

**TRIPLE-M REGISTER
BULLETIN
DECEMBER 2021 - JANUARY 2022
THE MG CAR CLUB LTD**





A PA for all seasons: The PA of Keith Riches in the perfect setting for a Triple-M car, the paddock at Prescott in September (top) and, below, the reality of modern motoring. The diminutive size of the PA is emphasised in this picture supplied by Keith showing PA0316 at Tyntesfield House in Somerset.



BULLETIN No 124 December 2021/January 2022

Front Cover Picture:

Visitors to the Forum will have already seen this delightful picture of Peter Lansdown's F-type tourer (F1344) in tranquil South Somerset scenery; a perfect subject for the Bulletin cover.

Editorial:

And so, 2021 moves seamlessly on to 2022; let us hope that it will be a more normal year in all respects. For the Triple-M world, 2021 was surprisingly successful, mainly due to the perseverance (and perhaps, bloody-mindedness) of the various organisers, competitors, participants and enthusiastic owners. A good number of events were able to take place and remind us of what we had been missing.

To my mind, the biggest casualty was the "loss" of any true celebration of the Register's 60th anniversary, mainly due to the uncertainty of planning anything during the pandemic. The 90th anniversary of the iconic C-type was similarly affected but was, to a greater extent, rescued by the important events attended by David Potter's car, as reported in the Bulletin. Also, by the enthusiastic campaigning of C-types on track and hills throughout the year. 2022 will see the 90th anniversary of the J-type, perhaps the most iconic sports car of that period and the car that set the pattern for all Pre-war MGs. It has to be hoped that the J-type anniversary can be celebrated appropriately.

Editing the Bulletin is, mostly, a labour of love; frustrating at times but enlivened and made worthwhile by the contributions made by friends, acquaintances and contacts from around the world. However, I continue to be surprised by how little feed-back I receive from readers in general; even some topics that could be considered controversial remain unchallenged. So, if you make a New Year resolution, resolve to let me have your views on the topics covered and your words of wisdom for publication.

A very happy New Year to all.

Digby Gibbs

Bulletin Subscriptions:

Enclosed with this issue is the renewal form for 2022; please read the notes and then return as soon as possible.

I appreciate that you will be receiving this Bulletin in January, so it will help considerably if you renew your 2022 subscriptions promptly as the printers will require print quantity numbers confirmed for the February/March issue as soon as possible.

For those who have already set up a Standing Order can you check that it was updated to the current cost (£15.00 UK) but otherwise ignore the enclosed renewal forms.

With many thanks for your co-operation and continued support of the Bulletin.

Paul White (MMM Bulletin Subscriptions Co-ordinator).

Situation Vacant: Treasurer Required

Back in December 2019 I responded to a request from the Triple-M Register to take up the role of Treasurer. It is something of an understatement to say that since then we have been on a journey, not only in the global events of Covid but also in our own MG Car Club! Recognising that we live in this changing world, I regret to say that I have decided to step down as Treasurer. The Register Committee is therefore seeking a worthy successor.

The role places the successful applicant in the heart of the Triple-M Register world and activities, as well as linking with the MGCC. In addition to being custodian of funds for the Register, with oversight of Library publications, tours and other activities, the Treasurer is also a key part of the Register's Committee, shaping how we support owners and enthusiasts in their enjoyment of Triple-M cars as well as recording the history of the cars themselves.

A personal interest for me is to observe how the Club and MG car ownership evolves alongside ongoing MG production. While we, as members, enjoy our classic MGs, the design and production of innovative cars continues, and I hope the Club keeps their ties with the MG Car Company on that journey. Heritage is key to a car brand and motoring history doesn't come much better than MG, of which the Triple-M world is very much a foundation stone. This is an opportunity to be taken, not avoided.

I have told the committee that I can continue until the 2022 AGM (but do not plan to seek re-election). However, if someone wishes to pick up the role sooner I would be happy to hand over the reins, and offer support during the transition.

The role will suit any Member who enjoys the basic elements of accounting for which support will be available.

To express interest or find out more, please contact Dick Morbey or Jeremy Hawke who will be very pleased to hear from you. Contact details at end of Bulletin.

John Summers

Secretary's Update

New Year Greetings to all readers from your Hon. Secretary – and thus from all of the Committee!

Our Committee had a productive meeting in December, covering a wide range of topics – most being aimed at supporting Members in your enjoyment of your cars. These included:

- Following up points raised at the recent AGM.
- Promoting and developing the Bulletin.
- Preparing for a survey of Members and owners to gauge your wants and needs and to encourage offers of help.
- Paving the way for succession on the Committee.
- Streamlining the work of the Registrars and the committee (more on that later).

Events

One of our loyal members asked me the other day what Triple-M tours and outings are available in addition to the planned Stilton and Pork Pie tour of May 2022. This prompted some head scratching but served as a reminder that here in the UK, in addition to the events that we organise as a Register, the MGCC Centres are very active in most UK areas. I'm an émigré Yorkshireman, so fall under the Abingdon Works Centre where numerous day tours are on offer and the other Centres are equally active, perhaps in different ways. The Yorkshire Centre has established a 24/39 group (contact Terry Hartley for details) where the activities on offer suit our cars very well. The SE Centre will be involved in the MG & British Marques Day at Brooklands on Sunday 24th April.

Check out the MGCC website at mgcc.co.uk for details and I hope that many of you will do so.

If any reader is interested in these, or has an appetite for more events, please get in touch with your Club Centre or any of our Committee. And if you are interested in organising an event in your own area, we'd like to hear from you so that we can let you know what is entailed and how the Register can support you. Over to you!

Meanwhile, other Register events **are** on the horizon, including the Annual Summer Gathering (date tbc) and the Hampton Court Palace Concours d'Elegance on 3rd September – details to follow, thanks to Tim Luffingham, the prime mover on this!

The Register and the Registrars

One of the main reasons for the Register's existence is the keeping and maintaining of a register of all known Triple-M cars. That work is shared by a team of 7 volunteers, each one of whom deals with specific models. To ensure that the magnificent seven don't have to work in isolation, they have just been formally constituted as a sub-committee of the Register, which will have a greater degree of autonomy. One of their number will coordinate their efforts, attending committee meetings and keeping a light touch on the controls. Ted Hack has volunteered to be the link man for an initial period, after which it will pass to other Registrars by rotation.

As always, we depend on all of you to help ensure that our records are up to date by telling us of any car you have acquired or sold. Posterity will thank you!

The Committee

In order that the work of the Committee can be handled in a way that serves Members but is not burdensome for all involved, we are starting to streamline the way the Committee works. Meetings, currently held on Zoom, are being shortened and we are looking at ways of dealing with any big topics with swift despatch and avoiding getting bogged down with the routine day to day stuff. Other, structural/operational, changes are also being considered.

