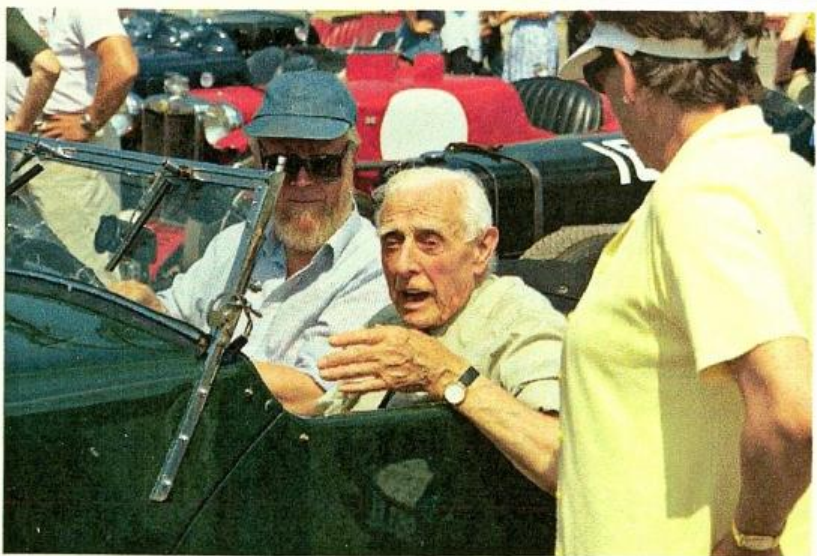


# TRIPLE-M REGISTER BULLETIN



**AUGUST 2001**





# TRIPLE-M REGISTER BULLETIN

## AUGUST 2001

What a wonderful birthday party we had, and this was the opinion of everybody who attended the three days of events, complete with wall to wall sunshine. There were people from all over the world, Canada, America, New Zealand, Sweden, Japan, Germany, Italy, Belgium, Holland, Switzerland, Holland and France.

Despite burning the midnight oil, I was unable to get the C-type running properly, with a very bad misfire, which did not respond to replacement coils, distributors etc; also the oil pressure was only 20 psi. All the work had been done, apart from the tonneau cover, so on the Friday we decided to get the 14/40 tested and bring that instead, (as the Vintage Register were welcome to join in the celebrations). That failed its test due to broken straps securing the steering column, which act as petrol tank straps to the scuttle mounted tank. It took most of the weekend to replace; eventually it passed its test on the Monday, but by then Keith Portsmore had kindly offered his M-type for our use, which Martyn Phillis drove allowing me to drive our Jarvis M-type.

So on the Tuesday, we set off with the Jarvis and Keith's M-types being shepherded by Rod and Jill Brayshaw from New Zealand driving our NA Allingham.

**Front cover:**.. Le Mans Cars All – Tony Miles' ex-Dorothy Stanley-Turner PB, and Alistair Hacking's Le Mans M-type flank this years' MG EX257.

**Inside front cover, top:**- A sea of Triple-M cars at Prescott.  
**Bottom** Jim Bird in a Jarvis M-type that he may have built.

We had trouble with the borrowed M-type misfiring before Oxford, we spent a lot of time changing plugs and things. It managed to make the Hopcroft Hotel, while Rod and I belatedly headed off to Gaydon in the other two cars, seeing some lovely Triple-M cars coming back from the meeting, as we were by now very late.

We stayed the three nights at the Hopcroft Hotel, where we heard that the staff had walked out or been sacked the week before!! I'm afraid to say that the service was pretty terrible, (except for the gala dinner), but we did not let this ruin the celebrations. It was good to meet up with old friends again, as well as meeting new faces and cars. Many people had brought out their cars for the first time for many years, and some were suffering from lack of use.

On Friday, the Jarvis M had to be returned home for my daughter, Annette to bring to Silverstone. I swapped with Martyn, who was going back to collect his MGA sprint car, and so took over the Portsmouth M-type. This has a Derrington remote gear change, but I couldn't get it into gear. I eventually ended up by starting it in gear, and changing gear without the clutch to get to Silverstone. About half the stallholders had set up, so a few purchases could be made.

Saturday produced a wonderful turnout of Triple-M cars (see photo on cover), and so many people to talk to, including an old friend of mine, John (L-type) who remembered me before I had the beard! More hunting through the trade stands enabled me to cross off a few more items from my shopping list.

The highlight of course was the 40 historic cars on display in the marquee, and what a mouth-watering sight for all Triple-M enthusiasts. I didn't try to estimate the total value of the cars, as that would be to miss the whole point. We saw Urs Langen's lovely NE mixed in with the K3s, C-types, J4 etc, as well as the Samuelson Le Mans M-type, which hadn't been seen for a long time.



Andrew Bradshaw had produced a wonderful brochure of all the 40 cars with photos and details. This had been issued free to all the birthday party entrants. For those of you who were not there, you can obtain a copy from Malcolm Green, our Librarian for the very reasonable price of £5.

Amongst these cars were three that were for sale. Alan McNab has got into Bugattis and so is selling his Marshall blown C-type. Tony Miles is still trying to sell his ex-Dorothy Stanley-Turner PB; this car still has the original number disc fitted to the spare wheel for the 1937 Le Mans race. This could be yours for less than £30,000. Also for sale through H&H Auctions is the Evans C/Q-type sprint car, which was modified by Wilkie Wilkinson with a narrow body and Q-type Engine. It is all complete, although the engine and blower are not fitted; I understand a price of about £70,000 is being sought.

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On Sunday, there was another good turn-out of Triple-M cars, and I met up with Jim Bird, who used to work at Jarvis of Wimbledon before the war. His reminiscences were written up the June Safety Fast. He has a very clear memory, and was able to answer many of my questions. It seems that in the latter days of the Jarvis cars (eg.1932/33), they were made for Jarvis by Abbey Coachworks, who were local; Abbey moved to Willesden, which probably accounts for why no more Jarvis bodied cars were built after the F-type. He also remembers Carlo Schmidt's D-type which had a blower fitted, because it came back a bit later with a broken crank, so they took the blower off!

Jim was photographed in our Jarvis M-type (see photo on cover); I then took him on the Triple-M parade laps, which he enjoyed, as did all of us circulating, with the occasional K3 overtaking us as promised!

I then had to dash over to judge the Triple-M/SVW class of the Pride of ownership, with Keith Portsmore. We were most impressed with the WA drophead coupe that had been prepared for Classic rallying, the rollover bar being built inside the original hood.

The photograph on the front cover was taken outside the marquee by Tony Bugbird. This is surely a historic photograph. Most of the other photographs on the cover also came from him or myself. The photographs on the centre page are all of the Luxembourg rally, and were taken by Christopher Hurrion or myself. Both Tony and Christopher supplied me with a CD of their photographs, which makes the editor's life much easier. Hopefully other members can do the same.

My wife, Rosemary took part in the Gymkhana in her Allingham and came second behind Andrwe Taylor in the NE "Aramis". She beat both Jeremy and Annette who were driving the ND and Jarvis.

The week's events closed with many feeling worn out, but contented, after six days of activities. We set off home in convoy,

with me still driving the Portsmouth M-type, but now using the clutch to change gear, after Keith had shown me the knack. On the Oxford by-pass the engine developed some nasty engine knockings, so we stopped and called out the AA- for the Third year running when returning from the MG Silverstone!!

I eventually ended up being towed back to Kent on an A-frame behind the AA van for three hours; the car wouldn't self steer, so I had to sit in it to keep the wheels straight. I eventually got back home after midnight. The things we do for our cars!!

