in April 1959, again a round 300 miles without difficulty. Also, quite a few trips between Bradford and Manchester. One memorable trip with my Prof as passenger when we hit the last real pea-soup fog in Manchester - he took it without complaint but did find a reason to return by train.

As far as driving was concerned everything was fine. Power was a little down, the fastest indicated speed achieved on the A6 was 62mph (before the Preston bypass was opened). Given the poor retardation it was as well speed was limited. Luckily the front tyres projected beyond the bodywork so failure to come to a complete halt was well cushioned. In those days most cars had real steel bumpers a slight push from my tyres didn't cause any upset. The only repair needed was when, what I call a friction damper, broke. The Bradford MG agent did a quick bit of electrical welding and pronounced it safe and so it proved.

I sold the car in October 1959 for, I think, £145. I wish all the cars I have owned since had depreciated as little as that. I regret I have no idea of the buyer's name. I was sorry to see it go but it wasn't ideal for winter motoring and I wanted transport that was weather-proof with more luggage space but the MG had been great for my student days.

**Geoff Edge**

***The following notes were provided by past owner Peter Neal following an enquiry from Dick Morbey.***

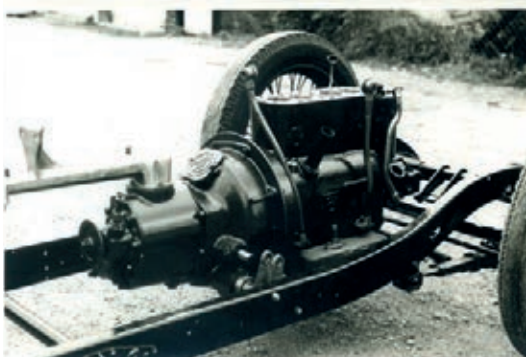


A little while ago you asked me if I had owned OW 5865 in the dim and distant past – and yes, I owned up to this interesting fact! I have attached a couple of photos from both my initial ownership and the extensive rebuild I embarked upon in the mid- 60s.

I bought the car from an Oxford University student who wanted to spend the money (something like £150) on some Hi-Fi equipment. To be honest I suspect he knew how bad the car was and just wanted to be rid of it! The car was advertised in the 'Oxford Mail' and I was rather intrigued to find out what an MG 'P' type really was! It was just about driveable and I managed to get it back to Abingdon under its own steam. I did a few things to it and drove it around for a year but realised it wouldn't stand a chance of getting through the MOT, so began a rebuild which lasted the next 15 years and still wasn't completed. I sold it to a chap in Bristol who I believe completed the work and got it back on the road.

When I first started dismantling the car, I realised what a wreck it was, but by this time there was no turning back. I did a fairly good job on the chassis and engine but marriage and children got in the way of completing the bodywork. In one of the photos you can see that the LH rear wheel-arch which just, more or less, disintegrated when I took the body off. Under the bonnet a previous owner had the usual problem of the vertical dynamo filling up with oil with the consequence that it stopped working. To overcome this problem he had mounted another dynamo on a massive bracket fixed to the top of the rocker box and driven by a long belt off the front of the crankshaft! In the process he'd mutilated the top of the rocker cover. I remember driving to Essex (not far from Southend) in my Morris Minor to get hold of another one that I saw advertised in Exchange & Mart. I bought another fascia panel from the same chap as the one in the car was homemade.

[www.triple-mregister.org](http://www.triple-mregister.org)



**PA.1589 under restoration in the 60's while owned by Peter Neil**

**Top left shows condition of the wings**

**All photos by Peter Neil**



I apologise for the quality of the photos (and the double exposure) because although I only had a cheap camera at the time, the ones of the rebuild were taken by a friend of mine who used a Leica which should have given better results. I've included the one of my friend and me on the way to Silverstone (which the light got in) to show that I actually did drive the car on skinny bald tyres! By this time I had mastered the art of double declutching and holding the door shut and all those other little foibles that come with these fascinating little cars!



I caught up with OW 5865 about 10 years ago at Silverstone and was chuffed to see what a beautifully restored car she now was. The owner lived just the other side of Banbury so we agreed to meet up when I could give him some copies of the photos that he was anxious to obtain. Unfortunately, he opted to come to the meeting point (a pub) in his Porsche Boxster and was rear ended at an infamous set of traffic lights on the way, so was in no mood to talk 'P' types!

I had no idea that car had been sold again – might have been interested in buying it if I'd known. Ah well, I'm probably too old for such capers anyway! I honestly think that the work I did on the car was just enough to save it from being sold off for spares and I'm really pleased that the old girl is still in circulation.

I'm always happy to talk more about that car anytime anyone's interested. Incidentally, the low headlamp Minor that has crept into one of the photos that I purchased from MG chassis designer, Roy Brocklehurst, had had a Sprite engine with close ration gearbox et al installed, which made it go like stink. Unfortunately, the 5-inch front brakes weren't really sufficient to stop it – but that's another story!

**Peter Neal**



# MG Era Day at Brooklands. 14th April 2019



Dick Morbey has prepared the following information on this year's MG Era event which usually sees a good turnout of MGs of all ages but the Committee would like to encourage more Triple-M cars to attend as part of the anniversary celebrations.

1. For reasons best known to others, Brooklands has decided to treat the event as a celebration of the past 10 decades of MG production. I guess that means we are in the final decade of the first hundred years!
2. John Glover is taking the lead on planning the usual octagonal display that will be situated in the inner precinct area outside the Brooklands Clubhouse. John reports that the following cars will be displayed:
  - 14/28, 14/40, 18/80 and 18/100 Tigress.
  - M-type Midget from the Brooklands collection.
  - Allan Bentley's C-type which raced at Brooklands in 1934.
  - John Emmett's D-type
  - Tim Edwards' F-type
3. It may be possible for additional Triple-M cars to be positioned around the periphery of the octagon. That has yet to be planned or agreed.
4. "Old No. 1" should also be there, subject to Brooklands agreeing transport costs between Brooklands and Gaydon Museum.
5. The general Triple-M car park will be situated as usual in the Campbell car park - the area with the shelters, that some of you may remember.

6. A novelty this year, now that the Wellington hanger has been moved and the Finishing Straight opened-up, is that a timeline of cars will be arranged on the slope of the Straight. The older cars will be at the bottom of the slope, progressing uphill to the most modern vehicles. There should be room for 5-6 Triple-Ms there and that should give an interesting historic perspective on the development of the cars. Brooklands do not particularly need this part of the display to consist of competition cars - anything goes - although they would welcome competition cars in other areas of the displays mentioned above.
7. There will also be a tribute to the late Colin Reynolds. We don't know exactly what form this will take, but his family will be present.
8. We would like as many Triple-M cars and owners to attend but there is a slight complication in that it clashes with the Kimber Trial (13th April) and the VSCC Silverstone Formula Vintage race meeting (13th and 14th April) - a good example of the wide range of opportunities available for our cars these days!
9. Peter Green has kindly offered to give his support to the Register's involvement in the MG Era event. Dick Morbey will be working with Peter over the coming weeks on this but, unfortunately will be abroad when the event takes place.

The main MG Car Club will be attending the event as, of course, will the Southeast Centre. If any members would like to offer practical assistance with organising our involvement in the event, then please contact Dick or Peter. Also, if you are planning to bring a car, it would be helpful to know in advance in case the car would be appropriate for the displays. We will also need to issue you with windscreen passes to allow you access to the display areas.

**Entry tickets can be bought from Brooklands before the event or on the gate.**





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## Combining old and new technology to reproduce a J2 seat adjuster.

### Notes and photographs by Barry Robinson.

I needed a pair of seat-back adjusters for my J2 rebuild and was not satisfied with the quality of the reproduction parts available.