I mention this because we want to encourage more Members – including you, dear reader, to become involved in helping to run the Register. Elsewhere in this edition you'll see that there will be a vacancy for the Treasurer at the 2022 AGM and additionally the Committee needs to refresh itself.

The Triple-M Register has an enviable record of 'Maintaining the MG Breed' and our cars are part of the foundations that gave rise to the glory that MG earned and enjoys to this day. So, the door is open - and once again: it's over to you!

Hard work brings reward

Evidence of the terrific support we receive from Members comes with the Vintage Minor Register's Pre-War Prescott Garden Party and Hill Climb event, ably managed (from Seattle!) by the indefatigable Ian Grace.

Ian is a Member of the NAMMMR and has attracted an ever-increasing attendance of Triple-M cars at the event. He never seems to stop – the 2022 event is on Saturday 16th July. In recognition of everything that Ian does to support and encourage Triple-M motoring, our Committee has awarded him the John Kidder trophy for 2021.

For anyone who does not know, this trophy was endowed by the family of the late John Kidder and is awarded:

'to the person or persons (not being a committee member) whom the Triple-M Register Committee considers merits the award on the grounds of either a notable performance during the year or a notable contribution to the Register during the year.'

Bravo Ian!

Wishing all readers well and let's be hearing from you!

Dick Morbey



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before visiting

Seen in the Orchard Car Park at VSCC Prescott



F1288



PB0505



PA0454



Notes by Colin Murrell. Photos as credited.

We returned to the stunning Gloucestershire countryside for the Vintage Sports Car Club's Long Course Hill Climb. This being the final round (Round 8) of the Speed Championship.

The event saw a bumper number of Triple-M entries, including Ian Goddard in, possibly, his first competitive event in "Red Mist" and the welcome return to competition of Chris Smith in his NB.

There were a good number of spectators and the selection of MMM cars in the Orchard car park included PA0454, NA0460, F1288, J4277 and PB0505.

Thanks must go to the competitors for putting on the show but also the marshals, the VSCC, our hosts at Prescott and all others involved in making this wonderful event happen.

Keith Riches in PA0316 waiting for the start signal under that famous banner.
Photo: D Gibbs



Photos by Colin Murrell

Cars competing:

NO	DRIVER	CLASS	CAR	RESULTS
22	Ian Patton	2	J2	2nd h'cap
35	Chris Edmondson	3	D-type special	
36	Andy King	3	PB Cream Cracker	
37	Rachel Holdsworth	3	PB	1st h'cap
38	Tim Sharp	3	PB	3rd Class
50	Chris Smith	3	NB	
99	Mike Davies-Colley	13	PA	1st h'cap
108	Keith Riches	9	PA	
121	Charlie McEvoy	10	F-type Magna	3rd Class 2nd h'cap
129	Roy Newton	10	J2/Riley Special	
150	Jack Bond	13	Q-type	
160	Mike Painter	13	MG Kayne Special	3rd Class
161	Harry Painter	13	PA	2nd Class
163	Ian Goddard	13	PA-PB	
170	Andrew Craven	14	MG/Riley Special	2nd h'cap
729	Richard Newton	10	J2/Riley Special	1st Class
770	Ben Craven	14	MG/Riley Special	
821	Steve McEvoy	10	F-type Magna	

The results for the Triple-M contingent were very impressive considering the calibre of the competition. Harry Painter's time of 57.76 compares very favourably with the FTD of 51.42 achieved by Nick Topliss in the iconic and very fast ERA R4A.

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Technical: Restraint Brackets

Barry Foster

The C-type, which was the first model to use the underslung chassis in Triple-M cars, had the ENV gearbox cross-tube mounted having taken inspiration from the 1.5L AC. When the J2 was designed, MG reverted to the same principle for mounting the engine as used on the M, D and F-types with the flywheel housing bolted to the chassis.

Using a J2 as was intended, ie giving it some stick, the rear main bearing had a hard time due to the chassis flexing. This problem was compounded with the extra power available when a blower was fitted which tried to twist the flywheel housing on the block, the rear main bearing housing being part of this casting.

On any supercharged J2s, and the J4s, the Works added a pair of brackets to try and stop the two castings moving; this was a “belt-and-braces” approach in the case of the J4 which used spare C-type close ratio, cross-tube mounted ENV Gearboxes. I have adopted this principle on all 2-bearing engines, and any F-type engines, that I have supercharged. The pictures below show one such installation.



All Triple-M models, whether fitted with manual or pre-select types, produced after the J2 had cross-tube mounted gearboxes.

From First to Last ~ Or That's the Middle and Both Ends of It! Barry Foster

22nd August 2021: Mallory Park

The Rat was in good order and, being a nice dry day, was shod with the 400x18 Avon tyres, almost legal for road use, with 36psi front and 38psi rear.

Race 4 started with Andrew Morland and Duncan Potter (pole position) in front; Tim Sharp and Simon Jackson were close behind. Somehow, I took the lead but, on lap 3 or 4, as I came through Devil's Elbow I saw the Black Flag and what I took to be my number (101). Knowing that I had three laps to respond I spent the lap checking over The Rat for a mechanical problem but could not find anything amiss. I breathed a sigh of relief as I passed the line on the next lap to see that it was car 107 that was being flagged.

A couple of laps later, on exiting the Hairpin, I was confronted by three "Spanish Galleons" in line abreast! I started to pass them but had to exceed the track limits as they drifted out from the corner. The big advantage of this move was that Tim Sharp was delayed and gave me a chance to relax a bit and cross the finish line in First position. Goof fun and a big bottle of wine as well.....

Race 10 was a Handicap race, decided in the Assembly Area. Oil had been dropped during the previous race, so we were waiting a long time to go out on to the circuit. It then started to rain, then the rain got serious. I started on the 7th and last drop of the flag; Onno Koneman was just in front of me and Simon Jackson was alongside so it was looking to be a good fight between the MG Midgets.

Unfortunately, I found the oily bit in the Hairpin and ended up stuck in the middle watching everyone else go past until I could get The Rat pointing back in the right direction. I decided not to risk an "off" with the wrong tyres and pressures for a wet track and just go for a finish. Congratulations to Simon Jackson for bagging 1st and to Onno for mastering the English weather.

2nd October 2021: Castle Combe

This was an Owner Driver Mechanic (ODM) race so lots of familiar faces and familiar Castle Combe weather; it was raining when we arrived and still raining when we left!

Practice was slippery but thankfully uneventful. On the grid, I was a row in front of Adrian Moore and Andrew Morland with Tim Sharp a row behind them. Dave Cooksey was also participating in his Montlhery Midget. The Rat was fitted with nearly new 400x19 Blockleys.

