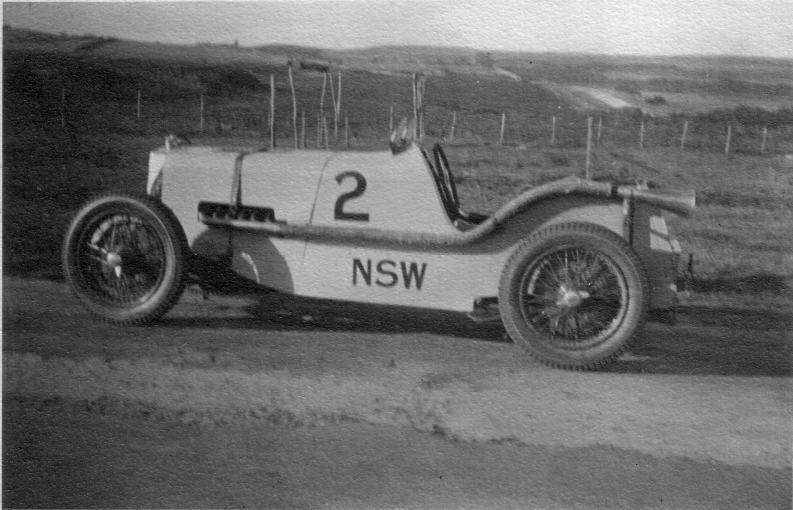


Recently the club was donated a wonderful set of early motor sport photos by club member Bill Bishop who was given them by a friend Dave Dent. The origin of the photos is not certain, but would appear to have been taken by Bill Chadwick or Ron Dent, both early and enthusiast Club members. The photos range from this MG K3 through Bugatti, Bentley and Kleinig cars. I have been tracking down the events they are photographed at and any further information from readers will be welcomed. The first shots are the MG K3.



This is MG K3002 which is still owned in Melbourne by Adam Berryman. This is one of the most famous of the 33 original K3's and left the factory on the 12th March 1933. It was a works car and one of the three built to compete in the 1933 Mille Miglia to be driven by Sir Tim Birkin and Bernard Ruben. It unfortunately retired in the race, but the other two K3s went on to famously win their class and take out the team prize. The car

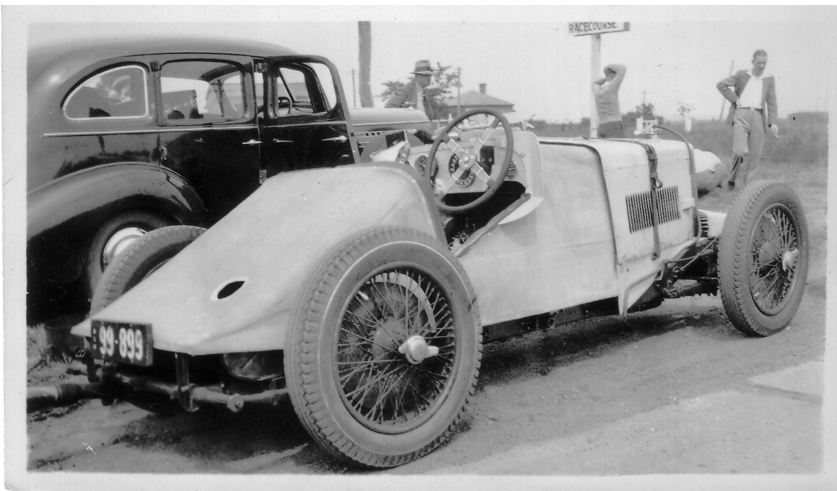
remained a factory car and was driven in a number of major event by E.R.Hall, Kaye Don and R.R.Jackson. In 1934 it was



sold to Lane's Motors in Melbourne and in March 1934 was driven in the Australian Grand Prix at Phillip Island by Bill Thompson who scored a lowly second, which was unusual for him having already won the AGP twice in the Type 37 Bugatti. Thompson again ran it in the 1935 AGP at Phillip Island, but retired despite achieving the fastest lap. In 1935 it was sold to Jim Fagan, grazier of Cowra, who completed in numerous events including the Australian TT at Phillip island and the AGP in South Australia. Jim Fagan also ran it in the 1938 AGP. The first photo of the collection shows the car wearing the number 2, was most probably taken at Stony Point before embarking on the ferry to Phillip Island. This is most likely the Australian TT of March 1936 in which Fagan came first. The second shot, still of No2, near side, is most certainly taken on Phillip Island and shows the old main straight in the background. The megaphone

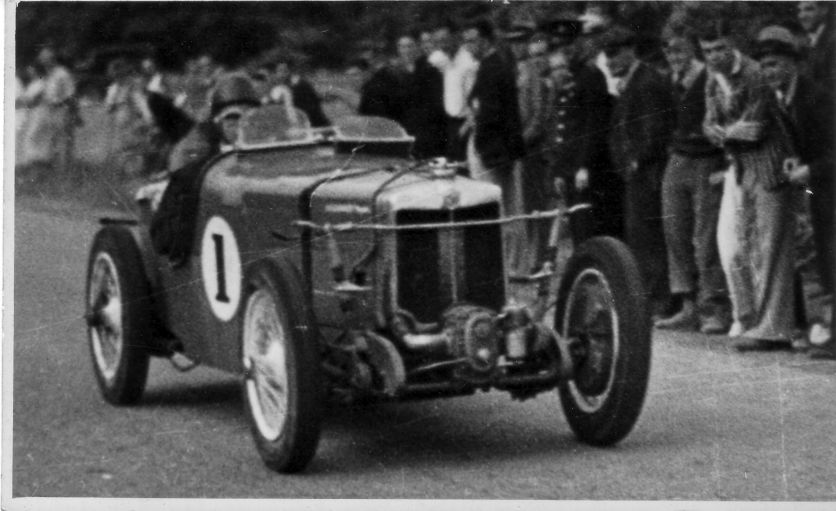
exhaust up over the back wheel is a wonderful feature of this car.

The third photo is probably the rarest photo of a K3 taken in Australia. Neither Adam Berryman nor the other Melbourne MG experts can at this stage identify when or where this was taken or the circumstances about the body. Clearly a lightweight body has been constructed carrying an oval fuel tank over the chassis rails, a tail sloping off the nothing and the original bonnet and sides still in place. The dashboard is rearranged. Presumably the body was made of thin aluminum to save weight and the oval fuel tank to lower the centre of gravity. The number plate is a giveaway fortunately and would suggest it was still owned by Jim Fagan at that stage. Can anyone throw some light on this.



The last photo is Jim Fagan driving in the Canberra Speed Trials of the late pre war years, probably around 1938 I would guess. Again, any help would be appreciated. No wonder motor racing was dangerous with the unprotected public standing only

a few feet away from the speeding car. The car has been repainted by this stage.



In 1940 the car was sold to P and R Williams in Sydney and was offered for sale in their Williams Street showroom for a very long time. In 1943 it went to Len Fowkes of Bundaberg Queensland who raced it very actively. In 1947 it was purchased by Cessnock chemist Ken Tubman who also had an active five years racing in it. In 1952 it went to Len Phillips, in 1961 to Pip Bucknell, in 1970 to Robert Lane again, of Lane's Motors, and in 1980 was auctioned and went to Helen Lukey. She in turn swapped it for the ex Len Lukey Cooper Climax of Richard Berryman of Melbourne. Following Richards death it passed to his son Adam who uses and treats it as it should be.

For those who have heard this car it is a sound not to be forgotten. Thank you Bill Bishop.