Over the years I have made various reproduction parts using an ancient process - "lost wax casting". This produces parts of a very good appearance and, by choosing an appropriate material, the correct mechanical properties can be achieved.

In the past I would have made the master pattern by traditional methods but advancing years means that eyesight and dexterity are not as sharp as they once were. I therefore thought it was time to embrace new methods of production.

I was lucky that I was able to borrow a pair of original adjusters and measure these carefully. Now for the Modern Technology bit; the measurements were used to create a 3D CAD model which in turn was used to 3D print a Master Pattern. I then used the printed master pattern to produce a mould from which to make the sacrificial wax patterns which were then used in the casting process.

The photographs show the original and the reproduction parts and the methods used.



**The two halves of the mould, the master pattern (grey), and the wax pattern produced by the mould (green)**



Original adjusters together with the 3D printed master pattern on the right (grey)



The completed reproduction adjusters in aluminium.

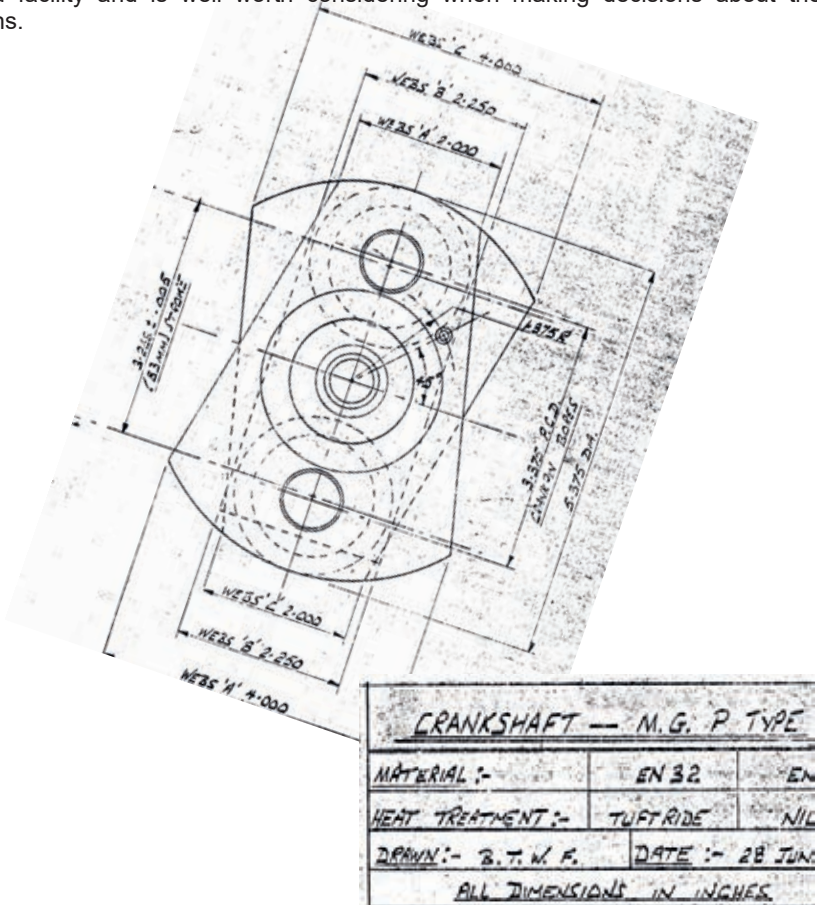
*Barry advises that the final casting is in aluminium, as the originals. The shank has to be threaded and he has made a plastic collet to hold the casting. Although Barry is concentrating on the restoration of his J2, he may be able to organise extra castings if someone is in need. His contact details are [bsjrobinson@gmail.com](mailto:bsjrobinson@gmail.com)*

## Archive Donation

As everyone knows, Philip Bayne-Powell has been involved with Triple-M cars for more years than he probably cares to admit. During that time he has accrued a great deal of information and has decided to donate some of his collection to the MG Car Club Archive for safe keeping.

This part of the collection is of MG drawings as listed opposite and the variety and range is fascinating. Now that they are lodged with the Archive they will provide a valuable reference source for restorers and historians alike.

Other Triple-M owners should give serious consideration to what will happen to any old records, photographs, etc that they have tucked away but could be of interest or practical use to other members in the future. The Car Club Archive is an established and well managed facility and is well worth considering when making decisions about their collections.



**Original MG Car Company drawings  
Donated by Philip Bayne-Powell to the MG Car Club Archives**

DWG NO.	TITLE
	C-type blower coupling
1335	C-type blower coupling
1336	C-type crank coupling
1337	C-type felt for blower coupling
1338	C-type felt retainer cap for blower coupling
1339	C-type blower coupling nut
1340	C-type felt retainer for engine nosepiece and blower coupling
1341	C-type oil retainer for engine nosepiece
1342	C-type blower drive shaft (6½" long)
1343	C-type universal ball joint for blower drive
1344	C-type blower drive spring
1345	C-type blower drive crankshaft nut
2496	K3 Brooklands silencer
2497	K3 tailpipe bracket
MG 426	K3 radiator shell
MG 481	K3 26½ gallon petrol tank
MG 519/100	K3 inlet manifold (end-feed type)
MG 551	K3 rear bonnet profile
MG 588/10	NE camshaft profile
SK 348	Bushes for ENV Wilson gearbox clutch shaft
SK 379	K3 windscreen
SK 400	K3 dashboard
SK 605	Drillings and machining to K3 head for off-side water feed
SK 693	Details of top of K3 steering column
SK 961 & 963	Special K3 inlet and exhaust valves – cotter fitting
SK 962	Special K3 spring collars for special valves
SK 964 & 965	Special inner and outer K3 valve springs
SK 966	Special K3 inlet valve guide
GA 161	Super oil seals for K3 back axle
GA 170	K3 (1934) coachbuilder's drawing
LSC 270	Laystall P-type counter-balanced crankshaft
P 299	Supercharger drive assembly for C-type
Airscrew Co.	Double belt drive pulley
Toulmin drawing	Inlet and exhaust valves for K3, Q and single-cam R-type: circlip fitting.
	Dimensions of Le Mans type body for M-type
	J and C-type cam profile
	C-type camshaft AB head
	C-type camshaft AA head
	P-type cylinder head
	K3 bonnet
	K3 windscreen
	K3 rear hub modification for Gitseal
	K3 crankshaft
	ENV 75 gearbox case

## **RACING PREVIEW BY MARK DOLTON**

**So the 2019 season is underway, celebrating 90 years of Triple-M Racing .....**



On February 23rd, action started at the Goodwood Track day, where we had 10 cars booked in to battle the elements and get some valuable track time. Track days provide a perfect opportunity for Novice drivers to get used to circuit racing in a noncompetitive environment. Its also provides us with an unofficial test day where several newly restored cars were being run in.

It was a busy weekend as the MGCC kicked off the Motorsport season at Race Retro. We were lucky enough to be show case Triple-M Racing with the Bellevue special Pride of place on the MGCC Stand.

Plans for the season started as early as August last year and our focus quickly turns to our main event at Brands Hatch on April 28th. We will open the weekend with the popular paddock BBQ on April 27th. Then on to race day, where we will have Practice and our usual 2 Triple-M races. Race 1 will see the Mary Harris and Kimber Trophies up for grabs. Meanwhile The VSCC Race Calender starts at Silverstone on April 13th before heading to Oulton Park on May 18th and Donington on 29th June. There is no doubt that MG has been firmly recognized as a key marque in VSCC racing and I have now been invited to sit on the VSCC Race Coordinators team to represent MG.