The start was probably the worst I have ever experienced; the car in front was making so much steam and smoke I could not see the start lights! Fortunately, I was able to see the marshall with the 5-second board so was in gear and ready to go! The amount of water that was deposited on me and The Rat was probably akin to walking under the Niagra Falls; the little "Beastie" promptly went on to 2-cylinders and consequently crawled off the start but I needed to keep going so Andrew Morland did not run into me. I need not have worried, as he was passed before I even reached the start-line! He was closely followed by Adrian, Tim and everyone else...



Photo: Colin Murrell

I eventually got three cylinders working and sometimes the luxury of four as the engine warmed up to almost 65°C. It continued cold and wet; had great fun duelling with Dave Cooksey as I could pass him when I had four cylinders and he would repay the compliment when The Rat went back onto three cylinders. So ended the 2021 Race season.

A few days after Castle Combe I had a good talk with The Rat and found quite a lot of water in the SU; this was on top of the piston where it had possibly entered via the oil-cap vent hole on top of the dash-pot. I also found a quantity of black granular “stuff” in the float-chamber and base of the jet.

This was all cleaned out and now making the right noises so decided to do a run to the local pub for a test-drive/pint.

As I was pulling out over the cross-roads, about 300 yards from home, there was a loud “bang!”. The driver’s side half-shaft had snapped; this was the first one in over 20 years and possibly a consequence of the grip/slip conditions at Castle Combe. More work to do....



A few days later. A phone call from Charles Goddard suggesting that I should go and “play” at the forthcoming Goodwood Members’ Meeting – so the season was not yet over.



Photo: Duncan Potter

17th October 2021: Goodwood

All was working well at the start of practice. I was running on the 400x19 Blockleys as it is a long open circuit and this combination gives a better revs/mpg figure.

At the start of the first lap there was a slight “cough” and then loss of boost. I kept going as all the other gauges were showing satisfactory readings. Had to come in at the end of that lap as the red-flag had come out due to an Alfa spinning in the chicane. Duncan Potter and Teifion Salisbury had a good practice that ended with them separated by only half a second. I changed the broken blower drive shaft, changed the spark-plugs and checked that the dash-pot of the SU was clear and working orrectly; all seemed well.

I started from the second row from the back ahead, for the first time ever, of Sue Derbyshire in her Morgan which had had problems in practice. The flag dropped – yes, a proper traditional start – and I got a good start, passing several cars until I was baulked and with no way of passing for the length of the first straight. I started to gain places with the hope of catching up with Duncan and Teifion. Then the mis-fire re-appeared, similar to Castle Combe. It got worse and even down to zero cylinders at times. It became apparent that at full throttle I was getting about 70-80% of full power and, on over-run and for a second or two back on the throttle, nothing! I had to work with what I had and spent the rest of the race swapping places with a 35 Bug but still finished – last! Annoying but still fun.

It was only after we finished that I found I had blown the Brooklands can apart; fortunately, there is no noise limit at Goodwood. Even more fortunate was that the rear wheel stopped it falling off during the race.

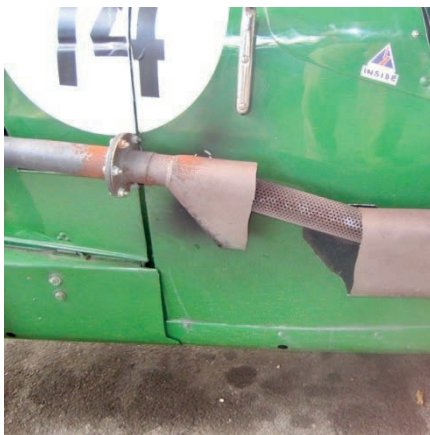
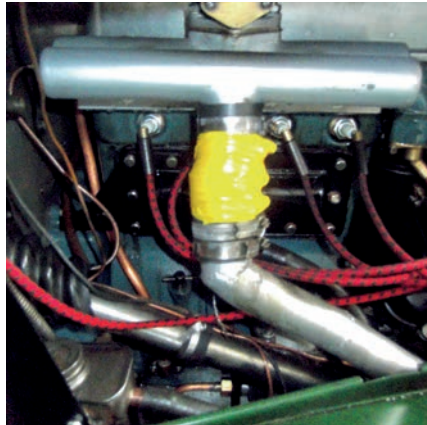


Photo: Ian Goddard

The engine would not start up when I came to load up in the evening. That was when I found that the flexible coupling (reinforced rubber hose) on the induction manifold had also split open. That would account for the engine not firing on over-run as it would have been sucking in air rather than fuel. Wrapping it with some insulation tape allowed me to start the car and load onto the trailer. And, so ended the 2021 season.



Sorting out the problems from Goodwood included finding more black “stuff” in the SU. The appearance of this contamination coincided with a change of fuel supplier. The engine is tuned for “95” unleaded with 5% ethanol. For race meetings I use “99” unleaded from the local filling station. When I went to fill up at Castle Combe they were out of this fuel and I went to the next place I knew had “99” - but from a different fuel company. I also used this for Goodwood. It may be just a coincidence and that it is “dirty fuel” rather than different fuel that caused my problems.



My next actions are to remove all the fuel and filter it to see if it is contaminated. If it is clean, it will get used in the mower and chainsaw as, apparently, we need to use low, or zero, ethanol fuels in small petrol driven machines as they are not ethanol-proofed. Will find out if they start playing up! The fuel pipes will get removed and cleaned; I am sure it is not an alcohol problem (*Ed: not sure if he is referring to the car or the driver?*) as the system was made to cope with 100% methanol fuel.

So, I am looking forward to 4 cylinders and full power whenever I require it. Roll on next season!

Seeking Information: J3110

Rob Dunsterville in Australia is helping the owner of J3110, Daniel Wong, to find out the history of this car and would welcome any information that readers can provide.

Daniel lives in Brisbane and has owned this car for some time but is like many of the younger owners who hold family and work commitments ahead of restorations!

The car is not a factory export but there is no information on when it was shipped or by whom and to which port. It has been in Australia since at least 1977 when the owner was recorded as Ed Isson in Sydney. Interestingly, the car sports two different number plates; WO7609 as recorded and AMK 377. *(The latter appears in the Register index as being J4159 but has no further information; the 1986 Register has no owner noted and simply says “seen in 1978”.)*



J3485: A VERY ORIGINAL J2

Notes and Photos by Peter Lansdown

VD3234 MG J2 Chassis No J3485: Built at Abingdon in July 1933.

Delivered to CS Grant Central Motors of Glasgow but not registered until 1st February 1934 to a Mr Chas Buchanan.

CS Grant was an avid trialist and this car is thought to have been entered in the 1934 Scottish Rally as well as being used as his MG demonstrator in Glasgow. He had her for five months before selling to an unsuspecting Mr Buchanan. The new owner promptly returned the new car guarantee card to the MG works, only to be told that the guarantee did not apply and referenced an earlier letter to Mr Grant. It would appear that Mr Grant applied for work to be done under guarantee, but the MG Car Company declined, presumably because they thought he had ragged it!