Now to future events, see the list of events set out later in the Bulletin. The Triple-M dinner will be held as usual at the Blue Flag on 20<sup>th</sup> October. In the afternoon John Harris is organising a Tulip style Rally, and the next morning there will be an informal concours. Contact John Harris (Tel. 01235 764288) for rally details or Peter Green (tel. 01753 643468) for tickets and other details.



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# VSCC DONINGTON PARK

May 19/20<sup>th</sup>

## 1st Scratch race

Charlie Jones	L-type (s/c)	4 <sup>th</sup>
		(1st Handicap)
Mike Painter	J2/PB	
Robin Butler	Magnette	
Ian Davidson	J2	

## 1st Handicap race

John Dutton	NA	2 <sup>nd</sup>
Mike Coles	K-Type	4 <sup>th</sup>

## Richard Seaman Trophy

Richard Last	K3	13th
Martin Walford		
(in Dean Butlers K3020)		

## Sunday handicap race

John Adams	J4	
Robin Butler	Magnette	
Bob Jones	L-type	
Alan Painter	J2/PB	

## Sunday scratch race

Richard Last	K3	3 <sup>rd</sup>
John Adams	J4	
Geraint Lewis	J2	



# BIRTHDAY CELEBRATIONS

## Day One – Gaydon

From Mike Linward

Tuesday 19<sup>th</sup> June was the first day of the Triple-M Register's week of activities celebrating its 40<sup>th</sup> Anniversary. The week's events started with a visit to the British Motor Heritage site at Gaydon, which houses a fascinating collection of British made cars, dating from the earliest part of the last century. The visit for the Triple-M owners included a self-judging concours and a series of driving tests, kindly organised for the Register by the Midlands Centre of the MGCC. 71 cars had registered to attend Gaydon, but disappointingly only 50 had arrived by the end of the day. Of the many fine cars on view, Bengt Dahlgren's replica prototype K3 was much admired, as was Walter Kallenberg's K1 tourer, but the deserved concours winner of the 6 cylinder Class C was Gaston Lenaerts' L2 Magna.

The 4 cylinder class was divided into 'small cam', Class A and 'large cam' Class B and in the latter, there was little to choose between the PAs of David Rowland, Ken King and Roger Davies, and the PB of Ulrich Gygax. But the two worthy winners of this class were Hiro Nishio's PB Airline, and the Abbey Bodied PA of Edward Goble. In the 'small cam' class, there was also a tie for first place between Robin Hamblett's J2 and Colin Lambert's 12/12 M Type. Rodney Lambert, no relation to Colin, took second place with his J2, and Klaus Falldorf, also with a J2,, was third.

The afternoon's driving tests were a little slow to get started as most drivers wanted to see someone else tackle the tests first. Keith Hall got things moving with his J2 to show everyone just how straight-forward the tests were, ultimately gaining a 3<sup>rd</sup> Class award. Class B was won by Jerry Salaman's PA, with very close judgment in the first three tests and a good turn of

very close judgment in the first three tests and a good turn of speed in the two timed tests. Ian Godard's F2 overcame the tightness of test 5 to record a very respectable time and win the class and Steve Dear, driving his Wolseley 16/45, put on a fine display of forceful driving to get the large car to achieve a 3 Class award. As expected, the most spirited drives of the day were found in the 'small cam' Class A, with particularly fine driving by Andrew Bradshaw in his newly restored M type, and Jeremy Prince in his much campaigned J2, which achieved best time of the day for each of the two timed tests.

Gaydon was judged to have been a good opening day for our Register Week, and the good news is that most Centres run similar events like this throughout the year, and will be only too pleased to see more Triple-M cars enter.

## Results of Gaydon Driving Tests

Rally No.	Driver	Car	Class	TOTAL	Result
26	Jeremy Prince	J2-ex Dickie Green	A	55.5	<b>1st class</b>
98	Andrew Bradshaw	M	A	59.9	<b>1st class</b>
117	Mike Hewson	J2	A	65.3	<b>2nd class</b>
136A	Ian MacKay	J2	A	65.6	<b>2nd class</b>
39	David Jackson	J4 Replica	A	67.2	<b>3rd class</b>
136	Mike Linward	J2	A	72.7	<b>3rd class</b>
16	Klaus Falldorf	J2	A	77.8	<b>3rd class</b>
31	Keith Hall	J2 ex D Evans	A	80.3	<b>3rd class</b>
57	Wolfram Schmitz	J2	A	80.6	<b>3rd class</b>
11	Ken Robinson	J2	A	81.6	<b>3rd class</b>
43	Chris Smith	J2	A	82.6	<b>3rd class</b>

9	Rodney	Lambert	J2	A	87.8	
80	John	Haine	M	A	88.9	
91	Philippe	Hahn	J2 Fowler Special	A	96.6	
118	Bryan	Bowles	M	A	99.0	
39A	John	Sharples	J4 Replica	A	100.1	
20	Ted	Hack	D Type	A	112.2	
40	Colin	Lambert	Brooklands 12/12	A	114.3	
27	Dr. G.	Collins	J2(s)	A	126.8	
4	Tony	Margel	M	A	158.6	
5	Jerry	Salaman	PA	B	73.5	<b>1st class</b>
10	Chris	Lewis	PB 4 Str	B	82.2	<b>2nd class</b>
116	Dick	Morby	PA	B	82.6	<b>2nd class</b>
46	Roger & Elizabeth	Davies	PA	B	85.0	<b>2nd class</b>
55	David	Rowland	PA	B	88.2	<b>2nd class</b>
105	Edward	Goble	PA Abbey body	B	90.8	<b>3rd class</b>
110	David	Sherman	PB	B	92.9	<b>3rd class</b>
33	Neil & Patsy	Skerratt	PB	B	95.0	<b>3rd class</b>
45	Hiro	Nishio	PB Airline	B	97.7	
42	Brian	Rainbow	PA	B	132.1	
82	Ian	Goddard	F2 Magna	C	75.8	<b>1st class</b>
130	Reed	Yates	ND	C	87.5	<b>2nd class</b>
44	Gaston	Lenaerts	L2 Magna	C	99.5	<b>3rd class</b>
99	Stephen	Dear	Wolseley 16/45	C	106.2	<b>3rd class</b>
22	Terry	Andrews	NA Airline	C	137.9	
6	John	Neighbour	NA Special	C	179.0	

## Results of Gaydon Concours

### Class A

No.	Name	Car	Reg'r No.	Score	Place
1	Robin Hamblett	J2	2742	40	1st=
40	Colin Lambert	12/12	2769	40	1st=
9	Rodney Lambert	J2	724	33	2 <sup>nd</sup>
16	Klaus Faldorf	J2	2510	26	3 <sup>rd</sup>
20	Ted Hack	D	1600	26	3 <sup>rd</sup>
31	Keith Hall	J2	1460	17	4 <sup>th</sup>
80	John Haine	M	148	13	5 <sup>th</sup>
11	Ken Robinson	J2	600	8	6 <sup>th</sup> =
39	David Jackson	J4 rep	2876	8	6 <sup>th</sup> =
43	Chris Smith	J2	1531	8	6 <sup>th</sup> =
26	Jeremy Prince	J2	304	5	7 <sup>th</sup> =
57	Wolfram Schmidt	J2	2935	5	7 <sup>th</sup> =
117	Mike Hewson	J2	1079	4	8 <sup>th</sup> =
136	Mike Linward	J2	1140	4	8 <sup>th</sup> =
27	Dr G Collins	J2(s)	1976	3	9 <sup>th</sup>
4	Tony Margel	M	843	1	10 <sup>th</sup>