**Heading photo by Steffi Broch shows Mark and Ellie Reece enjoying PB.0528 at Goodwood**

Away from racing, It looks like Pre War Prescott will be a great weekend, and many of us racers will be there to enjoy the 90th Celebrations, with a special focus on the M Type. Then its our two Triple-M races with the VSCC. First up at Cadwell on July 27th and then VSCC Brands on August 24th. Looking forward to some MG. bumper grids. We also have the intermarque trophy at Brands, time to get that back from the Nash Gang! Great news already that the Parnell K3 will be returning to the UK and will be lining up with us at Brands Hatch in August.

VSCC Snetterton is a new format this year, with the 6 hour team race. Teams of 6 cars. Maybe we can get a number of teams, Perhaps some single model teams for starters! Any ideas or Volunteer team captains??

We have new cars and new drivers being prepared for the season, to compliment our already thriving race community. Pleased to say that more international racers will be joining us including John Gillet who has once again committed to racing the K3 this year in the UK.

Exciting times

Mark



**The Triple-M stand at Race Retro**



**CAR OF THE YEAR 2018**

Worthy winner of the 2018 COTY Title is the J2 (J.2338) campaigned by Brian and Toby Galbraith with help from Colin McLachlan. Seen here at the VSCC Goodwood Sprint in August with Brian at the wheel. Photo by Colin Murrell



## **RA.0251**

### **FROM COLLEGE TEST - BED TO RENAISSANCE IN GERMANY**



I am indebted to Bob Milton for bringing this fascinating article to my attention and for obtaining agreement for it to be reproduced in the Bulletin. The article first appeared in the September 2002 edition of the MGCC Victoria (Australia) magazine that is edited by Bob Somerville and it his editorial notes that appear at the end of the article.

Bob Milton's knowledge of the R-types is exceptional and I would recommend his article in the 2010 Yearbook for anyone who is interested in the post war history of these rare cars. Of particular interest is how he tracked down a good number of examples and even managed to own some.

The article is reproduced here as it first appeared, complete with the author's recollections of driving the car and the comments of the magazine editor at the end. Of the two young men who found this remarkable car, I am assuming that John is John Ousey but have not been able to identify Roger; if anyone knows any more please let me know.

Bob has provided some additional information on the car and the current owner, Karl Wiessmann, brings the story up to date.

***Heading photo shows RA.0251 at Charlie Duerden's yard in 2000.  
Photo Bob Milton***

## **Recollections of an early MG by Steve Gaal and John Ousey. First printed in the MGCC Victoria Magazine**

Many of you will have been in a situation where somebody used to know a bloke who "had a car like that". It usually comes up during general conversation but when pressed for details the teller can't recall the good bits and the story fades through lack of detail. Well, this is my version of that story but I have cheated because the bloke I know is sitting with me as I write it.

The story starts when John and Roger began a course in automotive engineering at the College of Automobile and Aeronautical Engineering in Kings Road Chelsea. John was the ideas man who was always coming up with new ways to get into mischief while Roger was the practical type who had a natural ability with tools that was far in excess of any of his other talents. The two formed a natural team. The first year was filled with the usual things like making a piece of quarter inch thick steel exactly one-inch square and then making a hole in another piece of steel to fit it perfectly no matter which way it was inserted.

Only hand tools were allowed and the job took a week to accomplish! Another waste of time was to pour and hand scrape a set of bearings to fit a crankshaft from an old Rolls Royce. This was found to have several oval journals thus making the job impossible. Thus ended year one, but the second year was destined to be a bit more interesting.

During a trip around the college one day they found a chassis with a rather strange shape reclining in a little used store room and decided to take a closer look. It was a deep sectioned Y shape with no body or engine but it did have a differential at the bottom of the Y. Because the diff was bolted into the chassis frame it was obvious that the rear suspension (which was missing) would have to be independent, which was very unusual for the 1930s, and prompted them to investigate further. Shortly thereafter during a discussion with the geriatric workshop cleaner, who had been with the college for many years, it was suggested that the car may be an MG of some type. He told them where the body was and also showed them where many of the components had been stored. The body had been painted blue and had an MG badge above the radiator grille.

To cut a long story short, almost all of the parts were discovered, including a massive Rootes blower found in a cardboard box wrapped in greaseproof paper. This was most encouraging as the blower was nearly as big as the engine, to the delight of the finders.

The two made a discrete approach to the college authorities who gave their permission to pursue the project as an extra-curricular activity.

Rumours spread rapidly within the college, including one that the car had once been owned by Sir Malcolm Campbell, which further added to the glamour of the whole thing. There was also a sudden increase in the number of volunteers who wanted to help them but they resisted and kept the team to the original two for the time being.

John and Roger had an R type MG on their hands. For those who do not know it, the car was a single seater racing machine with a boat-tail body. Between the arms of the Y chassis was placed the radiator with the blower underneath driven from the front of the crankshaft via a short shaft with universal joints. From memory, the universal joints looked more like modern CV joints with 4 balls housed in a cage. At the inlet of the blower, facing the left hand side, was a massive 1 7/8" SU carb.

The engine itself was a 750cc single overhead cam unit. The cam was driven by a vertical shaft and skew gears from the crank. The relief valve on the inlet manifold was found to be set at 28 psi. This frightened them a bit but "never mind we carried on". The gearbox was a Wilson pre-select epicyclic as used in Armstrong Siddleys or Daimlers. A long, divided prop shaft 2 1/4" diameter and balanced to 8000 rpm rotated just below the centre of the driver's seat, leaving a clearance between the 'family jewels' and the prop shaft of only about 3".

The suspension was by torsion bars running fore and aft connecting to the lower wishbones. The wishbones were all the same length with the upper ones connected to the chassis directly above the lower ones. Suffice to say that the suspension was most unscientific by modern standards and subsequent driving showed body roll to be immense. Other fittings included knock-off wire wheels and a 21-gallon fuel tank with a 3" filler neck just behind the drivers head.

The engine was the major part of the project so they started with it. They talked to Raymond Mays and he warned them that past experience showed a tendency for the cylinder head to leak at the block joint due to the high blower pressure.

This then become their first task, to find a way to fix this. Discussion with Payen (the gasket people) suggested that they try a solid copper head gasket. That meant that the block and head mating surfaces had to be perfect. They spent many hours with grinding paste, paraffin and plate glass to achieve a satisfactory joint.

The crank shaft was sent to Laystall Engineering, for checking, who said it was one of theirs and had been made from a solid billet. There were no unmachined surfaces on it. Their inspection revealed that all was well and no work would be required. Still, there were only 3 main bearings!

The gearbox required some attention and a contact was found at AEC (of London bus fame) who agreed to carry out the necessary repairs at no cost to the college. The no cost part was important because anyone who can remember those days will also remember the very low wages ex-servicemen got when they became students. Consequently, neither of the team members had any money to spend on anything but the essentials.

Castrol provided their sweet-smelling Castrol 'R' which was a vegetable oil. The engine was designed for this oil. Shell provided a special brew of fuel which, the team were assured, they would need in order for their car to run properly. They never found out what was in it!

After a number of weeks of hard work they were ready to try and start the thing. They assembled a few willing helpers and attempted to push start the car. The helpers were reluctant to push on the rear as there was the fuel tank and just beside it the 2" open exhaust, breathing foul fumes and occasional flames. The cold engine fired OK but cut out as soon as the throttle was released to idle. Eventually, they found out that John had connected the throttle linkage backwards and when you released the throttle pedal it opened instead of closed the butterfly. In retrospect, John thinks it was just as well it didn't start because they were in the college car park and stopping would have been interesting, especially with the cable-operated Bendix brakes that were more for looks than stopping. Following alterations to the throttle linkage they had several short engine runs but this led to a number of complaints about noise. An alternative venue was sought for further testing.

This turned out to be the colleges' airfield in Kent. John arranged transport by fitting a tow bar to the back of his dad's car which John was allowed to borrow from time to time in exchange for keeping the car clean and in order. John borrowed the car but the tow bar was kept a secret. He often wonders how the sight of the family Rolls travelling along the main road to Kent with a blue racing car in tow would have gone down with the head of the family.