There is no more information on the car until it turns up in Edinburgh after the war. The previous owner, John Harris, was a student up there and the car spent its working life in the Highlands until, in 1970, the clutch gave up the unequal task and there were problems with the rear main bearing. For 30 years it slumbered in an Edinburgh lock-up which eventually became due for redevelopment and the owner had a terrible conscience about this. As it happened, a lady friend of mine was walking with the owner in the Highlands when an old MG rattled past. "Oh" said Anne "a friend of mine has one of those..." and the owner replied "Ah, would he like another one?"

John is a scientist and too involved with his research to take proper care of the car and so was happy to pass her on. He had looked after her really well until time ran out and his preoccupation moved elsewhere; the little car would have been very content in his hands. And so, it happened that the car was given to me in 2003 and, "dusty, musty and rusty", it moved down to Somerset.

It was suffering from worm, rot, rust and mould and took me 6 years to get back on the road. Given the story about the clutch and rear bearing, the first thing to be done was to remove the engine and look.



Ready for the first MOT - June 2009



Posing in Abbotsbury



Yorkshire Dales on the return trip from Scotland

The engine was found to have an M-type crankshaft, flywheel and clutch which is probably why the clutch failed! At the same time, the front suspension and steering were checked over and rebuilt which was when we found that the steering drop-arm had a pronounced twist to starboard. The car came with a box of spares that included a rusty and bent radius arm. Presumably the steering box had been rebuilt some time after the incident that bent the drop-arm; possibly a casualty of it's trialling days with CS Grant!

The engine has since been extensively rebuilt with fully balanced crank and modern rods. It does not have the original block, this one comes from an earlier car which was presumably scrapped.

The car still sports its original body, with original woodworm, plus a lot of original paintwork (below three coats of poorly applied paint) though it is generally accepted that this should be redone; it also has its original leather seats, albeit held in place by straps. There are signs of a front-end collision but the chassis is ok.



The MG car Club sent me not only the chassis file for my car but also the file for the car that had the current engine (1504J BR1) when new. Stripping down the engine revealed some interesting markings on the upper face of the block. Adjacent to each cylinder was a neatly stamped "X" beside an obliterated "Y" and at the rear, a "B" beside an obliterated "A". the "B" in the engine number indicates that it had been bored +20 thou by the Factory and all the engineer's marks were still there.

The chassis file told the story; Peter Previte, possibly the first owner, had broken the crankshaft of NV 2029 in 1933.

It was returned to the Factory in 1934 where it was rebuilt free of charge and there is a long list of spares required that has John Thornley's name on it. One wonders if the Factory supplied a replacement block at that time. As well as the crankshaft, other things were damaged, including the rear main bearing. Perhaps this was the start of the problems reported by the previous owner of my car who had had welding done on the block to take the grubscrew.

Most of the castings are dated so we know when they were made; interestingly the block (1504J BR1) was cast on 2nd February 1933 whereas the original car was sold in December 1932, so this presents difficulties. The present front housing has the date as 11-05-33 so is not original to this engine. It is also stamped 2416. The documentation gives the engine number as 1504AJ whilst the number on the block is 1504JA with the "A" obliterated and below is "BR1". We know that the "A" is for a standard block and the "B" means it is re-bored +20 thou; does the "R1" mean re-sleeved which is the case. The deviation from the usual way of stamping the number interests me.

The front housing is also intriguing. The car with this engine number was a contemporary of my car and both cars were fitted from new with engines bored to +20 thou oversize, probably done at the Factory and possibly with both engines on the bench beside each other. Whatever the truth is, the front housings were attached to the wrong blocks.

The J2 with engine number 2416 is still on the Register (J3488) so if you own that car please check and let me know if you have my front housing! Similarly, the owners of J3489 and J3491 might like to check as well as they are amongst the list of contemporary cars fitted with re-bored engines at the Factory

After the rebuild, I took the car on a return trip to Scotland in May 2009 to see its previous owner and a tour that included a drive to Skye. The total journey was a round trip of 3,000 trouble-free, fun-loaded miles although the brakes went from "perfect" at the beginning to "dire" at the end!

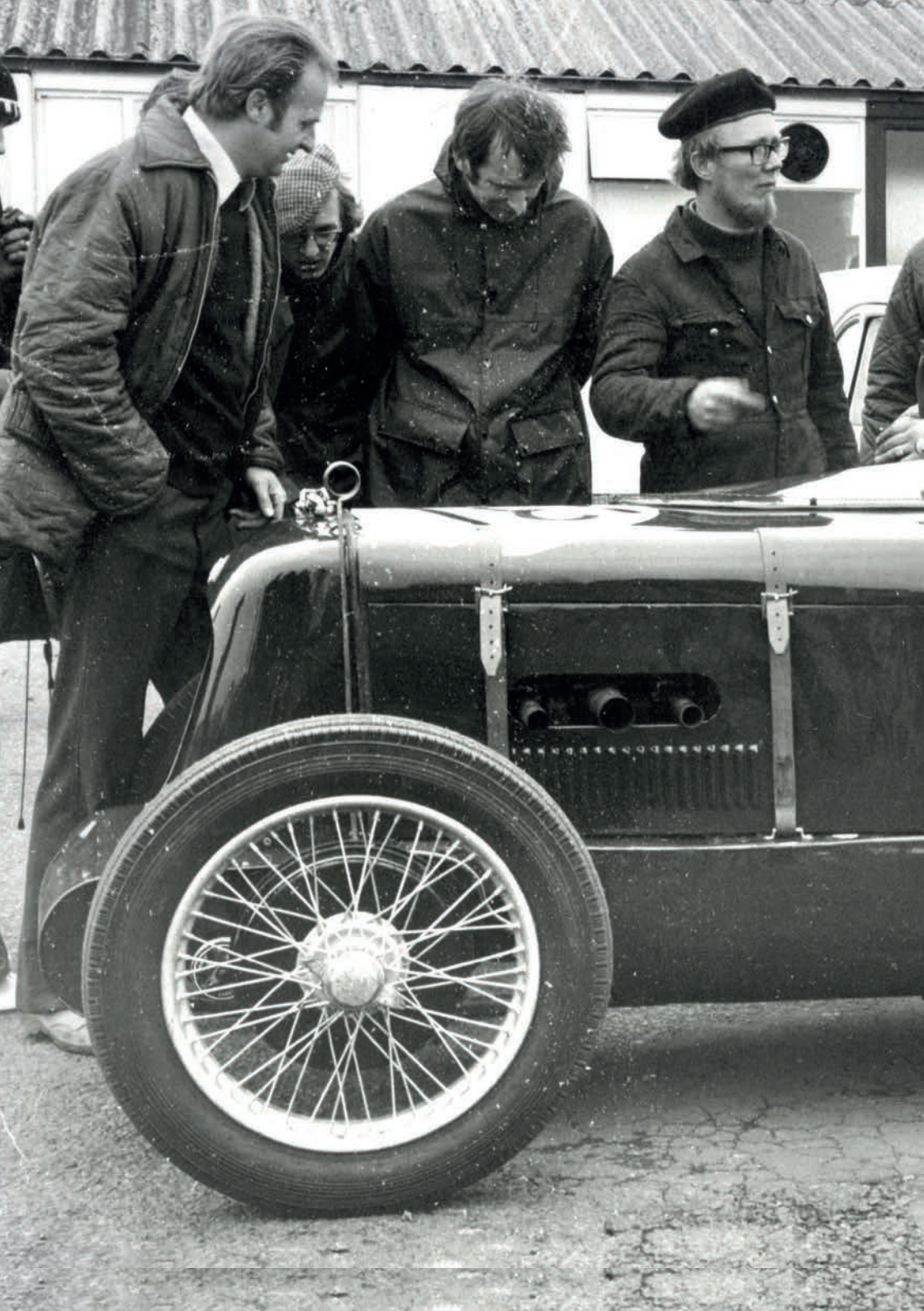
The car now lives in Cardiff with my son Richard so has swapped the Highlands of Scotland for the mountains of Wales.