### Class B

45	Hiro Nishio	PA Airline	2893	32	1st=
105	Edward Goble	PA Abbey	2349	32	1st=
29	Ulrich Gygax	PB	1557	30	2 <sup>nd</sup>
46	Roger Davies	PA	968	27	3 <sup>rd</sup>
97	Ken King	PA	2606	25	4 <sup>th</sup>
55	David Rowland	PA	2060	23	5 <sup>th</sup>
72	Keith Leaver	PB	1208	16	6 <sup>th</sup>
33	Neil Skeerratt	PB	3072	6	7 <sup>th</sup>
106	Michael Barber	PB Lester	100	5	8 <sup>th</sup>
10	Chris Lewis	PB	1168	4	9 <sup>th</sup>
13	Paul Duncombe	PA	664	3	10 <sup>th</sup> =
116	Dick Morby	PA	1533	3	10 <sup>th</sup> =
42	Brian Rainbow	PA	864	2	
110	David Sherman	PB	?	1	

## Class C

44	Gaston Lenaerts	L2	857	26	1st
18	Walter Kallenberg	K1	1581	22	2 <sup>nd</sup> =
58	Bengt Dahlgren	K3 rep	3024	22	2 <sup>nd</sup> =
8	George Eagle	NBs	2501	21	3 <sup>rd</sup>
108	Len Goff	K2	2015	20	4 <sup>th</sup>
82	Ian Goddard	F2	1278	13	5 <sup>th</sup>
130	Reed Yates	ND	162	3	6 <sup>th</sup>

## Day Two – Prescott

From the editor

The Wednesday's event was the trip to Prescott, but first we had a fire alarm at the hotel, which disrupted breakfast. We had Rod and Jill Brayshaw in our Allingham, and Martyn and Ann Phillis in Keith Portsmores' M-type with us for the trip. It was a beautifully sunny day and the hour's journey through the lovely Cotswold countryside was fabulous, with Triple-M cars almost around every turning. By the time we got near to Prescott we had caught up a group of Belgium cars, and so arrived with a whole stream of cars.

On arrival we parked under the trees in the sloping paddock, and were amazed at the turnout, with new cars, like Hiro Nishio's P-type Airline Coupe in two-tone green, that had only two days before been collected from Dave Cooksey. Walter Kallenberg from Germany had a very nice K1 tourer, while Michael Barber had his Lester PB. There were also TWO D-types (of Bill Grayling and Ted Hack), as well as Phillippe Douchet's rapid pointed-tail K3. He was giving many people rides up the hill as passengers in the car.

We all had to sign a disclaimer, after which we were free to drive up the hill as many times as we liked; the marshals setting us off at intervals to ensure only two cars were on the hill at one



time. Fortunately the return road was open to enable people to return straight back to the paddock. There had been worries that the Foot and Mouth restrictions would not let us use this return road.

I took the M-type up in fine style, and later Phillippe Douchet came over and asked if I would like to take his K3 up. Wow- is the Pope catholic! He remembered that I had had K3003 some years back and so knew how to drive one of these great cars; it was slightly different in the cockpit as it is a 1934 car, but it was good to get the feel of the preselector gearbox again. It stormed off the line and was soon up into second, which is were it stayed for the whole climb, with the car feeling very well controlled on its Dunlop racing tyres, and the lovely exhaust echoing round the hill. I think the last time I competed at Prescott was with my K3 in about 1973. It was good to be back again.

I then took the ND up the hill, but it obviously wasn't as quick. This car had competed at Prescott back in the 60s, when I had it first time around, when it was painted cream.



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Colin Tieche's NA Airline arrived on a trailer having broken a half shaft on its way down. We soon had the hub off to reveal that the break was at the outer end, and the rest of the half shaft could be pulled out with some long nosed pliers.

Fortunately, I had a spare half shaft in the ND, and we soon had this fitted. This haft shaft and hub has been adapted to suit either side, by drilling the ears of the spinner, so that it can be wired to the spokes to stop it coming undone, if it is fitted on the incorrect side. Terry Andrews who was driving the car was running round like this for the rest of the week, so the idea seems to work!

The Bugatti Museum was open, and, although small, had a great selection of Bugatti related material, including a vice that he made, as he was not satisfied with the commercial offerings of the day. It has even got Bugatti moulded into the casting; they sell reproductions of the vice at about £2000- if any one is interested! The roller bearing big ends were a beautiful bit of engineering, and he also designed his own 3-lobe Roots type blower.

One has heard of his railcars with Royale engines, but I was surprised that in 1939 there were 97 railcar sets in use. He also dabbled in an aeroplane or two.

We got talking to Hugh Conway, who happened to be there; he was very enthusiastic and interesting. He had not heard the story of Ettore saying that the front axle on the K3 practice car was not strong enough, when the MG team called in on their way to Italy. The axle was duly beefed up for the race cars. However, years later Horton used the early axle on K3007 to save weight, and it broke! I recommend a visit next time you are at Prescott.

When we came out most cars had left. On the way back we stopped at a lovely country pub and sat outside in the beautiful later sunshine. The Belgians saw us and also stopped for a drink.

As the meal at the hotel had been very poor and slow, the night before, we decided to have a pub meal at the Fox Inn in the Boltons, a few miles from the hotel. Our New Zealand friends

enjoyed eating in a proper English pub with good food and prompt service.

When we went to leave, we found a flat tyre on the M-type, the valve had pulled through the tube. We changed to the spare and next day Chris Lewis kindly gave us a new inner tube to see us on our way.

## **Day Three - Abingdon to Abingdon Run**

### **From the editor**

We set off on another fine day for the rerun of the 1934 Abingdon to Abingdon Trial. We were handed our Route Book which had been beautifully researched and printed by John Reid. This had an introduction to the trials of the 1930s and the original Abingdon to Abingdons, as well as the MG Magazine's report of the 1934 event, which was won by C.A.N. May in a J2. The Singer team beat the MGs in the team trophy however.

As the start was from the Hopcroft Hotel, the early part of the run was a feeder to join the original route near Witney. The route was set out using the now-familiar tulip diagrams, with mileages and other information given. This was augmented by marked up colour Ordnance Survey maps, cross-referenced with the numbered instructions.

We were taken through Burford, and then caught up with Bob Hudson; after following him for a few miles to listen to the exhaust and to smell the oil, we overtook him. He and Sandra were obviously taking it easy as he later over-took us going up the hill into Stow on the Wold, sounding very purposeful.

The M-type later overtook three P-type on one long hill; we then drove on to Winchcombe, before turning SW to Cheltenham. Peter Tabb and I were now with the Allingham only, as the Portsmore M-type had got the tantrums! We stopped at a nice pub in Prestbury just after the Mill Lane section, and got talking to Peter Clark who was in PA ACE 286, which was in the

original trial driven by Fred Rickaby, who was a jockey. We continued on SW to Birdlip Hill, which is very steep, with a wonderful view from the top.

The countryside was really lovely, and the sunshine made it a perfect day for indulging in Triple-M motoring. We next went past Juniper, and on to Stroud. Due to some hole diggery by the Water and Gas Boards, we had to take a short cut to the Bear at Rodborough. By the time we got there all but one MG had left; we realised that we still had 70 odd miles to do.