Fortunately, his dad never found out. Trials of the MG took place during winter and the cockpit of the car was very cold. The icy surface did not help the cornering and, on at least one occasion, the throttle butterfly froze up with ice at the wrong moment (the carb was stuck out the side in the cold) resulting in a few interesting excursions off the track.

After a few more weeks of fun the college masters decided that John and Roger had had enough distraction and should return to the more mundane tasks of finishing their education. So, the car went back into storage. John went on to finish his studies and start a long career in engineering, finishing up as an executive with Volvo Australia. He cannot recall what happened to the MG, but would be interested in finding out. Can anyone add to this story? (See footnote. Ed!)

John's recollections of driving the car are:

- It was quite a handful at anything over 60 mph
- With the blower working well acceleration was spectacular.
- Braking was occasional and weak.
- Gear changing was magic and very fast.
- It sounded like a 4 cylinder BRM racing car on song.
- The ride was OK but the wheels did strange things during cornering.

I hope this story is of some interest to those interested in pre-war MGs and thank John for his patience and help in getting it down on paper.

*Editor's Footnote(2002): After receiving Steve's article I sought help from various sources to gain additional information and to learn the car's whereabouts.*

*Help from local and UK enthusiasts and the present owner in Germany reveals:-*

- *The car is RA 0251, one of the works Eyston team cars. Maintained by Bellevue Garages from 1935 to 1939 and raced by the Evans family. The car was not used by Malcolm Campbell.*
- *History from 1940 to 1946 is unknown but it reappeared in 1947 in the hands of Mr. Killick, the principle of the college where John and Roger found it. Killicks' widow gave the car to the college in 1957. In 1959 it was sold for £40. It is unlikely that the car has been driven since John drove it at the airfield.*
- *The current owner is Karl-J. Wiessmann who owns two other M.G. R-types which he has restored. RA 0251 will be his next project. Karl is more enthusiastic about restoring than driving these cars. To own 3 of the 10 cars built is quite unique.*
- *All 10 cars are known to exist, there is even one in Australia.*

### **Further information**

**Bob Milton**

I first came across this car in the late 1950's having seen a note about it in Motor Sport. On visiting the college I found the car as a chassis with suspension and wheels being used in a classroom to demonstrate some engineering principles. I was told that a Riley 9 engine had been obtained with the intention of making it mobile again. I assume that, with limited college funds, the Riley engine was an easier proposition to use rather than the original supercharged, methanol-burning unit. It was also confirmed that the car had indeed been driven at the college's airfield at Reigate. The article is a tremendous tribute to the enthusiasm of two young ex-servicemen who, as students with limited resources, attempted and successfully completed the rebuild of the R-type from a "pile of bits" into a running vehicle.

0251 was one of the three car team that was entered by G.E.T. Eyston in the May 1935 JCC International Trophy race at Brooklands. This was the first appearance of the R-types in racing; the car was driven by Eyston and Gibson but failed to finish.

On the cessation of the official MG works-backed racing team in July 1935 the car was sold to the Evans family at Bellevue Garage. Various members of the Evans team drove the car in many events up to the end of 1936. The car was then sold to J Wilson who raced it at Brooklands during 1937 together with Wilkie Wilkinson who still maintained the car at Bellevue. The car then appears during 1938 and 1939 up for sale in various magazines. It was not until 1947, as noted in the footnote to the article, that the car reappears as owned by Mr Killick, the principal of the college where John and Roger found it.

After the escapades described in the article, the college retained the car as a demonstration unit and it was during this period that Dick Moss, a student at the college, brought the car to the attention of his elder brother (well known vintage racer Bill Moss) who subsequently acquired it. Bill entered the car in a few events without success and eventually sold the car to Charlie Duerden who had a cloth repair and transport business

in Yorkshire which is where I took the photographs reproduced here. The photos were taken in 2000, just before Karl Wiessmann collected the car to add to his R-type collection in Germany.



**RA.0251 Footnote**  
**Karl Wiessmann**

The restoration of RA.0251 has not yet been completed. The latest photograph shows the car in my garage in February waiting for further jobs to be finished. As you can see, it was my first intention to complete its new “skirt” because it came with the rather strange looking bodywork seen in one of the photographs. The other photo shows Charles Duerden with the car on the day I collected it from his yard in 2000.





**Above: Charles Duerden with RA.0251 on the day that Karl Wiessmann collected the car.**

**Below: The front apron and parts of the bodywork that came with the car  
Photos by Karl Wiessmann**

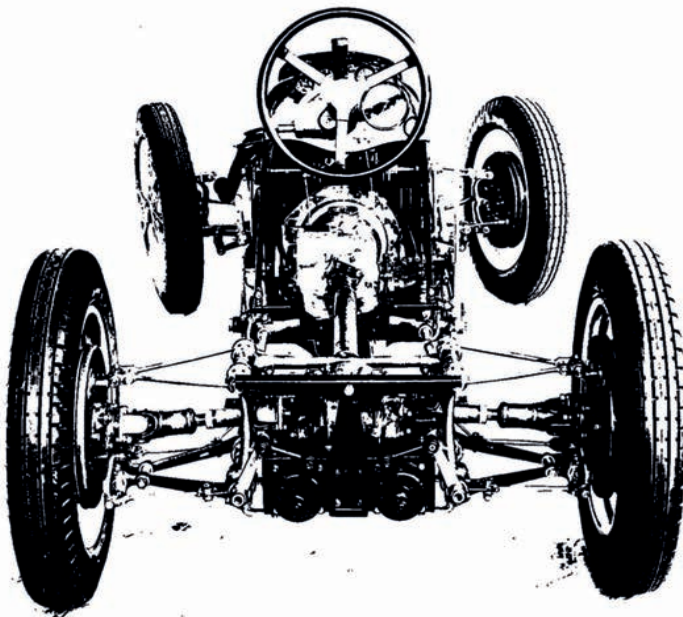


**Some additional R-type gems from Bob Milton to accompany this article:**

The colour photo shows a youthful Bob Milton in the 1950's holding up the chassis of RA.0257. This clearly shows the "Y" shape of the chassis; the engine and gearbox would sit within the arms of the "Y". The claimed weight of this chassis frame was 57lbs.

The rear view of the chassis is from a photograph purchased from BMC Cowley. Firstly, it shows the tremendous intricacy of the suspension which only increases my admiration for the two Chelsea students in rebuilding RA0251. Secondly, it illustrates the R-type's downfall; it shows the parallel top and bottom wishbones which, together with the high roll centre, enabled the car to lean over during brisk cornering and, more importantly, it caused the rear wheel assemblies to lean such that the tyre footprint was reduced. This alarmed drivers who were more used to cart springs.

The photo also shows the inboard hydraulic shock absorbers which, being well out of any cooling air-stream, overheated and became less effective.



The MG & Triumph Spares Day - Stoneleigh  
Notes by Dick Morbey, Photos as credited.



Photo: Dick Morbey

Well at least it wasn't snowing as we pitched camp at our usual location in Hall 3, but the climate was decidedly brisk! Chris Edmondson had arrived the evening before to unload his lovely swept wing J2 - one of two Triple-M display cars - and we found it nicely tucked up under its cover and serving as a useful landmark in this vast expanse. The team of helpers led by Librarian Rich Stott set to and the barren space was rapidly populated with Triple-M-ery: tables, flags, banners, Library stocks, Colin Murrell's rolling slide show of cars in competition, a Triple-M cylinder head kindly loaned by Nigel Stroud and brought along by John Emmett and all necessities for the day, including a kettle and provisions!



Business underway on the Triple-M stand Photo D. Gibbs



John Lomas of the MG Automobile Co and Ben Stephens arrived with the second display car, the ex-Samuelson Le Mans M Type and by (show) opening time all was ready.