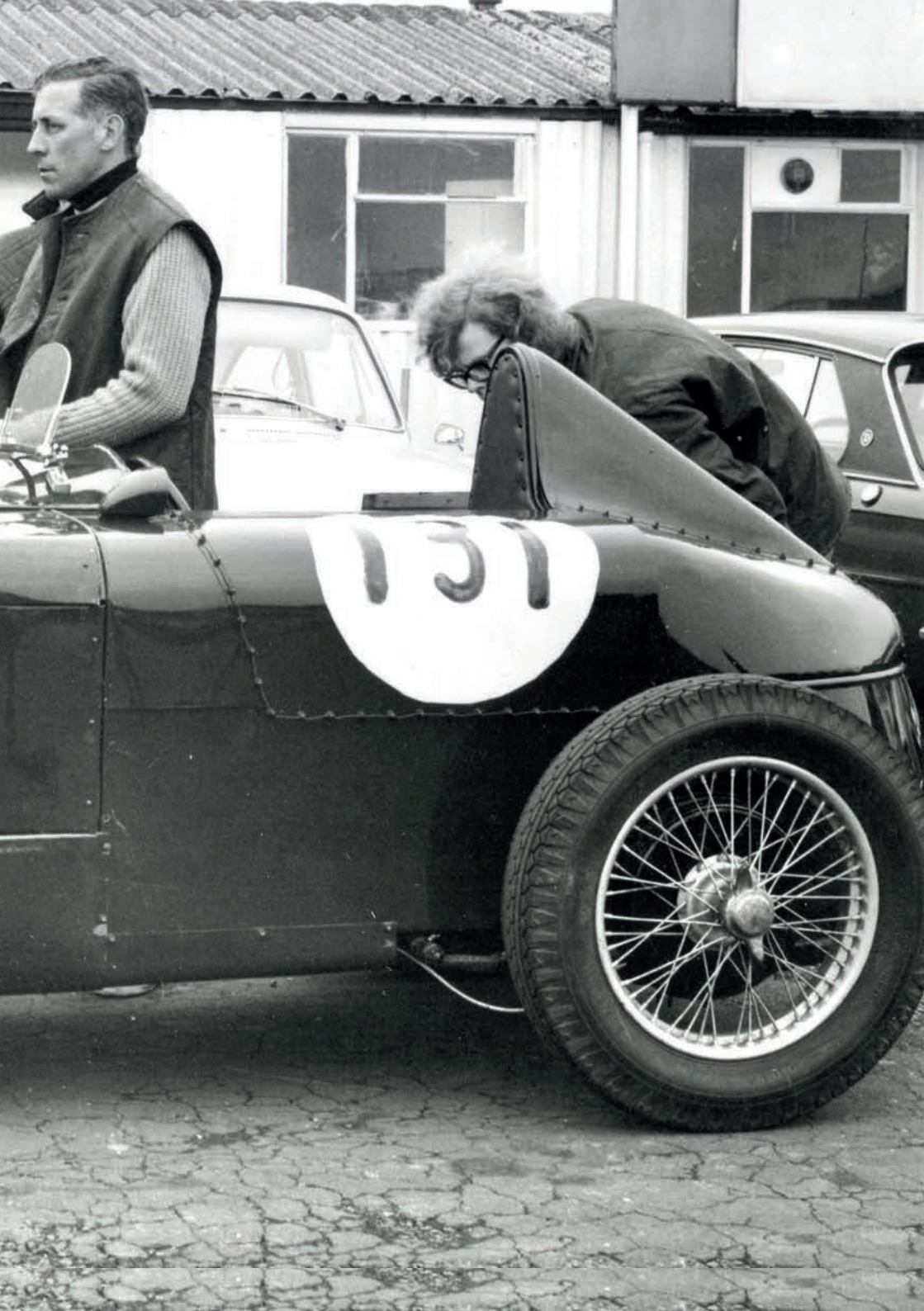


On tour in Skye, July 2009. This is the only real local that we encountered who enquired of me in a beautiful gentle brogue “*So you’re the gentleman with the fancy car!*”



J3485 still in “oily rag” condition with its current custodian, Richard Lansdown who provided the following notes: My father drove the car, gushing oil from the rear main bearing, to Cardiff in 2015 and it never left! That is apart from adventures like driving around North Wales and doing the Kimber Trial. The first drive however, after fixing the oil leak, was literally 140 miles down the road to MG Wiscombe. I love having it around and now ready for big journeys.





Centre page photo:

Following on from the notes about the EX120 Replica in Bulletin 123, Roger Cadogan has provided these higher resolution picture from his originals which shows much more detail and therefore worth repeating. Roger also provided additional information on the centre-spread picture as follows:

The date is probably 1971 or 1972 and the photographs were taken for Roger by Andrew Booth who was an aerial photographer with the RAF based at Boscombe Down. The original negatives (taken on a Rolleiflex) were destroyed in a fire some time ago but Roger has the 6x4 B&W prints and can provide copies on request.

The characters are (left to right): Colin Tieche, Roger Cadogan, Philip Bayne-Powell and Nigel Musselwhite.

The second photo, repeated below, shows the car in much clearer detail and Roger would be interested if anyone can identify the on-lookers.



TRIPLE-M GATHERING IN SWITZERLAND

Report and photos by Sam Barrows

Organised again by Roland and Ursula Müller, the second MMM gathering took place at Langenthal in the Canton Berne over the weekend of 11th and 12th of September.