We passed Nailworth Ladder, but this time I didn't go up, as I had found out what it was like when I took the ND up in the Classic Kimber Trial. By now we were running eastwards and the roads were much better, allowing some fast motoring back to Abingdon. Here we turned north and skirting Oxford went over the Thames at the toll bridge at Swinford, paying 5p for the pleasure. A very fast road took us up past Woodstock to join the Oxford-Banbury road back to the hotel. This was at a T-junction round a blind bend, so arrived rather fast to find a queue of cars waiting to join the main road. After the Jarvis and Allingham had managed to stop, we heard a tremendous squealing of brakes as a PA came round the corner flat out to find us stationary. Somehow he managed to stop in time!!

At one stage before Abingdon, we were on a dual carriageway, when I noticed in my rear view mirror a faster Triple-M car coming up, seconds later Peter Green's Mille Miglia K3 came belting past, going flat out, with a lovely rasping exhaust stirring the emotions.

We got back to the hotel at about 6pm after 142 miles, and were very pleased at the way the M-type, with 2 people up, had stormed up the hills in third, as well as keeping up with Chris Lewis' very rapid PB.

## Day Three - Gala Dinner

By the editor

This was held in the Hopcroft hotel with 150 people sitting down at 14 tables, in three interconnecting rooms. There were flags of the various represented countries hanging round the walls, and menu cards and table numbers with the "40 years of the Triple-M Register" plaque on.

The meal was a very good three-course meal with coffee and mints to round it off. Fortunately after several complaints about the terrible service of previous nights, the meal was well delivered.

There were a few speeches, with Bill Wallis starting off by congratulating us on behalf of the main club, for 40 years of involvement. Mike Allison then reminded us all of how it all started, and the various players at that time, some of whom, like Mike Hawke, are still active in the Register.

Steve Dear was very entertaining in his usual way, with jokes coming thick and fast, which reminded many of us of the old dinners at the George at the Cheddar weekends.

Our new chairman, Peter Green, said a few words of thanks to the past performers, and promised to build on the their achievements and get the Triple-M Register more involved with its members and run events of a similar nature to the birthday celebrations in coming years.

The prizes for the events at Gaydon were then given out, and it was nice to see that many of our overseas friends were taking the awards, especially Gaston Lennaerts with his lovely L-type, who won two prizes.

Simon Hope of H&H Auctions was then introduced to run the auction. The first lot was a pair of tickets for the Classic Silverstone weekend, which went to Colin Lambert for £25; next was a tour of the control room at the weekend's race meeting, together with a ride in the course car, which went to Linda Yates for £15. The third lot was for a year's supply of H&H Auction catalogues, which went for £25 to Len Goff.



We then came to the auction of a drive in Peter Green's K3016, which was soon up to £100 and eventually went to Tim Metcalfe for £200. Simon Hope then suggested to Peter that he offered another lot for a drive in the Seaman K3 for the under bidder. Peter was not too keen, as this has a central throttle, but then Tim Metcalfe offered to use this car, as he was used to a central throttle on his Aston-Martin, and the under bidder, Ken Robinson, could then drive the Mille Miglia Car.

Then we had the main Auction item, which was a lovely Len Goff water colour painting of K3003 on the 1933 Mille Miglia rounding a bend in the mountains. This was quickly up £1000 and eventually went for £1500 to a sealed bidder. But don't despair as you can buy one of the limited edition prints, if you are quick, by sending £25 to Malcolm Green, our librarian.

The raffle prizes were next drawn, and eventually the last few dusters and sponges were distributed by randomly throwing them around the room!!

And so ended a really fantastic evening, as well as the Triple-M birthday party, our thanks goes to all those who had organised the various parts of the celebrations.

## **MGCC Silverstone - Walker Freight Services Mary Harris & Kimber Trophy Race - Results**

Pos'n	class	Driver	Car	Time	Laps
1	E	Richard Last	K3/s tc	15:21.920	8
2	E	Annie Templeton	KN/s ss	15:30.392	8
3	D	Charles Jones	L/s	16:06.380	8
4	C	Andrew Taylor	K3/s	16:38.408	8
5	D	Michael Coles	K/s	16:46.852	8
6	D	Paul Mullins	K1/s	16:57.071	8

7	C	Gunther Stamm	K3/s	17:22.574	8
8	B	John Dutton	NA	15:48.981	7
9	D	Jane Metcalfe	NA/s	15:54.391	7
10	C	Barry Foster	C/s	15:58.217	7
11	D	David Cooksey	C/s	15:59.616	7
12	C	Patrick Gardner	KN/s	16:25.725	7
13	D	Mike Allison	NA/s	16:48.409	7
14	C	Len Bull	J2	16:55.538	7
15	C	Carol Cooper	J2-PA/s	16:58.764	7
16	A	Hamish McNinch	PA	17:13.705	7
17	B	Andrew Bradshaw	NA	17:13.865	7
18	C	Philippe Douchet	K3/s	17:20.409	7
19	C	Colin Alderman	NA/s	17:21.729	7
20	C	Peter Altenbach	NA/s	17:27.757	7
21	A	Richard Holmes	PA	15:22.020	6
22	B	Peter Green	NE	15:39.073	6
23	C	Oliver Richardson	PA/s	15:47.180	6
24	A	Pat Boghossian	PB	15:48.704	6
25	C	Gilbert Collins	J2/s	16:56.568	6
26	B	Roderick Bendle	K special	18:31.161	6

Not Classified

D	Ian Davison	J2/s	7:15.761	3
E	John Bishop	PA- XPAG	7:48.758	3
E	George Rozwadowski	L/s Turner	2:15.646	1

**Mary Harris Winner – Carol Cooper, J2-PA/s**  
**Kimber Trophy Winner – Richard Last, Parnell K3/s to**  
**Don Moore Trophy Winner – Len Bull, J2**

# Luxembourg Triple-M Rally

From the editor

This was the 4<sup>th</sup> rally that the little Triple-M contingent had organised in this delightful Duchy.

66 cars had entered this event, which happens every three years; this is because it is organised by only 4 or 5 people, for which we are very grateful, and it is also something special to look forward to.

This time there were 25 entrants from the UK, ranging from Tony and Judith Margel who came all the way from Leeds in his M-type, to Mike and Anne Allison in the Monte Carlo N-type.

The Dieppe Raiders crossed over by Sea Cat to Calais on the Wednesday, and slitting into two groups of 5 cars got to our chateau at Cambrai without too much trouble. The M-type had a lot of vibration, but this was fortunately found to be a bolt shed from the prop shaft coupling; fortunately a replacement bolt was soon fitted. This lovely little chateau had a converted orangerie, and secure parking. We met up with Derek and Rosemary Richards who had arrived earlier in their blown P-type; They had come from Dorset, and crossed over to Cherbourg the previous day, and then travelled through northern France to join us at Cambrai. We also met up with a French Triple-M owner, Marc Lafrance, who has an N-type in restoration. He came with his son for a drink and we managed to persuade him to join us for the evening meal, which was held in the chateau's wine cellar. A special meal was prepared for 20 of us. As Marc can speak very little English, we had to converse in French, which got a bit difficult when talking about the technicalities of Triple-M cars.

Mike Allison mended his wing stays, and so on Thursday morning we set off in the two groups for Luxembourg; Unfortunately we had immediate problems with Derek Richards' P-type with misfiring badly, we tried new plugs which helped a bit. Soon we were on our way through some lovely countryside that we had chosen south of the direct route, which meant we kept going at our own speed with hardly any traffic.

The day was very hot, and soon Derek's car was in trouble again, we stopped at a garage and got the battery charged as we thought that as the dynamo didn't seem to be charging, there was not enough for the sparks. However, that didn't help, so we then set to and changed the coil, then the HT lead, until we found the condenser on his Bosch distributor to be the problem.