Your Secretary had put together a roster to ensure that the team of volunteers was sensibly deployed and by and large this was adhered to. On these occasions you can never predict how many people would make their way to our stand - and indeed we did not do a head count - but what seemed like hundreds of you visited us. This included a large contingent of European friends, several visitors who had owned a Triple-M car decades ago, new owners, people needing technical advice and others who used the stand as a convenient dropping off point for spares and swaps. Thank you, all our visitors!

By tradition, Midday is the time for the main gathering of pilgrims and this year was no exception - indeed we were inundated! Perhaps we should introduce a triage system - the Registrar will see you now, etc? One benefit of the Show is that the Library did good business, but the main thing is that, once again, it gave owners the chance to meet in convivial surroundings, renew acquaintance and tap into the many resources the Registrar can offer.

The team has already had a debrief on the event and several suggestions have emerged which should make for an even better experience next year - for we shall indeed be back!!

Thanks are due to the team of John Lomas (2M1647) Chris Edmondson (J3564) Frank Ashley, Clare Belsten, Steffi Broch, Mike Dalby, George Eagle, John and Peter Emmett, Digby Gibbs, Peter Green, Terry Hartley, Tim Luffingham, Clare Belsten, Colin Murrell, Ben Stephens, Rich Stott, Bob Walker. What would we have done without you?



**Two more photos of the display cars**

**Top is the immaculate dashboard of Chris Edmondson's J2**

**Left is the historic plaque on the Le Mans M-Type**

#### **North American MMM Register Invitation**

I have received details of the next NAMMMR gathering which will have M-types as the featured model.

The event takes place at the city of Bowling Green in Kentucky from 19 – 22 June this year. The city is the home of the National Corvette Museum which, inevitably, will be one of the venues to be visited.

For full details and entry forms please contact the organisers:

NAMMMR 2019 National Meet  
c/o Sarah Richey  
914 Smith Court  
Bowling Green  
KY 42103 USA.  
(srichey7@twc.com)

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## THE AUSSIES ARE COMING!



**Photo supplied by M. Morgan**

This summer looks to be an Antipodean feast as there will be a number of special cars (and their owners) attending U.K. and European events this year.

We have just heard from Marguerite Morgan that plans are afoot for both Ed Taylor's J3 (J3762) and the Morgan's J3 (J3756) to attend Montlhery Revival in early May and various events (yet to be finalised) in the U.K.

On collecting cars from the shippers, the cars will be final tuned before departing for the drive to France. The event will be of particular significance for the Morgan's J3 (J3756), which, in December 1932, broke 3 world 24 hour records for "H Class" driven by Capt. George Eyston, T. Wisdom and A. Denly. Post Montlhery, it is planned that cars will tour France, taking in Le Mans where J3 J3756 competed in 1933.

Ed Taylor in his immaculate J3 (J3762) will be accompanied by Neil Cooke for the trip to Montlhery, and upon his return, as he puts it, "to terrorise the locals along the back roads of the U.K.". Ed is keen to organise or participate in a gathering of J3's and their past and present owners somewhere in the UK. Suggestions welcome!

The Morgans are also planning to have a total of three cars at MG Live as part of the 90<sup>th</sup> display. The cars will be M-type HX 91, C-Type JK 1932 and the J3.

John and Helen Gillett will be retrieving K.3030 from its winter slumbers in the Brooklands Museum and participating in a number of competitive and social events in the U.K. and Europe.



**Three Australian J3s; J3763 (Ross Kelly), J3756 (George and Marguerite Morgan) and J3762 (Ed Taylor).  
Photos by Ed Taylor**

## **TRIPLE-M REGISTER CHAMPIONSHIPS**

### **Mike Linward, Competition Secretary**

Despite cutting back on the number of events entered, Bill Bennett still managed to top the Slade Trials Award by a considerable margin from the rest of the field. Bill's six events compares with Mark Smith's three and the rest of the field just one, apart from David Rushton who managed two.

Brian Galbraith got off to a good start in the Speed Championship by taking part in the Isle Of Man, Manx Classic events back in April. In total, Brian and son Toby took part in fifteen speed events which gave plenty of scope to select the top five results making up the total. Timothy Sharp also competed in more than the minimum required and was unlucky to finish just a single point behind.

Triple-M racing goes from strength to strength thanks in no small part by the efforts of Mark Dalton by promoting and advertising events, gaining sponsorship and helping to organise the very necessary social side of racing which helps to promote a strong bond between competitors. Mike Painter's first place and Fred Boothby's second were both one better than last year which shows remarkable driving consistency as well as a reliable car. Charles Goddard's performance in the supercharged PA is no less remarkable as it is his first full year of competition with this car in its present form

The three awards associated with the MGCC Brands Hatch meeting in April were:

Mary Harris Trophy Winner: John Gillett K3/s

Kimber Trophy Winer: Harry Painter PA/s

Don Moore Trophy Winner: Hamish McNinch

Robin Gordon Trophy for C type cars: 1st Barry Foster C0280, 2nd Duncan Potter C0287, 3rd Chris Cadman C0263.

The winners are taken from the best performances by C type cars as shown in the Car Of The Year table.

In the Car Of The Year competition, Brian Galbraith has had a tough time in keeping ahead of John Gillett's strong challenge in the K3 but ultimately a greater variety of events entered by the Galbraiths, and driving help from Colin McLachlan, reaped its reward. It was just a pity that the J2 should suffer a broken crank at the end of the year to put a dampener on their considerable efforts.

**Racing Challenge Trophy 2018  
The Betty Haig Cup  
Final Scores**

			<u>No. where less than 5 Races</u>	<u>Index of Performance</u>
	<u>Car/s</u>	<u>Driver/s</u>		
	J2-PA/s	Mike Painter		0.212
	J2/s	Fred Boothby		0.244
	PA-PB/s	Charles Goddard		0.283
	PA/s	Harry Painter		0.291
	L1/s	Charles Jones		0.316
	K3/s	John Gillett		0.332
	PB	Simon Jackson		0.376
	L1	Andrew Morland		0.421
	J2/s	Mark Reece		0.443
	KN/s ss	Malcolm Hills		0.456
	NA/s	Roger Tushingham		0.487
	QA/s, C/s	Barry Foster		0.552
	C/s	Chris Cadman		0.592
	PA, J2/s	Hamish McNinch		0.614
	PA	Mike Davies-Colley		0.665
	D/s	Chris Edmondson		0.749
	PB/s	Andy King		0.827
	J2/s	Nigel Stroud		0.852
	PA	Anne Boursot		0.878
	PA/s	Thijs de Groot	4	0.194
	C/s	Duncan Potter	4	0.582
	C/s	Oliver Richardson	4	0.894
	PB/s	Mark Dolton	3	0.523
	C/s	Dave Cooksey	3	0.722
	PB/s ss	Michael Barber	3	0.100
	K3/s	Andrew Taylor	2	0.184
	KN/s ss	James Ricketts	2	0.375
	C/s	Adrian Moore	2	0.478
	PA-NA	Brian Arculus	2	0.726
	J1/s	Stuart Evans	1	0.333
	NA/s ss	Thomas Hardman	1	0.333
	NA	Oliver Sharp	1	0.455
	NB/s	Jane Metcalfe	1	0.783
	K3/s	Teifion Salisbury	1	0.846
	C/s	Emma Potter	1	1.000

**The Robin Gordon Trophy for C type cars 2018:**

<b>Register Number</b>	<b>Car</b>	<b>Registration Mark</b>	<b>Driver/s</b>		<b>Points</b>
1931	C/s	VD 30	Barry Foster	Adrian Moore	89
2912	C/s	GX 9693	Duncan Potter	Emma Potter	74
2200	C/s	RX 8306	Chris Cadman		69
404	C/s	PJ 6183	Alan Bentley		24
2272	C/s	LJ 4444	Oliver Richardson		22
242	C/s	AXO 203	Karl Wiessmann		16
81	C/s	JK 1932	Marguerite Morgan	George Morgan	12
1521	C/s	RX 8591	Dave Cooksey		12

Events below are the only ones that counted towards the Car Of The Year Awards for 2018.