Fifteen Triple-M cars, together with a TC, a Healey Sprite and a Morgan, travelled from various counties to arrive under wonderful pre-autumn skies at the newly built Hotel Meilenstein in Langenthal. The hotel was an inspired choice as the building also houses an impressive automotive museum/ collection which includes some F1 examples from earlier years.



After gathering on the top floor terrace to meet old friends and, of course, make new ones we proceeded to the museum where pre-dinner drinks and snacks were served. A most delicious three-course dinner followed with lively discussions and exchange of experiences; what more to be expected when MMM'ers at last can meet again?



The next morning after a short briefing by Roland we set off on a most well thought out route of some 80 km on rural roads and lanes through the picturesque Emmental – yes, the home of the famous Emmentaler cheese. Ursula led the way in the Müller Healey which is Roland's first car. The weather was again on our side and we could truly enjoy MMM driving to the full. After some 40 kms, during which we passed many typical Bernese farmhouses and waving on-lookers waving (with joy!!), we stopped at a village cafe in Hasle by Burgdorf for drinks and savoury tarte flambee. Triple-M folks always seem to have a good appetite and more than enough to talk about!!



The route then took us on secondary roads and lanes back to the Hotel Meilenstein where we enjoyed a good lunch under the large sunshade on the ground floor terrace.



Top left: Sam Barrow studies the Road-book.

Below: Triple-M folks always seem to have a good appetite; some of the gastronomic episodes of the Swiss Tour.



Participating Triple-M cars:

Peter Sandmeier	M2851
Christiane Grimm	M3437
Martin Kraft	J3732
Martin Fidler	J3635
Martin Hess	PA1150
Reinhold Kistler	PA1691
Sam Barrow	PB0493
Philipp Gruber	PB0736
Thomas Kunzli	PB0726
Marc Hatebur	NA0812
Andreas Burri	KN0427
Heinz Müller	L0347
Hugo Baumeler	L0490
Rolf Wyss	L0721
Christoph Scheidegger	L0519

Indeed, the event was well attended with many young children and even one dog “Barny the Beagle” - he travelled in the Morgan. For lunch on Sunday we were a total of 34.

At least for two days the Covid situation could be “forgotten” and the sound of crackling exhaust notes, the odd whiff of castor oil and the great MMM comradeship was enjoyed by all.

Roland and Ursula very many thanks.





Thomas Fidler in J3635



Thomas Kunzli's PB0726



Peter and Margret Sandmeier (M2851) leading
Christiane and Charly Grimm in M3437.

“Blown Away” or How Not To Supercharge Your Car. From Graeme Jackson.

The MG team at Abingdon were very competent at designing and building forced induction systems for our MMM cars, generally incorporating the supercharger drive from the front of the crankshaft.

The owner of this 100/4 Austin Healey, obviously a keen student of W. Heath-Robinson, tried to emulate this approach with this implausible contrivance, but perhaps with less success. The twin SU carburettors feeding the supercharger are, presumably, to ensure even distribution of the charge across all cylinders!



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Correspondence: From Philip Bayne-Powell

I meant to respond to two items in Bulletin 122 before but better late than never!

Luxembourg Adventure:

On page 16, Christopher Hurrion recalls the replacement of his half shaft on the Luxembourg Rally in 2007.

I used to organise a group raid to the annual Dieppe Retro, which still takes place in September; we called ourselves the Dieppe Raiders. One year we were all lined up on the Quayside at Newhaven prior to boarding the ferry to Dieppe, when Keith Portsmore broke a half shaft on his Allingham NA. Nothing daunted, we got permission to tow it onto the ferry, and planned to change it once we got into Dieppe – there would be plenty of spare half-shafts courtesy of the seasoned MMM travellers, much as Christopher suggests in his article.

However, as it was a very calm day we approached the captain to see if he would allow us to change the half-shaft as we crossed the Channel. He kindly agreed on condition that we were supervised by some crew members. Again, a whole lot of volunteers descended onto the car deck and proceeded to change the half-shaft, so that Keith was able to drive off the ferry when we docked. The crew members watching were most impressed with our repair. I am not sure we would be allowed to do that today!

Aquatic M-type:

The other item was on page 14, taken from a 1961 piece in Safety Fast by Wilson McComb. This recounted the story of an M-type disappearing overnight and being found later in the Thames.

It may not be the same incident, but the late Bob Hudson, was a keen rower with the Putney Rowing Club. On one occasion when he attended an evening dinner at the Club-house he parked his M-type outside on the boat launching ramp. When he came out after the meal the car had gone, assumed stolen. Many months later, when he was at the club on a low Spring tide, some boys were swimming in the river when one stood up on an underwater obstruction. This turned out to be Bob's M-type! It was pulled out and was soon back on the road, having suffered very little. The hand brake had obviously failed after he had parked it and the car had rolled down the ramp into the Thames and had gone so far into the river that it had been totally submerged and so wasn't visible.

Keep up the good work on the Bulletin, it is so nice to have these reminders of the past.

Aquatic M-type - the story continues

Thank you to Philip for providing more of these fascinating reminders of the early days. We all know that M-types are tough and hardy machines, in spite of being upwards of ninety years old, but surviving a stint under water is quite something else.

I have tried to find out if this M-type is still in existence and, with the help of Mike Dalby (M-type Registrar), identified it as 2M3310 with registration number NV 959. The last known owner was Geoff Fox from 1988, but Mike has no record of any contact since that date. Ian Cundy is recorded as an owner prior to that. DVLA records show the last tax was due in October 1983 and the last log book issued in 1983. The car was red and had engine number 3078A. Most interesting is that the car, if it still exists, is exactly 90 years old as the build date was 2nd December 1931. Also, by chance, it appeared on the list of the first 60 cars in Bulletin 122 as it has Register No.20.

Mike's records also threw up an article in the April 2003 Bulletin which I have located. The article which, incidentally could almost have been written by Jerome K Jerome, was actually written by Bob Hudson and corroborates Philip's memories. It is a fascinating and humorous record of the incident and, for those of us who can't imagine a time when these cars were so little valued, provides an insight into Triple-M activities before the Register came into existence. I therefore make no apologies for re-printing this edited version of Bob's article:

M-type? What M-type?

*"In 1959 I bought a Manx-tailed M-type from a colleague at work and used it daily. I raced it at MG Silverstone in 1960, I then lent it to a friend who was rebuilding a P-type. In September the P-type was finished and the M was returned; just in time as my F**d special broke down a few days later.*

I was captain of the Thames Valley Skiff Club at Walton on Thames and, with our annual dinner in October, I needed transport. The dinner was held at the Anglers Hotel beside the river.

After an excellent evening, I went to the Anglers late the following morning to collect some trophies. I parked the M-type outside on the tarmac wharf, which had a slight, but increasing, slope down to three wide steps to the river.

I had a beer and chatted to some friends at the bar and, after about half an hour, collected the trophies and left; NO M-type!!! I returned to the bar and phoned the police to report the theft; no trace of the car was found.