We phoned the other group to let them know what was happening, and set off to catch the others. Near Arlon, the M-type started to misfire, and it was thought to be the heat; the solution to heat problem is to take out the bonnet hinge pin and remove the bonnet side. This didn't work this time, so we checked the petrol pump, which was found to be suffering from heat exhaustion. Fortunately I had put a spare 6volt pump in the car, and so with this fitted we were on our way again. We arrived at the rally hotel in Larochette at 7.30pm, the other group having been there for two hours already, and also changed the broken half shaft on Keith Portsmore's NA in a record 10 minutes!

The front of the hotel was a sea of Triple-M cars, crammed in nose to tail. We were soon meeting old friends from previous rallies, and fell into bed after a long day.

The next morning, the rally started with a route which took us to the Moselle via some small back roads, being guided by a marked up map, which found a lot of people taking the wrong way. The organisers had arranged for a breakdown truck to bring up the rear; this was soon in use after we found that Urs Schilter's M-type had blown a head gasket.

**Inside Front, top:-**The Dieppe Raiders overnight Chateau at Cambrai.

**Inside Front, bottom:-** The Hotel car park at the Luxembourg Rally at Larochette.

**Inside Centre left, top:-** Anthony Littlejohn checking his L1 Carlton at Larochette.

**Inside Centre left, bottom:-** The beautifully restored F1 saloonette of Rob Oudejans.

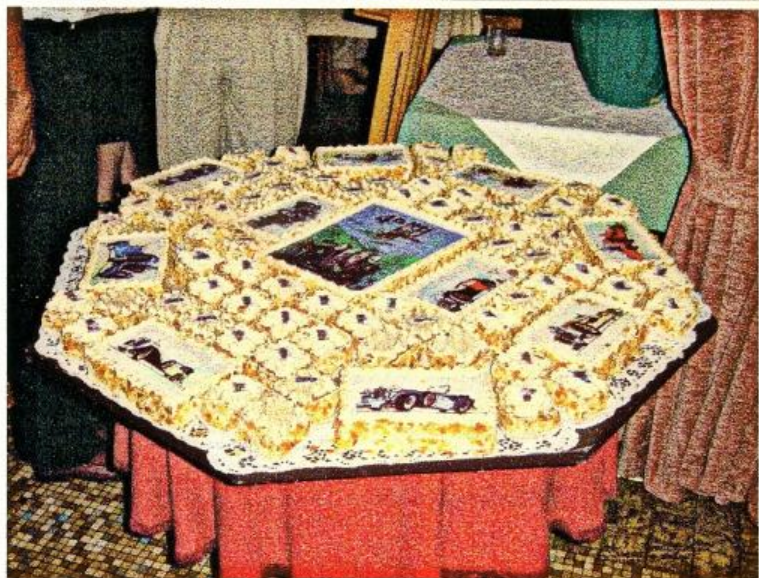












We eventually ended up driving through the vineyards on very dirt narrow tracks to arrive at the top of a hill for drinks and to admire the fantastic sight of the vineyards all around and the River Moselle hundreds of feet below. The other side of the river is Germany, as the river defines the eastern side of Luxembourg.

We then went for the lunch in a wine makers emporium. We helped ourselves to a wonderful cold buffet, with salmon and all, only to be told that that was the starter course! The main course was just as good, but some people had already eaten too much.

After lunch there were tours for those who didn't want to talk cars. We then set off for the afternoon's run which took us up a very steep track through the vineyards where some cars burnt out their clutches. We were soon lost again after that, but managed to get back on the route. We stopped for a welcome drink when we saw the Belgians, but needed to sit inside because it was so hot. We had trouble making ourselves understood to the barmaid, but found out she was Portuguese!!

Back at Larochette we had some more drinks with friends, and discussed the day's events and missed turnings. Our group decided to eat in the overflow hotel, and had a great meal for £15 a head with wine.

**Inside Centre Right top:-** The stop for drinks in the vineyards above the Moselle.

**Inside Centre Right, bottom:-** Triple-M cars at the Lunch stop on the 2<sup>nd</sup> day of the Luxembourg rally, at Kleinbettingen.

**Inside Back, top;-** The cakes made by Max Nusbush for the final dinner at Larochette.

**Inside Back , bottom:-** The Dieppe Raiders line up with their cars outside the Chateau at Cambrai.

The next day we had a second tour which took us past many castles to our lunch stop at Kleinbettingen. This was another gastronomic feast, but we didn't make the previous day's mistake. The car park was a wonderful sight with so many Triple-M cars in one place. One of the cars that took my fancy was the pale blue L2 of Urs Langen. It was also good to meet Manfred Berger with his ND again, as well as Teja Fischer with his K1 tourer, both of whom I'd met in Switzerland three years ago

Back at the hotel after an easier route this time, we prepared for the gala dinner. The high light of this was Max Nosbusch's pastries, with Carlo Schmidt's MG cartoons on the top in rice paper. Carlo had drawn some wonderful cartoons of various cars, and these were hung around the walls of the dining room. (We hope that we can get these reproduced for sale in the future).

Jos Wantz said a few words thanking us all for coming, and making it bigger than last time, when 45 cars were entered, then Mike Allison gave a very good speech thanking our host for a well organised meeting.

Sunday morning was farewell day, and the Dieppe Raiders set off in their groups to return to our chateau in Cambrai, taking the direct route through Charleville, which being a Sunday was not as bad as expected. The slower group found a very nice lunchtime stop where the locals were feeding- always a good sign; and so it proved.

Somehow the faster group, which started behind us got to the chateau first, and didn't see our cars parked by the side of the road. All the cars had now been sorted and were running well, even the Richard's P-type. We had another splendid meal in the wine cellar- isn't that a large part of the pleasure of these trips? That, and the lack of traffic on the roads.

The final day's run to Calais was straight-forward and we had a quick crossing back to Dover, where we said our goodbyes to a great bunch of Raiders.

# Dieppe Raiders News

We had a wonderful trip to Luxembourg, with a lovely Chateau for the overnight stop going out and back, which made for a very relaxed few days; in all 25 people from the UK went to Luxembourg.

The Falaise Hill Climb and The Etaples events have passed, and I hope these were a success; I know that two cars were going to Etaples. Please let us have a report on your trips lads.

I did not get any requests for entry forms to the Dieppe Retro, so I assume those that went had forms direct; again let us have a report of the event.

There is possibly still time to join the SE Centre trip to the Luxembourg European Rally; I know that Pete and Susie Arnell are going. Ring Doug Bush on 01342 870069 for further information.

On 21-25<sup>th</sup> September, I am organising a trip to Holland for the SE Centre. This will be in the Zeeland area with the windmills and quaint harbours. We are hoping to take the Sea Cat to Ostend and then drive up the coast to the overnight stop, where we will stay for two nights, with a tour round the area on the second day. We then move on to the second hotel further into Holland, from where we can make trips to Delft, or the best motor museum in Holland. Ring Phil Bayne-Powell for further information on 01483 811428.

John Bevington is holding a Degustation de la Rairie on 25-28<sup>th</sup> September, which will consist of three days of fun and good food in Normandy. The highlight of this event will be a visit to a wine fair, where people will be able to taste the wines and buy at very low prices. Contact John on 00 33 233 508925 for further details.

The also at La Rairie, John is holding Le Kimber Trial on 20&21st October, which will be the usual mix of trials and tours with good eating. Contact Alan Grassam for further details on 01935 863673.