28 <sup>th</sup> January	VSCC, New Year Driving Tests	Full Results
28 <sup>th</sup> January	North Devon Motor Club, Exmoor Trial	Full
4 <sup>th</sup> February	Stroud & District Motor Club, Cotswold Clouds Trial	Full
17 <sup>th</sup> February	VSCC, Exmoor Fringe Trial	Full
17 <sup>th</sup> February	Fell Side Auto Club, Northern Classic Trial	Full
17 <sup>th</sup> March	VSCC, Herefordshire Trial	Full
30 <sup>th</sup> /31 <sup>st</sup> March	MCC Lands End Trial	Full
1 <sup>st</sup> April	Hagley & District Light Car Club, Loton Hill Climb	Full
7 <sup>th</sup> April	MGCC SW Centre Kimber Classic Trial	Full
14 <sup>th</sup> /15 <sup>th</sup> April	Hagley & District Light Car Club, Loton Hill Climb	Full
21 <sup>st</sup> /22 <sup>nd</sup> April	VSCC Silverstone, Formula Vintage Race Meeting	Full
26 <sup>th</sup> April	Manx Classic Sloc Hill Climb	Full
27 <sup>th</sup> April	Manx Classic Creg Willeys Hill Climb	Full
28 <sup>th</sup> April	Manx Classic Lhergy Frissell Hill Climb	Full
29 <sup>th</sup> April	MGCC Brands Hatch, Baynton Jones Historic Motorsport	Full
30 <sup>th</sup> April-3 <sup>rd</sup> May	MGCC Triple-M Border Reivers II Rally	Full
6 <sup>th</sup> May	VSCC Curborough Speed Trials	Full
12 <sup>th</sup> May	500 Owners Association Wiscombe Park Hill Climb	Full
13 <sup>th</sup> May	VSCC Wiscombe Park Hill Climb	Full
15 <sup>th</sup> May	MGCC SE Centre Tour of South East, Pride of Ownership	Full
19 <sup>th</sup> May	VSCC Oulton Park, Formula Vintage Race Meeting	Full
19 <sup>th</sup> May	VSCC Oulton Park Auto Solo Driving Tests	Full
2 <sup>nd</sup> June	BARC Yorkshire Centre, Harewood Hill Climb	Full
2 <sup>nd</sup> June	MGCC MG Live Silverstone California Cup Driving Tests	Full
14 <sup>th</sup> June	MGCC SE Centre, Fairmile Pride Of Ownership	Full
16 <sup>th</sup> June	VSCC Brooklands Sprint	Full
24 <sup>th</sup> June	VSCC Donington Park, Formula Vintage Race Meeting	Full
30 <sup>th</sup> June	HGPCA Legends of Brands Hatch Superprix	Full
1 <sup>st</sup> July	MGCC SE Centre, Newdigate Pride of Ownership	Full
1 <sup>st</sup> July	MAC/VSCC Shelsley Walsh Hill Climb	Full
8 <sup>th</sup> July	Triple-M Summer Gathering, Concours & Gymkhana	Full
15 <sup>th</sup> July	MGCC Donington Park, Baynton Jones, Triple-M Race	Full
16 <sup>th</sup> July	MGCC SE Centre, Reigate Pride Of Ownership	Full
22 <sup>nd</sup> July	VSCC Cadwell Park Race Meeting	Full
4 <sup>th</sup> /5 <sup>th</sup> August	VSCC Prescott Hill Climb	Full
5 <sup>th</sup> August	Copenhagen Historic Grand Prix	Full
10 <sup>th</sup> -12 <sup>th</sup> August	AvD Oldtimer Grand Prix, Nürburgring	Full
11 <sup>th</sup> August	VSCC Mallory Park Race Meeting	Full
18 <sup>th</sup> August	VSCC Goodwood Sprint	Full
25 <sup>th</sup> /26 <sup>th</sup> August	VHC Etretat/Benouville Hill Climb	Full
26 <sup>th</sup> August	Truro Motor Club, Portreath Sprint	Full
8 <sup>th</sup> September	MGCC SW Centre Wiscombe Park Hill Climb	Full
8 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
9 <sup>th</sup> September	VSCC Loton Park Hill Climb	Full
16 <sup>th</sup> September	VSCC Madresfield Driving Tests	Full
22 <sup>nd</sup> September	VSCC Snetterton Sprint	Full
23 <sup>rd</sup> September	VSCC Snetterton Race Meeting	Full
29 <sup>th</sup> September	VSCC Prescott Long Course Hill Climb	Full
6 <sup>th</sup> October	Castle Combe Racing Club, Formula Vintage Pre-War	Full
7 <sup>th</sup> October	MGCC SE Centre Autumn Navisat	Full
12 <sup>th</sup> -14 <sup>th</sup> October	HGPCA, Circuito del Jarama, Historic GP	Full
18 <sup>th</sup> -21 <sup>st</sup> October	Algarve Classic Festival, Autódromo Internacional	Full
21 <sup>st</sup> October	Launceston & North Cornwall MC Tamar Trial	Full
10 <sup>th</sup> November	VSCC Lakeland Trial	Full
17 <sup>th</sup> November	VSCC Cotswold Trial	Full
18 <sup>th</sup> November	Camel Vale MC Perranporth Airfield Autosolo	Full
25 <sup>th</sup> November	Bristol Motor Club, Allen Trial	Full
1 <sup>st</sup> December	VSCC Winter Driving Tests	Full

### C.O.T.Y. 2018 FINAL SCORES

Position	Register Number	Car	Registration Mark	Driver/s	Points
1 <sup>st</sup>	2692	J2	SW 4156	Brian Galbraith Colin McLachlan Toby Galbraith	112
2 <sup>nd</sup>	545	K3/s	K 3030	John Gillett	108
3 <sup>rd</sup>	949	L1	OD 6008	Andrew Morland	106
4 <sup>th</sup>	2226	NA/s	MG 3701	Roger Tushingham	102
5 <sup>th</sup>	3534	J2/s	WF 5494	Fred Boothby Hamish McNinch	98
6 <sup>th</sup>	3610	PA-PB/s	RC 2206	Ian Goddard Charles Goddard	90
7 <sup>th</sup>	1931	C/s	VD 30	Barry Foster Adrian Moore	89
8 <sup>th</sup>	605	L1/s	MG 2802	Charles Jones	83
9 <sup>th</sup>	909	J2-PA/s	FW 3909	Bill Bennett	76
10 <sup>th</sup>	2912	C/s	GX 9693	Duncan Potter Emma Potter	74
	162	ND/s	BKL 265	Philip Bayne-Powell Rosemary Bayne-Powell	71
	3458	PB	6 KPK	Simon Jackson	70
	3614	PB/s	VXS 544	Tim Sharp	69
	2200	C/s	RX 8306	Chris Cadman	69
	1164	PA	YSV 703	Hamish McNinch Anne Boursot	69
	2049	J2/s	JK 3233	Mark Reece	68
	2694	J2-PB/s	NV 3709 Kayne Spl.	Mike Painter	63
	2000	K3/s	MG 3570	Peter Green Andrew Taylor	62
	2077	K1-KN/s ss	-	Malcolm Hills James Ricketts	62
	1000	PB/s	JB 7521	Andy King	60
	3018	PB/s	MG 4516	Rachael Holdsworth Roger Thomas	60
	2931	D/s	UG 281	Chris Edmundson	58
	2063	PA/s	RJS 380	Harry Painter	51
	341	M	PJ 7970	David Rushton Corinne Davies-Griffith	50
	1533	PA-PB	WV 5012	Dick Morbey	47
	1140	J2	JL 753	Mike Linward	46
	3302	J2	KS 6104	Andrew Harrington Frank Ashley	43