The following summer my brother David was at the TVSC boat house, next to the Anglers Hotel, when some boys swimming in the Thames stood up in about 8 feet of water off the wharf steps and, when questioned, said they were standing on a car! David decided to investigate and found the M-type. As river cruisers moored at the wharf, we knew that the car was a hazard to these vessels and decided to rescue it.

At this time, Mel Jones had a Bedford van transporter with a winch and this was driven on to the towing path just down-stream of the hotel. With some difficulty, a rope was attached to the rear of the car which was winched out of the river and onto the towing path, using the ramps from the transporter.

The car had been hit by some river craft as the windscreen, front wing and radiator shell were damaged. When we got the car home, we found the engine could still be turned over on the handle, but the sump had been broken going down the steps into the river and all the oil had floated up into the bores.

The distance from where the M was parked on a very slight slope and where it went into the river was about 75 feet and on an approximately quarter-circle track. How did it happen? Did I fail to put the handbrake on properly, or at all? Did the handbrake fail? Did someone tamper with the car? We shall never know....

Some six or seven months later, a short note appeared in the Editor's column in Safety Fast (See Bulletin 122) asking if the rumour of about an M-type being rescued from the River Thames was true. I wrote to Wilson McComb confirming the truth of the rumour which led to Sandra and I having a day at the MG factory and lunch with Wilson at the Magic Midget – we went in the C-type which was in its first re-incarnation, but that's another story. The M-type was swapped for a pair of aero-screens! It's registration is (was) NV 959 and is on the MMM Register as Number 20, owner Geoff Fox. Does anyone know if it still exists?



Recovery of the M-type

This picture and the one on the next page are taken from the Safety Fast article



Parts For Sale And Wanted:

Martin White has the following for sale:

M/D/F	Two side-screen sockets	£10
J2/F2/L2	Set of four bonnet catches and pegs.	£40
J2 & others	Set of four door hinges (not sloppy)	£40
J2 & others	Spigot bearing 2062 (sealed), new/old stock. 4 available.	£10 each
J2 & others	Rear roller shaft pedestal, new bronze casting needs drilling. 2 available.	£20 each
J2 & others	Rear main bearing sleeve: Section of bronze tube suitable for making these. 2 available.	£20 each
P & N	4no. inlet valves, circlip type. Virtually new.	£20

Martin also has a request for the following:

Petrolift Pump parts, primarily the bits that fall out when you remove the lid and turn it upside down re float valves, etc. *(I am sure this is clear to anyone who has tried to refurbish a pump).*

Martin can be contacted by phone on 01344 424258 or by post:
71 Deepfield Road, Bracknell, Berks. RG12 2NN



Notes and Photos by Ian Goddard

The Goodwood Members' Meeting is usually the season opener in late March. This year circumstances dictated that, if it was going to happen, it needed to happen in October (given that the Revival was in September) and so the cream of the Edwardian, Vintage and Classic car racing fraternity assembled at Westhampnett to exercise some wonderful cars.

Participation is by invitation and the mix of races changes each year. The powers-that-be decided that this year, the vintage race would be for "two-seater Grand Prix and Voiturette cars of a type that raced up to 1933" and named it the Earl Howe Trophy; reflecting the contribution of the aristocracy to that era of gentleman (and lady) racers.

Among the Alfa Romeos, Maseratis, Delages and Bugattis were three invited MGs: Teifion Salisbury in K3015, Duncan Potter in C0287 and Barry Foster in "The Rat" (C0280). It was fitting that C-types were represented, this being their 90th year, although they were there as of right, not sentiment. The Frankel K3 was also invited but was not in attendance.

Teifion had raced at Goodwood before but not in the K3; Barry and Duncan had sprinted on the circuit, but this was their first race experience there. The circuit is fast and flowing, not necessarily ideal for nimble but small capacity cars such as the MGs. Nevertheless, what a great opportunity to use your MMM car on what is, arguably, the best circuit in Britain and beyond and undeniably the best event of its type in the world.

The Show:

Goodwood meetings are races, but also a show for the many who pay good gold to attend (and without whom there would be no meeting of such quality).

Cars were required to be in place on Friday, so spare a thought for Barry Foster who broke a half shaft on Thursday while attending a social event (OK, going to the pub!), then had to fix that and get the car to Goodwood. Then he needed to be back in Somerset on Saturday, then back to Goodwood to practice and race on Sunday.



All three MGs had been polished to previously unseen levels (that's not strictly true as each of them is always well turned out), but Duncan did confess to having taken the dents out of his supercharger cowl and getting it painted. In the spirit of the race, each car was running without wings and lights.

Practice:

Sunday 17th October was bright and sunny, but chilly at first. Practice started well for the MG group, everyone running cleanly as they got used to the circuit. However, on Lap 4, Nick Rossi managed to park his delectable Alfa Romeo 1750 in the middle of the chicane causing practice to be stopped. Barry Foster was last back to the Assembly Point, his supercharger drive having sheared, and he did not reappear when the lights turned green. Duncan was later seen with smoke pouring out of the side of the bonnet and your correspondent thought that disaster had struck, but the cause was a simple leak from the camshaft cover on to the exhaust, easily remedied. Teifion had no trouble and a big grin - who wouldn't if they could drive a K3 round Goodwood at any time, let alone at the Members' Meeting.

Before the race Barry was regaining his drive, Duncan was trying to find someone to balance wheels and Teifion watched it all, still grinning.

Grid:

Duncan's dark blue C-type and Teifion's K3 occupied two thirds of row 9. Barry was on Row 11 after his troubles with the supercharger. None of the MGs was in line for a podium finish in a grid of Alfa Romeo Monzas, Frazer Nash Nurburgs and Bugatti 35Bs, but you judge a car by the company it keeps, and the MGs were in very good company indeed.

The Race:

Happily, all cars got away from the grid without incident. Duncan and Teifion settled down together, regularly swapping places. Duncan was either, more talented or his car more nimble, than Teifion and the K3 (it depends who tells the story) and he was able to overtake on the St Mary's/Fordwater section, while the K3 had the greater power uphill from Lavant where Teifion would regain the position. Post-race, Teifion objected that Duncan had passed him on the grass at Lavant, suggesting unfair tactics, but any observer knew that Duncan had braked too late. Meanwhile Barry was unable to join the party owing to a misfire, the car even cutting out on left-hand cornering, which suggested a fuelling problem. The effect was interesting, and then spectacular, as unburnt fuel collected in the exhaust, backfiring when the engine caught again. Ultimately, the explosion in the exhaust blew the silencer apart and it was more luck than design that the pipework did not fall off. Just to cap it all, Barry spent the race behind a Bugatti which was emitting blue smoke all the time and giving Barry a faceful of oil film, just as in period.