## FUTURE EVENTS

Aug 4 <sup>th</sup> & 5 <sup>th</sup>	VSCC Prescott Hill Climb	01608 644777
11 <sup>th</sup>	VSCC Silverstone Race Meeting	"
12 <sup>th</sup>	VSCC Henlly Driving Tests (Worcester)	"
17 <sup>th</sup> & 18 <sup>th</sup>	VSCC Shelsley Walsh Hill Climb	"
19 <sup>th</sup>	MGCC Snetterton Race Meeting	01235 555552
19 <sup>th</sup>	Black Horse Driving Tests	01372 452133
25-27 <sup>th</sup>	Silverstone Historic Festival	01327 320412
27 <sup>th</sup>	Abingdon Works Car Show	01235 533174
28 <sup>th</sup>	SW Centre Colerne Sprint	01275790855
Sept 2 <sup>nd</sup>	VSCC Loton Park Hill Climb	01608 644777
8 <sup>th</sup>	Brighton Speed Trials	01273 292711
8-9 <sup>th</sup>	Beaulieu Autojumble	01590 612345
14-16 <sup>th</sup>	Goodwood Circuit Revival	01243 755000
15 <sup>th</sup>	SW Centre Wiscombe Hill Climb	01761 221893
16 <sup>th</sup>	SE Centre Autumn Gathering at Beltring Hop Museum (note change of venue)	01883 742629
25-28 <sup>th</sup>	Degustation de la Rairie	0033 233 508925
22 <sup>nd</sup>	Bentley Drivers Club Silverstone Race Meeting	01844 208233
23 <sup>rd</sup>	Totally MG at Kempton Park	01889 574666
21-25 <sup>th</sup>	SE Centre trip to Holland (Dieppe Raiders partaking)	01483 811428
23 <sup>rd</sup>	MGCC Cadwell Park Race Meeting	01235 555552
23 <sup>rd</sup>	VSCC Madresfield Driving Tests	01608 644777
Oct 14 <sup>th</sup>	SE Centre Autumn Trial	01474 708421
14 <sup>th</sup>	MGCC Abingdon to Abingdon Run	01235 555552
20 <sup>th</sup>	Triple-M Annual Dinner, Blue Flag	01753 643468
21 <sup>st</sup>	SE Centre Navisat (Brighton area)	01483811428
20 & 21 <sup>st</sup>	Le Kimber Trial at La Rairie	01935 863673

## COTY to 15<sup>th</sup> July 2001

<u>Register Number</u>	<u>Car</u>	<u>Registration Number</u>	<u>Driver/s</u>	<u>Points</u>
105	KN/s	BFY 658	Michael Coles	36
1460	J2	AGY 339	Keith Hall	31
2769	12/12 Rep	GG 3340	Colin Lambert	29
1997	NA	-	John Dutton	29
3070	K3/s tc	MG 2525	Richard Last	25
2694	J2- PA/s	Kayne Spl.	Mike Painter	25
605	L1/s	MG 2802	Bob Jones Charles Jones	25
656	PB/s	JC 3269	James Gunn Rebecca Gunn	19
2361	NA/s	EP 5892	Robin Butler	18
1140	J2	JL 753	Mike Linward Ian MacKay	18
968	PA	BU 8079	Roger Davies	17
2349	PA Abbey	BLF 460	Edward Goble	17
1278	F2	MG 1313	Ian Goddard	17
857	L2	LHJ 875	Gaston Lenaerts	17
397	M	SC 9559	James Peacop	16
304	J2	MG 3111	Jeremy Prince	16
2510	J2	HB-J 327	Klaus Falldorf	15
2060	PA	OW 5865	David Rowland	15

2876	J2/s	KSL 635	David Jackson John Sharples	14
2893	PB Airline	DBB 36	Hiro Nishio	14
162	ND	BKL 265	Reed Yates	14
2761	K1/s	MG 2794	Charles Jones	13
2028	NB/s	MG 3694	Mike Allison Jane Metcalfe	13
1000	PB/s	JB 7521	Ian Williamson	12
1079	J2	MG 2041	Mike Hewson	12
600	J2/s	WJ 7070	Ken Robinson	12
1531	J2	PJ 8586	Chris Smith	12
724	J2	HS 7065	Rodney Lambert	12
209	J4/s	AGP 291	John Adams	12
783	NA	MG 3179	Colin Alderman	12
2742	J2	DG 7828	Robin Hamblett	11
2935	J2	GL-07400	Wolfram Schmitz	11
1699	D	PO 5751	Ted Hack	11
1168	PB	MG 4283	Chris Lewis	11
3072	PB	WSJ 159	Neil Skerratt	11
2000	K3/s	MG 3570	Andrew Taylor	11
27	J2- PA/s	DVR 740	Carol Cooper	11
1164	PA		Hamish McNinch	11
2913	PA/s	MG 3855	Oliver Richardson	11

1829	J2	TF 9579	Patrick Gardner	10
1557	PB	BE 96147	Ulrich Gygax	10
1581	K1	E-KK 1933	Walter Kallenberg	10
3024	K1/s	MG 2219	Bengt Dahlgren	10
169	M	OW 1444	Andrew Bradshaw	10
2600	PA	BGN 577	Jerry Salaman	10
1533	PA	WV 5012	Dick Morbey	10
2077	K1- KN/s	-	Annie Templeton	10
	ss			
1146	K3/s	JB 3182	Gunther Stamm	10
1888	NA	CGJ 295	Andrew Bradshaw	10
2501	NB/s	AAM 372	George Eagle	9
148	M	OY 1548	John Haine	9
2761	K1/s	MG 2794	Paul Mullins	9
1931	C/s	VD 30	Barry Foster	9
212	NE	JB 4750	Peter Green	9
2175	PB	JB 7524	Pat Goghossian	9
	J2/s		Colin Bird	8
1200	PA/s	JB 3854	Alan Grassam	8
833	PB	VH 8903	Barry Smith	8
1049	PB/s	VH 8637	Gerald Burridge	8
909	J2- PA/s	FW 3909	Bill Bennett	8
2606	PA	BXW 477	Ken King	8
2015	K2	OPD 239	Len Goff	8

	PB	APW 774	David Sherman	8
1521	C/s	RX 8591	Dave Cooksey	8
1525	KN/s	DSV 201	Patrick Gardner	8
691	NA	BYU 271	Rosemary Bayne-Powell	7
1277	J2/s	MG 2772	Ian Davison	7
3043	K2/s	MG 2191	Brian Sayers	7
	PA/s	-	Alan Painter	7
			Mike Painter	
1048	J2	APH 367	Len Bull	7
1976	J2/s	JF 5278	Gilbert Collins	7
1208	PB	BOK 244	Keith Leaver	6
106	NA	EG 1882	Terry Andrews	6
	Airline			
1334	NA	AVG 865	John Neighbour	6
1	NA/s	JB 3852	Mike Allison	6
	PB/s		Jeanne Temple	5
1595	M	PG 1045	Frank Ashley	5
1985	K3/s	CS 3009	Philippe Douchet	5
100	PB	MG 4251	Michael Barber	4
	Lester			
917	M	UB 1856	Brian Bowles	4
843	M	ST 6963	Tony Margel	4
864	PA	LSV 554	Brian Rainbow	4
1894	M	GC 7705	John Bevington	3
538	NA	NV 4207	David Sharp	3
182	K3/s	JB 4184	Dean Butler	2

317	M	GP 1856	Philip Bayne-Powell	2
1428	J2	DG 6142	Nick Bengier	2
664	PA	BLB 209	Paul Duncombe	2
348	M	VU 4037	James Mumford	1
2695	J1/s ss	-	Anthony Howat	1

Don't forget to send your claims for points to Mike Linward, at 18 Victoria Close, Chingford, London E04 6BZ

## CRG Engineering

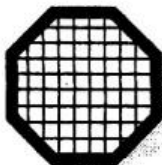
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# YOUR LETTERS

## From Mike Hawke

Having returned from several days of concentrated Triple- M activities, it took me some time to recover and actually read all the literature, which John Reid, Andrew and Co had handed out at the Hopcrofts and at Silverstone.