<b>SLADE TROPHY 2018</b>			
<b>Final Scores</b>			
<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1 <sup>st</sup>	J2-PA/s	Bill Bennett	31
2 <sup>nd</sup>	J2	Mark Smith	17
3 <sup>rd</sup>	PB	Roger Tushingham	9
	M	Oliver Richardson	8
	M	David Rushton	7
	J2	Mike Linward	7
	J2	Jeremy Hawke	6
	J2	Patrick Gardner	5
	M	John Haine	4
	PB	Tim Beckh	3
	NA	Richard Jenkins	2
	PA	Colin Butchers	1
	PA	Marcel Koreman	1
	M	Kimberly Jenkins	1

<b>SPEED CHAMPIONSHIP 2018</b>			
<b>Final Scores</b>			
<b>Position</b>	<b>Car/s</b>	<b>Driver/s</b>	<b>Points</b>
1 <sup>st</sup>	J2	Brian Galbraith	36
2 <sup>nd</sup>	PB/s	Tim Sharp	35
=3 <sup>rd</sup>	C/s	Duncan Potter	30
"	NA/s	Roger Tushingham	30
	L1/s	Charles Jones	25
	PB/s	Rachael Holdsworth	24
	J2	Colin McLachan	23
	C/s	Barry Foster	22
	PA-PB/s	Ian Goddard	19
	L1	Andrew Morland	16
	J2	Toby Galbraith	16
	J2	Andrew Harrington	15
	K3/s	John Gillett	14
	F1	Steve McEvoy	13
	C/s	Emma Potter	13
	J2	Frank Ashley	12
	PB/s	Rebecca Gunn	12

## LETTERS TO THE EDITOR:

### From Stephen Wild

Thank you for the December-January Bulletin. I was fascinated by the Bevington story of GC 7705; is that John and Lavinia Bevington who have/had a lovely chateau in Hambye? I have visited them in the past with my Crossley on the occasion of the 2012 Olympics and HM the Queen's 60th Anniversary of her ascension and a street party. We watched much of the Olympics on the TV in their house as we had days and days of rain.

As the Crossley Inter Register Club representative I also much enjoy receiving the other clubs' magazines. I was particularly interested in Michael Marshall's article on the PB Airline Coupe – what a lovely little car. It takes me back to 1959-60 when I was a cadet at the Royal Military Academy at Sandhurst. Cadets cars in those days ranged from a not so old Healey Silverstone (owned by a titled gentleman!), a Lagonda Rapier (whose magneto I helped re-build on the side of the A3), a Singer Le Mans and my own 1934 Morris Minor 2-seat tourer (by then with the side valve engine).

There were also Y-model Fords and a green Tickford bodied MG tourer from the mid 30's. This was replaced with what I think was a PB Airline Coupe in two-tone grey, a beautiful little car. A Thai cadet – the son of the then Prime Minister of Thailand – campaigned a Triumph Gloria. Due to his small stature, he was hardly visible when driving the Triumph.

I learnt to drive in the little Morris which provided me with wheels for my first 18 months in the Army. It had excellent hydraulic brakes but was not "hugely powerful" and in May 1961 I, and my Bank Manager, bought my present 1930 Crossley at the inflated price (for 1961) of £150. In 1987 I added a 1977 MG Midget to my stable, a fun little car in British Leyland Primrose. The 1500 Triumph engine gives plenty of torque and the relatively low gearing and driving made 45mph seem like 70!