**Post-race de-brief:**

Teifion and Duncan were buzzing with the experience (being watched by thousands plus televised racing clearly acting like laughing gas) while Barry was happy to have finished the race and showing his now unsilenced car.

Results? – modest in the abstract and of no consequence, but the cars looked great on the circuit and the drivers went home happy. Duncan said that it was the best race he had ever been in. Enough said.....



Three “Goodwoodsmen” still smiling.

Robin Lawton

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CORRESPONDENCE: L-type news from Australia

From Graeme Jackson

From July 28th:

Two weeks ago, I was summoned by my brilliant engine man for the sacred firing-up ceremony of our L-type (L0532) which should have included a celebratory glass of Ozzy red wine. Unfortunately, the Rotax starter motor was not up to turning the fully reconditioned engine quickly enough despite it not being particularly tight. On investigation, it seems that the “artisan” who “fully” reconditioned the starter at great expense a couple of years ago, had simply cleaned it and painted it black! Again, we old MG people are very fortunate; Sports and Vintage supplied a reconditioned unit sent out from England with a 7-day delivery door-to-door. It works well and, more importantly, it is painted with a much higher quality black paint!

The L-type tourer is a gorgeous machine and I am much looking forward to it running it in (again!); now hopefully it's tantrums are over. What could possibly go wrong.....

Graeme then provided some background:

The L-type tourer (L0532) was purchased as a complete car, somewhat dismantled but with all its original bits, including engine (858AL) and body in pretty good condition with the exception of the front mudguards. A full restoration followed. From the start, the reconditioned motor suffered from excessive crankcase pressure resulting in multiple oil leaks and fouled spark plugs. The piston rings had not properly bedded so after a few years of denial, the motor was stripped again, and new pistons and rings fitted. It was then that the starter motor expired after the initial start-up. The rings fitted were the last remnants of new/old stock manufactured in Australia sometime after the Ice-Age when the reconditioning of English cars such as Morris Minors with 58mm bores was common practice.

They should have worked well but even with the new starter motor, the L-type engine could not develop sufficient compression to run. For some reason, known only to the “Lord of the Rings”, the new compression rings were unserviceable. After a good deal of weeping and gnashing of teeth and kicking of tyres it was decided that, following in the footsteps of Basil Fawlty and his 1100, the car needed a good thrashing! However, fearing Kimber's disapproval from above, Tim Jackson sought advice from some very helpful MMM folks in the UK and, because we wanted to use our lovely new pistons, the decision was made to fit Japanese motorcycle compression rings.

From December 16th:

I had good news today from friend and OHC MG guru that the piston ring problems that have plagued the L-type seem to be cured and, for the first time in twelve Covid months, the dear little Magna “spoke” again and the vital signs are positive! I am very hopeful that the saga is at an end and I may get to use the Magna at last without excessive crankcase pressure and fouled spark plugs.

It is a gorgeous car and I am a bit potty about the four-seaters since first clamping eyes on John Gillett’s newly restored car at the Tasmanian MG National Meeting in 1996. Four pre-war MGs toured Tasmania for a week after the Meeting and every time we rounded a corner, there was John’s L-type in all its glory!



Photos on this page and on page 43 show L0532 at the Australian MGCC Victoria annual Springtime Rally in 2015 and, more recently, the newly rebuilt engine and a healthy oil pressure reading. Photos supplied by Tim Jackson.



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

The Triple-M Championship tables are still being finalised and will appear in full in the next issue. A summary of the more recent events follows:

On the trials front, there has been so little activity that I am struggling to put a chart together. A recent telephone call from Alan Grassam has suggested that the SW Centre have been asked by MG Car Club to arrange one more Kimber Trial for April 2023. As I understand, it is to help promote the 100th celebration of MG cars (1923?) but as yet there are no details.

The September MGCC Wiscombe Hill Climb only had one Triple-M entry, Keith Riches (PA) who was second in a class of 2! The number of MGCC entries, 12 in total, was hugely disappointing for the organisers; the remaining entries coming from invited clubs.

VSCC Loton Park, which took place over the same weekend, has competitive runs over the two days. Saturday saw Tim Sharp in his supercharged PB finish 5th in Class 3, while Harry and Mike Painter were 2nd and 3rd respectively in the Racing Class 13; Mike being first on handicap while Harry claimed the 'Young Driver' Fastest Time of the Day. David Rushton took part in the Sunday event finishing 2nd on Handicap in Class 2.

David was out again in the Madresfield Driving Tests on 19th September winning Class A and overall honours and was awarded the Madresfield Cup. Corinne Davies-Griffith was second overall in the same car which gained her the Ladies Trophy. Also taking part were Mike Stringer M-type who finished 6th in the Modified and Special Class, along with Colin and Sarah Davies in a shared PB. Unfortunately, I have no details of this car.

The VSCC Long Course at Prescott at the end of September had a good showing of Triple-M cars: 13 in all as well as two MG-Riley specials. Best performance was by Christopher Smith in a NB, 1st in the combined classes 4&5 which covered modified cars up to 3000cc or 2000cc supercharged. Rachel Holdsworth (PB) finished 1st on handicap in Class 3. The Painters were again in action, finishing 2nd and 3rd in the Racing Car class with Mike Davies-Colley's supercharged PA awarded 2nd on handicap in the same class.

Christopher Hobbs and Mark Kent took part in the Halloween Driving Tests at the end of October with the K1 in the Standard Sports Car class and Andrew Isherwood (PA) in the Modified class.

Neither finished near the top of their respective classes.

Derek Chatto's M-type took part in the Lakeland Trial but finished 31st in Class 1B. It must have been a particularly easy event as eleven cars gained maximum points in the class; one car dropped one point for Second Class and eight further cars dropped only one other point for Third Class Awards!

Derek was out again in the Cotswold Trial on 20th November finishing 20th and was unlucky not to gain a Class Award as the first 18 in the class were so awarded. David Rushton completed in the Standard Class and gained a Third Class Award. Other MGs competing were David Rolfe (MG/Riley) and Andy King (TA Cream Cracker). That completed the VSCC trial for 2021 but there are a few ACTC results still to come in which may have some Triple-M contribution to complete a trials list.



David Rushton (2M3473) and Derek Chatto (2M2620) uphold M-type honours on the Cotswold Trial. The use of matching official Triple-M Racing bobbie-hats probably gives the wearers an unfair advantage when competing in similar cars!

Photos by Colin Murrell.

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Sam Barrows and Martin Kraft (President of MGCC of Switzerland) with their heads under the bonnet of Martin's J2 discussing why the coil is always under voltage. The car was on it's first outing on the Swiss Tour that is featured elsewhere in this issue.

From the hottest race of the season at Donnington, to the wettest at Castle Combe, the Triple-M racers have tackled everything in 2021. Here Harry Painter battles the conditions to record the second fastest lap in Race 6. From a photo by Colin Murrell.