In his Abingdon to Abingdon route book, John Reid introduces the text thus:-

“The core of this article first appeared in the 1974 Triple-M Yearbook I do not know the name of the author, but he says he was spectating at Juniper on the 1949 Gloucester. His last paragraph prophetically suggests a re-run in 1962, which was the 50<sup>th</sup> Anniversary of the first Abingdon. It would be good to think he that he was taking part today.....”

He was, navigating Colin Barlow's PA. It was a very nostalgic day out for me because, apart from climbing Nailsworth Ladder and Juniper in the 1995 Kimber Classic Trial, I had not visited many of the hill since about 1950.

Congratulations to all concerned on a splendid 40<sup>th</sup> celebration.

Yours sincerely

## From Alan Whitham

Dear Phil,

Just a note from an appreciative Triple-M member to congratulate the Triple-M committee on two significant achievements.

First, on the outstandingly successful 40<sup>th</sup> Anniversary of the Triple-M Register at Silverstone. What a superb display of historic MGs, the likes of which must be unique. To be reminder

of the early history of the marque in such a compelling way is very refreshing to all of us, and especially to those who grew up at a time when Triple-M cars are a mere notion of a bygone age. Perhaps more visibility of our cars will help to foster Triple-M ownership more extensively through the upcoming generation. Well done!

Secondly, on the revitalisation of the Triple-M Register Bulletin. Again, I hope this will help more people to enjoy Triple-M motoring, or restoring as the case may be, and demonstrate that owning a Triple-M car is equally desirable as driving a more modern version of the marque. And I hope that one of the attraction of the Bulletin will be the excitement of the wait in anticipation of the goodies on offer in the next edition! Could I also make a plea for the republication of some of those wonderful snippet of technical information which now languish in long gone versions of the earlier Infoletters? *(Yes we do hope to reprint these items-Ed)*

The Triple-M committee has clearly done the spadework and it is now in the hands of members to bring the new Bulletin to life. Thanks to all concerned.

Yours sincerely

## **From Andrew Morland**

Dear Phil,

It was good to see you and your cars at the Triple-M meeting at Prescott.

My L-type's clutch got a bit hot and started slipping on my 14<sup>th</sup> run up the hill!!!

Had a day out yesterday to Teignmouth in Devon to show the MG to the original owner's wife. She had passed her test in it in 1934. She was most impressed despite the colour being incorrect. *(I think this calls for an article, Andrew, or at least a photograph of the occasion -Ed.)*

Off to France for a week to the Etaples event in August.  
Best Wishes

## From John Passmore

Dear Phil,

Congratulations on the excellent new look Triple-M Register Bulletin (*I like these letters! -Ed*). I'm sure it will achieve your objectives for it; certainly the colour cover is great.

I read once that we could be getting binders for the Bulletin; I certainly would buy these to keep them. (*This an idea we could pursue, if members are interested; please give us your thoughts -Ed.*)

I am back on the job with my J2 restoration and will send photos/update report in a couple of months.

Again, well done on a great improvement to our Bulletin.

Yours



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## From Ian Coxen

Dear Phil

The appeal for the Trico vacuum wiper for M-types produced zilch from the Register members, but an interesting set of details from U.S.A. via the net.

Robert Ficken ([wiperman@wiperman.com](mailto:wiperman@wiperman.com)) states that the model is RSX2 and the screw mount for the screen KSX2. It was a bolt on service item by Trico and is very sought after as it was fitted to 1926-30 Chevy, Buick and Chrysler coupes. He overhauls all vacuum wiper up to 1957 Pontiacs and WWII Jeeps etc, but has one rare model the same as mine for sale at \$200! (with a 5-year guarantee).

The patent numbers on mine are 1926 and 1928 for Canada, so all the M-type items in John Tipler's MG Pictorial History Book must be of the same vintage—surely someone out here still has one!

I am still looking for the detail of the on/off switch; has no-one an early photo of the dashboard with a strange switch on it and the externally mounted windscreen wiper? (*Robin Mace used to be a great mine of information on M-types- can you help us here Robin -Ed*).

Makes an interesting bit of research if you could print this up.  
Many thanks

## From Jim Konstandelos

I have a 1935 PA Midget, (PA1836, Reg.No. BWL 523, original colour- black body with green interior); she has a very large pre-war service file and as a result of previous appeals, two of her owners from the 1960s and 1970s were kind enough to contact me. Is it possible to publish a wanted advert in the Bulletin? I have no information on my car during the period of 1945 to 1960.

My address is 43 Staunton Road, Cantley, Doncaster, South  
Yorks, DN4 6UF.

Many thanks

## TIPS AND HINTS

**Mike Allison at CRG Engineering** has the following new products:-

Handbrake ratchet and pawl set for all models except M/C/D types at 358.75; also available are the spigoy bolts in HT steel for the pawl attachment, at 310 the pair.

Rotax AT 175 dynamo top castings as used by N and K types. Faithful copy, machined from bronze castings, ready to accept your brush gear, at £175.

Vertical drive sleeves for all models, at £25.

Petrol tank mounting rubbers for slab tank cars, made with the correct wedge shape, in hard fuel resistant rubber, at £10 a pair.

Mike is going to produce some M-type bonnet catches for a job he is doing, and will extend the run if others would like some. He will only be doing these to order on a once off basis, so get your orders in now. The cost is likely to be around £125 each, and a non- returnable deposit of £50 is required with each order, which need to be with Mike by 15<sup>th</sup> October at the latest.

Telephone Mike on 0149 187 5554 from 7.30-4pm, or visit **CRG Engineering, Unit 251, The old Vicarage, South Stoke, Goring-on-Thames.**

**Crystal Finishes Ltd (Blackwater Way, Aldershot , Hants, GU12 4PD. Tel.01252 25999)** can carry out stove enamelling and powder coating of wheels and other components.

**Chris Clark (The Hermitage, 1 Pump Yard, Turnditch, Derby, Tel.01773 550485)** for the supply of instruments, lamps, cut-outs, mirrors etc for our cars, and has recently fitted a CVC unit for me inside the original junction box/cut-out unit (as we are using a two-brush dynamo on the N-type saloon).

Last time, I gave the wrong telephone number for **Phil Hallewell**, who makes new 18" & 19" wheels. His **Tel.No.is 01895 674852** and the address to write to is **PO Box 225, Uxbridge, London UB9 5QQ.**

## For Sale

MG C-Type Replica. Incomplete, but many parts new/reconditioned/powder coated/painted, providing an exceptional opportunity to replicate the desirable Montlhery Midget. Based on a J2 chassis converted to C-type specification, including handbrake and trunnion boxes; with correct axles, stubs, hubs, bearing carriers, half shafts, differential; 12" brakes, wheels, Adamant steering, arms and track rods; AA engine with C-type mods (Needs crank and rods); dynamo, starter, clutch, new petrol tank and cradle, oil tank, upper and lower wing stays, C-type dashboard, switches, instruments, rare 2.375" clock, electrics, headlamps, new radiator shell, new bonnet, sides and fittings, and many other items. £6000 for early sale. New body available to buyer. Phone **Alan Whitham** on 01244 851605 for further details.