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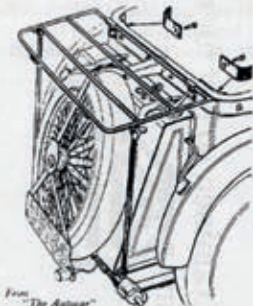
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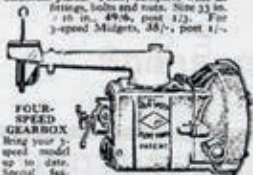
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1022 in., 1688/-; 1024 in., 1692/-; 1026 in., 1695/-; 1028 in., 1698/-; 1030 in., 1702/-; 1032 in., 1705/-; 1034 in., 1708/-; 1036 in., 1712/-; 1038 in., 1715/-; 1040 in., 1718/-; 1042 in., 1722/-; 1044 in., 1725/-; 1046 in., 1728/-; 1048 in., 1732/-; 1050 in., 1735/-; 1052 in., 1738/-; 1054 in., 1742/-; 1056 in., 1745/-; 1058 in., 1748/-; 1060 in., 1752/-; 1062 in., 1755/-; 1064 in., 1758/-; 1066 in., 1762/-; 1068 in., 1765/-; 1070 in., 1768/-; 1072 in., 1772/-; 1074 in., 1775/-; 1076 in., 1778/-; 1078 in., 1782/-; 1080 in., 1785/-; 1082 in., 1788/-; 1084 in., 1792/-; 1086 in., 1795/-; 1088 in., 1798/-; 1090 in., 1802/-; 1092 in., 1805/-; 1094 in., 1808/-; 1096 in., 1812/-; 1098 in., 1815/-; 1100 in., 1818/-; 1102 in., 1822/-; 1104 in., 1825/-; 1106 in., 1828/-; 1108 in., 1832/-; 1110 in., 1835/-; 1112 in., 1838/-; 1114 in., 1842/-; 1116 in., 1845/-; 1118 in., 1848/-; 1120 in., 1852/-; 1122 in., 1855/-; 1124 in., 1858/-; 1126 in., 1862/-; 1128 in., 1865/-; 1130 in., 1868/-; 1132 in., 1872/-; 1134 in., 1875/-; 1136 in., 1878/-; 1138 in., 1882/-; 1140 in., 1885/-; 1142 in., 1888/-; 1144 in., 1892/-; 1146 in., 1895/-; 1148 in., 1898/-; 1150 in., 1902/-; 1152 in., 1905/-; 1154 in., 1908/-; 1156 in., 1912/-; 1158 in., 1915/-; 1160 in., 1918/-; 1162 in., 1922/-; 1164 in., 1925/-; 1166 in., 1928/-; 1168 in., 1932/-; 1170 in., 1935/-; 1172 in., 1938/-; 1174 in., 1942/-; 1176 in., 1945/-; 1178 in., 1948/-; 1180 in., 1952/-; 1182 in., 1955/-; 1184 in., 1958/-; 1186 in., 1962/-; 1188 in., 1965/-; 1190 in., 1968/-; 1192 in., 1972/-; 1194 in., 1975/-; 1196 in., 1978/-; 1198 in., 1982/-; 1200 in., 1985/-; 1202 in., 1988/-; 1204 in., 1992/-; 1206 in., 1995/-; 1208 in., 1998/-; 1210 in., 2002/-; 1212 in., 2005/-; 1214 in., 2008/-; 1216 in., 2012/-; 1218 in., 2015/-; 1220 in., 2018/-; 1222 in., 2022/-; 1224 in., 2025/-; 1226 in., 2028/-; 1228 in., 2032/-; 1230 in., 2035/-; 1232 in., 2038/-; 1234 in., 2042/-; 1236 in., 2045/-; 1238 in., 2048/-; 1240 in., 2052/-; 1242 in., 2055/-; 1244 in., 2058/-; 1246 in., 2062/-; 1248 in., 2065/-; 1250 in., 2068/-; 1252 in., 2072/-; 1254 in., 2075/-; 1256 in., 2078/-; 1258 in., 2082/-; 1260 in., 2085/-; 1262 in., 2088/-; 1264 in., 2092/-; 1266 in., 2095/-; 1268 in., 2098/-; 1270 in., 2102/-; 1272 in., 2105/-; 1274 in., 2108/-; 1276 in., 2112/-; 1278 in., 2115/-; 1280 in., 2118/-; 1282 in., 2122/-; 1284 in., 2125/-; 1286 in., 2128/-; 1288 in., 2132/-; 1290 in., 2135/-; 1292 in., 2138/-; 1294 in., 2142/-; 1296 in., 2145/-; 1298 in., 2148/-; 1300 in., 2152/-; 1302 in., 2155/-; 1304 in., 2158/-; 1306 in., 2162/-; 1308 in., 2165/-; 1310 in., 2168/-; 1312 in., 2172/-; 1314 in., 2175/-; 1316 in., 2178/-; 1318 in., 2182/-; 1320 in., 2185/-; 1322 in., 2188/-; 1324 in., 2192/-; 1326 in., 2195/-; 1328 in., 2198/-; 1330 in., 2202/-; 1332 in., 2205/-; 1334 in., 2208/-; 1336 in., 2212/-; 1338 in., 2215/-; 1340 in., 2218/-; 1342 in., 2222/-; 1344 in., 2225/-; 1346 in., 2228/-; 1348 in., 2232/-; 1350 in., 2235/-; 1352 in., 2238/-; 1354 in., 2242/-; 1356 in., 2245/-; 1358 in., 2248/-; 1360 in., 2252/-; 1362 in., 2255/-; 1364 in., 2258/-; 1366 in., 2262/-; 1368 in., 2265/-; 1370 in., 2268/-; 1372 in., 2272/-; 1374 in., 2275/-; 1376 in., 2278/-; 1378 in., 2282/-; 1380 in., 2285/-; 1382 in., 2288/-; 1384 in., 2292/-; 1386 in., 2295/-; 1388 in., 2298/-; 1390 in., 2302/-; 1392 in., 2305/-; 1394 in., 2308/-; 1396 in., 2312/-; 1398 in., 2315/-; 1400 in., 2318/-; 1402 in., 2322/-; 1404 in., 2325/-; 1406 in., 2328/-; 1408 in., 2332/-; 1410 in., 2335/-; 1412 in., 2338/-; 1414 in., 2342/-; 1416 in., 2345/-; 1418 in., 2348/-; 1420 in., 2352/-; 1422 in., 2355/-; 1424 in., 2358/-; 1426 in., 2362/-; 1428 in., 2365/-; 1430 in., 2368/-; 1432 in., 2372/-; 1434 in., 2375/-; 1436 in., 2378/-; 1438 in., 2382/-; 1440 in., 2385/-; 1442 in., 2388/-; 1444 in., 2392/-; 1446 in., 2395/-; 1448 in., 2398/-; 1450 in., 2402/-; 1452 in., 2405/-; 1454 in., 2408/-; 1456 in., 2412/-; 1458 in., 2415/-; 1460 in., 2418/-; 1462 in., 2422/-; 1464 in., 2425/-; 1466 in., 2428/-; 1468 in., 2432/-; 1470 in., 2435/-; 1472 in., 2438/-; 1474 in., 2442/-; 1476 in., 2445/-; 1478 in., 2448/-; 1480 in., 2452/-; 1482 in., 2455/-; 1484 in., 2458/-; 1486 in., 2462/-; 1488 in., 2465/-; 1490 in., 2468/-; 1492 in., 2472/-; 1494 in., 2475/-; 1496 in., 2478/-; 1498 in., 2482/-; 1500 in., 2485/-; 1502 in., 2488/-; 1504 in., 2492/-; 1506 in., 2495/-; 1508 in., 2498/-; 1510 in., 2502/-; 1512 in., 2505/-; 1514 in., 2508/-; 1516 in., 2512/-; 1518 in., 2515/-; 1520 in., 2518/-; 1522 in., 2522/-; 1524 in., 2525/-; 1526 in., 2528/-; 1528 in., 2532/-; 1530 in., 2535/-; 1532 in., 2538/-; 1534 in., 2542/-; 1536 in., 2545/-; 1538 in., 2548/-; 1540 in., 2552/-; 1542 in., 2555/-; 1544 in., 2558/-; 1546 in., 2562/-; 1548 in., 2565/-; 1550 in., 2568/-; 1552 in., 2572/-; 1554 in., 2575/-; 1556 in., 2578/-; 1558 in., 2582/-; 1560 in., 2585/-; 1562 in., 2588/-; 1564 in., 2592/-; 1566 in., 2595/-; 1568 in., 2598/-; 1570 in., 2602/-; 1572 in., 2605/-; 1574 in., 2608/-; 1576 in., 2612/-; 1578 in., 2615/-; 1580 in., 2618/-; 1582 in., 2622/-; 1584 in., 2625/-; 1586 in., 2628/-; 1588 in., 2632/-; 1590 in., 2635/-; 1592 in., 2638/-; 1594 in., 2642/-; 1596 in., 2645/-; 1598 in., 2648/-; 1600 in., 2652/-; 1602 in., 2655/-; 1604 in., 2658/-; 1606 in., 2662/-; 1608 in., 2665/-; 1610 in., 2668/-; 1612 in., 2672/-; 1614 in., 2675/-; 1616 in., 2678/-; 1618 in., 2682/-; 1620 in., 2685/-; 1622 in., 2688/-; 1624 in., 2692/-; 1626 in., 2695/-; 1628 in., 2698/-; 1630 in., 2702/-; 1632 in., 2705/-; 1634 in., 2708/-; 1636 in., 2712/-; 1638 in., 2715/-; 1640 in., 2718/-; 1642 in., 2722/-; 1644 in., 2725/-; 1646 in., 2728/-; 1648 in., 2732/-; 1650 in., 2735/-; 1652 in., 2738/-; 1654 in., 2742/-; 1656 in., 2745/-; 1658 in., 2748/-; 1660 in., 2752/-; 1662 in., 2755/-; 1664 in., 2758/-; 1666 in., 2762/-; 1668 in., 2765/-; 1670 in., 2768/-; 1672 in., 2772/-; 1674 in., 2775/-; 1676 in., 2778/-; 1678 in., 2782/-; 1680 in., 2785/-; 1682 in., 2788/-; 1684 in., 2792/-; 1686 in., 2795/-; 1688 in., 2798/-; 1690 in., 2802/-; 1692 in., 2805/-; 1694 in., 2808/-; 1696 in., 2812/-; 1698 in., 2815/-; 1700 in., 2818/-; 1702 in., 2822/-; 1704 in., 2825/-; 1706 in., 2828/-; 1708 in., 2832/-; 1710 in., 2835/-; 1712 in., 2838/-; 1714 in., 2842/-; 1716 in., 2845/-; 1718 in., 2848/-; 1720 in., 2852/-; 1722 in., 2855/-; 1724 in., 2858/-; 1726 in., 2862/-; 1728 in., 2865/-; 1730 in., 2868/-; 1732 in., 2872/-; 1734 in., 2875/-; 1736 in., 2878/-; 1738 in., 2882/-; 1740 in., 2885/-; 1742 in., 2888/-; 1744 in., 2892/-; 1746 in., 2895/-; 1748 in., 2898/-; 1750 in., 2902/-; 1752 in., 2905/-; 1754 in., 2908/-; 1756 in., 2912/-; 1758 in., 2915/-; 17



For readers who haven't visited the Club Headquarters in Abingdon recently this photo shows the fascinating full height photograph of the Triple-M production line that has been used to good effect on the doors that give access to the new archive facility. The "modern" MG in front is the Jean Denton Marathon MGB that has been restored by the MGB Register and is on temporary display at Kimber House.