ALSO Marshall Godfrey supercharger, K series type 15 in excellent condition; most impressive unit, Aircraft



specification/quality/dependability. Loads of boost for big bore K/L/Ns £850. Also N-type foot brake pedal mounting chassis mounting £35. Pair of M-type rear hubs, very good £15. M-type front hub £5.. Morris Minor Adamant drop arm £25. Box of Morris 8 hydraulic back plates, brake shoes, J brake drums etc to fit M/D/J/F £25 the lot. New under bonnet tool box £25. Gearbox casing suit J/P etc with some internals £20. **Alan Whitham (Tel. 01244 851605).**

As **Tony Jenkins'** K-type has not been used much in the last years (since he moved back to Scotland in 1998) is offered for sale.

This is K0265, registration MG 2788 ,a 1933 Magnette rebuilt as a practical 2-seater slab tank "K3", with fold flat screen and hood. Bob Jones rebuilt 1100cc engine, fitted with MG pre-select gearbox, and new Marshall 85 giving full 12 psi. Rebuild described in 1994 Triple-M Yearbook. Spares package if required with most engine components, ENV preselect box, diff magneto, second set of wheels with Dunlop race tyres (raced 1992-7). Full details from Tony on 01259 753899. Delivery anywhere in UK, may take unrestored L or N(or interesting/unusual Triple-M) in part exchange.

**John Hopkins** (01823 681257) has for sale an F 2-seater body, bonnet, valences, apron, petrol tank etc from an F-type special- narrower than a standard body. Also for sale he has 5 No 16" wheels with almost new tyres. Parts are with Barry Foster.

**Mike Allison** (5 Fir Tree Lane, Newbury, Berks, RG14 2QX Tel. 01635 40724 evenings 6-10.30pm) has for sale a J2 block (crack-tested OK), £500; J2 head ,crack checked, with one crack in valve seat, £400; another with full set of valve seats fitted, and valves and guides supplied, ready for lead-free use, £750. ENV Riley type preselctor gearbox, £1200; N-type heads available, one at 8.5:1 compression ratio, with seats and valves

ready for use, £800; a second one as found, needs work, valve seats recessed, and cracked, £500. C or J4-type water pump, brand new, complete, £200. Two N-type original crankshafts, as removed from engines, £250 the pair. No point in crack testing, they probably are! (Also he has a rare three piece one as well!!!). 8No original P/N/L/KD con rods, all crack-tested OK, £400 the lot. There may be others that have not yet been crack tested. Gearbox bell-housing, for Woseley box, L-type pattern, for exchange for P/N. P-type inlet manifold, £50; L-type sump in exchange for N-type. F-type inlet/exhaust manifold, repaired but good, £100. K3 pattern wheel 19"x2.75, brand new, one only, £175. K3 preselector gearbox bell housing, early type, a beautiful reproduction, cost £800, open to offers.

**Bryan Purves (Applegarth, Holtye Road, East Grinstead, West Sussex, RH19 3PP)** is producing very good reproduction door locks of the thin variety, not the later Wilmot Breeden type.

**The Electrical Parts Company (Windy Nook, Upperton Farm, Berrington, Tenbury Wells, Worcs, WR15 8TH, Tel. 01584 811118)** can supply obsolete Lucas Spares for cars and motorcycles.

**M. Blake (Hazledean, Stony Cross, Little Hereford, Ludlow, Shrops, SY8 4BA, Tel. 01584 819344)** can make solid copper gaskets for any vehicle, and made a very good job of one for our Jarvis M-type, which has given good service. Cost for one off £65, 2-off £60, 3-off £55 each, 4 or more £50 each; these prices are for engines up to 1600cc.

Only two remaining from a batch of P-type camshafts made by Leonard Reece. Price £192 plus £6.45 royal Mail Special (next day) Delivery. These are at cost price. Phone **John James** on **0117 986 4224** or **0117 986 6287** evenings after 7pm, or e-mail [jj@octagon.fsbusiness.co.uk](mailto:jj@octagon.fsbusiness.co.uk)

**Phil Bayne-Powell (Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB)** has for sale a new J-type rear view mirror, £25; also used P-type road springs at £8 each. A new J-type ali channel for under the back of the bonnet hinge, £5. Also a pair of late model 1<sup>5</sup>/<sub>8</sub>" SU carburettors £35.

## Wanted

P or N-type oil pump cover or oil pump complete; P/N front main bearing housing and housing cover; P/N rocker cover holding down nuts; J2 upper windscreen pillar or upper and lower. **Alan Whitham** on 01244 851605

**John Bannell** (0244 301107) is looking for a late J-type oil pump casting, the sort he wants is the one that has the internal oil pressure relief bypass drilling and can be identified by the small casting extension behind the inlet opposite the relief valve, as well as the two domed "pips" at right angles.

**John Hopkins** (01823 6812570) wants some 19" wheels.

**Alex Diez** need an M35A starter motor urgently, (6 or 12 volt). Ring **Barry Foster** on 01458 850169; He has a J2 sump and other bits to exchange if required.

**David Downes** (18 Moneyfly Road, Verwood, Dorset, BH31 6BL Tel. 01202 826122) urgently needs an NA back axle to replaced the one that failed at Silverstone; can anyone help him get back on the road as soon as possible as he is fed up with seeing the poor thing without its back end.

## Stop Press--More Silverstone Results

### Concours

1st, - Peter Best Trophy,	Gaston Lenaerts	L2
2 <sup>nd</sup>	Hiro Nishio	PB Airline
Yesterday's competitors	1 <sup>st</sup> Peter Green	NE

### Pride of Ownership

1 <sup>st</sup>	Derek Richards	PA
2 <sup>nd</sup>	Roger Davies	PA

### Gymkhana

1 <sup>st</sup>	Andrew Taylor	NE
2 <sup>nd</sup>	Rosemary Bayne-Powell	NA

### California Cup

1 <sup>st</sup>	Jeremy Prince	J2
2 <sup>nd</sup>	Colin Reynolds	12/12 Rep.
3 <sup>rd</sup>	James Mumford	M-type

## Help!!

In 1974 Barry Foster made a 20 minute film of the Triple-M entry into the 6-Hour Birkett race. This was borrowed by the MG Car Club to go to several natters. Barry has never had this returned. This is now a historical piece of 8mm film and deserves a wider viewing. So could any one who knows about this film contact Barry on 01458 850972/850169. Better still if the person who actually has this could return it – anonymously if needs be – we may be able to copy it and sell it to members.

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**SECRETARY** - George Eagle, Foxcote Chase, Leckhamsted Road, Akeley, Bucks. MK18 5HG. (Tel. 01280 860428)

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**BULLETIN EDITOR** - Phil Bayne-Powell, Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. (Tel. 01483 811428)

**LIBRARIAN** - Malcolm Green, 28 Allen Road, Great Bookham, Near Leatherhead, Surrey, KT23 4SL (fax 01372 451507)

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**Inside back Page, top:**-A view of the Birthday display cars.

**Inside Back Page, bottom:**-Richard Last in his twin-cam ex-Parnell K3.

**Back Page, top:**- The Triple-M car park at Silverstone

**Back Page bottom:**- Gaston Lenaerts and his wife taking it easy beside their prize winning L2.





